THE AMERICAN SOCIETY OF NAVAL ENGINEERS
—ITS ORIGIN, SCOPE AND PURPOSE.

"A QUARTER OF A CENTURY IN THE EXISTENCE OF THE ORGANIZATION."

BY REAR ADMIRAL JOHN R. EDWARDS, U. S. NAVY, MEMBER.

INTRODUCTORY.

Inquiry has frequently been made by individual members of the Society concerning its origin and purpose. The by-laws of the organization give no information as regards either feature, and, even when referring to the initial number of the first volume of the Journal of the Society, it is noticeable that there is no mention made whatever as to the special or impelling reasons for the publication of the periodical. The third page of the cover of the initial number of the Journal, however, contains the names of the Officers and Council of the Society.
OFFICERS WHO ORGANIZED THE SOCIETY.

Fortunately for the interests of the organization, the personal diary of Rear Admiral G. W. Baird, U. S. N. (Retired), contains an entry that gives to the members of the Association some interesting history concerning its organization. The notes and recollections of this officer, who was subsequently elected a President of the Society, have been utilized wherever possible in the preparation of this article.

Many of the officers of the old Navy were accustomed to keep a personal diary and to note, when the circumstances were fresh in mind, the most important personal and official events that had happened each successive day. Rear Admiral Baird has been keeping such a diary since he entered the Navy in 1862, and in turning over to the page wherein events of September 30, 1888, are recorded, there is found the following reference to the organization of the American Society of Naval Engineers:

"The Engineer Officers had a meeting at the Bureau today, at which were present the following officers of the old Engineering Corps: W. S. Moore, A. M. Mattice, W. H. Nauman, F. C. Bieg, G. Kaemmerling, W. H. Chambers, R. S. Griffin and others. The purpose of this meeting was to devise some means for the recording of trial trips and to prepare and read papers pertaining to debatable subjects in naval engineering."

It is a matter of exceeding regret that Rear Admiral Baird's notes did not record the name of every officer who was present at this meeting or at any tentative preliminary assemblage that had been called for such purpose. There is evidence to show that there were also present at the meeting C. H. DeValin, B. C. Bryan, W. H. Allen, Stacy Potts, H. P. Norton, W. D. Weaver, R. B. Higgins, Victor Blue and Ward Winchell. There is some circumstantial evidence to show that there were other officers present at this meeting whose names it has not been possible to obtain.
OFFICERS OF OLD ENGINEERING CORPS WELCOMED ADVENT OF THE SOCIETY.

While Rear Admiral Baird's diary and the unofficial notes of the Association show that at least twenty officers of the old Engineer Corps attended tentative conferences or preliminary meetings in connection with the organization of the Society, it is but just to state that many engineer officers detailed to duty at the various navy yards gave early and cordial support and encouragement to the purpose of forming such an organization. The influence of these officers was undoubtedly a stimulus in the organization of the Society. The personal diary of Chief Engineer Fred G. McKean, U. S. N., shows that about October 23, 1888, a circular letter was sent out by the officers of the Bureau, telling of the proposed effort to organize such a Society. Bearing upon this feature, the books of the Treasurer show that within three months from the time the organization was projected, 102 officers of the old Engineer Corps had not only become members, but had paid the first year's dues. Within a year from the time of the organization of the Society the great bulk of the officers forming the old Engineer Corps of the Navy was comprised within its membership, for by the end of the year 1889 the Society had about 225 members. It may be of interest to recall the fact that it was originally contemplated to have branches of the Society at various naval stations, and such a branch was actually organized at Philadelphia.

NECESSITY FOR SUCH AN ORGANIZATION.

Some very far-reaching results were accomplished by the comparatively small assemblage that gathered at the Department on September 30, 1888, to organize the Society. It should be stated that about 1888 the character and extent of the machinery installations on board battleships had reached a point where it became imperative that fuller recognition should be accorded engineering duty, and therefore it was deemed of importance that some means should be taken to augment
naval engineering efficiency and to promote engineering prestige.

