

Annual Dinner

The Fifty-second Annual Dinner of the Institute was held at Grosvenor House, Park Lane, London, on Friday, 11th March 1955, and was attended by about 1,070 members and guests. The President, Mr. H. A. J. Silley, was in the Chair.

The guests included: The Rt. Hon. The Lord Mayor, Sir H. W. Seymour Howard; His Excellency M. D. U. Stikker,

G.B.E., The Netherlands Ambassador; His Excellency The Marquis du Parc-Lochmaria, C.V.O., The Belgian Ambassador; The Rt. Hon. W. R. Milligan, Q.C., M.P., The Lord Advocate; The Rt. Hon. Lord Winster, P.C., K.C.M.G., President, The Navigators and Engineer Officers Union; A. I. Anderson, Esq., President, The Chamber of Shipping; Sir E. Julian Foley, C.B., Past President; Sir Victor G. Shepherd, K.C.B., Director of Naval Construction; Sir Edward Wilshaw, K.C.M.G., D.L., J.P., LL.D., F.C.I.S., Governor, Cable and Wireless (Holding), Ltd.; Sir J. Gibson Graham, M.C., Chairman, The Baltic Mercantile and Shipping Exchange; A. S. C. Hulton, Esq., Managing Director, Shell Tankers, Ltd.; R. S. F. Edwards, Esq., Director of Sea Transport, Ministry of Transport and Civil Aviation; Dr. S. F. Dorey, C.B.E., F.R.S., Past President; Alexander Belch, Esq., C.B.E., Controller, The Shipbuilding Conference; W. F. Wackrill, Esq., Director, Esso Petroleum Co., Ltd.; H. O. Kohl, Esq., Director, John I. Jacobs and Co., Ltd.; Commodore J. V. Brock, D.S.O., D.S.C., C.D., R.C.N.; C. P. Hopkins, Esq., General Manager, British Railways, Southern Region; Mr. Alderman and Sheriff E. Calcott Pryce, O.B.E.; Eng. Capt. W. A. Graham, O.B.E., R.N.R.; Capt. G. C. H. Noakes, R.D., R.N.R.(ret.), Elder Brother, Trinity House; Mr. Sheriff L. B. Prince, M.A., C.C.; Capt. G. S. Kapoor, I.N.; Cdr. S. B. Salimi, R.P.N.; A. W. Wood, Esq., Assistant Secretary, Ministry of Transport and Civil Aviation; J. Batty, Esq., F.R.I.B.A., Chairman, Improvements and Town Planning Committee; T. Kingsley Collett, Esq., The Chief Commoner; D. S. Tennant, Esq., C.B.E., General Secretary, The Navigators

and Engineer Officers Union; S. E. Tomkins, Esq., Secretary, The Salvage Association; F. A. I. Muntz, Esq., B.A., Institute Silver Medallist for 1954; D. M. Watson, Esq., President, The Institution of Civil Engineers; P. L. Jones, Esq., M.C., B.Sc., Wh.Ex., President, The North East Coast Institution of Engineers and Shipbuilders; Capt. G. C. Saul, F.R.A.S., F.R.G.S.,

F.I.N., Senior Warden, The Honourable Company of Master Mariners; Capt.(S) A. D. Duckworth, R.N.(ret.), Secretary, The Institution of Naval Architects; G. Knowles, Esq., President, The Society of Consulting Marine Engineers and Ship Surveyors; Gilbert Findlay, Esq., O.B.E., Honorary Clerk, The Worshipful Company of Shipwrights; B. C. Curling, Esq., O.B.E.; W. T. C. Smith, Esq., Clerk, The Honourable Company of Master Mariners; J. D. C. Stone, Esq., F.C.A.



(In front) His Excellency The Marquis du Parc-Lochmaria, C.V.O. (The Belgian Ambassador), and His Excellency M. D. U. Stikker, G.B.E. (The Netherlands Ambassador); (second row) The Right Honourable The Lord Mayor, Sir Seymour Howard, and Mr. H. A. J. Silley (President); (third row) Mr. Alderman and Sheriff E. Calcott Pryce, O.B.E., Mr. Sheriff L. B. Prince, M.A., C.C., and Mr. W. T. Boston, O.B.E.

The Loyal Toasts, proposed by the Chairman, having been honoured, the CHAIRMAN went on to propose the toast of "THE RIGHT HONOURABLE THE LORD MAYOR OF THE CITY OF LONDON AND THE SHERIFFS".

He said: It is a great pleasure to welcome with us the Lord Mayor and the Sheriffs, and for my part I am indeed very proud to be proposing the toast which is associated with our historic and invincible City of London. (Applause.) London has had a Lord Mayor for more than eight hundred years, and over the centuries he has been regarded as the champion of our civic liberties. He has upheld the rights of the people on occasions against both King and Parliament.

What momentous decisions have had to be made by the holders of this high office, for the citizens of London and for the safety of the realm! We have passed through times of

fire and plague, times of strife and rebellion. We recall that in the reign of the great Queen Elizabeth I, the headstrong Earl of Essex rebelled against his Queen and gathered his supporters round him with the intention of marching on the Court of St. James; but he reckoned without the Lord Mayor of London, who called out the trained bands and called on Essex

Annual Dinner



1955 Dinner at Grosvenor House

to retreat; and, as we know, he paid for his rash enterprise with his head.

The duties of the Lord Mayor are indeed many and diverse. He summons and presides over the various Courts and meetings of the Corporation. During times of national calamity he is the recognized receiver and almoner of donations. He is the City's Chief Magistrate, a Trustee of St. Paul's Cathedral, Admiral of the Port of London—in fact, there seems to be no end to his various duties and responsibilities. It is on record that at some time in the past somebody had the temerity to ask the Lord Mayor of the day just what were the qualifications for that office, and received the reply, "First, an iron constitution. (*Laughter.*) Second, an iron constitution; third, a bottomless purse".

