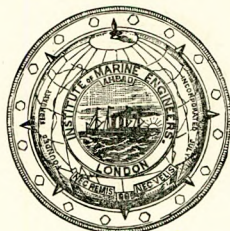


INSTITUTE OF MARINE ENGINEERS

INCORPORATED.

SESSION



1900-1901.

President :

COLONEL JOHN M. DENNY, M.P.

Local President (B.C.C.) : SIR JOHN GUNN.

DISCUSSION

ON

THE BRITISH NAVAL ENGINEER,

HELD AT 3, PARK PLACE, CARDIFF,

ON WEDNESDAY, MARCH 6TH, 1901.

Mr. T. A. REED said he knew from personal knowledge that we were seriously under-manned right through the Navy. When the naval manoeuvres were on, instead of having a full supply of engineers on each boat for times of peace with a reserve to draw upon in times of war, the battleships were undermanned in order to find engineers for the torpedo boats and destroyers. There was no inducement held out to an educated young fellow to become a naval engineer, especially when it was known that he was subservient to any petty deck officer. Give executive rank, and we should have engineers enough to doubly man the engineering staff of the Navy.

Mr. HANSEN thought the age-limit had something to do with the Naval Engineer shortage.

Mr. A. S. JACKSON considered that when they remembered that the Naval Engineer was responsible for the maintenance of the vast aggregation of machinery in a warship, he should be granted executive

rank, and, within limits, the power to promote, award, or punish any member of the engine-room staff, without appealing to non-technical authorities on purely technical matters. He heartily approved of the proposed committee of practical seagoing engineers, a step which was preferable to the naval engineers themselves further agitating, inasmuch as known malcontents might be marked men. With recognised rank, and better pay, the present dearth of suitable engineers would cease.

Mr. W. SIMPSON said that parents could not be expected to incur the present expense of training their sons for naval engineering for the status and pay as they now existed.

Mr. M. W. AISBITT thought the Chief Engineer and the First Lieutenant ought to be equal in rank.

Mr. E. NICHOLL pointed out that pensioned Naval Engineers were not actively backing up this movement. Were they sure that the Naval Engineers would thank them for agitating in this matter?

Mr. A. S. JACKSON replied that a friend of his, chief engineer on one of the battleships, had written him, saying he had read Mr. Morison's paper, and fully approved of it.

Mr. T. A. REED urged that an inducement should be offered by the Government to young fellows serving in the engine-shops to join a Naval Engineers' Reserve. To fully equip the British Navy with engineers, the pay would not only have to be increased, but the engineer must be given executive rank. The importance of deck duties had declined since the introduction of steam, but the status of the deck officer remained the same, while the most essential man in the ship, the engineer, was unrecognised in this respect. No wonder there was a difficulty in getting competent engineers.

Mr. ALLAN JOHNSON declared that woman was at the bottom of this agitation. Men cared comparatively

little about the status so long as the money was there; but women set great store by social rank and position. For his part, he considered that all executive officers in H.M.'s Navy ought to have a knowledge of engineering. It would result, at least, in their having a higher respect for the engineer, and in the event of disaster they would not be likely to forget his existence as in the case of the *Victoria*.

Mr. W. THOMAS said it was high time the social disability of the engineer of the Royal Navy was a thing of the past.

Mr. W. EVANS thought the Government should make provision for cheapening the cost of training a youth as an engineer in the Navy.

Mr. SHELTON said the social disability of the Naval Engineer compared with the deck officer was particularly noticeable abroad.

Mr. BOYD said as the marine engineering profession was the recruiting ground for Naval Engineers, he considered it fitting and justifiable that marine engineers should take a prominent part in this movement

Mr. TOD thought the age limit of qualifying for the Royal Navy as an engineer should be raised from 20 to 25 years, with one year allowed after that in which the candidate could go to college.

Mr. AISETT was inclined to think that the social position of the engineer was exactly what he made it.

The discussion was closed, and on the motion of Mr. A. S. JACKSON, seconded by Mr. W. SCOTT, a cordial vote was passed to Mr. MORISON, the author of the Paper.

A similar compliment was paid Mr. T. W. WAILES, who had presided during the latter part of the proceedings, Mr. NICHOLL submitting the proposition and Mr. AISETT seconding.