For years previous to 1888 it had been tentatively proposed by individual officers connected with the old Engineer Corps to extend engineering experimental research work and to issue desultory if not regular periodic papers relating to naval engineering advance. While there may have been but little thought previous to that time of forming a distinctly Naval Engineering Society, there was an impelling demand for such action, since there had developed urgent and cogent reasons for bringing within the reach of our naval engineers special and valuable technical information and data that was possessed by individual officers, but which was not available to the service at large. While individual officers of the old Engineer Corps had at times published fragmentary notes and thoughtful articles along special lines which possessed great engineering value, there was but little attempt to collate and classify this information. In special instances some of these professional notes were used as technical text books at the Naval Academy. Even the best of the naval engineering text books used at Annapolis were compilations of lectures and engineering notes that covered a wide domain, rather than well-presented and complete text books relating to distinctly naval engineering matters.

LACK OF ADEQUATE RELIABLE NAVAL ENGINEERING LITERATURE WHEN SOCIETY WAS ORGANIZED.

There were at that period also available to the officers of the Naval Service certain annual and special reports issued by the Bureau of Steam Engineering, some of which contained information of exceeding engineering value. These reports, of necessity, were of limited character and number. It may also be stated that there were available to certain officers some exceptionally valuable reports submitted by the Naval Engineering Experimental Board, of which ex-Engineer-in-Chief B. F. Isherwood was President. The number of copies that were printed and distributed of the reports submitted by the
Isherwood Experimental Board was limited, and therefore this information was not always available either to the cadets at Annapolis or to the junior engineer officers of the Service.

Even important information and data that had been submitted by some of the former Engineers-in-Chief of the Navy had not been incorporated in the reports of the Secretary of the Navy. Among other reasons ascribed for such action upon the part of the Department was the fact that this information in part was purely technical and did not relate wholly to naval engineering matters.

**VALUABLE PROFESSIONAL BOOKS THAT HAD BEEN WRITTEN BY OFFICERS CONNECTED WITH THE BUREAU OF STEAM ENGINEERING.**

The authoritative, remarkable and classic reports of Engineer-in-Chief Isherwood, the excellent treatise of Engineer-in-Chief King concerning the naval ships of foreign countries, together with the standard reference text book of Engineer-in-Chief Shock on Marine Boilers, bore testimony to the engineering literary talent that was comprised in the old Engineer Corps.

**OFFICERS OF THE OLD ENGINEER CORPS WHO RENDERED DISTINCT SERVICE IN PROMOTING ENGINEERING ADVANCE.**

As a translator of foreign technical text books and along the lines of indexing and classifying engineering literature, Chief Engineer F. G. McKean has probably had few superiors in the Navy. By reason of his technical knowledge, power of presenting a case, and his application of purpose, the work done by this officer along engineering lines in the rehabilitation of the Navy, if known in its fulness to the service at large, would justly place him as one of the strongest men of the old Engineer Corps.

Included among the best technical translators that the Navy has possessed there should be mentioned the names of Rear
Admiral C. W. Roelker and Captain Emil Theiss as translators from the German. The translation of Mr. Isherwood from the French probably represents the best line of work of this character that has ever been done by a naval officer. There were other officers of the old Engineer Corps—men like Engineer-in-Chief C. W. Loring, Chief Engineer Robert Crawford, the late George Westinghouse, Professor R. M. Thurston, David S. Greene, Rear Admiral David Smith, Rear Admiral S. L. P. Ayres, Chief Engineers Herschel Main, and Robert Crawford, and Passed Assistant Engineer J. C. Kafer, who rendered distinct and important service in advancing engineering prestige. It was therefore thoroughly recognized by those interested in the organization that if the Society should issue a quarterly publication it might be anticipated that there would be prepared or translated professional papers on marine engineering matters that would be regarded throughout the engineering world as of high order, and such has proved to be the case.

