

**HER MAJESTY
QUEEN ELIZABETH II**

*On the occasion of the Coronation
on 2nd June 1953 of Her Majesty
The Queen, Patron of the Institute,
the Council offered loyal greetings
on behalf of all members in the
Address which is reproduced
overleaf.*



HER MOST GRACIOUS MAJESTY
QUEEN ELIZABETH II.

May it please Your Majesty:—

WE, Your Majesty's loyal and dutiful
subjects, the President, Chairman &
Members of **THE INSTITUTE OF
MARINE ENGINEERS** beg leave to
approach and congratulate Your Majesty on
this, the happy and conspicuous occasion of
your Coronation. We also desire to tender
our sincere love and affection for Your Royal
Person, your beloved husband and family,
earnestly praying your reign may be long &
happy, marked by peace and prosperity for
all your peoples.

*Signed and Sealed with
the Seal of the Institute
of Marine Engineers.*



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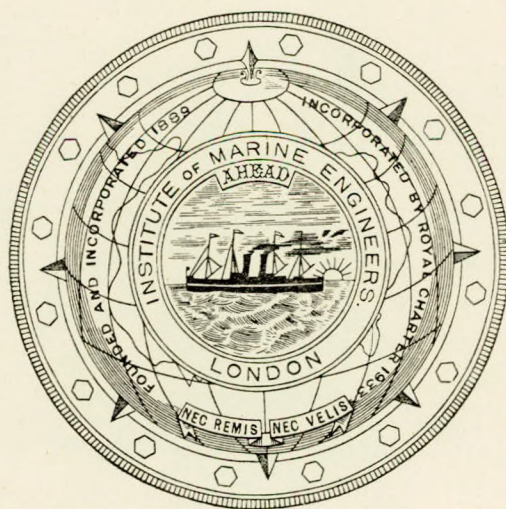
Transactions of the
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FOUNDED 1889

INCORPORATED BY ROYAL CHARTER 1933

Patron: HER MAJESTY THE QUEEN

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1953

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CONTENTS

	PAGE
Sixty-fifth Annual Report of the Council	v
Annual General Meeting	xx
Annual Dinner	xxvii
Guild of Benevolence Annual General Meeting	xxxii
Guild of Benevolence Annual Report	xxxv
Education Group Annual General Meeting	xxxviii
“Steam Air Heaters for Marine Watertube Boilers”, by W. J. S. Glass (Member)	1
Discussion	4
Author’s Reply	10
“Some Unusual Ship and Machinery Defects, Their Investigation and Cure”:	
A Symposium of Short Papers	13
Discussion and Authors’ Replies	38
“The Burning of Boiler Oil in Two- and Four-stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment”, by A. G. Arnold (Member)	57
Discussion	81
Author’s Reply	93
“Atomic Propulsion—With Special Reference to Marine Propulsion”, by Sir John Cockcroft, C.B.E., Ph.D., M.Sc.(Tech.), F.R.S.	105
“Improvements in Ship Performance”, by J. F. Allan, D.Sc.	117
Discussion	124
Author’s Reply	132
“New Designs of Large Two-stroke Marine Diesel Engines”, by W. Kilchen- mann, Dipl.Ing.	137
Discussion	149
Author’s Reply	155
“Service Performance of Boiler Brickwork—The Causes and Extent of Wastage”, by Bryan Taylor, B.Sc.(Eng.) (Member), and H. Booth	165
Discussion	179
Authors’ Reply	185
“Insulation of a Refrigerated Cargo Liner”, by K. C. Hales, B.A. (Associate Member), and J. D. Farmer, O.B.E. (Member)	189
Discussion	200
Authors’ Replies	206
“Sea Trials on a Victory Ship, AP3, in Normal Merchant Service”, by Professor G. Aertssen	209
Discussion	232
Author’s Reply	238
Presidential Address, by Sir Gilmour Jenkins, K.C.B., K.B.E., M.C.	249
“Stressed Rubber”, by Professor A. H. Willis, B.Sc.(Eng.), Ph.D.	253
“The Marine Gas Turbine”, by B. E. G. Forsling, Civ.Ing., LSTF	265
Correspondence: “Unusual Ship and Machinery Defects, Their Investigation and Cure”	274
“Operation of a Marine Gas Turbine Under Sea Conditions”, by John Lamb, O.B.E. (Member), and R. M. Duggan, B.A. (Associate Member)	277
Discussion	293
Authors’ Reply	301
Indexes	313
Engineering Abstracts	1
Index	169

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R. A. COLLACOTT, B.Sc., Ph.D.	INE/6	Pressure Gauges	W. O. HAMILTON	MEE/81/3/1	General Purpose Valves (drafting)
	INE/8	Revolution Indicators and Records	J. CALDERWOOD, M.Sc.	MEE/84	Injection Equipment for Compression Ignition Engines
A. J. MANN	INE/6/2	Pressure Gauges (drafting)		MEE/88/3	Graphical Symbols for Generating Plant
J. TURNBULL, O.B.E.	ISE/-	Iron and Steel Industry Standards	L. BAKER, D.S.C.	MEE/91	Jointing Materials and Compounds
H. R. HUMPHREYS, O.B.E.	ISE/6	Steel Castings	W. E. HOES	MEE/93	Lubricating Nipples Used for Grease Lubrication in Machinery and Vehicles
H. J. WHEADON	ISE/15	Iron and Steel for Shipbuilding	Lieut. Cdr. (E) A. P. MONK, D.S.C., R.N. (ret.)	MEE/102	Numbering of Cylinders on I.C. Engines
H. N. PEMBERTON	ISE/31	Wrought Steels	Eng'r Cdr. H. J. NICHOLSON, R.N.	MEE/119	Plain Bearings
	ISE/31/1	Gear Steels		MEE/123	I.C. Engines for Stationary Purposes
	ISE/31/2	Alloy Steels		MEE/131	Dished Ends for Tanks and Pressure Vessels
H. N. PEMBERTON	MEE/-	Mechanical Engineering Industry Standards	A. C. HARDY, B.Sc.	PTC/2	Fuel Oils
P. MCKECHNIE	MEE/11/4	Marine Flanges	R. W. CROMARTY	PTC/5	Standard Marking of Valves, Flanges and Fittings
F. P. BELL	MEE/12	Chains and Fittings	A. LOGAN, O.B.E.	SFE/-	Solid Fuel Industry Standards Committee
	MEE/12/6	Anchor Cables	T. D. SHILSTON	SFE/1	Nomenclature and Definitions for Solid Fuel Burning Appliances
J. CALDERWOOD, M.Sc.	MEE/13	Engine Testing Fittings		UDC/269	Universal Decimal Classification Panel
T. D. SHILSTON	MEE/21	Air Receivers			
	MEE/21/1	Solid Drawn Air Receivers			
	MEE/21/2	Riveted Air Receivers			
	MEE/21/3	Welded Steel Air Receivers			
R. M. WALLACE	MEE/29	Pump Tests			
J. CALDERWOOD, M.Sc.	MEE/32	Engineering Symbols and Abbreviations			
J. ANDERSON	MEE/34	Land Boilers			
A. ROBERTSON, C.C.	MEE/34/1	Cylindrical Boilers			
J. ANDERSON	MEE/34/2	Water Tube Boilers			
R. S. CADENHEAD	MEE/34/3	Loco-type Boilers			

The Institute of Marine Engineers Guild of Benevolence

General Committee

Chairman: W. LYNN NELSON, O.B.E.
Vice-Presidents: Eng'r Capt. W. A. GRAHAM, O.B.E., R.N.R., J. C. LOWRIE.
Members of Council: W. R. HARVEY, Eng'r Cdr. H. J. NICHOLSON, R.N. (ret.), J. E. M. PAYNE.
Members of the Guild: E. R. CHAMBERLAIN, B. C. CURLING, O.B.E., C. PRENTICE, G. SPECK.
Hon. Treasurer: A. ROBERTSON, C.C.

Executive Committee

Chairman: W. LYNN NELSON, O.B.E.
Vice-Presidents: Eng'r Capt. W. A. GRAHAM, O.B.E., R.N.R., J. C. LOWRIE.
Members of Council: W. R. HARVEY, Eng'r Cdr. H. J. NICHOLSON, R.N. (ret.), J. E. M. PAYNE.
Members of the Guild: E. R. CHAMBERLAIN, B. C. CURLING, O.B.E., C. PRENTICE, G. SPECK.
Secretary: J. STUART ROBINSON, M.A.

Annual Report of the Council for 1953

Before formally presenting the Annual Report for 1953, the Council wishes to inform members that on the occasion of the Coronation of Her Majesty Queen Elizabeth II, Patron of the Institute, a Loyal Address was presented to Her Most Gracious Majesty on behalf of the Council and members. (This was reproduced, together with a portrait of Her Majesty, in the June 1953 issue of the TRANSACTIONS.)

INTRODUCTION

In the first place, the Council wishes to report the most generous gift of £10,000 which the Rt. Hon. Viscount Weir of Eastwood, G.C.B., P.C., D.L. (Past President) has bestowed upon the Institute. This gift has been added to the Marine Engineers' National War Memorial Building Fund where it will make a most important contribution towards the financing of the Institute's new premises.

The year 1953 has been noteworthy for the consolidation of certain activities initiated in the previous year and has been further marked by much unpublished work involved in the revision of the Institute's administration. These matters are explained more fully below.

BY-LAWS

At the Annual General Meeting on 24th March 1953, there was considerable discussion on the change in the manner of voting for Office Bearers and Council in that the Ballot Papers would be declared void if they had votes recorded for more or less candidates than the number of vacancies. It was finally agreed that the matter should be put before the members at an Extraordinary General Meeting, which was subsequently held on 14th July 1953; as a result, the Council's proposals were confirmed, and these have now been approved by the Privy Council.

Arising out of the discussion at the Extraordinary General Meeting the Council took note that certain of the Institute's By-Laws appeared to need investigation and possible revision, notably those dealing with matters of procedure. The Council has taken legal advice on the subject and it is anticipated that the resulting proposed amendments to the By-Laws will be put before the members at the Annual General Meeting on 23rd March 1954, for acceptance with or without amendment.

MEMBERSHIP QUALIFICATIONS

The Council has devoted very considerable thought to the requirements for membership of the Institute, having noted that the Associate grade was by usage, although not by original intention, an intermediary grade prior to transference to Membership. It has been felt—and the new proposals are framed to bring this into operation—that marine engineers in possession of a First Class Certificate of Competency, together with certain other requirements, should be able to qualify for corporate membership earlier than at present, entry to corporate membership being now mainly directly to Membership at an age of about thirty. Therefore, the requirements for Associate Membership have been recast to promote entry by First Class Certificated engineers and certain junior naval officers in addition to the original qualifications by which, in effect, these individuals may obtain a lower grade of corporate membership at about the age of twenty-five. To encourage as much as possible entry to the Institute at an earlier age, the qualifications for Graduateship have been reframed also to

fit into the same pattern. Certain other amendments have been made to the Member, Companion and Probationer Student grades. These alterations will be put before the members for approval at the Annual General Meeting as they affect certain of the By-Laws. It is anticipated that these changes, in encouraging members to join the Institute earlier, will, in effect, accelerate the membership growth without in any way reducing the standard of qualifications required for the various grades.

MEMBERSHIP

The increase in membership this year has been the greatest ever recorded in any one year in the Institute's long history. The detailed figures are given later in the report, and suffice to say here that the total election of 914 represents an increase in one year of about thirteen per cent. This most striking indication of the response to the Council's policies of widening the sphere of operation of the Institute and its activities is most encouraging.

It is unfortunate, however, that the net increase, taking into account losses for various reasons, detracts somewhat from the achievement of the year, mainly due to the change made in the By-Laws in March 1951, by which the period of grace for non-payment of subscriptions was reduced from five years to two. This has resulted in four years of lapses of membership taking place in one year—this year—and has amounted to 189 members of various grades, whereas the usual figure is something of the order of fifty. In other words, if the lapsed rate had not been abnormal the net increase in membership would have been some 140 greater.

Notwithstanding this, the increase in membership is most stimulating and it is sincerely hoped that this rate of increase will continue in the forthcoming years. It would seem from an investigation of the new elections that the increase in rate of election has been caused mainly by two considerations: firstly, the alternative scheme for the training of sea-going engineers has been responsible for a great increase in the rate of student elections (145) in that a very large percentage of the entry to this scheme has joined the Institute as Students or Probationer Students; secondly, the increase in the rate of election to the senior grades of membership is also considerable (158) and upon investigating the geographical location of these new members it is apparent that the Sections have played a very great part in stimulating this fresh interest in the Institute and its work, because in the areas covered by Sections, for every one member elected in 1952, i.e. before most Sections were formed, two have been elected in 1953.

A further contribution to the Institute's membership, negative, but nevertheless welcome, is that the rate of resignations has been reduced considerably, actually to about half last year's figure.

Yet another factor to consider is the popularity of the Institute meetings, whether they have been held in London,

Annual Report of the Council for 1953

or other places at home and abroad, in that the meetings this year have been very well attended indeed, which must reflect the successful choice of subjects for discussion, especially when it is noted that at one or two meetings in particular more than 200 members and visitors were present.

SECTIONS

It was reported last year that much thought had been given to Sections and their extension; it has now been decided to form Sections in this country on an area basis, but those overseas will continue to be based on a particular port. Further, the following Sections have been formed and are functioning vigorously:—

At Home

- Merseyside and North Western Section, centering on Liverpool.
- West Midlands Section, centering on Birmingham.
- North East Coast Section, centering on Newcastle.
- Scottish Section, centering on Glasgow.
- South Wales Section (the former Cardiff and Swansea Sections being amalgamated), centering on Cardiff.
- Kingston upon Hull and East Midlands Section (the former Kingston upon Hull Section being extended), centering on Kingston upon Hull.

Overseas

- Victorian Section (Melbourne).
- Bombay Section.
- Calcutta Section.

In addition to these the Sydney Section continues to operate very successfully indeed, and the Southern Junior Branch, I.N.A. and I.Mar.E., has been re-formed as the Southern Joint Branch, now catering for senior as well as junior members.

Without exception the members in any particular area have responded most enthusiastically to the formation of these Sections, whether this be judged by the registered member list of any one Section, or the attendances at meetings and other functions. It would seem, therefore, that these Sections are destined to play a progressively greater part in the Institute's lifework and prosperity in the years to come.

A detailed synopsis of the Sections' activities is given elsewhere in the report.

JUNIOR SECTION

The Junior Section has taken further steps to consolidate its important contribution in the encouragement of the younger members. In addition to the usual functions (which are detailed elsewhere in the report), a series of student lectures has been arranged and are being given monthly in London in the Institute lecture hall. They deal with various items of marine

machinery in detail, and have been very well supported by the juniors on every occasion.

AWARDS

The Council has decided that prizes be inaugurated for students taking the Ordinary National Diploma Course under the alternative scheme for the training of sea-going engineers, and that two prizes be given each year to each technical college operating the scheme, a prize of two guineas being given to the best first year student and a prize of three guineas to the best second year student.

TRANSACTIONS AND MEETINGS

The TRANSACTIONS have continued to be published monthly and have contained reports of meetings held throughout the year. The average attendance at the senior meetings at the Institute has been 160, from which excellent attendance it would seem that the organizing Committee might well find satisfaction in its selection of authors and of papers for discussion.

The lecture by Sir John Cockcroft, K.C.B., C.B.E., Ph.D., M.Sc.(Tech.), F.R.S., on "Atomic Propulsion, with Special Reference to Marine Propulsion", deserves special mention. This lecture was the highlight of the programme and was so popular that it was necessary to have an overflow meeting in the Council Chamber, to which the proceedings were relayed.

The revenue from advertisements in the TRANSACTIONS, due to a small increase in the number of pages, is some £1,200 greater this year than last, which makes an important contribution to the financing of the TRANSACTIONS.

The Council has decided that with effect from 1st January 1954, the advertising rates for advertisements in the TRANSACTIONS should be increased by twenty-five per cent.

It will be noted from a comparison of this year's accounts with last that the actual cost of production of the TRANSACTIONS has dropped by about £400, notwithstanding an increase in circulation of about 8 per cent and an increase in size of about 11 per cent. This, it is suggested, is particularly noteworthy when it is appreciated that the average increase for the past eight years has been something over £1,000 per annum.

TONNAGE REGULATIONS

A Merchant Shipping Bill has been introduced in the House of Commons to amend the law with respect to the deductions to be made for space occupied by the propelling power in measuring the tonnage of merchant ships. The Bill proposes a proportionate allowance for propelling power in the case of vessels whose engine room measures less than thirteen per cent of the gross tonnage, the allowance being in proportion to the space occupied.

The detailed list of activities follows:—

SUMMARY OF THE YEAR'S ACTIVITIES

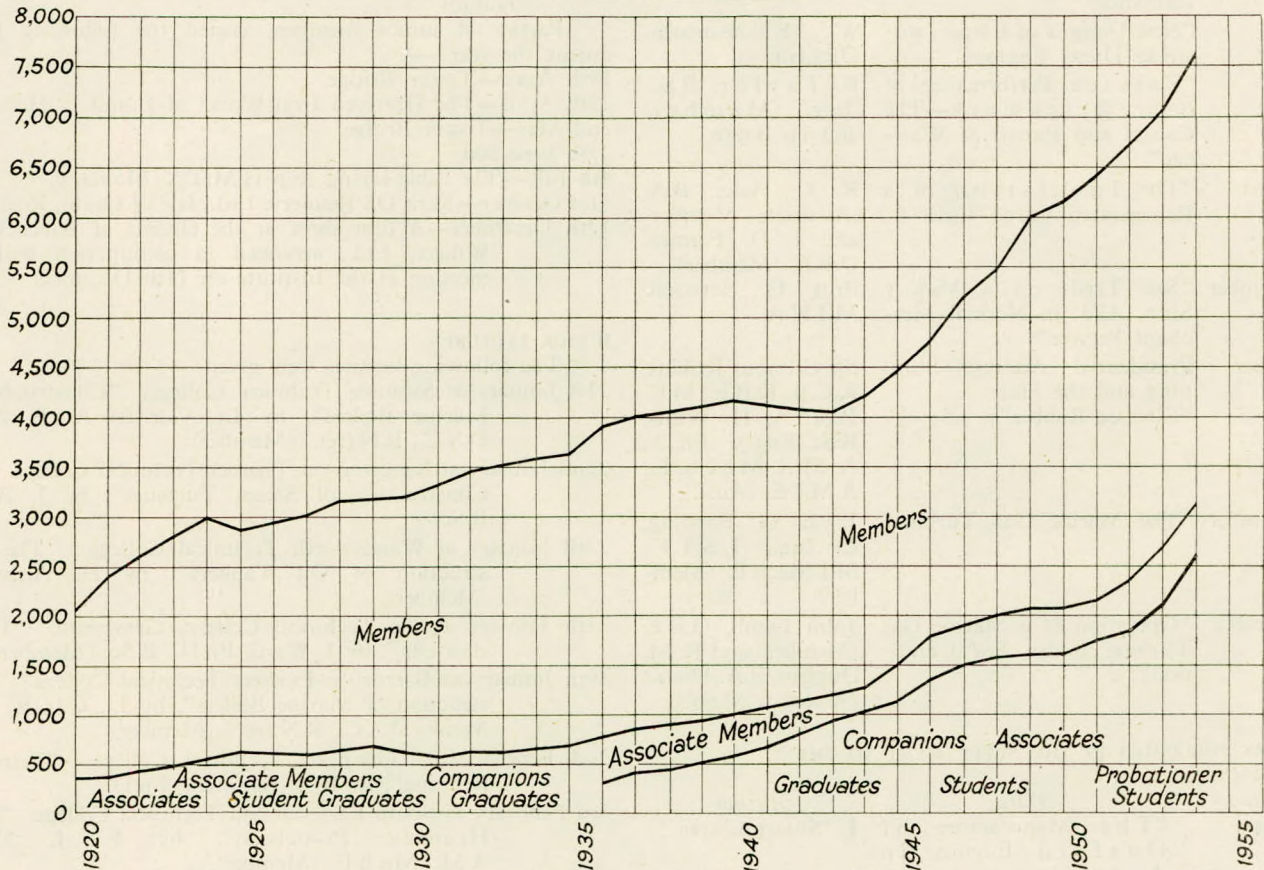
MEMBERSHIP

The changes in membership are shown in the following table and chart:—

Grade	31st Dec.	Transfer		Elected	Died	Resigned	Lapsed	Total 31st Dec. 1953	Increase or decrease during 1953
	1952	From	To						
Past Presidents	14			1	1			14	
Honorary Members	6							6	
Members	4,394		66	207	63	37	86	4,481	+ 87
Associate Members	544	7	24	34		6	11	578	+ 34
Companions	34			10		3	2	39	+ 5
Associates	1,654	65	11	329	4	13	71	1,841	+187
Graduates	180	17	3	22		1	15	172	- 8
Students	130	15	14	75	1	5	4	194	+ 64
Probationer Students	139	14		236		1		360	+221
Totals	7,095	118	118	914	69	66	189	7,685	+590

Annual Report of the Council for 1953

Chart of Membership



COUNCIL

At their meeting on 8th April 1953 the Council elected Mr. Stewart Hogg as Chairman of Council and Mr. Alfred Robertson, C.C., as Vice-Chairman for the 1953/54 session. Mr. R. W. Cromarty, the immediate past Chairman, was co-opted to serve for the current session as a Member of Council.

VICE-PRESIDENTS AND LOCAL VICE-PRESIDENTS

Mr. S. A. Smith was co-opted by the Council to fill the vacancy caused by the death of Mr. F. W. Youldon, London Vice-President.

The following appointments of Local Vice-Presidents to fill casual vacancies have been made by the Council:—

Bombay. Mr. B. Hill *vice* Mr. J. F. James, upon his resignation.

Bristol. Mr. D. W. Gelling *vice* Mr. H. G. L. Pilditch, upon his resignation.

12th May	“Service Performance of Boiler Brickwork — The Causes and Extent of Wastage”	B. Taylor, B.Sc. (Eng.) (Member) and H. Booth
13th October	“Operation of a Marine Gas Turbine under Sea Conditions”	John Lamb, O.B.E. (Member) and R. M. Duggan, B.A. (Hons.) (Associate Member)
10th November	“The Resistance to Failure of Condenser and Heat Exchanger Tubes in Marine Service”	P. T. Gilbert, Ph.D., A.R.I.C., A.I.M.
8th December	“The Influence of Modern Refinery Technique on Marine Fuel Oil Quality”	C. W. G. Martin, F.R.I.C., F.Inst.Pet., M.Inst.F.