Our Institute is, I believe, the only technical institute with headquarters in the City, and we have recently undertaken negotiations, which are now concluded, in connexion with our new headquarters. We are indebted to the City Corporation for their help in this matter (*Applause*), a debt which, I may say, we shall shortly start to discharge when we pay our first instalment of the not inconsiderable ground rent which is required.

Sir Seymour Howard, the Lord Mayor, is a man with an outstanding record of service to the City and to the country. (*Applause.*) He is in business in the City as the head of one of the leading firms on the Stock Exchange. Some of us think of the Stock Exchange as a risky business, and it frequently is—for the clients. (*Laughter.*) The Lord Mayor apparently enjoys a risky life, for he chooses as his recreations skiing, sailing and hunting. He is, therefore, a man who lives his life to the full.

My Lord Mayor, it may be that eventually the City traffic will force you to hold your procession on the river. (*Laughter.*) I believe that that was occasionally done in the past by some Lord Mayors. If you decide to do this, you will most certainly require the services of our Institute, because you will have to have the proper kind of propulsion for your State barge. Our friends the naval architects will no doubt be pleased to design the hull for you—quite a simple affair. (*Laughter.*) We for our part will probably provide you with at least a dozen alternatives; they will all be very scientific, most of them will be rather complicated, and for the most part they will be very expensive. (*Laughter.*) I can assure you at the same time that we shall be able to prove that in fact each proposition is more efficient than the others. (*Laughter.*)

We are delighted to have you with us, and most honoured that you have left the Mansion House to join us here. We hope that you and the Sheriffs have enjoyed being with us as much as we have enjoyed your being here. (*Applause.*)

THE RIGHT HONOURABLE THE LORD MAYOR OF LONDON, Sir Seymour Howard, Kt., who responded, said: It gives the Sheriffs and myself very great pleasure to be here and to enjoy your hospitality, and I should like to thank you, Mr. President, for the very kind things that you have said about me.

It is especially pleasant to enjoy the company of the Institute of Marine Engineers, because it is one of the few national Institutions

Annual Dinner

which has its headquarters in the City of London and, when its new headquarters in Fenchurch Street are completed, the Institute will be the tenants of the City Corporation, at a ground rent which will rejoice and gladden all hearts in the city. (*Laughter.*)

Apart from this we have a very special connexion with your Institute, inasmuch as your Honorary Treasurer, Mr. Alfred Robertson, has been a member of our Court of Common Council for twenty-six years (*Applause*) and a Deputy for something like seven years, and during that time he has been of tremendous help in dealing with all the manifold problems that confront the City Corporation.

There is, of course, another and perhaps an even more important reason, and that stems from the fact that this island has been built up on its sea power, in which you play such an all-important part. Your President has touched on history tonight. It is many generations since the spirit moved on the face of the waters and the oarsmen of the Baltic and Scandinavia found their way to England. They were men who were, as our people are today, mariners and fighters and traders. They had no slaves rowing galleys; every man on board was both sailor and warrior. Those oarsmen, when they arrived in England, would often mount the nearest horses at hand, and so became the first mounted infantry or irregular cavalry; I think that they must have been the originals not only of the Marines but also of the Horse Marines. (*Laughter.*) They settled in Lancashire, Yorkshire, Northumbria and on the East Coast, and they drove their ships right up the River Seine into the heart of France and

founded one of her greatest and most famous as well as most beautiful provinces, Normandy, from which, a few generations later, somewhat gallicized, they turned to this country and succeeded in capturing the whole of it, joining hands with their cousins who had landed here earlier.

The bones of the Norsemen are now dust, but they left behind them two imperishable heritages. They left the word Law in this country, unknown until they came, and they left a maritime tradition which has built up this great country and empire. In the intervening years this country, torn with civil war and fighting on many Continental fields, slowly welded itself together and learnt to speak a common language and, after a brief period of exhaustion, it turned to take stock of itself. That was the preface to the most glorious period in our history until we come to the present day, the great Elizabethan Age.

Then began that brotherhood of the sea, held together by the strict discipline that the calling of the sea always demands; and when the Elizabethan Age passed away the fame of this country was maintained throughout the centuries by the Royal Navy and by the Merchant Service, which came into its own. What glorious traditions you gentlemen have inherited! It is

not my intention to trace the historical pattern of this movement, though I should like to have the time to do so and I am sure that you would be interested. I mention it only to show how closely interwoven are your roots with those of an earlier age, despite your motto "*Nec Remis Nec Velis*". Despite all our knowledge of atomic and nuclear activity, I am still convinced that the future of this country depends upon its sea power. (*Applause.*)

I am very sorry that the Sheriffs and I have to go on to another engagement and that we shall not be able to enjoy your hospitality for very much longer, but I do thank you most sincerely for your splendid generosity tonight and I say again how very much we have enjoyed your company. (*Applause.*)

HIS EXCELLENCY THE MARQUIS DU PARC-LOCMARIA, C.V.O. (The Belgian Ambassador) then proposed the toast of "THE ROYAL AND MERCHANT NAVIES OF THE BRITISH COMMONWEALTH".