In reviewing either the work of the old Engineer Corps, or that of the American Society of Naval Engineers, the masterly work of Captain F. M. Bennett, U. S. N., "The Steam Navy of the United States," should be consulted and be regarded as a standard reference book upon matters pertaining to naval engineering development in the United States. This authoritative and excellent work likewise shows forth the character and ability of the remarkable men who directed and controlled engineering affairs for the early years during which the old Engineer Corps was in existence.

**Name of Society.**

At the meeting held on the 30th of September, it became evident that the dissemination of information relating to naval engineering advance was an urgent necessity to the education and development of the future officers of the Engineering Corps of the Navy. Mr. A. M. Mattice, who was then an officer of the old Engineer Corps, proposed that a Society
should be organized, whose purpose it would be to promote naval engineering prestige and efficiency, and that it should be called the "American Society of Naval Engineers." It is to this officer of the former Engineer Corps, therefore, to whom the Society is indebted for its name. It is of interest to note that Rear Admiral Baird presided at this meeting, and that his zeal and desire to organize such a Society was of such deep personal nature that it had a very far-reaching influence in arousing the interest of all connected with the Bureau in promoting such purpose. The present Engineer-in-Chief, R. S. Griffin, who was then a Passed Assistant Engineer in the Navy, was Secretary of the conference. During the course of the meeting so much interest was aroused that it was then and there determined to build up such a Society, to issue a quarterly journal, and to promote naval engineering efficiency and advance by every possible means consistent with their duties as naval officers.

EDITORSHIP OF JOURNAL.

Ex-Engineer-in-Chief Isherwood was requested to edit the Journal; but, as he was then 65 years of age and was engaged in some very important engineering research work, he was reluctantly compelled to decline the editorship of the publication. He did, however, prepare the first contribution to the first number of the Journal and which was issued February, 1889. After careful consideration of the question of editing the Journal, it was, however, found necessary to assign to the officer serving as Secretary and Treasurer, the Editorship of the magazine.

PRINTING OF THE JOURNAL.

The initial, as well as every succeeding number of the Journal that has been issued, represents the skillful, intelligent and conscientious work of R. Beresford, of Washington, D. C. The successive editors of the Journal have all been keenly
appreciative of the personal pride and interest that has animated Mr. Beresford in getting out the publication, and it is, therefore, with exceeding pleasure that this occasion is taken to bear tribute to this work.

In attempting to prepare even a brief outline of the origin, scope and purpose of this Society, it has been found necessary to bring somewhat into prominence either the work done during previous years by individuals in promoting engineering advance, or certain events that had a very determining influence in the upbuilding of an efficient steam navy. The references, therefore, that will be made to individual officers have been found essential in bringing more clearly to view the impelling reasons and trend for the organization of this Society.

**FIRST PRESIDENT AND SECRETARY OF THE ORGANIZATION.**

Chief Engineer N. P. Towne, U. S. N., one of the ablest officers of the Engineer Corps, was elected as the first President of the Society, and Passed Assistant Engineer R. S. Griffin as Secretary. The latter officer volunteered to take up the work of editing the Journal, and it is fitting that it should be made a matter of record that not only this officer but his immediate successor, Passed Assistant Engineer W. M. McFarland, carried on this additional work for those two years without any compensation or emolument. In 1891 the work of the Secretary-Treasurer had increased to such an extent that the Council of the Society voted to allot a moderate salary to the Secretary-Treasurer as a gratuity for the important service performed by him.

Through the personal work of the Secretary the younger engineer officers of the Service were induced to join the Society, and all Members and Associates were invited to prepare articles and monographs for the Journal. The work of interesting the older engineer officers in developing the Society as well as in arousing interest in the Journal was delegated to Chief Engineer G. W. Baird.
### VARIOUS PRESIDENTS AND SECRETARIES OF THE SOCIETY.