PAPERS READ AND DISCUSSED

Date	Title	Author
13th January	“The Burning of Boiler Oil in Two- and Four-Stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment”	A. G. Arnold (Member)
10th February	“Atomic Propulsion, with Special Reference to Marine Propulsion”	Sir John Cockcroft, K.C.B., C.B.E., Ph.D., M.Sc.(Tech.), F.R.S.
10th March	“Improvements in Ship Performance”	J. F. Allan, D.Sc.
14th April	“New Designs of Large Two-stroke Marine Diesel Engines”	W. Kilchenmann, Dipl.Ing.

PAPERS PUBLISHED

Issue	Title	Author
January	“Steam Air Heaters for Marine Watertube Boilers”	W. J. S. Glass (Member)
February	“Some Unusual Ship and Machinery Defects, Their Investigation and Cure”. A Symposium of Short Papers	
March	“The Burning of Boiler Oil in Two- and Four-Stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment”	A. G. Arnold (Member)
April	“Atomic Propulsion — With Special Reference to Marine Propulsion”	Sir John Cockcroft, K.C.B., C.B.E., Ph.D., M.Sc.(Tech.), F.R.S.

Annual Report of the Council for 1953

May	"Improvements in Ship Performance"	J. F. Allan, D.Sc.	19th December—Dinner and dance at the Chez Auguste Restaurant.
June	"New Designs of Large Two-stroke Diesel Engines"	W. Kilchenmann, Dipl.Ing.	Parties of junior members visited the following places during the year:—
July	"Service Performance of Boiler Brickwork—The Causes and Extent of Wastage"	B. Taylor, B.Sc. (Eng.) (Member) and H. Booth	18th April—Tower Bridge. 25th April—The Dartford Iron Works of J. and E. Hall, Ltd. 2nd May—Tower Bridge. 27th June and 4th July—The cable-laying ship H.M.T.S. <i>Monarch</i> .
August	"The Insulation of a Refrigerated Cargo Liner"*	K. C. Hales, B.A. (Associate Member) and J. D. Farmer, O.B.E. (Member)	31st October—Kent Oil Refinery, Ltd., Isle of Grain, Rochester. 12th December—A film show at the cinema of Babcock and Wilcox, Ltd., arranged in conjunction with the meeting at the Institute on 14th December.
September	"Sea Trials on a Victory Ship, AP3, in Normal Merchant Service"*	Prof. G. Aertssen, M.I.N.A.	
October	Presidential Address—Shipping and the State "Stressed Rubber"†	Sir Gilmour Jenkins, K.C.B., K.B.E., M.C. Prof. A. H. Willis, B.Sc.(Eng.), Ph.D., A. M. I. Mech. E., A.M.I.E. (Aust.)	
November	"The Marine Gas Turbine"	B. E. G. Forsling, Civ.Ing., L.S.T.F., M.I.Mech.E. (Member)	
December	"Operation of a Marine Gas Turbine under Sea Conditions"	John Lamb, O.B.E. (Member) and R. M. Duggan, B.A.(Hons.) (Associate Member)	

JUNIOR LECTURES

- The following lectures were given:—
- 21st January at Swansea Technical College. "Construction of Marine Boilers", by Lt. Cdr.(E) A. P. Monk, D.S.C., R.N.(ret.) (Member).
 - 22nd January at Kingston-on-Thames Technical College. "The Construction of Steam Turbines", by J. Brown, B.Sc.
 - 23rd January at Wandsworth Technical College. "The Construction of Oil Tankers", by H. Armstrong (Member).
 - 28th January at the Technical College, Gravesend. "Photo-elasticity", by J. Ward, Ph.D., B.Sc. (Member).
 - 29th January at Barrow-in-Furness Technical College. "Construction of Marine Boilers", by Lt. Cdr.(E) A. P. Monk, D.S.C., R.N.(ret.) (Member).
 - 2nd February at Gateshead Technical College. "Petroleum Refining", by E. J. Boorman, Ph.D.
 - 3rd February at South East London Technical College. "Diesel Hydraulic Propulsion", by F. J. Mayor, A.M.I.Mech.E. (Member).
 - 5th February at Wimbledon Technical College. "Construction of Marine Boilers", by Lt. Cdr.(E) A. P. Monk, D.S.C., R.N.(ret.) (Member).
 - 10th February at Bolton Technical College. "Petroleum Refining", by E. J. Boorman, Ph.D.
 - 12th February at Borough Polytechnic, S.E.1. "Photo-elasticity", by J. Ward, Ph.D., B.Sc. (Member).
 - 16th February at College of Technology, Belfast. "The Construction of Steam Turbines", by J. Brown, B.Sc.
 - 2nd March at South East Essex Technical College. "Photo-elasticity", by J. Ward, Ph.D., B.Sc. (Member).
 - 26th March at Acton Technical College. "Construction of Steam Turbines", by J. Brown, B.Sc.
 - 15th October at Plymouth and Devonport Technical College. "Diesel Hydraulic Propulsion", by M. G. R. Petty (Associate).
 - 21st October at Poplar Technical College. "Marine Diesel Engines", by A. G. Arnold (Member).
 - 5th November at Wimbledon Technical College. "Marine Diesel Engines", by A. G. Arnold (Member).
 - 9th November at South East London Technical College. "Marine Diesel Engines", by A. G. Arnold (Member).
 - 16th November at South East London Technical College. "Photo-elasticity", by J. Ward, Ph.D., B.Sc. (Member).
 - 20th November at Barrow-in-Furness Technical College. "Petroleum Refining", by E. J. Boorman, Ph.D.
 - 24th November at Falmouth Technical Institute. "Petroleum Refining", by E. J. Boorman, Ph.D.
 - 2nd December at East Ham Technical College. "The Influence of Arc Welding on Modern Engineering Design", by K. K. Doherty.
 - 10th December at Acton Technical College. "Marine Diesel Engines", by A. G. Arnold (Member).

PAPERS PUBLISHED IN THE SUPPLEMENT TO THE TRANSACTIONS

Issue	Date	Author
January	"The Manufacture of Doxford Engines in Australia"†	E. Stuart Clarke
February	"Explosion in the Boiler of the s.s. <i>Vienna</i> "	
March and April	Report of a Junior Discussion on "The Junior Engineer and Apprentice Engineer about to go to Sea"	
May	"Gas Turbines, with Particular Reference to Their Use for Marine Purposes"	Prepared by Power Jets, Ltd.
June and July	Report of a Junior Section Discussion entitled "So You Want to Build a Ship!"	
August, September and October	"Construction of Marine Watertube Boilers"	Lt. Cdr.(E) A. P. Monk, D.S.C., R.N. (ret.) (Member)
November and December	"Cargo Ships"	W. L. Coventry (Associate Member)

JUNIOR SECTION ACTIVITIES

- The following meetings and social events have been held:—
- 5th January—Discussion on "The Junior Engineer and Apprentice Engineer about to go to Sea".
 - 9th April—Discussion on "So You Want to Build a Ship!"
 - 5th October—Student lecture by G. Ridley Watson (Member) on "Shipbuilding".
 - 2nd November—Student lecture by G. Yellowley on "The Steam Reciprocating Engine".
 - 14th December—Student lecture by R. E. Zoller, B.Sc. (Member) on "Boilers".

* Read before a Joint Meeting of the Institution of Naval Architects and the Institute of Marine Engineers.

† Read before the Sydney Section of the Institute.

Annual Report of the Council for 1953

10th December at Kingston-on-Thames Technical College.
"Marine Diesel Engines", by A. G. Arnold (Member).

EDUCATION GROUP

Following the official business of the Annual General Meeting on 20th March 1953, a discussion was held on "The new training scheme and its possible effects on the Institute's requirements for membership".

HOME SECTIONS

Kingston upon Hull and East Midlands Section

- 25th February. Joint lecture with the Institute of Welding on "Problems of the Fabricator", by A. R. Old, M.Inst.W.
26th March. Symposium of Papers on "Some Unusual Ship and Machinery Defects, Their Investigation and Cure".
26th June. General meeting at which the Section was formally extended to cover the East Midlands area.
24th September. Annual General Meeting.
21st October. Joint lecture with the Institution of Mechanical Engineers on "Welding in Marine Engineering", by H. N. Pemberton (Member of Council).
6th November. Annual Dinner.
19th November. "Burning of Boiler Oil in Two- and Four-stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment", by A. G. Arnold (Member).
3rd December. Junior lecture on "Stress Analysis using the Photo-elastic Method", by J. Ward, Ph.D., B.Sc. (Member).

North East Coast Section

- 26th March. Inaugural meeting.
30th April. "Burning of Boiler Oil in Two- and Four-stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment", by A. G. Arnold (Member).
1st October. "Thermal Insulation for Marine Requirements", by G. Laing.
19th November. Lecture on "Petroleum Refining", by E. J. Boorman, Ph.D.

Merseyside and North Western Section

- 5th January. Inaugural meeting.
2nd February. "The Burning of Boiler Oil in Two- and Four-stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment", by A. G. Arnold (Member).
2nd March. "Cargo Ships", by W. L. Coventry (Associate Member).
5th October. "Some particulars of the machinery of the *Nestor* Class", by L. Baker, D.S.C. (Vice-President).
2nd November. "Operation of a Marine Gas Turbine under Sea Conditions", by John Lamb, O.B.E. (Member) and R. M. Duggan, B.A.(Hons.) (Associate Member).

Junior Lectures

- 27th March. "Photo-elasticity", by J. Ward, Ph.D., B.Sc. (Member), at Birkenhead Technical College.
15th October. "Automatic Boiler Control", by Ll. Young, M.I.Mech.E., M.Inst.F., at Riversdale Technical College, Liverpool.
26th October. "Welding", by S. M. Reisser, B.Sc. (Eng.), A.M.I.C.A., M.I.Struct.E., M.Inst.W., at the Conway Street Secondary School, Birkenhead.
12th November. "Marine Diesel Engines", by A. G. Arnold (Member), at Bolton Technical College.
20th November. "Launching of Ships", by R. S. Hogg (Member), at Liverpool City Technical College.

24th November. "Gas Turbines", by J. Hodge, M.A., A.M.I.Mech.E., A.R.Ae.S., M.A.S.M.E., at the Royal Technical College, Salford.

Scottish Section

- 27th March. Inaugural meeting.
29th April. "The Burning of Boiler Oil in Two- and Four-stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment", by A. G. Arnold (Member).
23rd September. Presidential Address, by Sir Gilmour Jenkins, K.C.B., K.B.E., M.C.
8th October. Joint meeting with the Institution of Mechanical Engineers: "Scale Prevention in Sea Water Distilling Plants and its Prevention", by H. Hillier, O.B.E., M.I.Mech.E. (Member).
25th November. "Operation of a Marine Gas Turbine under Sea Conditions", by John Lamb, O.B.E. (Member) and R. M. Duggan, B.A.(Hons.) (Associate Member).
9th December. "Marine Lubrication", by Lt. Cdr.(E) G. H. Clark, R.N.(ret.) (Member).

West Midlands Section

- 19th February. Inaugural meeting.
19th March. "The Marine Gas Turbine", by B. E. G. Forsling, Civ.Eng., L.S.T.F., M.I.Mech.E. (Member).
30th April. Film programme presented by Shell-Mex and B.P., Ltd.
25th June. Visit to the works of John Thompson Water Tube Boilers, Ltd.
22nd October. "The Burning of Boiler Oil in Two- and Four-stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment", by A. G. Arnold (Member).
26th November. Junior lecture on "Air Conditioning of Ships", by S. J. Jones (Associate).

South Wales Section

- 15th January. Junior lecture on "Electric Propulsion of Ships", by M. W. T. Rees, B.Sc. (Member) and G. J. Tuke, B.Sc. (Associate Member).
16th March. "Adoption of Electrical Welding for Practical Ship Repair Work", by W. Henderson.
13th April. Film show: "Inland Voyage", with introductory talk by F. F. Richardson (Member), and "The Gas Turbine Goes to Sea", with introductory talk by R. H. Rees (Member).
5th June. Annual Golf Meeting at the Glamorganshire Golf Club.
17th July. Visit to National Oil Refineries, Ltd., Llandarcy.
13th November. Annual Dinner.
7th December. "Operation of a Marine Gas Turbine under Sea Conditions", by John Lamb, O.B.E. (Member) and R. M. Duggan, B.A.(Hons.) (Associate Member).

OVERSEAS SECTIONS

Bombay Section

Arrangements made for inaugural meeting to be held.

Calcutta Section

- 26th January. Inaugural meeting.
24th February. "Technical Progress in Marine Engineering during 1952", read by Capt.(E) T. B. Bose, I.N. (Member).
24th March. Discussion on "Some Unusual Ship and Machinery Defects, Their Investigation and Cure".

Sydney Section

- 9th March. Annual General Meeting, followed by an address by Dr. S. F. Dorey, C.B.E., F.R.S. (Past President), on "Recent Developments in Marine Engineering".

Annual Report of the Council for 1953

- 30th April. "Piston Rings, Their Functions and Manufacture", by W. A. Harrington.
29th June. Annual meeting for students and apprentices.
16th July. Discussion on "The Burning of Boiler Fuels in Marine Diesel Engines".
30th September. "Types of Pumps Used for Shipboard Work, Their Characteristics and Applications", by R. J. Robertson.
18th November. Annual Dinner.

Victorian Section

- 22nd May. "The Treatment of Boiler Feed Water and Allied Problems", by R. A. Mathews, B.Sc.
13th August. "Marine Engineering as a Profession", by J. B. Thomson (Member), L. B. Hansen (Member) and A. J. Edwards (Member).
13th November. "Gamma Radiography in the Steel Foundry", by J. Howie.

SOUTHERN JOINT BRANCH, I.N.A. AND I.Mar.E.

- 30th March. General Meeting at which the Southern Junior Branch was reconstituted as the Southern Joint Branch, I.N.A. and I.Mar.E.
2nd October. Inaugural Dinner.
26th October. "Maintenance of Small Craft of Composite Construction", by Constr. Cdr. F. W. Matthews, R.C.N.C.
6th November. Visit to s.s. *United States*.
27th November. A lecture on "Pametrada Research Station", by H. G. Yates, M.A.

INSTITUTE AWARDS

Denny Gold Medal has been awarded to John Lamb, O.B.E. (Member) and R. M. Duggan, B.A.(Hons.) (Associate Member) for their paper "Operation of a Marine Gas Turbine Under Sea Conditions".

Akroyd Stuart Award (value £50) for 1952/53 has been awarded to A. G. Arnold (Member) for his paper "The Burning of Boiler Oil in Two- and Four-stroke Cycle Diesel Engines and the Development of Fuel Injection Equipment", read before the Institute on 13th January 1953.

Institute Silver Medal has been awarded to Sir John Cockcroft, K.C.B., C.B.E., Ph.D., M.Sc.(Tech.), F.R.S., for his paper "Atomic Propulsion, with Special Reference to Marine Propulsion".

The W. W. Marriner Memorial Prize, value £5, for the best Engineering Knowledge script written by a candidate in the Ministry of Transport's examination for the Second Class Engineer's Certificate of Competency, has been awarded, on the recommendation of the Chief Examiner of Engineers of the Ministry of Transport to L. R. Prew (Graduate).

Extra First Class Engineer's Certificate Examination—Institute Award. The Institute medal for the candidate obtaining the highest marks for the examination in 1953 has been awarded to R. K. Roberts (Associate).

Essay Competition Award. The sum of £12 10s. from the Denny, Stephen and Inverforth Award Fund has been awarded to J. Whitaker, B.Sc. (Associate Member), for his essay, "Moment of Inertia of Ships' Propellers".

Institute Prizes for the Study of Heat Engines

The Institute's Annual Prizes, value two guineas each, for students at technical colleges and schools in marine centres who accomplished the best year's work in Heat Engines, were awarded as follows:—

- M. J. Mulville, Birkenhead Technical College.
D. H. McFarlane, Rutherford College of Technology, Newcastle upon Tyne.

- L. Sharp, Kingston upon Hull Municipal Technical College.
G. W. Porter, Gateshead Technical College.
J. C. Hall, The Polytechnic, Regent Street, London, W.1.
J. Wilder, Portsmouth Municipal College.
W. J. J. Sutherland, Dundee Technical College.
I. D. R. Grant, Robert Gordon's Technical College, Aberdeen.
P. G. Bashforth, City of Liverpool College of Technology.
T. Adam, Royal Technical College, Glasgow.
M. R. J. Broomfield, Southampton Technical College.
R. C. Skilton, Poplar Technical College.
K. M. Brewer, Cornwall Technical College.
B. C. Watson, Swansea Technical College.
S. Taylor, Cardiff College of Technology and Commerce.
N. Ward, South Shields Marine and Technical College.
K. D. Linford, Constantine Technical College, Middlesbrough.
R. Beasant, College of Technology, Belfast.
T. R. Prowse, South West Essex Technical College and School of Art.
L. Hearfield, West Hartlepool Technical College.
D. W. Whiteland, Plymouth and Devonport Technical College.
A. McDougall, Watt Memorial School and Greenock Technical Further Education Centre.
R. J. Earl, Woolwich Polytechnic.
M. J. Fitzpatrick, South East London Technical College.
F. Price, West Ham College of Technology.

Institute Awards (value two guineas each) for the best first year students taking the Ordinary National Diploma Course under the alternative scheme for the training of sea-going engineers were awarded as follows:—

- A. J. Brown, Acton Technical College.
K. D. Burdett, Birkenhead Technical College.
J. K. Baker and G. G. Hawksley (joint award), Bolton Municipal Technical College.
J. E. Barnes, Cardiff College of Technology and Commerce.
C. A. Wiles, Swansea Technical College.
A. C. Harrison, Gateshead Technical College.
R. B. Sheppard, Kingston upon Hull Municipal Technical College.
K. Bexon and J. H. Smart (joint award), Kingston-on-Thames Technical College.
R. T. Fairclough, Riversdale College of Technology, Liverpool.
J. Leak, Constantine Technical College, Middlesbrough.
J. V. James, Poplar Technical College.
R. E. Pilcher, South East London Technical College.
P. J. Everett, Wandsworth Technical Institute.
H. A. McD. Cowan, Stow College School of Engineering.

Thames Nautical Training College—H.M.S. Worcester

The Institute's annual prize, value two guineas, for excellence in marine engineering, was awarded to Cadet I. C. Worrall.

INSTITUTE EXAMINATIONS

Associate Membership Examination. Sixteen candidates entered for the examination. G. J. Talbot completed the requirements for Associate Membership; M. Z. Navaz and G. C. Sahni completed the requirements for Graduateship; D. A. Lilliman passed Section A.

Common Preliminary Examination. Apart from D. Ingle-sent (Manchester) and J. M. Jall (Bombay) all the Students elected during the year were admitted by exemption.

National Certificates and Diplomas in Mechanical Engineering. The following have been issued and signed by the President during 1953: Ordinary National Certificates 545; Endorsements 31; Higher National Certificates 178; Endorsements 16; Ordinary National Diplomas 18; Higher National Diplomas 38.

Annual Report of the Council for 1953

INSTITUTE PUBLICATIONS

There has been a continued steady demand for two of the Institute's publications, namely, "Electricity Applied to Marine Engineering" and "Naval Architecture and Ship Construction", while the third publication, "Running and Maintenance of Marine Machinery" is temporarily out of print and a revised edition is in course of preparation.

The Institute has also taken over the publication of the book "Introduction to Marine Engineering", by Com'r(E) A. F. Smith, R.N. (Member), a new edition of which is being prepared.

A new booklet is being produced giving information about the Institute, what it is and what it does, and it is felt that this will be of interest to new members and potential members.

ENGINEERING, MARINE AND WELDING EXHIBITION

Members of the Institute paid an official visit to the Exhibition on Friday, 4th September 1953, when twenty Vice-Presidents and Members of Council were entertained to luncheon.

PREMISES

The premises were decorated during the Coronation period with flags of the major shipping companies and window boxes of red, white and blue flowers.

A limited redecoration of the premises has included the General Office and one other small office. A new acoustic ceiling has been fitted in the Council Chamber.

An Elliott Electric Roller Print Addressing Machine has been purchased to facilitate quicker handling of the very considerable amount of addressing now done by the Institute.

HONOURS

The Council congratulates the following members upon whom Her Majesty Queen Elizabeth II conferred honours during the year:—

K.B.E.—Sir Frederick E. Rebbeck, D.Sc., D.L., J.P.
(Past President and Member).

O.B.E.—J. O. M. Fisher (Member).
A. Logan (Vice-President).
A. E. Nelson (Member).

M.B.E.—Lieut.(E) A. L. Giordan, R.N.(ret.) (Member).
A. Graham (Associate Member).

DEATHS

Amongst the losses by death recorded throughout the year were those of the following who will be remembered especially for their services to the Institute:—

Eng'r Capt. W. Onyon, M.V.O., R.N.(ret.) (Past President).
Hon. Eng'r Capt. W. J. Willett Bruce, O.B.E., M.Eng., R.D., R.N.R.(ret.) (Honorary Vice-President).
J. Carnaghan (Honorary Vice-President).
Sterry B. Freeman, C.B.E., M.Eng. (Vice-President).
G. A. McGregor, O.B.E. (Vice-President).
W. P. Hunter (Local Vice-President).
J. H. King (Local Vice-President).
W. Wilton (Local Vice-President).
H. R. Houldin (former Member of Council).
E. F. Spanner (former Member of Council).

REMEMBRANCE DAY

The Institute was represented by Mr. S. Hogg, Chairman of Council, at the service in Westminster Abbey on Sunday, 8th November 1953, and Mr. A. Robertson, C.C. (Hon. Treasurer and Vice-Chairman of Council) laid a wreath on the Mercantile Marine War Memorial, Tower Hill, London, E.C.3.

STAFF

The following alterations in the staff have taken place during the year:—

Resigned: Miss R. P. Braman
Miss K. Mansbridge

Mr. O. J. Rawlings

Mr. J. R. Willis

Engaged: Mrs. C. Bradshaw

Miss J. Cox

Miss M. Kingsley

Miss Z. E. Peake

Miss D. Stafford

Mr. V. J. Emms

SOCIAL EVENTS

The following functions have been held:—

Annual Dinner, at Grosvenor House, London, W.1, on 13th March.