He said: I must say that I was rather awed when I was invited to propose this toast, because I felt very unfit to do so; however, I also felt that it was a great honour, and so I accepted with pleasure. I have very little experience of the sea and of naval affairs in general; I must admit that I am a perfect land-lubber. My experience is limited to having crossed the Atlantic about a dozen times and the Straits of Dover more times than I like to recall, and also, which is much more important, to having attended two naval reviews at Spithead, the first on the occasion of King George's Jubilee and the second the Cor-

onation review. They were both most impressive.

However, if my ancestors were not sailors they have always been very close to the sea. They came first of all from Brittany, which they cautiously left when they risked being guillotined, and went north to Denmark and later to Flanders, where they finally settled. As you see, they never left the coast. From the point of view of the Services, I have a certain experience of the Army but none of the Navy. During the first World War my only contact with the Navy was when my regiment, which was resting near Cap Gris Nez, captured an enemy submarine which had had the misfortune to ground on a mudbank. (*Laughter.*) When the tide went out we rounded up the crew and marched them off with a cavalry escort. (*Laughter.*) However, I also recall how thrilled we were in the trenches to hear of the raids on Zeebrugge and Ostend, led by Admiral Keyes. The anniversary of these gallant actions is still celebrated each year on St. George's Day. (*Applause.*) Incidentally, Admiral Keyes was, as you know, attached to King Leopold during the short campaign of 1940, and was one of his stoutest defenders.

I also recall the occasion when, towards the end of the



Mr. A. Robertson, C.C., Mr. Alderman and Sheriff E. Calcott Pryce, Mr. J. P. Campbell, The Right Hon. The Lord Mayor, Mr. Silley, and Mr. Sheriff L. B. Prince

Annual Dinner

first World War, King Albert and Queen Elizabeth went on board a British destroyer, which took them to Ostend. The population could hardly believe their eyes when they saw the King and Queen land, because the enemy was hardly out of the town.

Belgium's Royal Navy is very small and very young. During the course of the last century, various attempts were made to establish a Royal Navy, but it was only in 1945 that our present Navy started. I think it is true to say that our young Navy actually had its roots in the British Navy. Most of the men served during the war in the Belgian section of the British Merchant Navy, and the first ships on which they sailed carrying our flag, had been built and used in this country. We were extremely fortunate in this respect, as I cannot imagine a better beginning to a venture of this character.

As the years pass by our small Navy, which appropriately has specialized in minesweeping and other duties to protect our coastal waters, will be imbued with the spirit and traditions of seamanship inherited from Britain. Here I should like to remark that Prince Albert, our King's brother, had his military training in our Navy, to which he remains attached as an officer.

Our Merchant Navy, on the other hand, has always played an important part in our life. In normal times its base is our great port of Antwerp, which is the heart of our country. Here we have inherited our great traditions of seamanship from Britain. We in Belgium are foremost amongst those who admire the gallantry and the spirit of invention and enter-

prise which have been handed down from generation to generation of seamen through your splendid history; and indeed during the war your Navy showed the world once more that all the valiant qualities of British seamen were as fully alive as ever. I am proud to add that a large part of our Merchant Navy joined with you in the gigantic struggle to keep the free world alive and bring it back to victory and peace. (Applause.) During those years our Merchant Navy operated continuously on the North Atlantic area, with and without convoys. Sixty per cent of our original fleet was sunk, and 25 per cent of their crews lost their lives. Towards the end of the war I frequently met officers and men who had been torpedoed two or three times but who still went back to sea.

I feel, therefore, that it is indeed a privilege to be this evening amongst you gentlemen, whose activities are dedicated, with those of the naval architects, to the achievement of still better and safer ships for these navies and for the gallant crews that man them. I think that what I have said will suffice to prove with what pleasure and respect I now call on you to drink the toast of the Royal and Merchant navies of the British Commonwealth. (Applause.)

MR. A. I. ANDERSON, President of The Chamber of Ship-

ping, who responded, said: It is my privilege to reply to the toast of the Royal and Merchant Navies, which has been so kindly and so eloquently proposed by His Excellency the Belgian Ambassador. People may sometimes dispute which came first, the warship or the merchant ship, but I think there can be no argument at all that it was our wool trade with His Excellency's country of Flanders seven hundred years ago that made us build our first English cargo ships. The ships of King Alfred's days may, of course, have founded the Royal Navy, but personally I think that they were more of the passenger type. (Laughter.) I believe that they were copied from the passenger ships which brought those charming summer visitors from Scandinavia to whom the Lord Mayor referred (Laughter) in the Viking raids—a kind of Come to Britain movement. (Laughter.)

Although the days when the ships of the two Navies were indistinguishable are over, I do not think that there has ever been a time in our history when the collaboration and friend-

ship between the two was greater than it is today. (Applause.) Two wars have taught us not only how much the country depends on us but how much we depend on each other. No one disputes the growing importance of air power, yet let no one forget that without ships this country would starve, and for that matter most of our aircraft would be grounded. (Applause.)

I am very proud to be allowed to reply for both Navies, but I must confess that it is somewhat alarming for a merchantman, armed with no technical knowledge and escorted only by the Silent Service, to have to face so many of the heavy guns of the marine

engineering industry. The two Navies certainly represent seapower, but we also remember that you gentlemen represent the horsepower on which modern sea power depends. (Applause.)

I am encouraged, however, by the fact that during my life I have had the good fortune to know a great many marine engineers, and I have always found them very kindly and very helpful folk. In fact, I recall one occasion on which one of them offered to help the ship's surgeon to get a kind of plaster cast off my ankle. The surgeon had not the right tools, but the engineer said it was quite easy; all that was wanted was a cold chisel and a hacksaw. I preferred to stay inside. (Laughter.)

