

SUMMERS HUNTER, Esq.,

PRESIDENT OF THE INSTITUTE OF MARINE
ENGINEERS. SESSION 1912-13.



* **W**E have pleasure in presenting to our readers a portrait of the President of the Institute of Marine Engineers, who was elected in succession to the Most Hon. the Marquis of Graham. The selection of the president-elect having been made by the Council in December, 1911, the election was ratified by the ballot vote of the members, declared at the Annual Meeting, held in March, 1912.

From the knowledge we have of Mr. Hunter there is no doubt that the maintenance of the high traditions of the Institute are safe in his hands, and during his year of office the motto of the Institute, inscribed on the crest, "Ahead," will prove to be the watchword for the various departments of the work, especially as the new President brings some experience to bear upon the position, as he is a Past-President of the North-East Coast Institution of Engineers and Ship-builders and has been for 12 years managing director of the North-Eastern Marine Engineering Company.

Born at Inverness in 1856, Mr. Hunter received the groundwork of his education at the Old Royal Academy there, and at the early age of fourteen was apprenticed to Messrs. Barker & Cope at Kidsgrove, near Stoke-on-Trent, where this firm carried on an extensive engineering business. By persistent study at Science Classes in the Wedgwood Institute, Burslem, he made up for his early removal from school, and secured many prizes, besides making steady progress in his work. He was largely influenced, during the beginning of his experience of life, to take the right path by meeting with, and working for, well-known men,—among others, the first Sir George Elliott, Mr. Geo. Bidder—known as the calculating boy—also Mr. S. Bidder—well known civil engineers, whose names will be remembered in connection with great engineering and industrial undertakings. During his apprenticeship Mr. Hunter was placed in charge of various important jobs on behalf of Messrs. Barker & Cope, gaining at the same time valuable experience in the different branches of engineering identified with the North Staffordshire industries. Having decided to pursue marine engineering, he started work with the North-Eastern Marine Engineering Co. (under the late Sir William Allan), at their Sunderland Works in 1880. After a short time in the shops he went to sea for over two years. His sea experience included a somewhat

exciting shipwreck, so that he ought to have a full appreciation of the engineer's duties and responsibilities. After obtaining his chief engineer's certificate, he received an appointment on the staff of the North-Eastern Marine Company at their then new Wallsend works, of which he was, in 1895, appointed General Manager and elected a Director of the Company. Since then his advance has been steadily progressive and in 1900 he was appointed Managing Director, with control of the Company's works at Sunderland and Wallsend. Under normal conditions these works employ about 4,000 men, and are adapted for the building of marine engines of the largest size.

The Schmidt system of superheating was adopted by the firm with a view to economy in the steamers which they built, when circumstances admitted of their initiative, and they were the first to take it in hand. Several sets of engines, both triple and quadruple expansion, have been fitted with the system. The oil engine has received a good deal of attention and study from Mr. Hunter and this is now bearing fruit, as the firm have the Diesel engine under consideration in preparation for constructing it in the near future.

The invention of labour-saving appliances has successfully occupied his attention, and it may also be said that Mr. Hunter was one of the first in the North-East Coast district to recognise the great possibilities of electric driving. After numerous experiments and tests the entire electrification of the Company's works at Wallsend was decided upon. A complete equipment of electrical driving plant, including overhead travelling cranes, etc., was installed in 1900, the current being obtained from the Neptune Bank Power Station. In the course of the following year the Sunderland works were electrified and for a long time the N.-E.M. works were the largest consumers of current in the country, from electric supply companies.

Mr. Hunter's progressive spirit and initiative has been apparent in numerous improvements introduced from time to time in connection with the Company. The memory of his own early difficulties has caused him to be ever desirous of giving all encouragement to apprentices anxious to improve themselves in knowledge of technical science. He believes in

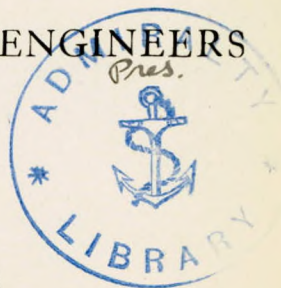
utilizing, as far as possible, the deserving talent trained by the firm, and a number of those who now occupy responsible positions at the Works served their apprenticeship and also worked under him. This system has created a certain good fellowship and *esprit de corps* which could be attained no other way. It makes for the success of any undertaking and particularly so in engineering and shipbuilding.

Amid the numerous and important calls made upon his time, Mr. Hunter has been able to take an interest in public matters. He was an active member of the old Volunteer movement, and was instrumental in raising two Companies in Wallsend, holding the rank of Captain in one of the Battalions of the Northumberland Fusiliers, and it was largely due to his efforts that Wallsend was provided with a Drill Hall of spacious size. He has also taken part in the Municipal life of Wallsend, and held a seat on the Board of the Urban District Council for some years. He is a member of the Institution of Civil Engineers, and of other scientific societies; he is a vice-president of the Institute of Metals, and is a responsible member of the Engineering Trades Federation; he is also a Director of the Iron Trades Employers' Insurance Association, and of the Tyneside Tramways and Tramroads Co.