Summer Golf Meeting, at Sundridge Park Golf Club, on 11th June.

Autumn Golf Meeting, at Hadley Wood Golf Club, on 1st October.

Annual Conversazione, at Grosvenor House, London, W.1, on 4th December.

REPRESENTATIVES' REPORTS

British Shipbuilding Research Association, Research Board.

Representative: S. A. Smith, M.Sc.

Steady progress has continued to be made in all sections of the programme of research and a few new items have been added. These are concerned with the deaeration of boiler feed water, the sooting up and corrosion and/or burning out of air heaters, materials for superheaters and superheater elements, and dust collection from funnel gases. The work on each of these items will commence with a survey of existing information, which in many cases will form a basis for experimental work.

The experimental boiler at the Royal Technical College, Glasgow, is in operation to investigate natural circulation in watertube boilers. This full scale two-tube boiler was designed for a maximum working pressure of 1,500lb. per sq. in. with a steam generation of 1,200lb. per hr. when working with a tube of 2½ inches outside diameter. Tests are being carried out with tubes of 2½, 1¾ and 1½ inches outside diameter.

The accelerated corrosion tests on boiler tubes in the four experimental boilers at the Chemical Research Laboratory have continued at a satisfactory rate throughout the year. Various types of tubes have been tested, such as cold finished electrically welded tubes, chromized tubes and tubes having a high copper content. The test conditions have also been varied, some being carried out with 100 per cent sea water with controlled pH, others with no control of pH. Synthetic sea water has also been used. Some fifty tests have been carried out and the stage has been reached where it is possible to issue a report to the member firms of B.S.R.A.

A paper was read before the Institute in May 1953 by Mr. Bryan Taylor, B.Sc.(Eng.), and Mr. H. Booth on the subject of boiler brickwork. This paper was primarily a survey of the problem which was undertaken prior to laboratory tests. Much data has been collected from brickwork temperature measurements made on boilers in service and this is now being analysed. It is considered that sufficient tests have been made to draw definite conclusions on the effect of different variables on the operating temperatures of boiler brickwork. Laboratory work is now in progress on the calibration of recording equipment. The British Ceramics Research Association has worked in conjunction with B.S.R.A. and are continuing to do so.

The subject of ventilation in merchant ships is receiving attention by the staff of the Association. A considerable amount of data has been collected on environmental conditions in passenger and crew accommodation. Since the two round trips to Australia, a study of winter conditions in the Atlantic has been made. This information is now being analysed. The conditions in machinery spaces have also been studied and three reports on this subject have been issued to member firms.

On the Hydrodynamics Section of the programme the ship/model correlation work is continuing. At Cambridge University, work has been in progress for some time on the

Annual Report of the Council for 1953

development of a prototype small scale hydraulic flume to explore the physics of ship resistance. Good results have been obtained and final refinements have been made to the flume to produce better results at high speeds of flow. The resistance of coasters, tugs, trawlers and other specialized craft is being investigated. Resistance tests on trawler models with varying midship section coefficient, draught and trim have been carried out. A series of resistance and propulsion tests on a tug form has also been completed and several speeds between free-running and low speed towing were investigated. A programme of future tests is under consideration.

During the year much work has also been carried out on the Structures section of the programme. Apart from the work on the two testing machines at Glengarnock, which is progressing satisfactorily, the largest item of work is, perhaps, the investigation being carried out at the Imperial College, London, on stress distribution. Both stiffened and unstiffened steel box girders have been tested in pure bending and arrangements have been made to test two stiffened box girders in order to assess the effect of shear.

It is, of course, impossible to refer to all the work the Association has carried out in the year 1953, and only a few specimen illustrations have been given. The research programme contains over one hundred items of research, a great many of which are being actively pursued extra-murally under contract. The remainder are dealt with solely by B.S.R.A. staff or by arrangement with other research associations whose programmes include similar items.

City and Guilds Institute: Advisory Committee on Shipbuilding, 71A, 71B, 71C. Representative: T. W. Longmuir.

The first meeting of the new committee was held on 1st December 1949, since when new examination syllabuses in shipbuilding, ship joinery, yacht and boat building have been completed and examinations under the new regulations are now being held.

At the meeting on 9th February, points were raised which required the co-operation of members of this Institute. The courses are intended for craftsmen and the object of the course leading to the examinations is improvement of craft skill.

Members of the Institute who are responsible for the employment of apprentices are asked to interest themselves by giving the apprentices every opportunity to join part-time day and evening classes, by taking an active interest in the attendance and progress of the apprentices and encouraging them to sit examinations for the appropriate City and Guilds Certificate. At present the proportion of apprentices taking the shipbuilding courses is disappointing.

Engineering Joint Examination Board. Representative: F. H. Reid, B.Sc., Wh.Ex., and F. S. Gander, B.Sc.

The Common Preliminary Examinations were held in April and October.

The annual meeting of the Board was held on 26th June 1953, to receive the report for the year 1952-53, the statement of accounts for the year ending 31st December 1952, and the reports of the Committee of Moderators on the results of the examination.

There were 213 candidates (home) and 106 candidates (overseas) for the October 1952 examination, of whom 182 and 77 respectively sat the examination. Of these there were 105 (home and overseas) who sat for the whole examination and 27 (26 per cent) passed, 32 (30 per cent) were referred and 46 (44 per cent) failed. Of the 154 candidates who had been referred in one or two subjects in previous examinations, or who had been permitted to make good deficiencies in recognized exempting certificates, 79 (51 per cent) passed, 63 (41 per cent) failed and 12 (8 per cent) were referred in one subject.

For the April 1953 examination there were 372 (home) and 126 (overseas) candidates, of whom 338 and 88 respectively sat; 101 (home) and 59 (overseas) took the whole examination with the following results:—

Home: 21 (21 per cent) passed, 31 (31 per cent) were referred and 49 (48 per cent) failed.

Overseas: 28 (40 per cent) passed, 14 (23 per cent) were referred and 24 (41 per cent) failed.

Of the 237 home candidates who had been allowed to sit to make good deficiencies, 152 (65 per cent) passed, 58 (24 per cent) failed and 27 (11 per cent) were referred, and of the 18 overseas candidates who entered for one or two subjects, 11 passed, 6 failed and 1 was referred.

The Board, at the annual meeting, agreed:—

That the General Certificate of Education with passes at the Ordinary level covering the requisite subjects of the Common Preliminary Examination be accepted for a further year and that the position be reviewed in 1954.

That the three set books in English for the April and October 1955 examinations be:—

Newbolt—English Narrative Poems.

Shakespeare—"Merchant of Venice".

Scott—"Rob Roy".

That Mr. F. H. Reid be reappointed Chairman for the year 1953-54.

That for the year 1954 the Common Preliminary Examinations be held on 6th to 9th April and on 5th to 8th October.

Institution of Electrical Engineers: Ship Electrical Equipment Regulations Committee. Representative: N. H. Swancoat.

A considerable amount of work has been done by this committee, more by correspondence than by meetings, in connexion with the proposed new International Electrotechnical Commission's Rules for Ships' Installations.

Joint Committee on Materials and Their Testing of Technical Institutions and Societies in Great Britain. Representative: R. Cook, M.Sc.

The Joint Committee on Materials and Their Testing held their twenty-third meeting on the 31st March 1953, and discussed plans for future conferences. Conferences likely to take place within the next year or two included a symposium on non-destructive testing, which is being sponsored by the Iron and Steel Institute, and a symposium on the fatigue of metals, to be sponsored by the Institution of Mechanical Engineers.

In September, a conference on the testing and stress grading of timber was held at the Institution of Civil Engineers. This conference was sponsored by the Incorporated Association of Architects and Surveyors. Considerable interest has been shown in the proceedings of this symposium, and 700 copies of the papers have been ordered from Canada alone.

Lloyd's Register of Shipping Technical Committee. Representatives: A. Logan, O.B.E., and H. J. Wheadon.

One meeting of the committee was held during the year under review. At this meeting, which was held on 17th June, it was reported that Mr. A. Logan, O.B.E., had been elected as the Institute's second representative on the committee. Business transacted during this meeting included the following items:—

- (1) Revision of Rules for Equipment of Anchors and Chain Cables, etc., for Tankers: Panel's report approved for submission to the General Committee.
- (2) Rules for Welded Bottom Construction: Proposals for modifying existing rules to counteract tendency to corrugation in transversely framed ships discussed, and generally agreed.
- (3) Rules for Quality and Testing of Materials: Several amendments agreed to bring tentative requirements for aluminium alloys into line with current practice.
- (4) Rules for Electrical Equipment: Several proposed modifications regarding preference tripping circuits were agreed.
- (5) Fire Extinguishing Arrangements: Proposed minor modifications approved.
- (6) Rules for Boilers and Other Pressure Vessels: Proposed

Annual Report of the Council for 1953

new rules for the scantlings of boiler tubes for water-tube boilers were generally approved.

Northern Advisory Council for Further Education (Advisory Committee for Engineering). Representative: Garnet E. Jenkins, O.B.E.

One meeting of the advisory committee has been held during the year. The following matters were dealt with:—

Production Engineering

It was reported that a course had been instituted at King's College for a Certificate in Production Engineering. The course was designed to give a training suitable for students whose primary interest was in engineering manufacture and its duration was one session full-time. The course was open to graduates in applied science or persons holding an equivalent qualification approved by the head of the department and for this purpose a Higher National Certificate would be accepted. The examination consisted of papers in engineering production processes, jig and tool design, engineering administration, and metallurgy.

Electrical Technicians

The Committee considered a letter from the Institution of Electrical Engineers on the need to make provision for suitable courses of study for electrical technicians and suggesting that a conference be held to exchange views between interested parties. It was also suggested that the committee should prepare a memorandum giving its views on the subject and send a representative to the conference.

After discussion it was decided to appoint a member to attend the conference but agreed that a detailed memorandum should not be prepared. The basis of the committee's submission to the conference should be as follows:—"The Committee considers that the electrical technician has his own particular and important place in industry at the present time and that he has need of a course of training on less broad lines than the Ordinary National Certificate Course, with earlier specialization. The bias of this course would vary according to the needs of the different areas".

Advanced Specialist Course in Certain Branches of Electrical Engineering

Syllabuses had been prepared, and the course organized by the Newcastle upon Tyne Authority was likely to be held in the near future.

The Committee thought there was a real need in the region for facilities for specialist instruction and sub-committees were appointed to consider suitable topics and centres.

Higher National Diploma Course in Mechanical (Manufacturing) Engineering at Gateshead Technical College

Details of the proposed course of training were received. This course is an attempt to provide that kind of technical training and background which is becoming increasingly necessary in the engineering industry and is aimed primarily at those who seem to give promise of developing into, at least, the junior executive type.

Poplar Technical College, Board of Governors. Representative: W. Sampson.

Mr. Sampson attended all the meetings of the Board of Governors during the year and reports that the London County Council had invited Mr. Stewart Hogg (Chairman of Council) to fill a vacancy which occurred on the Board, independent of the appointment of a representative of the Institute. Mr. Hogg had accepted.

Royal Naval Reserve, Advisory Committee. Representative: F. D. Clark.

There had been one full meeting of the Royal Naval Reserve Advisory Committee during the course of the year, at which many aspects of returning the R.N.R. to its pre-war establishment, and the future training and status of R.N.R. officers were discussed.

As far as the Engineering Branch is concerned, the strength

was not at all satisfactory, and on behalf of the Institute, Mr. Clark took active part at that meeting and has since had several private meetings at the office of the Admiral Commanding Reserves to discuss methods of stimulating recruiting for the Engineering Branch. The immediate target is to secure an establishment of 200 Engineer Officers, and in March the strength was only thirty-one. At the time of writing this report the indications were that the recruiting drive was having some success, since the strength had then risen to fifty.

Regulations for the promotion of Engineer Officers are being reviewed in consultation with the Admiralty and the Ministry of Transport, but details of any proposed alterations are not yet available.

To encourage qualified marine engineers who are now working ashore, Mr. Clark suggested that the required training period for Engineer Officers be amended from one month biennially to two weeks annually, and this amendment has now been accepted. The suggestion was also put forward that the rank of Midshipman(E) R.N.R. be instituted, and the Board of Admiralty have approved this in principle, but the Ministry of Transport are now being consulted before any regulations on this matter are drawn up. It is thought that the entry of a limited number of Midshipmen(E) might help the Merchant Navy in that it would inculcate into the trainees the idea of making the sea a career.

Since Mr. Clark is taking a keen and active interest in the progress of the Engineering Branch of the Royal Naval Reserve, he will welcome any suggestions or comments from members of the Institute that they may wish to have brought before the R.N.R. Advisory Committee. The next meeting of the Committee is 4th May 1954.

British Standards Institution Committees

CHE/18/2 Metallic Finishes (Quality). Representative: H. E. Bedford.

The only meeting of the year was held on Monday, 26th January 1953 for the purpose of completing the revision of B.S. 1224: Electroplated Coatings of Nickel and Chromium, and copies of this revised specification are now available.

CHE/37/2 Sampling of Water Used in Industry. Representative: H. J. Wheadon.

At a meeting of this committee held in January 1953, it was decided to revise B.S. 1328 (1946) "Methods of Sampling Water Used in Steam Generation". A panel was elected to draft a revision for consideration by the full committee and the work undertaken by this panel is progressing.

CHE/37/3 Treatment of Water for Marine Boilers. Representative: H. J. Wheadon.

At a meeting of this committee held in March 1953, it was decided to revise B.S. 1170 (1947) "Treatment of Water for Marine Boilers". A panel was elected to draft a revision for consideration by the full committee and the work undertaken by this panel is progressing.

ELE/3/2 Ships' Electric Cables. Representatives: N. H. Swancoat and P. H. Dallison.

A certain amount of work has been done in connexion with new dimensions of cables and in preparation for a new edition of B.S. 883.

INE/6/2 Pressure Gauges (Drafting). Representative: A. J. Mann.

There were two meetings of this committee in 1953. The object of the meetings was to consider various amendments to the specification, all of which were fully discussed and detailed for reporting to the technical committee.

MEE/39 Compressor Tests and Definitions; ELE/28 Electric Fans. Representative: J. K. W. MacVicar.

In view of the desire by the British Standards Institution

Annual Report of the Council for 1953

to reduce the number of technical committees and sub-committees and thus achieve a greater co-ordination between codes published for similar types of equipment, it was decided, as a result of a general consultation, that the above committees should be merged within MEE/39. The main work for which sub-committee MEE/39/3 was formed is now well in hand and a final specification should be issued very shortly.

In the case of sub-committee MEE/39/4, dealing with fans for general purposes, preliminary work of reorganizing the committee is still under way and no real technical progress has been made.

MEE/43/6 Gear Cutting Machines. Representatives: S. A. Smith, M.Sc., and J. A. Rhynas.

Panel MEE/43/6/1 (Gear hobbing machines) of sub-committee MEE/43/6 (Gear cutting machines) was redesignated sub-committee MEE/6/19 with the same terms of reference early last year. This committee has now completed its work on the specification of gear hobbing machines and it is hoped that this specification will be published within the next two months.

Any further work on gear cutting machines will be carried out under Technical Committee MEE/6 (Machine tool details).

MEE/91 Jointing Materials and Compounds. Representatives: W. E. Hoes and Lieut. Cdr.(E) A. P. Monk, D.S.C., R.N. (ret.).

Technical Committee MEE/91, dealing with jointing materials and compounds, met on the 18th January 1953. This committee, which was set up in January 1946, had the following terms of reference: "To prepare British Standards for jointing materials and compounds, for water, gas and saturated steam with pressures up to 30lb. per sq. in., for domestic installations, including central heating and hot water services in buildings", and British Standards Specification 1737 was prepared to cover these materials. This committee has now had its terms of reference extended to cover materials suitable for high pressure and temperature conditions now prevailing in industry.

New manufacture and user members were invited to join the existing committee to assist them in the work of preparing standards for these higher conditions and the meeting held on 18th November 1953, under the chairmanship of Mr. A. Forbes Ilsey, was the first with the increased membership.

The Institute of Marine Engineers was represented by Mr. W. E. Hoes and Lieut. Cdr. A. P. Monk, the former having served on the earlier committee.

It was proposed to limit the materials to those suitable to six or more standard types and to prepare a series of separate specifications rather than to incorporate them into one specification as B.S. 1737. These types will probably include:—

- (i) Compressed asbestos.
- (ii) Spiral wound metal asbestos.
- (iii) Corrugated metal.
- (iv) Flat metal jacketed asbestos filled.
- (v) Solid flat metal.
- (vi) Joint rings.

It was agreed that paste and varnish, etc., should be dealt with separately later.

Limits of pressure and temperature were discussed and it was preliminarily decided to keep these to the flange table standard covered by B.S. 10, these generally being for steam or water pressures up to 900lb. per sq. in. and temperatures up to 900 deg. F. Higher conditions may be discussed later.

In order to advance the work of this technical committee, it was decided to form a sub-committee of interested users' and manufacturers' representatives to deal with this steam and water aspect of high pressure and temperature materials, the use of oil and other equipment to be dealt with later.

Both the Institute of Marine Engineers' representatives were selected to serve on this sub-committee, which held its first meeting on 14th January 1954.

MEE/119 Plain Bearings. Representative: R. W. Cromarty.

A meeting was held on 12th November 1953 and draft specifications covering the dimensions of the following have now been issued for comment:—

- (1) Non-ferrous solid bushes and thrust washers.
- (2) Wrapped bushes and thrust washers.
- (3) Medium-walled and thick-walled bearing half-liners
- (4) Thin-walled bearing half liners and thrust half-washers.
- (5) Bronze oil-retaining bushes and thrust washers.

SFE/— Solid Fuel Industry Standards Committee. Representative: R. Cook, M.Sc.

This committee met in March and December to review the work of the committees responsible to it (see CR(SFE)7714), including a test code for steam generating units, code of practice for underfeed stokers, and standards for domestic hot water supply boilers, thermal insulating materials, steam cooking equipment, air heater batteries, and sampling and analysis of fuel gases and of coal and coke.

The committee also received a report on the third meeting of technical committee 27 "Solid Mineral Fuels" of the International Organization for Standardization, which was held in London in November.

SFE/1 Nomenclature and Definitions for Solid Fuel Burning Appliances. Representative: R. Cook, M.Sc.

No meetings of technical committee SFE/1 were held during 1953 as the Standard for which they were responsible, B.S. 1846, was published in 1952.

Annual Report of the Council for 1953

STATEMENT BY AUDITORS

1st February 1954

To the Members,

THE INSTITUTE OF MARINE ENGINEERS,
85/88, THE MINORIES, E.C.3

Gentlemen,

We have to report that we have examined and checked the Accounts of your Institute for the year ended 31st December 1953, and we set out below our observations.

(1) The Revenue Account shows a surplus of £3,163 as compared with £2,946 last year, an increase of £217.

(2) The Gross Revenue was £21,998, an increase of £2,234, made up as follows:—

	Decrease	Increase
Subscriptions	—	1,697
Entrance Fees	—	232
Registration Fees	1	—
Examination Fees	—	10
Reprints of Papers	28	—
Hire of Hall and Library	—	44
Guild of Benevolence	—	4
Interest on Investments	—	276
	£29	£2,263
<i>Deduct: Decreases</i> ... ..	...	29
		£2,234

(3) Expenditure charges to Revenue Account amounted to £18,835, an increase of £2,017, made up as follows:—

	Decrease	Increase
General Expenses	—	2,183
Rent, Rates, etc.	—	80
House Expenses	—	6
Repairs	227	—
Insurance	—	17
Transactions	1,600	—
Interest	—	1
Library Books	80	—
Depreciation of Furniture	—	72
Prizes	—	29
Local Branch Expenses	—	536
Reserve for Renewal of Premises	—	1,000
	£1,907	£3,924
<i>Deduct: Decreases</i> ... ..	...	1,907
		£2,017

(4) The Increase in the Surplus is made up as follows:—

Increase in Income	£2,234
<i>Less: Increase in Expenditure</i>	2,017
	£217

(5) *Sales of Handbooks*

The following profits have been made during the year:—

“The Running and Maintenance of Marine Machinery”	£132
“Electricity Applied to Marine Engineering”	289
“Naval Architecture and Ship Construction”	273

(6) *Investments*

The market value at 31st December 1953, of the Institute's free investments, standing in the books at £40,937, was £37,386. During the year £1,000 3% Defence Bonds were redeemed, £4,000 3½% War Loan was purchased at a cost of £3,166 11s. 0d., and £4,000 was placed on Deposit Account with Barclay's Bank Ltd.

(7) *National War Memorial Building Fund*

The fund now amounts to £87,676, an increase of £17,473, made up as follows:—

Donations (including £2,000 from the Social Events Account)	£19,421
Investment Income	2,052
	£21,473
<i>Less: Paid on Account of Architect Fees</i>	4,000
	£17,473

£65,613 of the Funds is invested in Government Securities as detailed in separate accounts, having a market value at 31st December 1953, of £60,171.

(8) We have verified the Investments and Bank Balances and have inspected the Insurance Policies and Title Deeds, and we have obtained all the information that we have required. In our opinion, the Balance Sheet of your Institute has been properly drawn up so as to exhibit a true and correct view of the Institute's affairs according to the information and explanations given to us and as shown by the books of the Institute.