The other thing that I have found about engineers is that they do the most unexpected things. They come to you one day and say that the bright idea that you have had is technically quite impossible, and they turn up next morning, looking just as wise, and say that they have found the right answer. (Laughter.) In my view it is that kind of spirit and that kind of quality that have put British shipping in the van of maritime progress.

The biggest advances that British ship design has ever



The Netherlands and Belgian Ambassadors, with Mr. A. Logan, O.B.E., and Mr. B. C. Curling, O.B.E., in the background

Annual Dinner

made have been made when this country was ruled by a Queen. The first Queen Elizabeth saw the first ocean-going sailing ships, and their design changed only very gradually in the next three hundred years. In those days the remark "I do like a ship to *look* like a ship" really meant something; I do not know what it means today, when some modern funnels and modern profiles are about the only things that I can think of which really compete with women's fashions and modern art in rapid and eccentric change. (*Laughter.*)

The next change came when Queen Victoria saw marine engineers conquer and colonize sailing ships in much the same way that the Norman Conquest changed England. When they first came on board they, like the Normans, shut themselves up in their own fastnesses; they retired and isolated themselves in their engine rooms and frightened off the sailors by awful technical incantations and by terrifying engines which looked like a cross between the village pump and a guillotine. (*Laughter.*)

The seafaring world in those days totally underestimated the change which was coming to them. The stern, practical men in the Merchant Service proved absolutely conclusively that no steamer could ever possibly carry cargo on a long voyage; she would require too much bunker space. The scientific theorists in the Navy proved equally conclusively that the screw propeller would never work. What actually happened was that year by year bigger and better ships went further and faster, using less and less fuel. The great era of British shipbuilding had begun.

Then, having shown what they could do in propelling ships, the engineers began what I suppose would be called today a process of infiltration into other parts of the ship, and today there is very little that they do not control in one way and another. (*Laughter.*) They control the air we breathe, the temperature we live in, and for some people, where ships are fitted with stabilizers, the amount they eat. (*Laughter.*)

While this infiltration has certainly increased the influence of engineers on all the major parts of ship operation and ship economics, it has also made them answerable to their shipmates for a great many things, including some quite minor matters. Today, if the drinks are hot or the bath water cold, it is no good the engineer trying to get the good old Scottish verdict of "non proven" by muttering a few simple words like "vacuum" or "B.Th.U." (*Laughter.*) He has to answer his accusers in plain English; and I believe it is because he has to do that, and because sailormen and engineers do discuss their common problems in a language which they can both understand, that we have made such great progress on the seas. (*Applause.*)

I think, too, that we want to evolve another common language, between the practical men in ships and the scientific theorists on shore. They have the same problems. They are

examining the same facts and, though one may describe them in terms of higher mathematics and the other in lower expletives (*Laughter*), they are both seeking the same ends and trying to resolve the same difficulties. If we do not get that common language, I do not think that we shall get the best theory or the best practice.

As I see it, modern science may well have brought us to the eve of another industrial revolution and may give us new opportunities for the exercise of technical ingenuity quite as great as any that the Victorians had. Who knows but that the boiler room of the future will be manned by nuclear physicists? I have no doubt that, when that time comes, the chief engineer will have to use just as much tact and just as much skill in handling those chaps as he did with the firemen of old. (*Laughter.*) He may, of course, have to use slightly different methods. (*Laughter.*)

Science is moving very fast. Competition throughout the world is increasing. Of one thing I am certain, and that is

that we cannot take the continuance of this country's maritime success for granted simply because it has gone on for a very long time. There is no divine providence which endows this country with a guarantee of a successful Merchant Navy, any more than it guaranteed our great coal exports of fifty years ago. If ever there were a challenge to British shipping to repeat the technical triumphs of our forefathers it is today. The Royal and Merchant Navies, with all their tradition and experience behind them, have, I believe, a chance to show for a third time what they can do under a Queen. I feel confident

that it will not be their fault if our ships in the future are not another landmark in our island story. (*Applause.*)

THE RT. HON. W. R. MILLIGAN, Q.C., M.P., The Lord Advocate, proposed the toast of

"THE INSTITUTE OF MARINE ENGINEERS"

He said: I wish to begin by telling you that anything I may say tonight has been composed by your most meritorious Secretary. (*Applause.*) He did me the honour of lunching with me yesterday—just to show that there are some pickings for Secretaries, and I must say that he "picked" pretty well. (*Laughter.*) I was considering, before I came here, whether this business of after-dinner speaking was a good thing or a bad thing. Is it a good thing? Well, there are only two possible answers to that: one is Yes and the other is No. (*Laughter.*) I thought a good deal about it, and I came to the conclusion after great deliberation that the right answer was Yes, and for two reasons. The first is reminiscent of the unfortunate lunatic who was seen banging his head against a wall, and when asked why he did it replied "Because the feeling is so nice when you stop". (*Laughter.*) I felt that from the point of view of the unfortunate listeners after-dinner speaking is a good thing, because it is so nice when it stops.



The Right Hon. W. R. Milligan, Q.C., M.P., and The Netherlands Ambassador

Annual Dinner

(*Laughter.*) The second reason is this, that it is much easier for many men to come to a dinner when they are in a position to say to their wives, "My dear, I must go to this dinner because I shall learn such a lot from the speeches". (*Laughter.*) It is for those two reasons that I think that after-dinner speaking—within reason (*Laughter*)—is a good thing.