Mr. Hunter has earned a reputation for technical skill combined with practical judgment, while the material success to which he has attained has been won by perseverance, industry and honest effort. Of deep convictions and sympathetic character, he has the subtle power of making friends and securing respect in the various circles in which he moves, while the keystone of his nature—set on sincerity and sterling honesty of purpose—has not only gained him popularity, but whatever he has undertaken he has been able to carry to a successful issue.

The Presidential Address is to be delivered at the premises of the Institute on Monday, October 14th, at 8 p.m., and the Annual Dinner of the Institute is to take place on Friday, November 8th.

INSTITUTE OF MARINE ENGINEERS
INCORPORATED



SESSION



1912-1913

President: SUMMERS HUNTER, Esq.

VOL. XXIV.

Twenty-fourth Annual Report
and Financial Statement

Additions to Library and Property

PAPERS READ

AND DISCUSSIONS HELD DURING THE SESSION.

Edited by

THE HON. SECRETARY.

INSTITUTE OF MARINE ENGINEERS

INCORPORATED

SESSION



1912-1913

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JOS. HALLETT, } Papers.
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JOS. BLACKETT, Property.

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A. H. MATHER, } Social and Annual
J. McLAREN, } Dinner.
F. M. TIMPSON, Issue of Transactions.

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J. CLARK and W. VEYSEY LANG—*Joint Conveners, Experimental Dept.*

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INSTITUTE OF MARINE ENGINEERS INCORPORATED

SESSION



1912-1913

President: SUMMERS HUNTER, Esq.

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List of Papers Read and Lectures Delivered.

DATE.	TITLE.	NO.	AUTHOR.
1912.			
Feb. 26 ..	The Towing Machine	CXC	Mr. T. W. WILSON
Mar. 4 ..	Notes upon a Marine Engine	CXCI	Mr. W. VEYSEY LANG
Mar. 11 ..	East Bengal and Assam	Lecture	Mr. F. C. MOSDEN
June 22 ..	Modern Developments in the Electro-Deposition of Metals and Alloys	CXCII	Mr. G. P. LEE.
June 22 ..	Wave Motion and Modern De- velopments in High Fre- quency Electricity	CXCIII	Mr. A. E. BATTLE.
Oct. 14 ..	Presidential Address		Mr SUMMERS HUNTER.
Oct. 21 ..	Applied Stability of Ships	CXCIV	Mr. J. H. HECK
Nov. 4 ..	The Manufacture of Iron	CXCV	Mr. P. P. DOWDEN.
Nov. 18 ..	The Use of Gases on Ships for Fire Extinction and Fumiga- tion	Lecture	Mr. E. KILBURN-SCOTT
Dec. 16 ..	The Lessons of Collisions at Sea and some Suggestions	CXCVI	Mr. G. W. NEWALL.
1913.			
Jan. 20 ..	The Spontaneous Combustion of Coal.. .. .	CXCVII	Mr. J. E. MILTON.

INSTITUTE OF MARINE ENGINEERS
INCORPORATED

SESSION



1912-1913

REPORT OF THE PROCEEDINGS

AT THE

ANNUAL MEETING

HELD IN THE

LIVERPOOL STREET HOTEL, LONDON, E.C.

ON FRIDAY, MARCH 7TH, 1913.

CHAIRMAN:

MR. SUMMERS HUNTER (PRESIDENT).

INSTITUTE OF MARINE ENGINEERS

(INCORPORATED 1889)

Programme of the Twenty-fourth Annual Meeting

ON FRIDAY, MARCH 7, 1913,

HELD AT

THE LIVERPOOL STREET HOTEL,
LONDON, E.C.

Chairman: SUMMERS HUNTER, Esq.

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.0. The CHAIRMAN. | 8.45. Vote of thanks to and Appointment of Hon. Auditors (Messrs J. CLARK and A. ROBERTSON).
Proposer, Mr. J. MACLAREN.
Seconder, Mr. J. R. RUTHVEN. |
| 7.8. Appointment of Scrutineers.
Proposer, Mr. J. R. RUTHVEN.
Seconder, Mr. P. SMITH. | 8.55. Vote of thanks to and Appointment of Hon. Solicitor (Mr. W. ARCHER).
Proposer, Mr. J. HALLETT.
Seconder, Mr. W. E. FARENDEN. |
| 7.10. The Annual Report.
The HON. SECRETARY. | 9.5. Recommendations and Suggestions from Members. |
| 7.25. The Financial Statement.
The HON. TREASURER. | 9.35. Report of Scrutineers.
Messrs. E. W. ROSS and W. J. N. BRETT. |
| 7.40. Adoption of Reports.
Proposer, Mr. J. SHANKS.
Seconder, Mr. J. CLARK. | 9.45. Vote of thanks to Chairman.
Proposer, Mr. A. BOYLE.
Seconder, Mr. JAS. ADAMSON. |
| 8.10. Vote of thanks to retiring President.
Proposer, Mr. J. G. HAWTHORN.
Seconder, Mr. J. RUCK-KEENE. | |
| 8.25. Vote of thanks to Office Bearers and Members of Council.
Proposer, Mr. GEO. ADAMS.
Seconder, Mr. J. H. REDMAN.
Response, Mr. J. T. MILTON. | |