Yours faithfully,

WEST AND DRAKE,

Chartered Accountants

Sardinia House,
52, Lincoln's Inn Fields,
London, W.C.2

BALANCE SHEET 31st DECEMBER 1953

1952 £		£ s. d.	£ s. d.	1952 £		£ s. d.	£ s. d.
3,545	Sundry Creditors		1,599 10 3		Cash at Bank and in Hand		
1,390	Unexpired Subscriptions		3,430 15 2		Current Account	3,539 6 5	
	Denny Gold Medal				Deposit Account	4,000 0 0	
250	Capital Fund	250 0 0			Social Events Account	1,188 4 7	
					Social Events Account—Junior Section	4 5 6	
64	Accumulated Income	66 2 7			Post Office Savings Bank Account ...	204 1 4	
10	Interest at 4% per annum	10 0 0			London Trustee Savings Bank Account	1,086 5 6	
				7,269	In Hand	99 16 9	
74		76 2 7			10,122 0 1		
9	Less: Reserve for Award	9 0 0			Sundry Debtors		
65		67 2 7		1,609	For Advertisements	1,737 12 0	
				468	Sundries	657 12 6	
315			317 2 7	359	Payments in Advance	686 17 4	
				2,436	3,082 1 10		
	Denny Award (£100)				Investments		
100	Capital Fund as at 31st December, 1952 ...		100 0 0		At Cost less Bonus		
	Stephen Legacy (£100)				£2,500 3½% War Loan	2,570 14 6	
100	Capital Fund as at 31st December, 1952 ...		100 0 0		At Cost		
	John I. Jacobs Award (£200)				£10,700 3½% War Loan	10,065 2 10	
119	Capital Fund as at 31st December, 1952 ...		119 0 0		£2,500 3½% Conversion Loan	2,668 0 0	
	D. F. Robertson Award (£100)				£1,000 3% Defence Bonds	1,000 0 0	
100	Capital Fund as at 31st December, 1952 ...		100 0 0		£1,000 3% National Defence Loan 1954/58	998 17 0	
	Murdoch Legacy (£100)				£1,834 3% Savings Bonds "A" 1955/65	1,816 14 0	
62	Capital Fund as at 31st December, 1952 ...		62 0 0		£1,000 3% Savings Bonds "B" 1955/65	1,000 0 0	
	Lord Inverforth Award (£100)				£9,000 3% Savings Bonds 1960/70 ...	9,000 0 0	
100	Capital Fund as at 31st December, 1952 ...		100 0 0		£5,500 3% Savings Bonds 1965/75 ...	4,705 3 3	
	Akroyd Stuart Award (£700)				£800 3% Treasury Stock	703 17 0	
700	Capital Fund		700 0 0		£6,000 British Transport 3% Guaranteed Stock	5,917 14 6	
174	Accumulated Income	206 3 5			1978/88	491 6 0	
32	Interest on Investment	32 0 6		38,771	£500 Australia 3½% Registered Stock 1956/61	40,937 9 1	
					(Market Value at 31st December, 1953, £37,386).		
206	Less: Award	50 0 0			Investments (Awards)		
206			188 3 11		Akroyd Stuart Award		
					£915 3½% Conversion Loan at cost ...	698 4 11	
906			888 3 11		John I. Jacobs Award		
	W. W. Marriner Prize (£166)				£200 2½% Consols as valued at 31st		
166	Capital Fund		166 0 0		January, 1919	119 0 0	
4	Accumulated Income	3 14 5			Lord Inverforth Award		
5	Interest on Investment	5 0 0			£100 3½% War Loan at par	100 0 0	
					W. W. Marriner Prize		
9		8 14 5			£166 3% Savings Bonds "A" 1955/65 at		
5	Less: Award	5 0 0			cost	166 0 0	
4			3 14 5		Adam Girdwood Award		
					Uninvested cash	15 0 0	
170			169 14 5		1,098 4 11		
	Adam Girdwood Award				14,650		
15	Capital Fund		15 0 0		City Premises at Cost	14,650 0 5	
1	Accumulated Income	13 6			City Premises Redemption Policies		
	Interest for the year	15 0			Single Premiums to:—		
			1 8 6		Royal Exchange Assurance Company		
16			16 8 6		to secure the payment on		
	Awards Combined Income Account—Sir A. Denny,				1st November, 2011 of £10,000**		
	J. Stephen and Lord Inverforth				10th June, 2012 of £2,000 *		
38	Balance as at 31st December, 1952		37 1 3		10th June, 2012 of £1,000 *		
11	Combined Interest for the year		11 0 0		10th June, 2012 of £1,000 *		
					10th June, 2012 of £1,000 *		
49			48 1 3		10th June, 2012 of £1,000 *		
12	Less: Awards		12 12 0		10th June, 2012 of £5,000 †		
37			35 9 3				

1952		£	s.	d.	£	s.	d.	1952		£	s.	d.	£	s.	d.
	Awards Combined Income Account—John I. Jacobs, W. Murdoch and D. F. Robertson														
39	Balance as at 31st December, 1952	...	...	50	3	3									
11	Combined Interest for the year	...	...	11	10	0									
		50					61	13	3						
	“Running and Maintenance of Marine Machinery”														
1,268	Balance as at 31st December, 1952	...	...	1,389	4	11									
121	Profit on Sales during the year	...	...	132	6	4									
		1,389					1,521	11	3						
	“Electricity Applied to Marine Engineering”														
607	Balance as at 31st December, 1952	...	...	671	12	0									
65	Profit on Sales during the year	...	...	288	18	2									
		672					960	10	2						
	“Naval Architecture and Ship Construction”														
1,035	Balance as at 31st December, 1952	...	...	1,050	18	1									
16	Profit on Sales during the year	...	...	273	1	4									
		1,051					1,323	19	5						
	Social Events Account	...	...	1,188	4	7									
2,387	Social Events Account—Junior Section	...	...	4	5	6									
3															
		2,390					1,192	10	1	1,600					
	Reserve for Renewal of Premises	...	...	12,000	0	0	560								
9,000	Pension Fund...	...	...	1,086	6	4									
989	Capital Account						2,160								
	Balance as at 31st December, 1952	...	...	46,345	16	11									
44,646	Life Subscriptions received during the year	...	...	138	3	0			1,950	0	0				
120	<i>Proceeds of Policy with the Sun Life Assurance Co. of Canada</i>	...	...	—	—	—			302						
2,046	Balance of Revenue Account for the year ended 31st December, 1953	...	...	3,162	15	10									
2,946				49,646	15	9			169						
49,758	<i>Less : Testimonial to Mr. B. C. Curling</i>	...	...	—	—	—			1,490						
3,412									21						
		46,346					49,646	15	9	1,680					
		£68,847					£74,831	10	4	£68,847					

Canada Life Assurance Company to secure the payment on 10th June, 2012 of	...	...	£1,000	*
Atlas Insurance Company to secure the payment on 10th June, 2012 of	...	...	£1,000	*
Sun Life Assurance Society to secure the payment on 10th June, 2012 of	...	...	£1,000	*†
			£23,000		
**Premiums paid out of Capital.					
* Premiums paid out of Life Subscriptions.					
† Premiums paid out of Revenue					
*†Premiums paid partly out of Life Subscriptions and partly out of Revenue.					
(The present surrender value of the above Policies is £3,473).					
Furniture at Cost, less Depreciation					
Balance as at 31st December, 1952	1,950	0	0
Additions during the year	889	7	5
			2,839	7	5
<i>Less : Depreciation</i>	283	7	5
			2,556	0	0
Books in Library at Cost	302	2	0
Stock of Publications					
<i>“Running and Maintenance of Marine Machinery”</i>					
“Electricity applied to Marine Engineering”	945	12	0
“Naval Architecture and Ship Construction”	711	8	0
			1,657	0	0
Stock of Paper and Stationery	426	12	0
			£74,831	10	4

Table showing extracted items of the Accounts on a comparative basis over ten years.

	1944		1945		1946		1947		1948		1949		1950		1951		1952		1953	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Receipts from Subscriptions	7,143	18 0	7,872	1 1	8,379	4 3	8,876	1 10	11,639	4 0	12,829	0 3	13,261	17 10	14,186	11 4	17,495	3 5	19,192	7 8
Entrance Fees	562	15 0	591	5 0	759	10 0	725	4 6	828	1 11	698	15 0	685	15 0	731	11 0	703	0 0	935	5 0
Advertisements	1,901	6 1	2,006	15 10	2,918	18 5	2,966	15 7	3,839	17 10	4,891	7 7	5,327	2 4	5,598	16 11	8,870	0 8	10,054	5 0
Total Income	10,603	0 1	11,436	6 4	13,133	11 8	13,694	17 8	17,453	19 3	19,748	19 6	20,921	19 11	22,040	17 4	28,633	10 11	33,375	1 4
General Ex. A/c.	4,010	6 8	4,273	8 7	4,940	0 5	6,390	15 7	7,242	16 5	7,340	13 10	8,025	9 9	8,864	18 2	8,650	18 1	10,685	13 11
Rent, Rates and Taxes	597	4 5	551	13 3	522	15 10	650	1 3	686	2 4	746	7 2	740	6 6	776	4 1	810	19 3	890	18 10
House A/c.	573	7 2	719	11 1	960	9 8	977	14 9	943	6 6	1,166	6 9	1,593	14 9	1,520	12 11	1,605	9 2	1,610	17 11
Repairs and Redecorations	161	17 2	236	11 11	5	11 1	80	11 1	63	4 1	834	9 5	724	17 1	78	9 11	518	9 7	290	9 3
Transactions	2,906	10 4	2,702	19 8	4,176	14 9	4,632	12 3	6,042	0 3	6,207	1 9	8,812	12 8	9,273	3 2	11,397	0 1	12,304	8 11
Sundry Creditors	553	10 6	902	3 10	1,300	9 3	1,119	5 1	1,267	2 11	1,898	4 2	1,148	14 11	1,375	0 7	3,545	8 11	1,599	10 3
Capital A/c.	35,122	7 0	36,675	9 0	37,859	5 10	38,533	9 8	38,884	1 4	40,785	19 3	42,200	6 5	44,646	5 10	46,345	16 11	49,646	15 9
Reserve for Renewal of Premises	3,000	0 0	4,000	0	5,000	0 0	5,000	0 0	6,000	0 3	7,000	0 0	7,000	0 0	7,000	0 0	9,000	0 0	12,000	0 0
Balance on Revenue A/c.	679	5 9	1,553	2 0	1,183	16 10	584	1 4	478	16 0	1,901	17 11	427	7 2	986	5 5	2,945	17 1	3,162	15 10

REVENUE ACCOUNT. Year ended 31st December, 1953.

1952 £	£ s. d.	£ s. d.	1952 £	£ s. d.	£ s. d.	£ s. d.
	General Expenses					
4	Bank Charges and Cheque Books... ..	4 0 0	12,824			
446	Postage and Telegrams	716 9 10	1,271			
30	Engrossing Certificates	26 3 0	3,012			
	Examination Expenses:—		201			
37	Common Preliminary Examination ...	35 7 5	117			
279	Associate Membership	249 13 8	70			
97	Junior Lecture Expenses	35 4 11				
1,302	Stationery and General Printing ...	1,650 18 10	17,495			
	Staff Salaries, National Insurance and Clerical Assistance	6,162 9 5	703			
4,835	Audit Fee	150 0 0	39			
150	Telephones	214 12 1	23			
187	Affiliation Subscriptions and Contributions to Institutions for Research ...	28 4 6	265			
23	Sundries	600 19 6	219			
431	Staff Pension Insurance	386 10 9	46			
257	Superannuation	425 0 0	76			
425			179			
8,503		10,685 13 11				
	Rent, Rates, Light and Heat					
118	Ground Rent, Land Tax and Tithe ...	118 0 6	322			
506	Rates	576 3 11	87			
137	Gas and Electricity	145 18 5	30			
50	Water	50 16 0	60			
811		890 18 10	85			
	House Expenses		270			
701	Staff Wages and National Insurance ...	710 9 8	98			
201	Coal	183 7 8	24			
511	Window and General Cleaning	511 2 0	16			
192	Sundries	205 18 7	180			
1,605		1,610 17 11	5			
	Repairs	290 19 3	26			
518	Insurance	73 15 1	—			
57			1,203			
	Transactions					
7,209	Printing	6,700 13 7				
237	Binding	110 16 6				
375	Abstracting	420 0 0				
115	Reporting	176 6 9				
902	Postage	1,060 8 5				
440	Wrappers and Addressing	356 11 7				
9,278		8,824 16 10				
	Less: Sales	1,057 6 10				
946	Sales of Bound Volumes	265 16 5				
411	Advertising					
	Income 10,054 5 0					
	Less:					
	Expenses 3,479 12 1					
5,394		6,574 12 11				
6,751		7 897 16 2				
2,527		927 0 8				

Subscriptions	£ s. d.	£ s. d.	£ s. d.
	<i>Received</i>	<i>Unexpired</i>	<i>Net</i>
Members	15,819 14 4	2,129 17 2	13,689 17 2
Associate Members	1,762 15 10	280 13 6	1,482 2 4
Associates	4,437 9 2	864 7 0	3,573 2 2
Graduates	243 18 3	42 10 6	201 7 9
Students	160 2 3	49 0 0	111 2 3
Companions	163 3 0	28 7 0	134 16 0
	22,587 2 10	3,394 15 2	19,192 7 8
Entrance Fees			935 5 0
Registration Fees (Probationer Students) ...			37 15 0
Examination Fees			33 0 0
Profit from Reprints of Papers, etc.			
Sales		109 19 10	
Less: Cost of Reprinting		92 5 1	
			17 14 9
Hire of Hall and Library			120 0 6
The Guild of Benevolence			
For Office Facilities and Clerical Assistance			182 13 5
Interest on Investments			
3½% War Loan		462 0 0	
3½% Conversion Loan		87 10 0	
3% National Defence Loan		30 0 0	
3% Defence Bonds		74 2 2	
3% Savings Bonds 1955/65		85 0 0	
3% Savings Bonds 1960/70		270 0 0	
3% Savings Bonds 1965/75		165 0 0	
3% Treasury Stock		24 0 0	
Australia 3½% Registered Stock		16 5 0	
British Transport 3% Stock 1978/88		180 0 0	
Post Office Savings Bank Account		4 19 6	
London Trustee Savings Bank Account		24 16 2	
Interest on Deposit Account		55 3 11	
			1,478 16 9

Annual Report of the Council for 1953

Minutes of Proceedings of the Sixty-fifth Annual General Meeting

23rd March 1954

The Chair was occupied by the President, SIR GILMOUR JENKINS, K.C.B., K.B.E., M.C.

Minutes

The Minutes of the Annual General Meeting held on 24th March 1953 and of the Extraordinary General Meeting held on 14th July 1953, were confirmed and signed.

The CHAIRMAN said that his attention had been drawn to the fact that there were some members present who had not paid their subscriptions for the current year. He had, therefore, to request those members to refrain from taking part in the proceedings of the meeting in accordance with By-Law 34.

Introductory Remarks by the Chairman

The CHAIRMAN said that he had only one introductory remark to make which related to the procedure of the meeting. It would have been seen from the revised regulations which had been available at the Institute that the Council desired to make it quite clear and precise at exactly what point in the proceedings of a meeting the officers and members of the Council retiring at that particular meeting actually did retire. In the regulations as they stood at present it was left rather vague. The general effect was that officers and members of the Council retired at a certain meeting, but the exact point of the meeting was not specified. The Council considered it right to specify exactly at what point so that there should be no doubt about which officers were in office and which members of the Council were in office at a particular time when a certain matter was decided at a meeting.

The new rules made it clear that where officers or members of the Council retired at a meeting, they retired at the end of the meeting. Therefore at the present meeting the present members of Council and officers remained in office until the conclusion of the meeting.

To strike a personal note, he desired to say how much he had enjoyed his year of office as President of the Institute. He had enjoyed the support of everybody connected with the Institute, and had been honoured by having been its President. (*Applause.*)

Examination of Voting Papers

The Scrutineers, Mr. C. J. Hampshire and Mr. G. H. Garner, retired in order to examine voting papers.

Presentation of the Annual Report

The SECRETARY presented the Annual Report of the Council for 1953, reading an abstract of the published report.

Presentation of the Annual Financial Statement

The HONORARY TREASURER said:

Mr. President and Gentlemen,

The Auditors' report reads as follows:—

"We have verified the Investments and Bank Balances and have inspected the Insurance Policies and Title Deeds, and

we have obtained all the information that we have required. In our opinion, the Balance Sheet of your Institute has been properly drawn up so as to exhibit a true and correct view of the Institute's affairs according to the information and explanations given to us and as shown by the books of the Institute".

There are many interesting items in the year's accounts, but as we have a long agenda tonight I propose to refer only to what may be termed the outstanding items:—

Revenue Account

Income

The total increase in the subscriptions is £1,697, from £17,495 to £19,192, and is reflected in all grades of membership, the increase of which is further shown by the increase of entrance fees from £703 to £935, viz. £232.

Investment income is up by £275, from £1,203 to £1,478 16s. 9d.

Total revenue increase is from £19,764 to £21,997 13s. 1d., viz. £2,233.

Expenditure

General expenses are up by £2,182 to £10,685 13s. 11d. You will note an increase on postages and telegrams from £446 to £716 9s. 10d. This, with the increased cost of postage for TRANSACTIONS from £902 to £1,060 8s. 5d., is largely due to an increase in postage rates on printed matter from 1d. to 1½d., increased membership and various activities.

Staff salaries show a heavy increase from £4,835 to £6,162 of £1,327, and is accounted for by the fact that the staff has been increased by two and there has been a general increase in salaries all round.

Rates have gone up by £70.

Repairs are down by £228.

TRANSACTIONS, including advertisements. This is really treated as a separate account and shows a debit balance of £927 0s. 8d. as against a debit last year of £2,527, which means in effect that the TRANSACTIONS have been printed, wrapped and posted for a cost to the Institute of only £927.

An interesting item is the cost for running local branches of £684 12s. 7d. against £148 the previous year.

After placing £3,000 to the renewal of premises against £2,000 last year, there is a credit balance of £3,162 15s. 10d., an increase of £216.

Balance Sheet

You will be interested to note that our three publications show quite a substantial profit for the year of £694.

There has been one life subscription taken out during the year.

Payments in advance of £686 17s. 4d. cover Schedule A Tax, unexpired insurance, rates and water rate, the History of the Institute, etc.

Minutes of Proceedings of the Annual General Meeting

Investments

As noted by the Auditors, £1,000 3% Defence Bonds were redeemed and we purchased £4,000 3½% War Loan, showing a nett increase in investments of £2,166 11s. 0d. During the year there was a very satisfactory increase in the value of gilt-edged securities, the increased value of our investments being approximately £3,000. We also placed an amount of £4,000 on deposit account as this is readily available for a sudden call if the occasion arises.

Increased Furniture from £560 to £889 7s. 5d., the principal items purchased being "Kardex" cabinets and a Roneo printing machine whereby we now print all our notices on the premises.

The final total of our assets on Capital Account amounts to £49,646, an increase of £3,300, a result that cannot be considered as being other than very satisfactory.

Guild of Benevolence

The invested capital funds under the three headings of General Investments, the John H. Silley Memorial Fund and the James M. Dewar Memorial Fund, are practically the same as last year.

There is an item under Current Assets of £1,313 11s. 7d., which brings the total capital to £91,735 as against £90,573 last year.

The total income amounted to £3,653 8s. 10d., of which £337 6s. 9d. came from members' subscriptions. The credit balance is carried to the Balance Sheet after distributing in relief an amount of £2,535 15s. 2d.

The total cost of administration, including the payment to the Institute was £272 6s. 5d.

The Guild of Benevolence was instituted by the late Mr. John Silley, the father of our President-elect (Mr. H. A. J. Silley) and I am quite sure he would feel very gratified, if he were alive today, to realize that the fund had reached such magnificent proportions with a total invested capital of over £90,000.

National War Memorial Building Fund

As indicated in the first paragraph of the Secretary's report, the Rt. Hon. Viscount Weir of Cathcart sent the Institute a donation of £10,000, which the Council decided to allocate to the Building Fund. Appropriate thanks were made to Viscount Weir at the time by the Council.

The total amount standing to the credit of this fund is now £87,675 17s. 0d., as against £70,203 the previous year. This is after paying architects' fees totalling £4,000.

As I mentioned in my report last year, a covenant scheme was started whereby members and friends could covenant to pay an annual amount for a period of seven years, enabling us to recover the income tax on same.

I am glad to be able to report that covenants have been received from a number of members and firms which will eventually provide an amount, including tax recovered at 9s. in the £, of approximately £32,000.

Several firms have covenanted for quite substantial amounts, three steamship companies having promised us £500 each, and R. and H. Green and Silley Weir, Ltd., £500 for seven years.

This is the form of help which the Appeals Committee recommend should be pressed very strongly because it has the effect of virtually doubling the amount subscribed by a member and his subscription is spread over seven years. We hope many members will take advantage to help the Fund in this way.

We have to express our thanks, not only to the directors of these firms, but also to members who have undertaken to covenant subscriptions for a seven-year period, as well as to others who have so liberally supported this Fund.

I feel I am voicing your opinion when I say that we owe a debt of gratitude to Sir William Currie, who initiated the Fund in October 1945 with the general appeal which went out under his name as President in February 1946. He has been of immense assistance to the Institute and it is gratifying

to know he continues to give us the benefit of his advice on our Building Committee.

Adoption of Annual Report and Financial Statement

MR. T. W. LONGMUIR (Member) in proposing the adoption of the Annual Report and Financial Statement, said that having listened to the Secretary and to the Honorary Treasurer members would no doubt agree that their statements, together with the printed report, were concise and self-explanatory.

Before formally moving the adoption of the Report and Financial Statement, attention should be directed to some of the salient points and to the efforts of the Council to keep the policy of the Institute in line with modern ideas.

The Council appointed a sub-committee to investigate and report if changes in qualification for the various grades of membership were required. The report showed that changes were desirable. The sub-committee were then asked to embody such changes, together with alterations of By-Laws, in a second report. Whether members agreed with the changes or not, they could not fail to realize the large amount of time and thought which had been given to that work.

Attention was again directed to Membership on page v. The Council elected 914 new members of various grades. The figures given on page vi should be accepted with caution. It must be remembered that probationer students were on probation and must obtain the qualification for studentship before the age of twenty, or have their names removed from the Institute Roll. Deducting the number of probationer students, there had been a net gain of 369 members of other grades during the year. This was 113 more than the increase during 1952.

Pages vii to xiv inclusive would repay close study. Here was recorded a year of work by members of the Institute whose activities brought the status of the Institute to the notice of other bodies: while the Institute could continue to inspire its members to such efforts it would continue to progress.

The statement of the Honorary Treasurer left no room for anxiety. One item had caused comment, namely, an increase of £2,183 in the general expenses. That was a 25 per cent increase. Postage showed a 60 per cent increase, staff salaries 27 per cent; stationery and printing 37 per cent. Membership had increased only 12 per cent, and the cost per member had increased very little. No doubt some of the increase was due to additional clerical work in connexion with the proposed alteration of the By-Laws. In the item on page xix, "Section Expenses", the amounts should be itemized, showing annual grant, travelling expenses, incidental expenses, etc.