I believe, however, that there ought to be certain rules laid down. One rule is that you should not say anything which anybody in the room knows already. In this particular company I should probably be entitled to say anything. (*Laughter.*)

At a dinner of this kind one must also, as an after-dinner speaker, make another assumption, and that is that those present have read their annual report. It is a pretty big assumption, but we must make it. The third rule is that you should never tell a story which you have told already before in the same room. The head waiter dislikes that intensely. (*Laughter.*) Finally, one ought to be clear in after-dinner speaking, and make it clear to others, what one is talking about. There was a little girl called Jean who went to church one day, and when she came back her mother said to her "Jeannie, what was the sermon about?" "I dinna ken", she replied—meaning "I don't know". (*Laughter.*) (*I stand for Edinburgh North.*) "Come along", said the mother, "you must know what the minister said. What was the sermon about?" "Oh, it was about sin". "What did he say about sin?" A long pause. "He seemed to be against it", said Jeannie. (*Laughter.*) You see, the minister had not made it clear what he was talking about. Let me try to make it clear what I am going to talk about for the next few minutes. There are one or two matters which we have to discuss. First, we should consider the overall production of ships, because if we have not ships what is the good of having ships' engines? A ship's engine without a ship to put it in is a damned silly looking thing. (*Laughter.*) Next, what is the relative importance of home and foreign markets? That one will take some time. (*Laughter.*) Another somewhat difficult question is the ratio between employment and production, and I propose to contrast that with the ratio between production and employment. (*Laughter.*) No doubt a good many of you will wish to leave the room during that stage of the proceedings. (*Laughter.*) Finally, we shall end up—if we ever do—with a little discussion on alternative costs. (*Laughter.*)

Before we get down to these somewhat difficult matters, however, we ought to understand what we are talking about. (*Laughter.*) The President of the Chamber of Shipping, who is on my left, did not know what a ship was, but I took the precaution before coming here to find out. This is a pure question of law and, being a question of law, you have to take it from me. (*Laughter.*) Are you all listening? This is what a ship is: "it is a hollow structure intended to be used in navigation that has to do its real work on the seas or other

waters and capable of free and ordered movement thereon from one place to another". You notice the words "ordered movement". Ye Gods! (*Laughter.*) I do not believe there is such a thing. (*Laughter.*) As the small boy said when told not to swallow the core of his apple, "There ain't going to be no core".

I do not believe that there is a ship with ordered movement, but we in Edinburgh North, have done our best to get a ship with ordered movement, because in my constituency—are you listening?—we build a stabilizer. (*Applause.*) Sir William Wallace is chairman of my executive committee, and I wish he were here tonight, because you should see him when he puts his own stabilizer on at a political meeting! There is not much more trouble! A few weeks ago I went to Brown Brothers and, after meeting some of my constituents who do not all see eye to eye with me, the works manager took me to see the magnificent things that they were going to winkle into the *Queen Elizabeth*. I hope they got them in. (*Laughter.*) She must

be a very big ship. (*Laughter.*) Anyway, we have got stabilizers in North Edinburgh. I dare say that you would like a couple of stabilizers after this dinner. (*Laughter.*) I shall be delighted, if you will queue up afterwards, to provide them for you.

Now let us come to the rather difficult question of production. I see, however, that time is getting on, so perhaps I had better leave production out and pass to the subject of this toast, which is the Institute. I got a good deal of advice from the Secretary about this. It was not all intelligible (*Laughter*), but it is difficult to get much from a chap who has his mouth full the whole

time. (*Laughter.*) He told me that your numbers are going up, and I hope that they will continue to go up. He told me that the technical papers had been getting more and more complicated. I should like to say a word of warning about that. A little knowledge may be better than too much. I was reminded of that by the case of a man whom they wanted to get into one of the better universities, but there was some difficulty about his intellectual attainments, because 50 per cent was necessary to get him in, and they wanted him in because they wanted him to row. (I say that because this is a nautical dinner.) The first question they asked him was "How do you spell 'horse'?" and he replied "H.o.r.c.e.". That was not too good. The next question was "Do you know anything about Queen Elizabeth?" His answer was "No". Well, that answer was right (*Laughter*), so he got his fifty per cent and he got in. I think that that is probably quite enough knowledge; do not make these papers too technical.

I know that you are trying—and I think that it is an admirable thing—greatly to expand your co-operation with other learned bodies of a similar kind, and to pool your resources, if not your finances. It is delightful to see on the back of the little document which you have given us all, and



Mr. H. J. Wheadon and Mr. Ronald Ward, The Belgian Ambassador, Mr. Logan and Mr. Robertson, with Mr. James Turnbull, O.B.E., in the background

Annual Dinner

which reminds me of one of the American Sunday papers (*Laughter*), your delightful new building of about eleven storeys. I am reminded of the remark of the late A. J. Balfour who, when in New York, was shown the Woolworth Building. An enthusiastic American said to him "This building has fifty storeys". "Has it really?" said Mr. Balfour. "Yes, and there is a lift which runs non-stop for the first forty storeys". "Does it really?" said Mr. Balfour. "Yes, and what is more, the whole building is completely fireproof from ground to roof". "What a pity", said Mr. Balfour. (*Laughter*.)

We are coming to the end of an extremely pleasant evening, but in order to bring the evening to an end we must bring my speech to an end. I would say to you that you are the backbone of the nation. I have already said that to the Glasgow fishmongers (*Laughter*), but I do not see why you should not have it as well. (*Laughter*.) What I say is, no engines, no ships; no ships, no trade; no trade, no employment; no employment, no food—but after tonight I do not suppose that you will ever want to see food again. (*Laughter*.)

Somewhat surprisingly, I couple with this toast your President. (*Applause*.) He is a man of great distinction—your Secretary told me this (*Laughter*)—and of many activities—your Secretary also told me that. He learnt his job in Scotland, and I am sure that on Saturday week, after the match at Twickenham, he will wish he was a Scotsman. (*Laughter*.) You are a magnificent Institute and you are marvellous hosts. I ask you to drink your own health, coupled with the name of the President. (*Applause*.)

