



THE MOST HON.

THE MARQUIS OF GRAHAM, D.L., C.V.O.

PRESIDENT OF

THE INSTITUTE OF MARINE ENGINEERS.



THE choice of a President is an important event to any Society, and when the choice of the office-bearers and council is ratified by the members, and unanimity prevails then indeed there is cause to rejoice. At the annual meeting of the Institute of Marine Engineers held on March 10th, the Marquis of Graham was declared elected as President, under the happy circumstances of unanimity with choice, and the Institute is to be congratulated on the new President, who we are assured will be as deeply interested in its work and progress as any of his predecessors in the chair and will at the same time represent the dignity and value of the Institute as worthily. The Marquis of Graham, eldest son of the Duke of Montrose, was born in 1878, and at the age of 18 commenced his sea experience as a volunteer on board the full-rigged three-masted corvette, *Volage*. After 18 months' sea service thus, he was attracted by, and was in full sympathy with, Messrs. Devitt and Moore's excellent scheme of training apprentices with a view to making them good, self-reliant seamen, who would ultimately qualify for officers and commanders. The Marquis served as 5th officer in the full-rigged ship *Hesperus* in charge of the apprentices sailing to Australia; and in 1899 he passed the examination and obtained his certificate as Master Mariner, endorsed for full-rigged sailing ships and steam. He was then appointed as Navigation Officer of Lord Brassey's yacht *Sunbeam*, voyaging to Australia, thence to the Cape, *via* the Straits Settlements and Madagascar. A further extended voyage was to Canada, visiting Quebec and Montreal. Having fulfilled the conditions pertaining to the office, he was elected a younger brother of the Trinity House. In 1900 the Marquis when serving in the Naval Brigade on board H.M.S. *Doris*, was engaged in the South African war, and obtained a medal and three clasps as a memorial of his service. He was in 1903 appointed a Commander of the Royal Naval Volunteer Service, in which he has taken a very deep interest and devoted himself to it with great acceptance in this connection, especially with the Clyde division. His association with the *Rattler* as an experimental vessel fitted by Messrs. Beardmore with gas engines is well known, not only on the Clyde, but throughout the world of shipping on account of the value attached to the results of the experimental engines. Like his immediate predecessor in the Presidential chair of the Institute—Sir David Gill, who is a master of the subject—he has studied astronomy, giving close attention to solar eclipses and devising the instrument known as the Graham Coronograph, which can be seen in use at the Royal Observatory, South Kensington. It is interesting to observe that he obtained the first biograph film taken of a solar eclipse. A Commander of the Victorian Order, it is evident that the Marquis has acquitted himself as becomes one with his qualifications and privileges,



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holding his high office not as a sinecure, but as an incentive to work and energy in the right direction *pro bono publico*. The various societies connected with seafarers are naturally held in touch by one so fully interested in the progress of ships and those who man them, and the Royal National Lifeboat Institution, the Merchant Service Guild, and the National Committee for the Training of Seamen from boyhood, have had their claims allowed upon his time and attention.

Having given some thought to things political, he stood for Parliament three times, and in 1905 became private assistant secretary to the Chancellor of the Exchequer, but the following year he turned his steps to trade and commerce and joined the firm of Messrs. Beardmore, of Dalmuir and Parkhead, Glasgow, as a Director. A Director also of the Caledonian Motive Power Supply Co., he was instrumental in arranging for the excellent presentation at the large stand in the Olympia Exhibition last year, of exhibits by both firms, which well deserved the special commendation they received. The firm also exhibited at the Yarmouth Motor Exhibition last October and were awarded a first prize and a gold medal for their marine oil engines. As previously noted in our pages, the Marquis is now building for himself a cruiser yacht and set of crude-oil engines to prove their reliability for ordinary and every-day use at sea in a full-powered vessel. The experiment is being watched with keen interest by those in shipping circles.

The Marquis of Graham is Commodore of the Royal Gourock Yacht Club, and a Member of the Royal Northern Yachting Club.

INSTITUTE OF MARINE ENGINEERS
INCORPORATED

SESSION



1911-1912

President: The Most Hon. The MARQUIS OF GRAHAM, C.V.O., D.L.

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PAPER OF TRANSACTIONS NO. CLXXV.

NOTES ON MARINE BOILER REPAIRS

By MR. JAMES INNES (MEMBER)

Read Monday, February 6, 1911.

CHAIRMAN: MR. JOHN McLAREN (VICE-PRESIDENT).

ADJOURNED DISCUSSION

Monday, February 27, 1911.

CHAIRMAN: MR. A. ROBERTSON (MEMBER).

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