There was one item which was so small that it called for comment—"Junior lecture expenses £35". There were forty lectures and some lecturers travelled long distances and had to be away overnight. Lecturers and others travelling on Institute business should not be out of pocket and it would be an advantage if a standard scale for expenses were authorized.

On page xi was the inevitable paragraph of those who had passed on, amongst whom were Willett Bruce, Sterry B. Freeman, H. R. Houldin, names he had mentioned with awe during his apprenticeship and as a junior engineer. J. Carnaghan and E. F. Spanner were among those who shouldered the responsibilities of the Institute when he first took an active part in its affairs. Those men, whose early training was with triple expansion engines, had helped to develop new types of propelling machinery and had made marine engineering history.

In conclusion, an expression of appreciation must be made in respect of the Secretary and his staff. Those who were at the Institute several evenings a month realized how many late nights were required of the staff. They maintained a constant cheerfulness and a desire to help.

It was with confidence that he moved the adoption of the Annual Report and Financial Statement.

MR. F. D. CLARK (Associate Member) in seconding the adoption of the Annual Report and Financial Statement, said

Minutes of Proceedings of the Annual General Meeting

that he had not studied the Report with his slide-rule so that it might be as well to exercise care about the way he endorsed Mr. Longmuir's remarks. He did, however, fully endorse his concluding remarks.

One of the functions of his own work was to read reports both on technical matters and contract negotiations, and the section of those reports to which he gave the closest attention was that headed "Further Action". The Annual Report of the Council did not have a paragraph headed "Further Action", but in browsing back through annual reports for the last five years, and also reading the statements which had been made by those members who had proposed the adoption and had seconded the proposal during that period, he had found that certain lines of action were proposed and called for, and he was pleased to report that in his findings that which was planned had been carried out. He had to admit that his particular interest was in the further action planned for the Junior Section.

At the Annual General Meeting in 1949, for instance, Mr. Plows said amongst other things that the Institute must depend on the younger man and one would like to see the lower-plotted lines on the membership curves emulating the full membership line. Major General Davidson in 1950 said that efforts should be directed to enrolling more of the two junior grades, all of whom, it was to be hoped, would later go into the senior section. In 1951, Mr. Bennett referred to the top-heaviness of the proportion of full members as compared with other grades and said he hoped to see a better proportion in due course when only one-third of the total membership consisted of full members, and a resultant increase in the prestige and status of the senior grade. In the same year Commander Green also mentioned that the main need of the Institute was for an increasing recruitment of younger members.

The following year, 1952, there were signs of action when Mr. Ferguson mentioned in his proposal for the adoption of the Report that he welcomed the increase in junior members. At this Annual General Meeting, members had heard that the membership of the Junior Section was still increasing at a very healthy rate.

To those people who were inclined to use the time-honoured phrase that the youngsters of today were nothing like they were thirty years ago, he pointed out that the fathers and grandfathers of every generation had made the same claim; yet the progress of science still continued, so presumably those youngsters made progress at some stage. As far as this particular generation of young members of the Institute was concerned, it should be known that the Junior Section meetings which were held in various technical colleges around the country were always well attended, and the student lectures now being run at the Institute were usually attended by ninety to 100 students as compared with fifteen or so two years ago. Invariably it was necessary to fix a time limit on the meeting otherwise there would be no end to answering questions in the discussion. Therefore, since there was good, young material to work on and to work with, the Council had every justification in giving all possible encouragement to that very important section of the Institute membership. In that respect he was more than pleased to support those alterations to the By-Laws which were proposed in regard to membership qualifications. If there was one thing which would encourage good material into the junior ranks it was the prospect that progress through the respective grades of membership would eventually lead to a status which was not only recognized as a professional qualification, but was also a qualification which was prized.

He therefore had very much pleasure in seconding the proposal that the Annual Report and Financial Statement be adopted.

MR. W. MCCLIMONT, B.Sc. (Member) said he desired to stress that his remarks were made in a constructive spirit and without any malice.

The report noted that the average attendance at the senior meetings at the Institute had been 160 and indicated that

that state was very satisfactory. There were one or two aspects which were, however, somewhat disturbing.

First, the report gave no indication of the proportion of visitors to members and arrangements to obtain that information might in future be valuable. The attendance at many of the meetings had the appearance of being boosted by a substantial proportion of visitors concerned principally with the fundamental scientific aspects of the subject under discussion rather than with the marine applications and implications of the subject.

Second, the number of members of the Council present at some of the meetings had been rather low and might justifiably call for some heart searching.

Third, the proportion of members participating in the discussions had been a little disquieting. A quick check over the papers read and discussed in 1953 indicated that rather less than 50 per cent of the contributions came from members. While the contributions of visiting experts were welcome and valuable, a danger existed that the primary function of the meetings might suffer.

Finally, looking more closely at the members who had contributed to discussions, the most disturbing feature of all emerged. Only rather less than one-third of the members who spoke could be described as being directly engaged in the operation of ships. The remaining speakers came from builders, classification societies, research associations and the like. In other words, the voice of the superintendent engineer was unfortunately stilled. Coming forward a little from 1953, there was a symposium in the previous month on "Interesting Ship and Machinery Defects, Their Investigation and Cure". Of the eleven papers presented, only one came from the staff of a superintendent engineer and, more significant, only one superintendent engineer contributed to the discussion. He did not profess to know why the silence had been descending steadily on superintendent engineers and their staffs, but he felt it was an unfortunate phenomenon of which the Institute should take note and to the examination of which the Council should turn its attention.

MR. BRYAN TAYLOR, B.Sc. (Eng.) (Member) said he desired to raise a point in connexion with the time at which meetings were held. He for one found that it was necessary to leave his office rather early in order to get to the Institute in time for a meeting at 5.30, if time were to be found in which to have a cup of tea beforehand. He suggested, therefore, that the Council might like to look into the question of advancing the time of the meetings to 6 o'clock, which would allow more time for members who had to travel some distance to get to the Institute in time.

The Annual Report and Financial Statement were adopted unanimously.

Presentation of Certificate of Honorary Membership

The CHAIRMAN said that he had great pleasure in presenting a Certificate of Honorary Membership to Sir John Cockcroft, K.C.B., C.B.E., F.R.S. The Institute regarded it as an honour that Sir John Cockcroft should have accepted Honorary Membership of the Institute. (*Applause.*)

Presentation of Awards for 1953

The CHAIRMAN presented the following Awards:

Denny Gold Medal:

Mr. John Lamb, O.B.E. (Member) and Mr. R. M. Duggan, B.A. (Associate Member).

Institute Silver Medal:

Sir John Cockcroft, K.C.B., C.B.E., F.R.S.

Essay Competition Award from the Denny, Stephen and Inverforth Award Fund:

Mr. J. Whitaker, B.Sc. (Associate Member).

Minutes of Proceedings of the Annual General Meeting

Report of the Scrutineers

The CHAIRMAN announced that the results of the voting were as follows:

President:

H. A. J. Silley

Vice-Presidents:

London:

J. Calderwood, M.Sc.

W. Lynn Nelson, O.B.E.

H. J. Wheadon

Belfast: C. C. Pounder.

Glasgow: Lt.-Col. G. R. Grange, D.S.O., M.C.

Leith: Sir William Wallace, C.B.E.

Newcastle on Tyne: Sir Summers Hunter.

Swansea: G. Thompson, M.Eng.

Royal Navy: Vice-Admiral(E) F. T. Mason, C.B.

Merchant Navy: W. B. T. Blue.

Honorary Treasurer:

Alfred Robertson, C.C.

Members of Council:

F. J. Colvill.

T. W. Longmuir.

T. McLaren, B.Sc.

Associate Member of Council:

F. D. Clark.

Reappointment of Scrutineers for 1954-55

On the motion of the Chairman, Mr. C. J. Hampshire and Mr. G. H. Garner were reappointed scrutineers for the years 1954-55.

Special Business

The CHAIRMAN moved:

- (i) "That subject (a) to a Supplemental Charter being granted authorizing the acquisition of premises for purposes of the Institute of an annual value not exceeding £60,000 in terms of the Petition to Her Majesty Queen Elizabeth II, (b) to the Institute acquiring or entering into an Agreement to acquire a leasehold interest in premises known as 56/59, Fenchurch Street in the City of London for a term of 99 years at a ground rent of £10,000 per annum, the Council be and are hereby authorized to borrow monies not exceeding £350,000 on the security of such premises".

He explained that in order to enable the Council to go ahead with the financial operations necessary for the new building it was necessary to obtain a Supplemental Charter. The present Charter did not give the Institute power to hold premises of the value which would be needed when the new building was constructed. It had therefore been necessary to submit a proposal to the Privy Council asking that their powers should be enlarged by the grant of a Supplemental Charter.

The resolution did not compel the Council to enter into the transaction. It permitted the Council, in effect, to go ahead with the scheme, if the Supplemental Charter were granted, by authorizing the Council to borrow the monies which were necessary up to an amount of £350,000 on the security of the new premises.

MR. H. J. WHEADON (Vice-President) said he was quite certain that the majority of members present would be proud to be associated with the Chairman in putting forward the resolution. There was little doubt that it was the most momentous resolution which had ever been considered by the Institute since it was founded sixty-five years ago. He was particularly conscious of the honour.

He was satisfied that the memorial building project for which the powers to borrow were required was based on the soundest possible business lines, and he felt confident that when the building was completed, not only would the financial health of the Institute be assured for all times but the Institute would possess headquarters of which members might justifiably

be proud. What was far more important than that, however, was the fact that he felt sure members would agree that when the building was completed it would be a worthy memorial to those colleagues who gave their lives at sea in the last war.

It was to be hoped that all members present would share his confidence in the Council's decision in the matter, based as it was on the soundest possible advice, and would signify their confidence by adopting the resolution, which he formally seconded, unanimously.

MR. A. LOGAN, O.B.E. (Vice-President) said he desired to support the resolution. As a member of the Council he could assure those members present that the subject had been thrashed out for many moons. Many in the past had been sceptical, and it was not until all the members of the Council were satisfied that agreement was reached to go ahead. He desired his name to be associated with the resolution and urged members to rally round the Council in the great effort which was proposed.

The Resolution was carried unanimously.

The CHAIRMAN moved:

- (ii) "That the Regulations contained in the document laid upon the table and signed for identification by the President be and they are hereby adopted as the By-Laws of the Institute of Marine Engineers to the exclusion of all existing By-Laws provided that the Regulations numbered 4 to 12 inclusive shall not invalidate the election or transfer of any person to any class of membership before the date of this Meeting".

He said that, as had been pointed out by the Secretary in the Report, the regulations had been thoroughly revised. The major change was in the qualifications of members which had already been referred to, with a view to obtaining a better distribution amongst the various classes and making it clear what qualifications were required for each of them.

Many minor alterations were made, and a copy of the new regulations had been available for any member who desired to see them. He was himself satisfied that there were a great many small points in the regulations which required tightening up. There were ambiguities and various defects of a technical character apart altogether from the major changes to which reference had already been made. He felt sure that the new regulations, which had been given mature consideration by the Council with the aid of legal advice, were a great improvement on the previous regulations and he hoped that the meeting would adopt them.

MR. STEWART HOGG (Chairman of Council) said that as a staunch believer in all that the Chairman had said concerning the revised By-Laws he had much pleasure in seconding the resolution.

The Resolution was carried unanimously.

Other Business

The HON. TREASURER said that he felt it was a very proud moment because that which had been looked forward to for nine years was about to be accomplished. It was nine years ago when the Council had to consider the question of finding alternative accommodation. At that time the plans submitted by the Chief Engineer to the City Corporation visualized the present premises being pulled down in a very short period after the termination of the war. That policy was, however, reversed when the Corporation appointed two consultants. It was now known that the building would have a considerably longer life, but it was not known when it would have to come down. It would, however, undoubtedly come down before the expiration of the lease.

It was interesting to recall what the then President of the Institute said at the annual dinner in November 1913, prior to the actual opening of the present premises but after the

Minutes of Proceedings of the Annual General Meeting

laying of the foundation stone. The President at that time was Sir Archibald Denny and he remarked that the membership was 1,420 and that if the membership progressed at the rate at which it was progressing then, namely, 100 members per annum, the building would very soon be too small. The present membership was nearly 8,000.

When the premises were opened in 1914 there was the Honorary Secretary, Mr. James Adamson, who was the founder of the Institute, an assistant Secretary, and a housekeeper. At the present time there were seventeen members of the staff including the Secretary. Therefore events had justified the anticipation of moving into larger premises. Furthermore, at that time there was accommodation for a billiard room, which had been taken over for offices, a council chamber on the ground floor, which was now the library, a members' room on the ground floor at present occupied by the Secretary, and the Council were relegated to the basement. There was not even sufficient room left for another typist. The hall was frequently packed to overflowing and no seating accommodation was available for many who attended the meetings. Town planning would undoubtedly affect the building in the not far distant future so that removal to new premises was an absolute necessity.

It was in 1945 when the Council deputed him to meet Mr. H. A. J. Silley, the President-elect, and Sir William Currie, and a discussion then took place as to how the funds should be raised. Sir William Currie put forward the idea that it should take the form of a memorial as well as enlarged premises for the Institute. He set the pace and sent out the first appeal, which would always be looked upon as the commencement of the operations for the new building, and the generosity of Sir William Currie and his company would never be forgotten.

The task before the Institute at the present time was that of financing the new building. Up to the present approximately 1,000 members had taken part in subscriptions as their circumstances permitted, and the Institute had been blessed with substantial contributions from many friends who were shipowners, shipbuilders and marine engineers. They deserved the sincere thanks of the Institute for the efforts which they had made over the period of nine years.

It was true that the Institute faced a project which was very much more expensive than anything which he personally had ever visualized and certainly very much larger than the Council had ever visualized. Something in the region of £100,000 to £200,000 had been considered, but as the Council decided that the Institute should have premises in the shipping area, in the Ward of Aldgate, it was found that the sort of premises which the Institute required and which were being acquired, namely 56-59, Fenchurch Street, which was a central site, would cost, as would be seen from the brochure, something in the region of £500,000, and that was a great undertaking. However, when it was realized that up to the present time the Institute had roughly £83,000 in the bank for the building fund after having paid £4,000 in fees to the architects, the covenanted subscriptions totalled something like £32,000 (including tax recoverable), government securities held by the Institute totalled £42,000, and the realizable value of the present building either by way of compensation or sale was in the neighbourhood of £25,000, the total available assets were in the region of £180,000 to £182,000, which was sufficient to enable the Institute to proceed with the financing of the scheme. At the same time, he felt confident that by the time the building was opened, in about three years' time, it would be possible to raise another £100,000. It did not necessarily mean that £100,000 must be raised by the time the building was opened, but it was desirable that a target of £50,000 should be set for the ensuing twelve months.

How could that be done? As he had already mentioned, considerable sums had been raised during past years and those sums had been raised without a visible target in front of members. At the present time there was a visible target. Members had seen the elevation of the proposed new building which, in his submission, was palatial, and they had seen the

plans. That was the target at which to aim. The Institute had a Council which persisted in its efforts to do the best it could for members and now it was hoped that the members would do their utmost to support the Council and the President, Mr. Silley, who would make it his special endeavour during the next twelve months to reach the target of £50,000.

That target could be reached by each member taking out a covenant, even though it might be for a small amount. If every member of the Institute were to undertake to pay £1 a year for seven years, and income tax on the whole of the subscriptions was recovered at 9s. in the pound, it would represent £100,000. There would be many who would subscribe large sums, but as Treasurer and having held that office for thirty-four years, he appealed to members to do their best themselves and also to induce others to take up covenants for seven years so that the target at which the Institute was aiming could be reached.

MR. B. ROGERS (Member) said he desired to propose a vote of thanks to Mr. Robertson for his courage and persistence in the early stages that the Institute should have the new building. Many members had been rather opposed to the scheme—and he himself was one—but Mr. Robertson deserved the thanks of members for his courage in sticking to his point, and Mr. Rogers hoped that he would be most successful in the appeal and in the final building.

The vote of thanks was carried by acclamation.

MR. LOGAN said he desired to propose a vote of thanks to the authors of the papers which had been read during the past year. It was realized that the progress of the Institute depended on the standard of the technical papers given both in London and at the local sections. A high standard had been maintained and the time and effort given by the authors in the preparation of their lectures was greatly appreciated.

The vote of thanks was carried with acclamation.

Vote of Thanks to the Retiring President

MR. STEWART HOGG said that it was a great honour and privilege to propose a vote of thanks to the President for his services during the past twelve months. He did so with sincerity however inadequate his choice of words might sound.

It was inevitable that the President must be rather a remote person and in fact to some only a name; but Sir Gilmour Jenkins had done his utmost to get to know as many members as possible in his visits up and down the country. The Chairman of Council must in the course of his duties get to know something of the President and he could say that the President had never failed to give him full support. It could be said of Sir Gilmour Jenkins that he had not spared himself on the Institute's behalf and that he had performed the functions of his office with charm, dignity and distinction.

It was often said that the busier a person happened to be the more he found time to do, and that saying was well reflected in the President. Despite his varied interests he had always found ways and means to be at the service of the Institute and that service had taken up much more time than was apparent to the casual observer. His visits to Sections in Birmingham, Glasgow, Hull and Newcastle were very much appreciated as his presence gave that extra something which added to the importance of the occasions and which would prove to have been invaluable in the formative year.

He had only drawn attention to one aspect of the President's activities during his year of office, as they all knew something of the part which he had played in the activities in London. He hoped the President had enjoyed his period of activity with them as much as they had valued having him as President. To quote the words of Shakespeare, "All the world's a stage, and all the men and women merely players. They have their exits and their entrances, and one man in his time plays many parts". The President's distinguished part ended when he vacated the Chair at the conclusion of

Minutes of Proceedings of the Annual General Meeting

the meeting, and his name would then be added to the list of distinguished Past Presidents. The Chairman had no doubt whatever that Sir Gilmour Jenkins would continue to be interested in the welfare of the Institute, would join members at the social functions, and would always be accessible for advice in furthering the best interests of the Institute.

The HON. TREASURER (Mr. Alfred Robertson, C.C.) said that it gave him very much pleasure to have the privilege of seconding the vote of thanks to the President so ably proposed by the Chairman of Council.

Comparisons were odious, but it was difficult not to recall a Past-President who occupied a somewhat similar position to that occupied by Sir Gilmour Jenkins a few years ago, namely, Sir Julian Foley. Mr. Robertson had been rather curious to know what their pursuits were when they were not engaged in business, and he discovered that Sir Gilmour Jenkins' recreation was music, and Sir Julian Foley's recreation was given as golf, fencing and walking. The Chairman of Council had already said that members would look forward to Sir Gilmour Jenkins taking part in the Institute's functions in the future. In that connexion it could be said that Sir Julian Foley had loyally supported the Institute since he was President. He was present on the occasion of the last annual dinner, and members were looking forward to Sir Gilmour Jenkins doing the same on future occasions. Members of the Institute would always be happy to see him.

Sir Gilmour Jenkins had taken a very intimate part in the affairs of the Institute and in many ways had put a more intensive effort into the affairs of the Institute than most Presidents during their year of office. The office of President of the Institute of Marine Engineers was becoming more onerous than it was before, as was the office of Chairman of Council, mainly due to the increased activities of the Institute. It was hoped that the Institute would continue to grow and that Presidents in the future would deem it a great honour to be President of the Institute and, at the same time, that they would be prepared to work as hard in the interests of the Institute as the retiring President, Sir Gilmour Jenkins, had done during his year of office.

The vote of thanks was carried by acclamation.

SIR GILMOUR JENKINS, in response, thanked Mr. Stewart Hogg and Mr. Robertson for their kind remarks, and members for the way in which they had received them. He really had little to say in his own defence! It was not only in the future that Presidents would feel it an honour to be asked to occupy that office. He felt it a great honour when he was asked to occupy the Presidential Chair and his experience during the year of office had deepened that feeling.

He had seen the activities of the Institute at headquarters and he had seen a good deal of the work of the Council. Matters of great importance had been considered during the year. He had also seen the work of the Sections and had been greatly impressed by it all. The enthusiasm, interest, liveliness and, so far as he could judge, erudition displayed in connexion with everything that had gone on had not been so much a surprise to him as confirmation of that which he thought was the value of the Institute when he was outside it.

As President he had enjoyed the best possible support from the Council and from the Institute generally. No President could have been more kindly treated by any organization over which he was asked to preside. Wherever he had gone he had been treated with the greatest friendliness and helpfulness, and the support, as he had said, which he received from the Council had been absolutely perfect.

He desired to thank the Institute very warmly for the invitation extended to him a little over a year ago and for the support given him during the year. He had thoroughly enjoyed the whole year and every contact which he had had with the Institute in its public functions, private deliberations and in its work generally in London and throughout the country.

Vote of Thanks to the Council, Officers and Scrutineers

COMMANDER(E) H. T. MEADOWS, D.S.C., R.D., R.N.R. (Member), said that he was very conscious of the honour to be asked to deal with one of the most important items on the agenda that night, which was to propose a vote of thanks to the Council, Officers and Scrutineers.

As an ordinary member and a fairly regular attender at the monthly meetings, he had wondered what he could say that night. On looking back over the year, it seemed to him that the Institute had gone on pretty much as usual. Interesting papers with good attendance, enjoyable social functions and courteous and helpful service by the Secretary and his staff at the Institute. He had thought that "Well, these in themselves were enough for us to say 'Thank you'". Then, previous to the meeting, he had received a copy of the Annual Report of the Council. On reading it he had been amazed at the amount of work which they had achieved. He thought that this work, except for that night, was probably taken for granted by the ordinary members like himself. He imagined the wrangling and wordy battles which must have gone on in the Council Chamber, on behalf of the members, and to achieve the end so succinctly summed up for them in the Annual Report.