The CHAIRMAN, who responded, said: It is indeed a very great pleasure for me to reply to this toast, but it is also a very difficult task, after listening to the speech of the Lord Advocate. I have attended this dinner for a good many years and can recall the manner in which many former Presidents have responded to the toast. Quite a number of them made the point that they were not themselves marine engineers. The reason for this, of course, is clear: our Institute as a general rule has chosen its Presidents from the moneyed classes. (*Laughter*.) On this occasion they have broken with that tradition (*Laughter*) and have picked a marine engineer from their own ranks. (*Applause*.) I am indeed very happy to fill the rôle of "local boy makes good". (*Laughter*.)

I know you will agree that the choice of the Lord Advocate for Scotland to propose the toast of the Institute was a magnificent idea (*Applause*), for surely marine engineering is one of Scotland's great products. There are, of course, other products (*Laughter*), and some of them, I am sure, are much more remunerative. There are the distilleries, for example, which must play a most important part in the economy of that virile and commercially successful race. I have often wondered whether there is some plan whereby the export of whisky is encouraged as a means of sustaining the Scots who have to live abroad, or whether, on the other hand, marine engineering is encouraged in Scotland in order to provide a hard core for the consumption of their national beverage. (*Laughter*.)

I must say a little about the Institute. I am very glad to say that we are in a flourishing condition. Our membership, as you have been told, has been going up. Today we are well over the 8,500 mark. There is no doubt that this has been brought about by the development of the outport sections, and we are very glad tonight to have with us quite large contingents from these sections. (*Applause*.) The Lord Advocate has referred to the standard of our papers, which are very good. We believe that as a technical Institute we play a part of ever-

increasing importance. I have to be a little careful in my choice of words in talking about the Institute, because quite recently at a reception in the City attended by the Duke of Edinburgh, the Duke happened to run across our Honorary Treasurer, Mr. Alfred Robertson, and said to him "Tell me, how is the Institute of Marine Engineers progressing?" "Very well, Sire", he was told, "We are going from strength to strength". To this Prince Philip retorted "Going from strength to strength? And you cannot prevent a singing propeller or a hot bearing!"

The Lord Advocate also referred to our Memorial Building, a picture of which appears on the programme. This great venture was started ten years ago, when Sir William Currie was President, and over the years there has been a great deal of hard work and careful planning. We are now in sight of the successful conclusion of all these efforts. I should like to take this opportunity of saying how grateful we are as an Institute for the help which we have had from the great shipping companies and oil companies, and from our own members. We hope that in three years' time we shall be going into our new headquarters. We are sure that this building will be a real memorial to the marine engineers who lost their lives in the two great wars.

It is said that faith will move mountains. I know that all my colleagues and friends here tonight will think that this is a moment when I should refer to the faith of one man in particular, our Honorary Treasurer, Mr. Alfred Robertson. (*Applause*.) If ever a man was inspired with the objective of doing something important for the Institute he is the man, and we are singularly fortunate in having such a man. He is a shocking bully in the way that he prods us, but he gets things done, and this job is now in sight of being done. We still have some way to go with our finances, but we hope and trust that some more of our friends will give us further assistance, so that when we enter our new headquarters we shall not have financial worries to preoccupy us but shall be able to go ahead with the important work which we think that we are doing for the industry and for the country.

In conclusion, I should like to say how delighted we are to have our guests with us tonight. I should like to thank His Excellency the Belgian Ambassador, who has honoured us by coming here and proposing the toast of the Royal and Merchant Navies. (*Applause*.) We are all indebted to the Lord Advocate for Scotland for proposing the toast of the Institute (*Applause*), and we enjoyed his speech very much. If he did a little advertising for a certain commodity, we shall let that pass. We hope that he will come to us again. I should also like to thank the President of the Chamber of Shipping, Mr. Anderson, for coming here and replying to the toast proposed by His Excellency. He had a very pressing invitation to go for a weekend cruise on the new Shaw Savill *Southern Cross*, but he is a man with a very keen sense of duty and he came to us. We are delighted to have him here and grateful to him for coming. (*Applause*.) I was handed a telegram just before I got on my feet, which I should like to read to you: "Best wishes for a successful evening from all members on *Southern Cross*. Hogg and Craig". (*Applause*.)

I hope that all of you have enjoyed this evening. We are delighted as an Institute to have had so many guests with us, and we hope they have enjoyed being with us as much as we have enjoyed having them with us. (*Applause*.)

The proceedings then terminated.

INSTITUTE ACTIVITIES

Minutes of Proceedings of a Joint Meeting Held at the Institute on Tuesday, 8th February 1955

A Joint Meeting of the Institute of Marine Engineers and the Institution of Naval Architects was held at 85, Minories, London, E.C.3, on Tuesday, 8th February 1955, at 5.30 p.m. Mr. J. P. Campbell (Chairman of Council of the Institute) was in the Chair, supported by Mr. L. Woollard, M.A. (Vice-President of the Institution of Naval Architects).

Before embarking on the main business of the meeting, the Chairman said that since the last meetings of the Institute and of the Institution of Naval Architects they had suffered a great loss in the passing of Sir Maurice Denny. In appreciation of his great services to both institutions it would be the wish of all present to pay tribute to his memory. The meeting then stood in silence for a few moments as a tribute to the memory of Sir Maurice Denny.

A paper by Mr. T. W. Bunyan, B.Sc.(Eng.), M.I.Mar.E., entitled "Practical Approach to Some Vibration and Machinery Problems in Ships", was then presented and discussed. There were 135 members and visitors present and nine speakers took part in the discussion.