Most outstanding in the report, and so outstanding that the President deemed it worthy of mention to the world in his speech at the Annual Dinner, was the increase of membership. Sir Gilmour Jenkins gave three reasons for this: (1) the inauguration of the alternative scheme of qualifying as a marine engineer, (2) the setting up of sections in various areas of the country, (3) the work of their Chairman of Council, Mr. Stewart Hogg. At the risk of incurring the President's displeasure, he suggested to the meeting that the order of these reasons should be reversed. He thought that those who had read their TRANSACTIONS would have noticed month after month under the heading "Institute Activities—Local Sections", little entries to the effect that Mr. Stewart Hogg was present at the inaugural meeting of the North-East Coast Section; Mr. Stewart Hogg attended the Annual Dinner of the South Wales Section (and they would have seen his photograph); Mr. Stewart Hogg was present at the Annual General Meeting of the Kingston-upon-Hull Section; Mr. Stewart Hogg conducted the first Students' meeting held by the Scottish Section, etc., etc. Less than a week previously Mr. Hogg had visited the West Midlands Section at Birmingham. He understood that Mr. Hogg had not confined his visits to special occasions, but had visited each section at least twice and had sometimes arranged his holidays to make such visits possible. It was Commander Meadows' belief that it was there they had the main reason for their tremendous increase in membership during the past year—these visits to the provinces (he spoke as an exiled provincial) by the Chairman of Council himself.

In eulogizing about their Council, they must not forget those other people who give their service, their scrutineers. He thought that this could not be an enviable task, which was all the more reason why the scrutineers should be remembered in their thanks that night.

It was with great pleasure that he had tried to express the members' thanks to those who looked after the affairs of their Institute. He then formally moved that a vote of thanks be given to their Council, Officers and Scrutineers, and he called on Mr. Taylor to second the motion.

MR. BRYAN TAYLOR, in seconding the vote of thanks, said he had a comparatively easy task, for there remained very little for him to add to Commander Meadows' remarks.

He felt sure that he spoke for all members when he said that he fully endorsed everything that Commander Meadows had said. One rather tended to overlook all the work that went on in the background by members of Council and Officers of the Institute. In addition to all the Council meetings and other committee meetings, representation on outside bodies and so on, there was, of course, in the year under review, a great deal of additional work involved in the revision of the By-Laws. Being in day to day touch with a member of the Council he was in a position to realize the great deal

Minutes of Proceedings of the Annual General Meeting

of time which was spent on behalf of members. He understood that during the session some of the members were called upon to attend meetings two or three times a week, and the work which they did was very much appreciated.

Finally, he wished to support the proposer in thanking the scrutineers, whose unenviable yet responsible job was so necessary.

The vote of thanks was carried by acclamation.

MR. STEWART HOGG, in response, said that Commander Meadows' personal references were all too generous and a little embarrassing. In his view he had only done that which any other Chairman of Council would have done. It was fortunate that he had duties to perform in the towns where the Sections functioned although, unfortunately, the dates did not always coincide and that was why he took his holidays at that time at the sacrifice of his golf! It was to be hoped that the Handicap Committee would duly note that!

When he replied to a similar proposition twelve months ago he thanked members for their continued confidence and said it was a stimulation to be able to serve the membership. He then looked forward to accomplishing many tasks but, alas, twelve months had proved to be much too short a span. However, some success was achieved which was clearly indicated in the Report, and he desired to take the opportunity of informing members that much of the increase in the membership and improvement in the financial position had been due to the enterprising, energetic way in which the Secretary had pursued the policy of the Council. (*Applause.*) At the same time one did not overlook the loyalty which he had enjoyed from his staff, for no leader could achieve much without a loyal staff. He emphasized the work of the permanent staff as he had had the opportunity of seeing some of them at work for longer than most Chairmen, and he was encouraged to feel that they would continue to give of their best and that the Institute would grow in membership, status and prosperity.

So far as the members of the Council and the scrutineers were concerned, the kind words which had been expressed would encourage them to further efforts.

He had left reference to the Honorary Treasurer until the end. So far as he was concerned the expression of continued confidence in him would act as a tonic and he would continue to give all his energies to the Institute. His enthusiasm and efforts in connexion with the new building had never waned despite many obstacles. If the memorial were not built within the next few years it would not be due to any lack of effort on the part of the Honorary Treasurer. (*Applause.*)

Introduction of President for 1954-55

The CHAIRMAN said that his task was an easy one because members knew the President-Elect much better than they knew him when he took the Presidential Chair twelve months ago, and probably better than they knew him at present!

There was really very little required to be said to commend Mr. Silley to the membership. The position which he held in the City of London and among shipbuilders and ship repairers was very well known, as was the regard in which he was held by everyone who came in contact with him, not the least among which were marine engineers with whom he was in such close association in his professional capacity.

Members also well knew the history of the interest which Mr. Silley's family had taken in the Institute and in the profession which the Institute represented, and the interest which Mr. Silley himself had taken and the help he had given quietly and unobtrusively to the Institute over many years.

It was very fitting that the Institute should invite him to be its President, and in accepting that invitation Mr. Silley was in turn doing a very great honour to the Institute.

Mr. Silley was a man under whom any organization might feel proud to operate, and he commended him to the membership and formally introduced him as the President. (*Applause.*)

MR. H. A. J. SILLEY said that the election of the new President was an annual affair for the Institute but for the President it was an event of a lifetime. He felt very proud at succeeding so many famous men. The Institute was at the present time recognized as one of the leading technical departments in business and national life, and Sir Gilmour Jenkins had indeed added great lustre to its name. He was, however, in the very happy position, as Sir Gilmour Jenkins had said, of being among friends. He had been associated with the Institute for nearly thirty years, as a member, a Member of the Council and as Vice-President. In addition to that, in his business capacity he had been raising his hat to many members on the Council on and off!

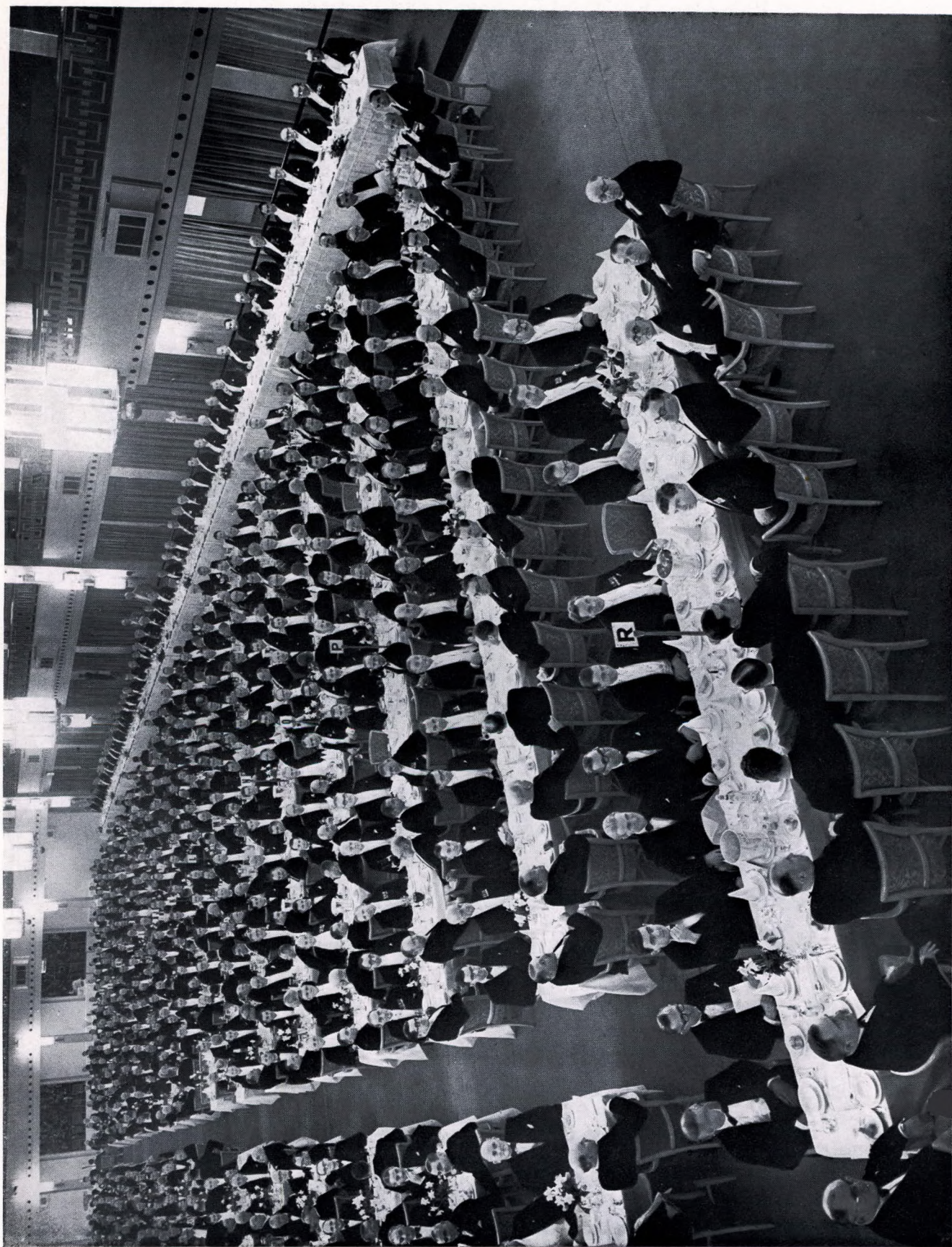
He was indeed looking forward to a year of great activity. The Annual Report had been read and accepted, and members appreciated from that Report that the Institute was in a very healthy position, and that the important and great project which had been approved could now go forward with every success. In that regard he had been set a task. He had inadvertently mentioned a figure which was immediately snapped up, and members had heard that he was to endeavour to raise £50,000 during the year. He could only say that he would certainly do his best. Members had seen the names of the various distinguished gentlemen who were supporting the appeal, and it was hoped to add one or two more. But as a matter of interest, on the telephone that afternoon he received word that Sir William Fraser of the Anglo-Iranian Oil Company wished to add his name to the list. As the Honorary Treasurer had said in other words, the Lord helps those who help themselves, and it was up to the membership of the Institute to play their part. The Institute could not expect all the help to come from wealthy shipowners and so forth. The number of members present was only a very small proportion of the great Institute, so that if he were permitted to give a message, it was "Will you act as ambassadors and do what you can with all the members with whom you come in contact?" The Institute was looking forward to the new Charter. The papers were at present with the Privy Council and it was hoped that in the summer or at the latest in the autumn the Royal Assent would be received.

He was very glad that reference had been made to the Honorary Treasurer because if any man deserved credit for the way he had simply bullied everybody into support of the memorial building it was Mr. Robertson. When that building was erected there would not be in the City of London a prouder man than Mr. Robertson nor would there be anybody more entitled to be proud than Mr. Robertson.

He thanked the Council for having nominated him as President and the members for having approved that nomination. He would do everything within his power to uphold the traditions of the Institute. (*Applause.*)

The CHAIRMAN, in terminating the meeting, thanked the members for their patience and said he fervently hoped that the Institute, under its new President, would go forward in the future from strength to strength, and would achieve all the objectives on which it had set its heart.

The meeting then terminated.



1954 Dinner at Grosevor House



(Above): Sir Gilmour Jenkins, K.C.B., K.B.E., M.C. (President) and Mr. Stewart Hogg (Chairman of Council)

(Below): Captain(S) A. D. Duckworth, R.N.(ret.), Mr. A. Robertson, C.C. (Honorary Treasurer), His Excellency M. D. U. Stikker, G.B.E., and Sir Victor G. Shephard, K.C.B.

Annual Dinner

The Fifty-first Annual Dinner of the Institute was held at Grosvenor House, Park Lane, London, on Friday, 12th March 1954, and was attended by about 1,050 members and guests. SIR GILMOUR JENKINS, K.C.B., K.B.E., M.C. (President) was in the Chair.

The guests included: His Excellency M. Per Preben Prebensen, G.C.V.O., C.B.E., the Norwegian Ambassador; His Excellency M. D. U. Stikker, G.B.E., the Netherlands Ambassador; The Rt. Hon. A. T. Lennox-Boyd, M.P., Minister of Transport and Civil Aviation; The Rt. Hon. Lord Winster, P.C., K.C.M.G., President, Navigators' and Engineer Officers' Union; His Excellency Sir Claude Corea, K.B.E., the High Commissioner for Ceylon; M. J. Nieuwenhuys, Minister-Counsellor representing the Belgian Ambassador; The Rt. Hon. Viscount Alexander of Hillsborough, P.C., C.H.; Sir Norman Guttery, K.B.E., C.B., Deputy Secretary, Ministry of Transport and Civil Aviation; Vice-Admiral(E) F. T. Mason, C.B., Engineer-in-Chief of the Fleet; Air Chief Marshal Sir Frederick Bowhill, G.B.E., K.C.B., C.M.G., D.S.O., Master, Honourable Company of Master Mariners; Sir E. Julian Foley, C.B., Past President; Walter Barrie, Esq., Chairman, Corporation of Lloyd's; J. C. Denholm, Esq., C.B.E., President, The Chamber of Shipping; Sir Edward Wilshaw, K.C.M.G., LL.D., D.L., J.P., F.C.I.S., Governor, Cable and Wireless (Holding), Ltd.; P. Faulkner, Esq., C.B., Under Secretary, Ministry of Transport and Civil Aviation; Sir J. Gibson Graham, M.C., Chairman, Baltic Mercantile and Shipping Exchange; Sir William Wallace, C.B.E., President, Institution of Engineers and Shipbuilders in Scotland; Sir Victor G. Shephard, K.C.B., Director of Naval Construction; Rear-Admiral C. H. Lyman, U.S.N., United States Naval Attaché; H. R. Lintern, Esq., Director of Sea Transport, Ministry of Transport and Civil Aviation; Dr. S. F. Dorey, C.B.E., F.R.S., Past President; D. J. Muir, Esq., Agent General for Queensland; A. I. Anderson, Chairman, Orient Line; R. B. Shephard, Esq., C.B.E., B.Sc., Director, Shipbuilding Conference; A. S. C. Hulton, Esq., Managing Director, Shell Tankers, Ltd.; Charles F. Glenly, Esq., M.V.O., Chairman, Improvements and Town Planning Committee, City Corporation; G. H. Trott, Esq., C.B.E., Director, Blue Star Line, Ltd.; H. O. Kohl, Esq., Director, John I. Jacobs and Co., Ltd.; A. F. Hull, Esq., Chairman and Managing Director, Ellerman Lines, Ltd.; C. M. Vignoles, Esq., O.B.E., Managing Director, Shell-Mex and B.P., Ltd.; J. L. P. Denny, Esq., M.C., J.P., The Chief Commoner; W. H. Dickie, Esq., Director, Alfred Holt and Company; J. C. Gridley, Esq., O.B.E., Chairman, Vacuum Oil Co., Ltd.; Capt. G. S. Kapoor, I.N., representing the High Commissioner for India; Alexander Belch, Esq., C.B.E., Controller, Shipbuilding Conference; Commodore F. J. Dean, O.B.E.; Capt. W. H. Coombs, C.B.E., President, Officers (Merchant Navy) Federation; P. L. Jones, Esq., M.C., B.Sc., Wh.Ex., Vice-President, Institution of Mechanical Engineers; Capt. J. B. Foley, C.B.E., A.D.C., R.A.N.; Eng. Capt. W. A. Graham, O.B.E., R.N.R.; D. C. Haselgrove, Esq., Assistant Secretary, Ministry of Transport and Civil Aviation; J. D. C. Stone, Esq., F.C.A.; Capt. A. R. Khan, R.P.N.; B. C. Curling, Esq., O.B.E.; J. Clarke, Esq., President, Society of Consulting Marine Engineers and Ship Surveyors; Brian G. Robbins, Esq., M.Sc., Secretary, Institution of Mechanical

Engineers; C. H. Gray, Esq., Secretary, World Power Conference; Capt.(S) A. D. Duckworth, R.N.(ret.), Secretary, Institution of Naval Architects; W. T. C. Smith, Esq., Clerk to the Honourable Company of Master Mariners; W. E. Jones, Esq., Secretary, Diesel Engine Users' Association; F. H. Charlton, Esq.; A. J. K. Jenkins, Esq.; A. J. Knox, Esq.; A. C. Taylor, Esq., F.R.I.C.S.; Ronald Ward, Esq., F.R.I.B.A.; Victor Wilkins, Esq., F.R.I.B.A.

The Loyal Toasts, proposed by the Chairman, having been honoured, His Excellency M. D. U. STIKKER, G.B.E. (Netherlands Ambassador) proposed the toast of

"THE ROYAL AND MERCHANT NAVIES OF THE BRITISH COMMONWEALTH".

He said: I feel greatly honoured that I have been asked to propose the second toast, and I feel that I may perhaps assume that this request has been made to me chiefly in my capacity as a representative of a friendly seafaring nation. (*Applause.*) I should like to begin, however, by making a few remarks of rather a personal character. In the first place, although it may seem strange to say so in a gathering of more than a thousand people, I do not feel myself a stranger at this table. (*Applause.*) I come from a family of shipbuilders, and I remember vividly that when I was still a young boy my grandfather, who had lived in the happy period of the last century when a shipbuilder, a shipowner and a merchant could still be the same man, and in the period when steam took over from sails, told me many romantic stories about the ships which he had built himself and sent out over the oceans to trade with the Far East. I still have on my desk a little silver model of one of those ships, which was called after my mother.

When making these personal remarks, I feel impelled to make another, about our family traditions. According to family records, one of my forefathers came from the south of France in the seventeenth century to Holland and joined the Dutch whalers as a harpooner. At that time there were some difficulties between our two countries (*Laughter*), and many of the people who went to sea were called on to join the Navy, so that this harpooner was soon promoted to be the captain of a Dutch man-o'-war. I hope that it will do no harm to the peaceful mission which I have as Ambassador to this country when I confess that this ancestor of mine was one of those captains who gate-crashed in this hospitable country by sailing up the Thames to Chatham under de Ruyter. (*Laughter and applause.*) All that is over and done with, just as my ancestor is a long time dead and buried, and the times when our two countries were at loggerheads are best forgotten.

I dare to say that I feel myself at home tonight because I am a Dutchman. We in the Netherlands remember only our common struggles and our common efforts. In the great days of the last war, our nations, our Navies and our ships fought side by side in many battles—the battles of the convoys, the battles of the Java Sea, and at the time of the glorious invasion of France. (*Applause.*) But, leaving war aside, our two countries know that the sea is our common frontier, and that the sea has shaped our history and our national character. In our seafaring nations, we know that the influence of the sea is great even on those who live far from it in distant parts

of the country. The seaman's outlook on the wide open water and the sky has created that spirit which will always offer resistance to any oppression, and thus our two countries have become the cradle of free communities, pledged to safeguard the dignity and freedom of the individual. (*Applause.*)

Because we know that your Royal Navy stands for these values, we in the Netherlands are your first admirers. When I speak of our admiration for British sailors, we do not feel that only for the Royal Navy, defending the highways of the sea; we have the same warm feeling for your men of the Merchant Fleet. (*Applause.*) Your Merchant Fleet has never been kept in port by gales on the high seas or by submarines lurking below. I feel that without your Merchant Navy probably the British Commonwealth could not have been built up as it has been, and without that Navy today it might well disintegrate. Moreover, your Navy has brought the seamanship and craftsmanship of Britain to far-away parts of the world, and so the skills of cities such as Bristol, Portsmouth and Cardiff—and I must certainly add, because there are so many Scotsmen here tonight, the skill of the Scots (*Laughter*)—have been taken to far-distant parts of the world to take root there, where the Union Jack has become the symbol of free association. (*Applause.*) It is, therefore, with great pleasure that I propose the toast of the Royal and Merchant Navies of the British Commonwealth. (*Applause.*)

VICE-ADMIRAL(E) F. T. MASON, C.B. (Engineer-in-Chief of the Fleet), who responded, said: First of all I must thank His Excellency for the very kind things which he has said about our joint Navies. Perhaps I may suggest to him, however, that if the Navy had not been allowed to decline in strength the Dutch would not have got up the Medway! (*Laughter.*) These things go in cycles. Recently I paid a visit to Holland myself, and I can entirely reciprocate the remarks of His Excellency when he said that he felt at home here; I had a wonderful time in Holland, and my "opposite number", Admiral Berck, was kindness itself. I said at the time that I did not feel as though I was in a foreign country. Incidentally, I saw there a challenge to British shipbuilding in the shape of a yard which had been a shambles just after the war, but where a large tanker was being launched which had taken only seven or eight months to build, and as she went down the slips they put down the keel-plate for the next one, which would be completed in some nine months after that. That, I think, is a challenge to us all. (*Applause.*)

When I was in Holland I was accorded the very great privilege of being allowed to visit Her Majesty's ship *de Ruyter*. It was all very familiar (even to the dockyard mates goofing) with the Royal Marines drawn up, because I was accorded the honour of a guard. They looked steadfastly in front of them just like our Royals do, until suddenly the Captain of Marines let out a stentorian bellow, then they all looked at me and, what is more, they continued to look at me as I went down the ranks. That was the only disconcerting thing which I found in Holland! (*Laughter.*)

His Excellency has proposed the toast of the Royal and Merchant Navies. There was a time when we were one and the same thing. I have made rather an incursion into history, and if you will bear with me for a moment I will take you back to the Conquest. Even before then we had a Merchant Fleet, but the need for protection was not felt for a century or more, because William and his successors held both shores of the Narrow Seas. However, John, who lost his regalia in the Wash, also lost the Normandy shore, and that altered the whole picture entirely. John had the grace to recognize the responsibility of the Crown to provide protection, and he did it through the Cinque Ports, which had to provide ships. Out of this came the armed merchant cruiser, which did *not* start in the 1914 war. In order to pay expenses, he charged 2s. a tun on wine—t-u-n, not t-o-n. (*Laughter.*) I do not know what the difference is. (*Laughter.*) Of course, the King's ships, so-called, were really merchant ships fitted with fore-and-aft-castles for the benefit of men at arms and archers.

Another thing which was instituted about this time was the convoy system, which did *not* start in the Napoleonic wars. The first regular arrangements seem to have been made by Edward III, who actually laid on a naval operation to get the wine fleet backwards and forwards across the Channel. (*Laughter.*) "The King's well-beloved and trusty Admirals at Sea, Philip de Courtenay and William de Neville", were the convoy commodore and the senior officer of the escort respectively. Warships in those days were still essentially merchantmen, and when they were not fighting they reverted to trading, a very economical and useful thing to be able to do. It was not until the time of Henry VIII that the warship really separated from the merchantman, and has gone on separating ever since. The reason for it was that he fitted cannon. That is how it started, and I am afraid things are rather different today from what they were in those early centuries.