A vote of thanks was proposed by Mr. Woollard and accorded by acclamation. The meeting ended at 8.0 p.m.

Memorial Service to Sir Maurice Denny

Mr. J. P. Campbell (Chairman of Council) represented the Institute at the Memorial Service to Sir Maurice Denny which was held on 9th February 1955 at St. Augustine's Church, Dumbarton.

Section Meeting

Kingston upon Hull and East Midlands

At a meeting held at the Royal Station Hotel, Kingston upon Hull, on Thursday, 24th March 1955, Mr. F. A. I. Muntz, B.A. (Member) re-presented the paper entitled "The Free-piston Gas-generator Turbine as a Power Plant for Ship Propulsion", which had previously been delivered at a meeting in London by himself and the co-author, M. Robert Huber, Dipl.Ing. There were 112 members and visitors present and the keen and interesting discussion which followed the reading of the paper was only terminated by the necessity of closing the meeting. A vote of thanks to the authors was proposed by Mr. H. Smith and seconded by Mr. F. C. M. Heath (Vice-President).

Meeting at Dublin

A meeting was held at the Bolton Street Technical College, Dublin, on Wednesday, 16th March 1955, at 7.30 p.m., when Lieut.-Cdr.(E) A. P. Monk, D.S.C., R.N.(ret.) (Member) delivered a lecture on "Boilers". Members and visitors present numbered ninety-one.

Mr. J. P. Campbell (Chairman of Council) was in the Chair, supported by the Secretary, Mr. J. Stuart Robinson. In opening the meeting Mr. Campbell said that this second meeting in Dublin had been arranged following the first very successful meeting held during the previous November, and he was very pleased to see so many present again. He then called upon Commander Monk to read his paper, which was illustrated by lantern slides. The discussion period which followed was opened by the Principal of the Bolton Street Technical College, who said how pleased he was to welcome the Institute at their first meeting at the Technical College.

A vote of thanks to the author was proposed by Mr. Campbell, seconded by Mr. V. J. Moran (Member), and accorded most enthusiastically.

Mr. Campbell then said that the Council felt that it would be in the interests of the local members if an official sub-committee were formed to arrange for meetings, etc., to be held in Dublin. The meeting agreed with this suggestion and the following were elected to serve on the sub-committee:—

E. C. Foster (Member)
V. J. Moran (Member)
J. R. Stephen (Member)
H. O. Lennox (Associate).

Mr. Campbell finally proposed a vote of thanks to the Principal of the Technical College and the meeting ended at 9.50 p.m.

Student Section

A meeting of the Student Section was held at the Institute on Monday, 25th April 1955, when over eighty members and visitors were in attendance. Mr. Stewart Hogg (Member of Council) presented his paper entitled "Safety at Sea", the Chair being taken by Mr. K. Abel (Associate Member).

After surveying the circumstances that led to the development of various safety regulations, Mr. Hogg dealt with the many aspects of his subject.

Following the lecture a number of questions were asked regarding the application of safety regulations.

In bringing the meeting to a close, the Chairman expressed to Mr. Hogg, with the hearty support of all present, their appreciation of the excellent lecture.

OBITUARY

SIR STEPHEN JOSEPH PIGOTT, D.Sc.

Stephen Joseph Pigott was born on 30th January 1880 in the town of Cornwall, in New York State, where he received his schooling. At the age of sixteen he entered the works of the Street Railroad Company, of Hartford, Connecticut, to serve an engineering apprenticeship, but left them after a short time for the shops of the New York, New Haven and Hartford Rail Road, with whom he remained until 1899. He then went to Columbia University, where he obtained a degree in mechanical engineering in 1903. During the following five years he acted as assistant to Mr. Charles G. Curtis in the development of the impulse turbine for marine propulsion, and in 1908 he was invited by the Admiralty to come to Great Britain. Shortly after his arrival he became associated with John Brown and Co., Ltd., as a specialist in impulse turbine work and so began his connexion with the famous Clydebank firm, which was to last for forty years until his retirement in 1948. From his work on the impulse turbine developed the Brown-Curtis turbine, which was adopted by the British Admiralty and was installed as the main propelling unit for a number of passenger liners engaged in the North Atlantic and other services. His promotion was rapid and he became manager of the engine works; his value to the company was recognized by his appointment as a local director in 1920. In the ensuing years, Sir Stephen worked in close association with the late Sir Thomas Bell and in 1934 he was made a full director of the company; a year later he succeeded Sir Thomas Bell as managing director, a post which he continued to hold until his retirement due to ill health, in October 1948.

Among the many notable vessels completed at Clydebank during his régime should be mentioned the battle cruisers *Tiger* and *Hood*, the battleships *Barham* and *Vanguard*, the Canadian

Pacific liner *Empress of Britain*, and that company's *Duchess* class liners; also many Cunard liners, including the *Aquitania*, *Caronia*, and the *Queen Mary* and *Queen Elizabeth*. With regard to the construction of the first of the large Cunard liners, he read a paper before the Institution of Naval Architects in 1937, entitled "Some Special Features of the *Queen Mary*".

Sir Stephen's energy and skill contributed greatly to the progress made in marine engineering and his work was recognized when he was awarded, in 1938, the Gold Medal of the American Society of Mechanical Engineers for his outstanding leadership in marine propulsion and construction. Two years earlier his own university had conferred upon him the Honorary Degree of Doctor of Science. His distinguished services to the advancement of engineering were rewarded when he received a Knighthood in 1939 and in the following year the Parsons Medal. In connexion with the latter award Sir Stephen delivered the Parsons Memorial Lecture before the North East Coast Institution of Engineers and Shipbuilders, taking as his subject "The Engining of Highly Powered Ships".