The Navy did not become Royal until the reign of Charles II, and that was because it had ceased to be Royal, that is to say, the personal property of the Sovereign, in the previous régime under Cromwell! All this might be supposed to confirm the claim, which I think the "Merchants' Service" put forward, to be the senior service. (*Laughter and applause.*) There is, however, a little catch in this: you have forgotten King Alfred. King Alfred was a very great man, indeed, how great I had not realized until the other day. He grasped the fact that he could not beat the Danes merely by repelling their attacks on land, but had to defeat them on the sea and, in fact, he produced ships which were intended solely for fighting. There was no need to protect sea-borne trade, because there was not any, and so these ships were not converted merchantmen but warships, and that was the start of the Royal Navy. (*Applause.*)

The armed merchant cruiser and the convoy, therefore, came to us from antiquity, but so did something else—democratic ideas. I understand that some masters today feel that they have a good deal to put up with from their ships' companies, but I should like to tell you of something culled from an early English Shipping Act. "The Mayster ought to take counsell with his felowes and saye, 'Mates, how lyke ye this wether?' Some will say 'It is not good, let it over passe'. Other will saye 'the wind is good and fayre'. The Mayster ought to agree to the most, or els if the ship perish he is bound to restore the value as it is prayed if he have wherewith". I think that the last bit is rather sweet! (*Laughter.*) The punishments were rather biblical; a pilot who put a ship on the mud was liable to lose his left eye and right hand, and a lot of other things as well. (*Laughter.*)

If I may now come to the present, the position is a little lopsided, because we have a big Merchant Navy and a relatively small Royal Navy. Much of the activity of the Royal Navy is devoted to research and development, in which so many of you help us. It requires a great deal of money and effort and people, and leads to the need for a big training effort to get people who can use and maintain the complicated equipment which modern conditions are forcing on us rather more than we should like. We cannot help it; we have to make the best of it.

What have we in common? We have still our ancient aim, which is to fetch and carry in safety. Today it is a combined operation with the air; both the Fleet Air Arm and the Royal Air Force are necessary if we are to fetch and carry in safety. Their help is necessary because the Navy can no longer do it alone; it is a combined operation. I am only a "plumber" and am not supposed to know about these things, but that is how it seems to me.

There are many other things which we have in common, but I shall mention only two. One is the fact that we are now mechanically-propelled and do not depend on the Lord in the shape of wind. The other is the unconscious humour of our sailors, meaning stokers and the like as well. I think that the engineers in both Services probably have a great deal in common. One thing I can think of is that their brethren are liable to take a lot of things for granted until they are tem-

Annual Dinner

porarily withdrawn for some reason or other, and then their brethren remember that there are such things as engineers, who are held up to odium and execration. "Chief, why the hell was there no hot water for my bath this morning?" (*Laughter.*) As for the sailors, I am reminded of an incident which I personally witnessed a long time ago. We were at Invergordon in the summer of 1933. On one of the long summer nights we spent there we were out on the quarterdeck after dinner. We had had the water flag flying all day. It was rather a large fleet in those days, bigger than it is now, and we wanted water. At about half past nine the water boat was seen approaching, and so the officer of the watch piped for the duty hands. They came along "sucking their teeth", because it was rather late and generally a bit offside to their way of thinking. The men started to heave; it was just about as much as they could do. Just as the end of the boom started to rise, a large seagull flapped down and, in the way that seagulls have, stood and looked at them in a contemptuous manner. This was too much, in fact it was the last straw; the men stopped heaving with one accord and looked at the seagull. With one voice they said, "Get off, yer bastard". (*Laughter.*)

I think I had better sit down quickly before you adapt this saying and throw it back at me. Before I do so, however, I should like to thank His Excellency very much for all that he has said, which we entirely reciprocate, and I should like to thank all of you for listening so patiently and not throwing anything at me! (*Applause.*)

THE RT. HON. A. T. LENNOX-BOYD, M.P. (Minister of Transport and Civil Aviation), proposed the toast of
"THE INSTITUTE OF MARINE ENGINEERS"

He said: It is fortunate for you that I am thought to have been up all last night! (*Laughter.*) The result of that will be that either I shall go on for so long that it will not matter if you leave, or I shall be very brief and you will attribute that to the fact that I have been up all night. The trouble about that is that I was not in fact up all night, and my Permanent Secretary, Sir Gilmour Jenkins, knows perfectly well that I had a pair last night. However, I hope not to keep you unduly.

We have heard from the Netherlands Ambassador a speech of quite unusual excellence. (*Applause.*) When I was Parliamentary Secretary to the Ministry of Food in the early days of the war—there was a certain amount of food then, but not, I hope you will agree, as much as there is now; I do not want to become controversial! (*Laughter.*) I was carrying on a running campaign at that time with the Prime Minister of the day in order to be allowed to be released to become a naval officer. I felt that I had some of the qualities of an officer, and I knew perfectly well that my critics would think, if I did not do something about it, that I did not have the qualities of a gentleman. At that time the present Prime Minister was First Lord of the Admiralty, and I made a number of private arrangements with him. "I will give you", he said, "when the time comes a commission, but I cannot give you a command". I trust that the Press will not report this! I, being more concerned about the safety of my fellow citizens than about my own advancement, thought that that was a very wise rider. (*Laughter.*) Then the situation changed, not in my capacity, but in the political set-up, and here again I trust that my friends of the Press will observe a wise discretion. The present Prime Minister, who at the time of this first conversation had been First Lord of the Admiralty, then became Prime Minister, and Lord Alexander of Hillsborough, who is here this evening, became First Lord of the Admiralty. Certain arrangements were made, and I found myself a temporary probationary sub-lieutenant, R.N.V.R. (*Laughter.*) I now have to live with your Chairman, the President of this immensely important body, but I am forced to confess that in the eyes of the Navy I remain, for I was promoted, a temporary lieutenant, probably probationary, R.N.V.R. To both the present Prime Minister and to Lord Alexander I am equally

grateful, and I would now turn to my friend the Netherlands Ambassador and say this, that if during the war I was engaged in firing torpedos at the wrong objectives, at his and other territories, I know he will understand that we were engaged on the same purpose. I can honestly say that I have never heard a speech delivered in any language, let alone in a language which is not one's own, with greater felicity and appropriateness than the speech which His Excellency has given us this evening. (*Applause.*)

One of the places to which I had to go during the war was Brixham, and at Brixham the particular flotilla of M.T.Bs with which I was associated had their gun trials. There was a large statue there of William of Orange, and from time to time some of the sailors, whose historical knowledge was rather limited (*Laughter.*), used to talk about this statue in rather a rough way, and I must add that they sometimes behaved in rather a rough way also. (*Laughter.*) If it had been possible to bring the whole of the M.T.B. flotillas who served at Brixham to meet the Ambassador, they would certainly have treated that statue in a very different way! (*Laughter.*)

I was also associated at that time and throughout the years of the war with the Norwegian Navy, and I hope that my friend the Norwegian Ambassador will allow me to say this, that at a moment when the whole cause of the world, as we understand it, and all the things which we think matter, were at stake, his people behaved in a manner quite beyond praise. (*Applause.*)

One of the reasons why I am so delighted to be a colleague of your President, my Permanent Secretary, is that he has a proper appreciation of what really matters in the world, and the more I live with him the more I realize the value of what happened in the war at sea and the collaboration of the Allied Powers in those desperate days. I remember very well off the Dutch coast, after I had fired, what is now called abortively, a couple of torpedoes at a target which might well be a ship, the engines of which were designed by some marine engineer here, someone signalled to me that it was the birthday of the King of Norway, and I asked a member of my crew to run up some sort of ensign which would represent the Norwegian flag. That was on 3rd August, and so we celebrated the birthday of the King of Norway, to show the joint effort in which we were all engaged.

It is a very happy opportunity for me to be here, surrounded by a number of colleagues in my own department and friends in the whole transport field, and with the Ambassadors of Holland and Norway, two countries which helped to carry our joint cause to triumphant success. (*Applause.*) I am very pleased also to be here with the High Commissioner for Ceylon. During those desperate days the knowledge that the people whom he represents were on our side, and that, with their growing freedom to make up their own minds about what was right and proper, they came to the conclusion that we were on the right side, added enormously to the strength with which we faced the struggles which we then undertook. (*Applause.*)

I am here to propose the toast of your Institute. It was formed, I believe, in 1889. The Permanent Secretary of my department says that I may have good ideas from time to time, but I am terribly bad about figures. (*Laughter.*) I believe, however, that I am right in saying that your Institute was formed in 1889. You have throughout the intervening years carried out quite brilliant research. Two things happened last week with which I am associated and for which you laid the foundation. We are now able to start again the flight of Comet aircraft. I should like you all to know that the engineering work which has gone into the search for the Comet which crashed in the Mediterranean, and the operational work to recover as much of it as possible, have played a large part in any conclusion which I as Minister have arrived at. In another field altogether, four or five days ago I visited Liverpool and saw the great work done for the lifting and turning of the *Empress of Canada*, and the immense task which that represented. In these fields you have done a fundamental task of

Annual Dinner

research and development, and I am deeply grateful to you as Minister.

In asking you to drink the toast of your President, who is also my Permanent Secretary, I should like to say that I know very well the problems with which any Permanent Secretary is confronted when dealing with a Minister who from time to time is also faced with difficulties due to the changing political scene of the day. I should like to say of Sir Gilmour Jenkins that it is quite impossible to imagine anyone who could more loyally and readily adapt himself to the problems with which his Minister will be confronted and face the difficulties in which jointly we are involved. I am told that when a Minister arrived for the first time in a certain department he turned to his Private Secretary and said "Will you ask the Permanent Secretary to come and see me?" When the Permanent Secretary arrived, the Minister turned to him and said "Are you going to like me as Minister?" The Permanent Secretary replied "It is no part of the function of a Permanent Secretary either to like or to dislike his Minister". (*Laughter.*) That was rather an embarrassing start! Without asking Sir Gilmour Jenkins to answer that question (*Laughter*), I should like to assure you of this, that throughout the tempestuous days in which we have been jointly involved in the last two years, I have formed the opinion that, without people of his quality, our country could not face the problems which confront us, and I am deeply grateful to him for all that he is and for all that he does on behalf of our country. (*Applause.*) I ask you, therefore, to drink the toast of the Institute, coupled with the name of Sir Gilmour Jenkins. (*Applause.*)

The CHAIRMAN (Sir Gilmour Jenkins, President of the Institute), who responded, said: If I may take the least important of my tasks first, I should like to thank the Minister for his very kind personal words about me. They have little to do with the Institute of Marine Engineers, except that I am the President of the Institute, and am very honoured to be President, following that strange tradition of theirs of appointing the man who, for the moment, they think knows least about marine engineering. (*Laughter.*) This gives to the President a freedom of expression which no marine engineer could ever have. (*Laughter.*)

We are most grateful—speaking as a marine engineer, and using the word "we" for perhaps the last time that I shall be able to use it in that particular connexion—to the Minister for sparing time from his extremely busy life to be with us. I more than anyone else, perhaps, know how busy his life is. We are most grateful to him. (*Applause.*) He has responsibilities which range very far and very wide, from helicopter landing grounds in London to the safety of the citizens of the country on the roads, about which he and I have had a good many discussions and some differences of opinion as to the amount of influence which he and I can have on the solution of that problem; they range from the appropriateness of choosing Gatwick as the right alternative to London Airport to such really important questions as that of the technical qualifications of seagoing engineers. That brings us a little nearer home.

All those things, as you can imagine, take a great deal of time; and for that reason I am most grateful to the Minister for coming here tonight. But in spite of the many claims on his time, he has, of course, one great privilege, which he enjoys in common with most other Ministers. It is that however much they have to talk to and listen to their Permanent Secretaries in private, they very seldom have to submit to the ordeal of listening to them talking in public. (*Laughter.*) You, Mr. Minister, have foregone that inestimable privilege tonight, and for that we are most grateful, and I not the least.

We are also most grateful to the Netherlands Ambassador for coming here and for his most admirable speech, to which the Minister has already referred in more felicitous terms than I could command. Our friends the Netherlands and Norwegian Ambassadors represent countries for whose collaboration during the war we and the Royal Navy and Merchant Navy can

never be grateful enough. (*Applause.*) To the High Commissioner and to the other representatives of seafaring nations whom we have with us we are also most grateful, as we are to our other distinguished guests for their presence.

To the Engineer-in-Chief of the Navy we are especially grateful. He is the only marine engineer who is allowed to say anything tonight. It was only after very considerable thought that we allowed him to speak. We are very glad that we did, but it is to some extent a breach of tradition that a marine engineer should say anything at our Dinner, except when, by some accident, the Institute has a marine engineer, for example, Dr. Dorey, as President, which happens very seldom.

There are a few things which I should like to say of a more personal kind about the Institute itself. Marine engineers, like the rest of the Merchant Navy, were tremendously delighted and honoured when the Queen, just before she left for her tour of Australia and New Zealand, took to herself the title, which her father had held before her, of "Master of the Merchant Navy and Fishing Fleets". (*Applause.*) It is an honour which all our seagoing officers and men appreciate very highly, and we, who live on the outskirts of the industry in the Ministry, and exercise what we sometimes think is a paternal and perhaps a maternal, influence on the affairs of the Merchant Navy, were equally delighted by it.

With regard to the Institute itself, I think we can boast that we are going ahead. In 1953 we had a record increase in membership, with an influx of new members of no fewer than 914. Nobody knows more about that than the Secretary and I, who signed their certificates! It is becoming one of the major duties of the President. I am hoping that in the years to come I shall recover from the labour of signing them, but Mr. Robinson will have to go on doing it. However, after the next fortnight I shall have ceased to take any special interest in that particular problem of his.

Now, why has that great increase come about? I think that there are two reasons. There has first of all been an increase in the Student membership, and that is mainly due to the inauguration of the alternative method of qualifying as a marine engineer. I shall not go into that, because you know just as much about it as I do; but we are tremendously hopeful that this new scheme, which I know is not universally accepted, may result in the training of first-rate engineers—I am sure that it will do that—and also of first-rate engineers who will stay at sea. You all know the major problem there, and I am not going to elaborate it. That alternative scheme has in fact resulted in a great increase in membership of the Institute, and the Institute in its turn is doing everything it can to assist those young men who are coming in to take advantage of the facilities which we can offer.

At the other end of the scale, the increase in the corporate membership is mainly due to the institution of Sections in various areas of the country. That has had a great effect; it has stimulated activity, and it has given further opportunities for papers to be read and for interest to be aroused locally. The results have been excellent. For that I am sure that you would like me to say, what you are all thinking, that we owe a great debt to Mr. Hogg, the Chairman of your Council, who has been so largely responsible for inaugurating this development and who has displayed great energy in putting it through. (*Applause.*) He and the Council and your Secretary, Mr. Robinson, have worked indefatigably in this cause and have a great deal with which to be satisfied. The Institute as a whole should be grateful to them.

I have been struck in my visits to the country—I have visited three of the Sections, and hope to go to another before I lay down my office—by the great interest which is shown all over the country in the affairs of the Institute, by the great number and excellence of the papers which are presented, by the tremendous amount of work which those who give papers put into them, by the sacrifices which they are prepared to make to share their expertise, their knowledge and their experience with their fellows, and by the enthusiasm with which

Annual Dinner

their efforts are received by those who hear them. That is tremendously good work, and I am more and more impressed the more I see of what the Institute is doing. (*Applause.*)

Your profession is building and manning the most beautiful ships, wonderful in every way. Not least of the wonders of those ships is the beauty as well as the efficiency of their engine rooms. I was on board a ship the other day. I do not know whether it is forbidden for Presidents of the Institute to advertize, but if the Press will not report it I will disclose that I was on board the *Arcadia* and was tremendously struck with the engine room there, the latest product I have seen of the marine engineering industry, and by the beauty and wonderful coolness of that engine room, even when the ship was going at full speed. The wonderful orderliness of everything and its quietness were a revelation to anyone who has known the older ships of twenty to twenty-five years ago. The exploits—I think that it is right to say “exploits”—of the marine engineer in these matters have been beyond belief, and I as a layman should like to pay my tribute to the profession and to the Institute, on whose behalf I am supposed to be being modest at this

moment. I find that very difficult. These are beautiful ships with wonderful engines and machinery.

I should like to say a word, before I sit down, about the building scheme of the Institute. You all know so much about it that I do not need to elaborate it. You will hear all about it at the Annual General Meeting, but we are really starting operations on the new building. A great deal of money is still wanted, and I know that Mr. Robertson, to whom I pay my tribute not only for the work which he has put in on the building scheme but for the excellence of the arrangements which he and the Committee have made for the Dinner tonight, will welcome with open arms anybody who can suggest any means by which he can raise more money, and even more will he welcome those who are prepared to give him some. It is a great work which we have in hand and it is going to take a long time to come to fruition. I should like to say how grateful we are to the Committee which is dealing with it.

In conclusion, I thank you again, Mr. Minister, for coming here tonight, and I thank Their Excellencies and all our guests and say how grateful we are to everybody who has helped to make this occasion such a happy one. (*Applause.*)

The Institute of Marine Engineers Guild of Benevolence

Minutes of Proceedings of the Twentieth Annual General Meeting

The Annual General Meeting of the Guild of Benevolence was held at 85, Minorities, London, E.C.3, on Wednesday, 7th April 1954, at 3.0 p.m. MR. W. LYNN NELSON, O.B.E., Chairman of the General Committee, was in the Chair.

The Minutes of the preceding Annual General Meeting, which had been published, were taken as read and signed by the Chairman.

The CHAIRMAN said that before asking Mr. Robinson to present the Annual Report, he would like to make one or two references to its subject matter.

A comparison of some of the figures was of interest. In 1944 the amount of relief given by the Guild was £1,367 as compared with £2,535 in 1953. As shown in the comparative table on page xxxvii of the Annual Report, the figures were £1,453 in 1944 and £2,808 in 1953. This illustrated the fact that relief distributed by the Guild had nearly doubled in a matter of about nine years.

The cases which had been helped in 1953 numbered approximately forty-three; these cases covered all ages from old age down to children. In the case of the latter, and this would interest Mr. Clark, the Guild had made their education its responsibility.

There was another point worthy of mention. With the growth of the local sections of the Institute, there was a distinct possibility that there might be more calls for assistance in the future. This was a matter in which time would tell. According to the number of cases which qualified for payment in the last quarter of 1953, it must be accepted that the expenditure figure would be affected by the fact that they had to meet a full year's benefit for these cases.

The SECRETARY, Mr. J. Stuart Robinson, presented the Annual Report (see page xxxv).

The HONORARY TREASURER, Mr. A. Robertson, C.C., presented the Annual Financial Statement, as follows:—

Mr. Chairman and Gentlemen,

I commence as usual by reading the auditors' certificate concerning our accounts for the past year, as follows:—

"We have examined the above Balance Sheet with the books and vouchers of the Guild and have obtained all the information we have required. In our opinion it is properly drawn up so as to exhibit a true and correct view of the state of the Guild's affairs according to the information and explanations given to us and as shown by the books of the Guild".

Our accounts are on a very stable basis and there is not a great deal of variation from year to year.

The finances of the Guild are in a particularly strong

position and I am glad to say the Guild is increasing its benefactions annually.

Revenue Account

Members' subscriptions again show a slight decrease of £29, from £366 to £337.

Our investment income has increased from £3,221 to £3,316, an increase of £95.

Income from the John H. Silley Memorial Fund remains exactly the same, although the James M. Dewar Memorial Fund is slightly increased by £15.

General investments are up by £85.

On the other hand, ground rents are down from £382 to £376, a reduction of £6, due to the sale of two ground rents—34, Goring Road, Bowes Park, for £240, representing 40 years' purchase and 9, Langdale Road, Thornton Heath, for £250, representing 38½ years' purchase; this money invested gives us an income of £20 against £12 10s.

I gave a table last year showing the variation of income from the different sources of the Guild's finances. I am repeating the table this year, showing the range over three years.

	1951			1952			1953		
	£	£	s. d.	£	s.	d.	£	s.	d.
John H. Silley Memorial Fund	919	918	16 0	918	16	0	918	16	0
James M. Dewar Memorial Fund	934	1,036	5 11	1,051	7	11	965	7	7
General Investments ...	734	879	18 10	965	7	7	3	16	6
Bank Interest	48	3	14 6	3	16	6			
Ground Rents	389	382	7 6	376	14	1			

Relief distributed has again risen by £216, from £2,319 to £2,535.

The surplus carried to Balance Sheet is lower by £146, from £991 to £845.

Balance Sheet

General Investments

During the year we have purchased £3,100 nominal value of 3½ per cent War Stock, costing £2,588 14s., and have had £985 3 per cent Defence Bonds redeemed, thereby increasing our general investments by £1,604.

The John H. Silley Memorial Fund and the James M. Dewar Memorial Fund are identical with last year.

One particularly interesting feature which is not disclosed on our accounts is the increase in the market value of our investments, which are as follows:—

General Investments ...	from £23,083 last year to £25,663
John H. Silley Memorial Fund	from £23,478 last year to £25,292
James M. Dewar Memorial Fund	from £20,986 last year to £23,238

Minutes of Proceedings of Guild of Benevolence Annual General Meeting

—a total increase of £6,646, less purchases during the year of £1,604, making a nett increase of £5,042 in the market value of all our investments.

Donations are still going down from £350 to £296, a decrease of £54.

The final balance standing to the credit of our Capital Account, after deducting sundry creditors, stands at £91,494.

It is twenty years since Mr. John Silley was our President and instituted this Guild of Benevolence. As I remarked at the Annual General Meeting of the Institute, I am quite sure he would feel very gratified to know of the progress which has been made in what can only be considered as a comparatively few years.

COMMANDER(E) F. ROBERTS, O.B.E., D.S.C., R.N.(ret.), said that the Report and Financial Statement were both extremely satisfactory and moved their adoption.

MR. T. W. LONGMUIR, who seconded the motion, said that the statement of accounts was very clear. It was obvious, however, that the work of the General Committee was not appreciated by the ordinary member of the Institute. Subscriptions were down, as well as donations. The Guild was living on the interest from the John H. Silley Memorial Fund and the James M. Dewar Memorial Fund.

Shipping was busy at present, but there was a tendency towards a recession; members of the Institute should give greater support to the Guild. He was talking to the converted, so he would make three constructive suggestions for bringing the Guild to the notice of members.

Firstly, when the notice of the annual subscription was sent out there should be another line—"Donation or subscription to the Guild of Benevolence"—with a space and the words "Minimum subscription 10s. 6d.". This would reach every member.

There was one time when the members were really enthusiastic—when they were notified that they had been elected members of the Institute. A strong appeal from the Guild should be sent with that notice.

Thirdly, a number of the unconverted attended the Annual General Meeting of the Institute. On this occasion a member of the General Committee could rise under "Other Business" and make an appeal on behalf of the Guild. Mr. Longmuir expressed the opinion that there was something wrong with an institution when its members could spend up to £12,000 a year on social events, an average of over thirty shillings a member, but could not average two shillings a member for the Guild of Benevolence. (*Hear! Hear!*)

MR. F. D. CLARK said he noted widows and children were still put together. He suggested that they be classified separately, so that members could see how much was spent on the children. He was particularly interested in this, since the children were very important.

Although his idea of a scholarship for the son or sons of former members of the Institute had not been adopted, he wanted to put forward for consideration once again the same argument. The widow of a marine engineer might be a little shy of accepting charity for her children. People did not like to ask for charity, or even be persuaded to accept it. They would take it much more kindly if they were told that their sons could be awarded a scholarship. It sounded nicer, and he still thought it ought to be given consideration.

He gathered that thirty-seven of the cases listed were "take-overs" from last year, so there were only six additional cases this year and only three were cases of children. In two other cases the list said "Widow and children" and he was not certain how much went to the widow and how much to the children.

The CHAIRMAN assured Mr. Clark that the children did come into the Committee's deliberations.

ENGINEER CAPTAIN W. A. GRAHAM, O.B.E., R.N.R., suggested that one reason why subscriptions were down might be the existence of the welfare state in this country, where everyone had to subscribe towards the future. Perhaps that had something to do with it.

The CHAIRMAN said that Mr. Clark's remarks had been noted carefully and would be considered at the forthcoming meeting. His suggestion would be considered on its merits: the Committee would not be dogmatic and throw it out.

Apart from advertising hocus pocus that there was a scholarship available and so following the suggestion in its entirety the Committee were giving very serious thought as to the form in which the sons or daughters of a marine engineer might require assistance in their education. He could not say more than that at the present time.

The HONORARY TREASURER said that while consideration was undoubtedly given to the education of children, the constitution of the Guild debarred it from giving scholarships. That was his contention. However, the matter could be dealt with in the Committee.

COMMANDER(E) H. T. MEADOWS, D.S.C., R.D., R.N.R., wondered whether "scholarship" was the right word. In his opinion it inferred that a child must already be clever so as to obtain educational assistance, whereas such was not the primary qualification at all.

The CHAIRMAN said that help would take more the form of a bursary.

The subject had not been pursued fully, and there might be complications. But the Committee had it well in mind: it had not rejected entirely the suggestion made by Mr. Clark at the last Annual General Meeting. The matter would be considered on its merits. The Committee could not do more than that.

The Report and Financial Statement were adopted.

MR. B. C. CURLING, O.B.E., said that he had been given the privilege of conveying to the meeting the unanimously expressed wish of the General Committee that Mr. Lynn Nelson be asked to continue in office as Chairman for the coming year. It was not only a privilege but a pleasure to do so, because he was so sure of the members' approval of the Committee's recommendation.

Shakespeare gave some sound advice concerning the retention of "the friends thou hast and their adoption tried". The Committee were applying that advice to "the Chairman thou hast and his adoption tried".

Mr. Nelson already held a great reputation when he was elected to this office in succession to the late Mr. Youldon. His past year's work for the Guild had added to that reputation, and to the debt of gratitude owed him for the manner in which he had carried out the duties of this responsible office.

His experience and abilities were a great asset to the Guild, and on behalf of the Committee he had much pleasure in formally moving that Mr. Nelson be re-elected as Chairman for the coming year.

MR. H. ARMSTRONG said he was very happy to second the motion.

The motion was carried unanimously.

On the nomination of the General Committee, the following were elected Members of the General Committee for the ensuing session:—

Vice President: W. Lynn Nelson, O.B.E.
Members of Council: W. J. Brown
F. D. Clark.

Minutes of Proceedings of Guild of Benevolence Annual General Meeting

The CHAIRMAN welcomed Mr. Brown and Mr. Clark most heartily and said that their help would be much appreciated.

COMMANDER MEADOWS said it was a great privilege to be allowed to propose a vote of thanks to the General and Executive Committees. They were gathered together at the Annual General Meeting of the Guild of Benevolence, and notwithstanding the business of the meeting, the thought uppermost in their minds, as, indeed, had been suggested by one speaker already, was benevolence. The first reaction to this word was a gift of money. For the ordinary members of the Guild this was the only reaction, but for the General and Executive Committees it was not so. For them the other definitions of the word applied. They were "disposition to do good" and "act of kindness". The gentlemen who sat on these committees, with their disposition to do good, met frequently throughout the year in their own time and at their own expense to perform their acts of kindness. It was fitting that they be thanked for this, their benevolence, and it was his pleasure formally to move a vote of thanks to the General and Executive Committees of the Guild of Benevolence.

MR. H. ARMSTRONG said he felt sure nomination to the Committees was not normally sought by individuals. Rather, they were persuaded to have their names put forward by their fellow members, knowing that they would give freely of their time to see that the Guild was run in a fit and proper way and that assistance was distributed in the right directions, and so forth. They, therefore, earned the thanks of the Guild.

He hoped that the members of the Committees also derived some pleasure from the fact that they were doing an act of kindness. He was happy to second the motion.

The motion was carried unanimously.

The CHAIRMAN, in expressing thanks on behalf of the members of the Committees, said he was very grateful to the Treasurer, Mr. Robertson, the Secretary, Mr. Robinson, Miss Howard and other members of the staff for their able assistance and hard work in the interests of the Guild.

It was gratifying to know that the finances of the Guild were held stable and that benevolence was administered intelligently. He himself felt that all their efforts in that direction were well worth while.

Other Business

COMMANDER MEADOWS asked whether Mr. Longmuir's suggestions about subscriptions called for any motion.

The HONORARY TREASURER said he took it that they would be referred to the Committee and dealt with accordingly. Would that satisfy Commander Meadows?

COMMANDER MEADOWS said that was quite satisfactory.

MR. CURLING asked whether when a member was notified of election to the Institute he still received the circular about the Guild, together with a form of application for membership. He did not know whether Mr. Longmuir was aware of this practice, but it was another way of achieving the same object.

The SECRETARY: Yes.

On the proposal of the Committee, it was agreed that the date of the next Annual General Meeting should be Wednesday, 6th April 1955.

Twentieth Annual Report of the General Committee

In submitting the following account of the work of the Guild in 1953, the Committee has pleasure in reporting that the case of every applicant during the period has been given careful consideration on its merits and every qualified applicant has been granted assistance. As regards the previous applicants whose need has remained, the grants were continued.

In cases where grants have been made to assist the education of children of marine engineers, the Committee has been particularly gratified to receive very favourable reports of their progress at the respective schools.

MEETINGS OF COMMITTEES

Since the date of the preceding report, the General Committee has held four meetings and the Executive Committee seven meetings.

APPLICATIONS FOR RELIEF

A summary of the applicants to whom relief has been granted in the last year appears below.

In thirty-seven of these cases relief was continued from the previous year and the letters of appreciation from the recipients repeatedly confirm the value of the Guild's assistance.

MEMBERSHIP

Twelve Subscribing Members have been elected during the year, and allowing for losses by death and resignation, the total membership of the Guild at 31st December 1953 was 223 Life Members and 424 Subscribing Members. Of the latter, 110 covenanted to continue their subscriptions for seven years, thus supplementing the Guild's income without extra cost to themselves.

The Committee in their deliberations noted that the Royal Liverpool Seamen's Orphanage, an education foundation (founded in 1869) assists financially the education of children of seafarers who die whilst serving in the merchant navy. A certain number of bursaries are available for boys to help them take a course of training for the merchant navy and full information may be obtained from the Secretary of this Institution at Oriel Chambers, Water Street, Liverpool, 2.

W. LYNN NELSON,

Chairman of the General Committee

J. STUART ROBINSON, *Secretary.*

PARTICULARS OF THE CASES ASSISTED BY THE GUILD

from 1st January to 31st December 1953

Case No.	Age	Qualification	Amount of Relief Granted £ s. d.	Case No.	Age	Qualification	Amount of Relief Granted £ s. d.
1	75	Widow of former member of the Institute	80 0 0	145	67	Widow of former member of the Institute	31 0 0
6	72	Daughter of marine engineer	67 0 0	150	88	Member of the Institute	41 0 0
13	57	Widow of former member of the Institute	71 0 0	156	69	Widow of marine engineer... ..	57 0 0
44	75	Widow of marine engineer... ..	34 10 0	158	55	Widow of former member of the Institute	57 0 0
47	73	Widow of marine engineer... ..	41 0 0	159	64	Marine engineer	44 0 0
51	74	Widow of former member of the Institute	39 10 0	160	11	Child of former member of the Institute	81 18 6
71	62	Marine engineer	67 0 0	166	69	Marine engineer	16 16 0
80	74	Sister of former member of the Institute	80 0 0	168	16	Child of member of the Institute	25 0 0
85	80	Widow of marine engineer... ..	43 0 0	169	65	Member of the Institute and Guild	83 0 0
101	87	Widow of marine engineer... ..	83 18 0	170	59	Widow of former member of the Institute	57 0 0
103	55	Widow of marine engineer... ..	49 4 0	172	82	Marine engineer	26 0 0
114	80	Marine engineer	38 18 0	173	66	Member of the Institute	4 4 0
120	64	Marine engineer	109 0 0	176	84	Marine engineer	69 12 0
123	19 and 15	Children of former member of the Institute	208 0 0	178	68	Member of the Institute	41 0 0
125	56	Member of the Institute	70 0 0	180	55	Widow of former member of the Institute	10 0 0
131	60	Widow of marine engineer... ..	50 10 0	183	38	Widow and children of former member of the Institute	95 0 0
133	64 and 74	Daughters of former member of the Institute	96 5 0	184	82	Former member of the Institute	25 9 6
134	84	Widow of former member of the Institute	41 0 0	185	80	Former member of the Institute	46 18 2
138	50	Widow of marine engineer... ..	53 15 0	186	77	Member of the Institute	89 0 0
141	57	Daughter of marine engineer	28 13 0	187	49	Member of the Institute	85 0 0
143	45	Widow of former member of the Institute	88 5 0	189	26	Widow and children of former member of the Institute	34 4 0
144	61	Widow of former member of the Institute	70 0 0			Donation to outside charity	5 5 0
							£2,535 15 2

THE INSTITUTE OF MARINE ENGINEERS GUILD OF BENEVOLENCE
Balance Sheet, 31st December 1953

1952 £		£ s. d.	£ s. d.	1952 £		£ s. d.	£ s. d.
	Capital Account						
28,227	Balance at 31st December, 1952 ...	28,585	16 3	27,538			
11	Life Membership Subscriptions ...	—	— —				
348	Donations	296	11 11				
28,586		28,882	8 2				
	Revenue Account						
8,463	Balance at 31st December, 1952 ...	9,453	15 2	9,458			
991	Surplus for the year... ..	845	7 3	36,996			
9,454		10,299	2 5				
	Sundry Creditors						
15	Subscriptions received in advance ...	28	4 6	322			
207	Expenses	213	10 9	718			
222		241	15 3	95			
38,262		39,423	5 10	131			
	The John Silley Memorial Fund			1,266			
29,008	Balance at 31st December, 1952] ...	29,008	6 0	38,262			
	The James M. Dewar Memorial Fund						
23,288	Balance at 31st December, 1952 ...	23,303	8 4				
15	Received during the year	—	— —	28,986			
23,303		23,303	8 4	22			
				29,008			
	REPORT TO THE MEMBERS OF THE INSTITUTE OF MARINE ENGINEERS GUILD OF BENEVOLENCE						
	We have examined the above Balance Sheet with the Books and Vouchers of the Guild and have obtained all the information we have required. In our opinion it is properly drawn up so as to exhibit a true and correct view of the state of the Guild's affairs according to the information and explanations given to us and as shown by the books of the Guild.						
	WEST & DRAKE, Chartered Accountants.						
	SARDINIA HOUSE, 52, LINCOLN'S INN FIELDS, LONDON, W.C.2.			26			
	10th March 1954.			23,303			
				11,748			
				11,529			
				26			
				23,303			
£90,573		£91,735	0 2	£90,573			
	General Investments						
	Government Securities	29,142	0 10				
	(Market Value £25,663)						
	Freehold Ground Rents £9,772 0 8						
	Less: Depreciation Reserve 804 7 3						
				8,967	13 5		
						38,109	14 3
	Current Assets						
	Cash and Bank Balances	493	4 10				
	Income Tax recoverable	571	8 6				
	Ground Rents accrued	93	5 3				
	Relief Grants paid in Advance ...	155	13 0				
						1,313	11 7
						39,423	5 10
	The John Silley Memorial Fund Investments						
	Government Securities	28,986	1 11				
	(Market Value £25,292)						
	Uninvested Cash	22	4 1				
						29,008	6 0
	The James M. Dewar Memorial Fund Investments						
	Government Securities	11,748	5 4				
	Commercial and Industrial Stocks and Shares	11,529	0 0				
	(Market Value £23,238)						
		23,277	5 4				
	Uninvested Cash	26	3 0				
						23,303	8 4
						£91,735	0 2
						£90,573	

Annual Report of the Guild of Benevolence

LXXXV

REVENUE ACCOUNT for the year ended 31st December 1953

1952			1952				1952				
£	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
2,319	Relief Distributed	...	2,535	15 2	366	Members' Subscriptions	...	337	6 9		
Administration Expenses											
179	Office Facilities and Clerical Assistance	...	182	13 5							
30	Printing and Stationery	...	21	14 6	919						
16	Postage	...	17	7 7	1,036						
26	Audit Fee	...	26	5 0	880						
10	Legal and Professional Charges	...	8	4 4	4						
16	Sundries	...	16	1 7	382						
277			272	6 5	3,221						
991	Surplus for the Year carried to Balance Sheet	...	845	7 3					3,316	2 1	
<hr/>			<hr/>		<hr/>			<hr/>		<hr/>	
£3,587			£3,653	8 10	£3,587				£3,653	8 10	

Annual Report of the Guild of Benevolence

Table showing extracted items of the Accounts on a comparative basis over ten years

	1944		1945		1946		1947		1948		1949		1950		1951		1952		1953	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Interest on Investments	578	0 5	723	13 6	796	17 4	1,083	1 7	1,219	1 3	1,433	2 10	2,222	16 8	2,635	15 6	2,838	15 3	2,939	8 0
Ground Rents	410	12 4	404	11 9	405	10 10	400	5 10	408	1 1	365	18 10	381	8 2	388	15 10	382	7 6	376	14 1
Members' Subscriptions	391	17 11	380	10 0	355	15 9	688	0 11	481	18 3	426	5 8	397	19 10	378	6 5	365	11 11	337	6 9
Total Revenue	1,586	1 11	1,797	5 9	1,866	18 11	2,194	11 5	2,148	8 8	2,275	12 10	3,002	4 8	3,402	17 9	3,586	14 8	3,653	8 10
Donations	562	7 3	340	14 3	307	15 4	358	12 2	348	13 11	385	19 10	337	2 7	724	5 6	348	0 8	296	11 11
Expenditure	1,453	19 1	1,693	11 10	1,734	5 5	1,643	12 9	1,735	8 2	1,884	19 0	1,918	0 4	2,340	15 10	2,595	15 3	2,808	1 7
Investments	24,685	1 8	24,931	2 8	25,631	17 2	26,237	3 2	26,237	18 10	26,012	6 3	27,492	10 1	35,109	4 9	36,996	0 3	38,109	14 3
John H. Silley Fund	14,500	0 0	16,465	4 0	18,051	5 0	22,390	19 4	26,447	14 4	29,008	6 0	29,008	6 0	29,008	6 0	29,008	6 0	29,008	6 0
James M. Dewar Bequest	—	—	—	—	—	—	—	—	—	—	1,731	15 3	21,082	2 10	23,287	19 6	23,303	8 4	23,303	8 4
Income Tax recoverable	479	0 1	407	1 9	374	0 8	987	10 4	640	13 5	542	8 10	721	17 7	901	13 8	717	19 0	571	8 6
Cash and Bank Balances	908	5 8	1,415	9 4	979	4 8	582	0 8	787	10 4	432	3 5	785	18 1	688	16 0	321	19 4	493	4 10

Fourteenth Annual General Meeting of the Education Group

Friday, 19th March 1954

Mr. D. M. Reid (Member of Council), the retiring Chairman, presided at the opening of the meeting, his place being afterwards taken by the new Chairman, Mr. A. T. Lindley, B.Sc. (Associate Member).

The RETIRING CHAIRMAN, reporting on the work of the past year, said that the number of items which he had to report this year was comparatively few. Most of them were concerned with the routine committee work. Several members of the Committee were seconded to another special committee which did an enormous amount of work, but he was not allowed to talk about the other committee because he was not its chairman.

The first item which he wished to mention concerned the articles which were prepared last year for the guidance of students who were contemplating the Associate Membership examination. They were complete and ready for publication, but there was a possibility that the Associate Membership examination would be under further review in the near future, and because of that the articles had been held in abeyance. Naturally, it was not desired to publish them if a week or two after they were published they had to be altered again.

The next item concerned the revision and possible publication of Commander Funge Smith's book "Introduction to Marine Engineering". During the year the Committee was asked to examine the book and give an opinion as to whether or not it would be useful to the younger members of the Institute, and also give an opinion as to whether the Institute should take over the publication of the book.

The Committee examined the book and decided that there was a definite need for it among the students and apprentices. For example, the book dealt with elementary engineering knowledge, explaining matters in simple language. There was also a large number of simple diagrams, and by means of these the book explained the various parts of machinery found in a ship. The Committee felt that there was definitely a need for it.

The Committee therefore approached the Council for its approval to continue the project. After that, the Committee circulated the book to the members of the Committee, each of whom devoted a lot of time and trouble to perusing the book carefully, and each member produced a set of detailed notes on the alterations and additions which he considered to be necessary. Those notes were then collected and forwarded to the author to assist him in the revision of the book, and the book was now at that stage.

Another matter which had claimed the attention of the Committee during the year was the consideration of several applications for exemption from the Associate Membership examination, either completely or partially. He need not bother members with the details, but would merely state that in every case the syllabuses and examination papers of the college concerned were very carefully examined and the whole matter was discussed before any decision was taken.

The next item concerned the junior lecture programme. Following the usual practice of the Institute, a large number of junior lectures were delivered in many colleges throughout

the country during the past year. In all, there were thirty-three lectures, and he was very pleased to be able to say that they were very well attended and well received.

When the Committee was considering the junior lecture programme for the 1954-1955 session, it felt that there were several gaps in the list of available lectures. Consequently, it decided to suggest seven new lectures. For example, one was a lecture entitled "Metallurgy in Marine Engineering". He was sure that it would be agreed that knowledge of metallurgy was not as widespread as it should be among the younger members. The Committee felt and hoped that the lecture would promote an interest in metallurgy and lead to a better appreciation of its importance. The other subjects covered by the new lectures were the construction of the ship, oil fuel burning, multi-tubular boilers, reciprocating engines, engine room equipment and marine pumps.

The distribution of the lectures in the 1954-1955 programme to the various colleges was done in much the same manner as that adopted the previous year. Therefore, the colleges within the areas of local sections were not included in the distribution list because it was felt that their lecture arrangements should be dealt with through the appropriate local sections. The method adopted in the case of the other colleges was to send them the list of the available lectures and ask them to nominate three lectures and to indicate the order of preference. It was hoped that by that means it would be possible to meet the needs of the colleges more fully and that interest would be maintained and stimulated.

That concluded the report on the year's work, and it remained only for him to express his thanks and appreciation to the other members of the Committee for their assistance and co-operation during the year.

MR. A. LOGAN, O.B.E. (Vice-President), said that he wished to raise a point on the subject of Commander Funge Smith's book, although he was not sure that that was the right place to do so. The Chairman had probably seen his correspondence with the Secretary in connexion with comments of members upon the book. Members of Council were asked to deal with certain chapters of the book, and he agreed to do so, but he was afraid that he had been under the impression that the book was passing to the Institute for its publication. He had dealt with a section dealing with the elements of gas turbines and their operation in ships. After sending in his comments and receiving a letter from the Secretary to say that they would be passed on to Commander Funge Smith, he had had to advise the Secretary that the chapter could not be published under the name of Commander Funge Smith. He would be glad to know how matters stood.

The CHAIRMAN said that there seemed to have been a little misunderstanding. He understood that the point was to be discussed at a meeting in the near future.

There being no further nominations, Mr. A. T. Lindley, who had been nominated by the Executive Committee, was elected Chairman for the 1954-1955 session.

Minutes of Annual General Meeting of the Education Group

The Retiring Chairman then vacated the Chair in favour of Mr. Lindley, expressing the hope that he would have an interesting and happy year of office.

The CHAIRMAN (Mr. Lindley) expressed thanks for the honour which had been done to him in appointing him Chairman.

Mr. H. N. Pemberton (Member of Council), who had been nominated by the Executive Committee, was unanimously elected Vice-Chairman.

The CHAIRMAN said that the next business was the election of members to the Executive Committee. The vacancies were caused by the retirement of Mr. R. W. Parsons, co-opted, who was now eligible for re-election, Mr. A. Logan, Mr. W. Sampson and Mr. D. M. Reid, who would continue to serve in a co-opted capacity for one year as immediate past-Chairman. The Executive Committee nominated Messrs. T. W. Longmuir, R. W. Parsons and C. W. Tonkin.

There being no further nominations, Messrs. Longmuir, Parsons and Tonkin were unanimously elected.

The Chairman said that it was proposed that the next Annual General Meeting should be held on 18th March 1955.*

MR. W. McCLIMONT, B.Sc. (Member), pointed out that, unfortunately, the meeting clashed with the annual general meeting of the Institution of Mechanical Engineers, with which some Institute members might have common membership. He knew one Institute member who would have wished to attend the meeting but had gone to the meeting of the Mechanicals. He wondered whether it would be possible to avoid a clash in future.

The CHAIRMAN suggested that the matter should be referred to the Executive Committee. (*Agreed.*)

* This date was subsequently altered to Tuesday, 22nd March 1955.