Sir Stephen served for more than twenty years on the Council of the Institution of Naval Architects, of which he was made a Vice-President in 1941. He was a Member of the Institution of Civil Engineers and of the Institution of Engineers and Shipbuilders in Scotland. He served for a number of years on the Technical Committee

of Lloyd's Register of Shipping, and was a Liveryman of the Worshipful Company of Shipwrights. He was a Justice of the Peace for Glasgow.

Sir Stephen was President of the Institute of Marine Engineers in 1937 and the subject of his memorable Presidential Address was "Three Score Years of Development in Marine Engineering".



"The Engineer"

Obituary

ENGINEER REAR-ADMIRAL WILLIAM MATTHIAS WHAYMAN, C.B., C.B.E.

An appreciation by Mr. B. C. Curling, O.B.E. (Honorary Member)

The marine engineering profession and in particular the Institute of Marine Engineers and the Institution of Naval Architects have lost one of their most highly esteemed members by the death of Engineer Rear-Admiral W. M. Whayman, C.B., C.B.E., which occurred on Monday, 21st March 1955, at his home at Putney.

William Matthias Whayman was born at Rainham, Kent, on 13th August 1871, and was educated at Sir Joseph Williamson's Mathematical School, Rochester. In 1886 he entered the Royal Naval Engineering College, Devonport, where he studied engineering for five years, proceeding in 1891 to the three years' advanced engineering course at the Royal Naval College, Greenwich. Thence he was appointed an assistant engineer in the battleship H.M.S. *Royal Sovereign*. After serving for two years in this ship, he became engineer officer in H.M.S. *Grafton*, and H.M.S. *Immortalité*, and then, from 1897 to 1900, engineer-in-charge of H.M.S. *Linnet*. He was then appointed to the Admiralty, where he was engaged for the next five years in the development of watertube boilers. He returned to sea in the cruiser H.M.S. *Arrogant*, and while on board was promoted Engineer Commander. He came ashore again in 1908 on being appointed to the staff of the Engineer Manager at Portsmouth Dockyard, and thence to the Controller's department at the Admiralty, where he was engaged in supervising the machinery installations of new battle-ships, including the *St. Vincent* class. Following about two-and-a-half years' sea service as engineer officer in the name ship of this class, he once more came ashore, first to Chatham Dockyard, then, on promotion to Engineer Captain in 1917, to Pembroke Dockyard as Chief Engineer. In 1918 he was appointed Engineer Manager at Rosyth Dockyard, and for his service there he was awarded the C.B.E. He was then transferred to the Admiralty as Assistant Engineer-in-Chief, and in 1922, after two years' service in this capacity, he was promoted to Rear-Admiral and appointed Deputy Engineer-in-Chief, which position he continued to hold until his retirement in 1927. In recognition of his services at the Admiralty he was made a C.B. in 1924.

After his retirement Admiral Whayman continued to be actively engaged in engineering, from April 1927 to August 1935 as Marine Engineer with Babcock and Wilcox, Ltd., and from February 1936 until his death, as Director, Alfal Insulation, Ltd.

He married in 1902 Bertha, daughter of William Acworth, of Gravesend. She died in 1950. They had a son and a daughter.

Upon his appointment as Deputy Engineer-in-Chief at the Admiralty in 1922, Admiral Whayman became a Member

of the Institute, and from that time he took an increasingly active part in the Institute's affairs. He was elected a Vice-President in 1928, and held this office continuously until 1953, when the Council elected him an Honorary Vice-President in recognition of his long and outstanding services to the Institute. He was unfailingly regular in his attendance at Council meetings, maintaining a keen interest in all the Institute's activities, particularly those concerned with education. In the latter connexion, he rendered most valuable liaison services between the Institute, the Engineering Joint Council, and the Engineering Joint Examination Board, on which two latter bodies he represented the Institution of Naval Architects. He took a leading part in the preparation of the regulations and syllabus of the Common Preliminary Examination on its introduction by the Engineering Joint Examination Board. He represented the

Institute on the Marine Fuel Committee of the Coal Utilisation Council from 1933 to 1940, and on the British Standards Institution's Committee on Screw Threads from 1927 to 1940. To the Institution of Naval Architects Admiral Whayman rendered outstanding service as a Member of Council from 1925 to 1937, and thenceforward as an Honorary Vice-President. During his active years on the Council of that Institution he represented the Institution, in addition to the connexions previously mentioned, on the Corrosion Research Committee of the Institute of Metals, the Engineering Divisional Council of the British Standards Institution, and the Joint Committee on Materials and their Testing. Apart from his activities on the technical side of his profession, he was deeply interested in benevolence, which led to his membership of the Benevolent Fund Committee of the Institution of Naval Architects, and his representation of that Institution on the Professional Classes Aid Council. He was a member of the Institute of Marine Engineers' Guild of Benevolence from its foundation. In other spheres,

he was a member of the School Committee of the Royal Patriotic Fund Corporation for very many years, and took an immense interest in the School. He was also President of the Streatham Unit of the Sea Cadet Corps for several years, until he died.

Eminently efficient in all these varied offices, sincere and purposeful in everything to which he gave his attention, Admiral Whayman was withal a man of exceptional modesty. His impressive record of over thirty years' service to his professional institutions, following his distinguished career in the Royal Navy, merits the lasting gratitude of his fellow members of both institutions. All who have known and worked with him during those three decades will salute the passing of a true friend and a loyal colleague.