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<th>Year</th>
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**THE INFLUENCE OF ENGINEER-IN-CHIEF ISHERWOOD IN PROMOTING ENGINEERING ADVANCE.**

There are some cogent and special reasons why no attempt should be made at this time to tell of the incomparable service rendered by ex-Engineer-in-Chief Isherwood in contributing to naval engineering prestige and advance. The writer has no hesitation in stating that since machinery was installed as a propelling power on board naval ships probably no officer of any country has done as much as this remarkable man in advancing naval engineering interests. In brief, it may be
said it was primarily the work of this officer that contributed most to naval engineering development, and that was the impetus for the formation of this Society.

ENCOURAGEMENT AND ASSISTANCE RENDERED BY ENGINEER-IN-CHIEF MELVILLE.

Engineer-in-Chief George W. Melville, who was then Chief of the Bureau of Steam Engineering, from the inception of the organization, became exceedingly interested in the work and purpose of the Society. In every possible manner consistent with his official position as Engineer-in-Chief he urged former and present officers of the Naval Engineer Corps to interest themselves in developing and promoting the purpose of the organization and to make the Journal an authoritative publication as regards naval engineering matters. The Society owes this officer an inestimable debt for the work that he did in the upbuilding of the organization.

EXACTING DUTIES OF THE EDITOR.

There have been cogent and important reasons for electing to the position of Secretary-Treasurer (who is also ex-officio Editor of the Journal) an officer of the active list of the Navy. Since the demand for naval efficiency has been so exacting, and as engineering, in its broad sense, has become such an important factor of naval construction and development, it is essential to our naval prestige and efficiency that we should keep abreast, if not try to keep slightly in advance, of our possible naval foes. In order, therefore, to make the Journal the medium that it should be, in giving the officers of our Navy a practical naval engineering extension course, the duties of the Editor have been of the most exacting and strenuous character. Every officer who has held this office has conscientiously striven to maintain the prestige and reputation of the periodical; but, after according full recognition to all who have been associated with this work, the Society
owes a special debt of gratitude to Rear Admiral Griffin and Mr. Walter M. McFarland, now Vice-President of the Babcock & Wilcox Company, for the far-reaching work done by them while serving as Editors of the Journal. It is regrettable, that the necessarily limited length of this article precludes the members of the Society from being informed in detail of the extent and character of the services performed by them, since it has been of a nature to justly inspire this encomium.

**WORK RENDERED BY THE LATE COMMANDER F. C. BIEG, U. S. N., IN PROMOTING THE WORK OF THE SOCIETY.**

In reviewing, however briefly, the organization and work of the Society, special mention should be made of the interest manifested and the work accomplished by the late Commander Frederic C. Bieg, U. S. N. Probably no commissioned officer of the old Engineer Corps of the Navy, except ex-Engineer-in-Chief B. F. Isherwood, did more in promoting original naval engineering research work and investigation than was done by Commander Bieg. He was among the first to advocate the establishment of an advanced course of training for junior engineer officers. The suggestion to build and equip a naval engineering laboratory originated with this officer. As regards the value and importance of collating the logs and records of the Bureau, he probably did as much if not more than any other engineer officer to analyze and index the important engineering data contained within these reports and records. The far-reaching influence of the work done by this modest, conscientious and able officer is best appreciated by those who knew of the extent and character of the work done by him, since the retiring nature of the man caused him to subordinate himself at all times in the accomplishment of important purposes. Another important service rendered by this officer was due to his tact, zeal and success in inducing the associates of the Society to interest themselves in the work and purpose of the organization.
THE FAR-REACHING INFLUENCE OF THE WORK DONE BY CHIEF ENGINEER CHARLES H. MANNING, U. S. N., IN PROMOTING NAVAL ENGINEERING DEVELOPMENT.

Among the Instructors at the Naval Academy, in 1871, when the Cadet Engineer course of instruction was revived under conditions that gave intimation to the naval service that the Engineer had become an integral part of the naval organization, was a young Assistant Engineer, who was destined to become a very important factor in promoting naval engineering advance. Probably no other officer connected with the naval service realized so clearly in its fulness as did this officer—Assistant Engineer Charles H. Manning, U. S. N.—the far-reaching influence upon naval efficiency and development that would result from the extension of the curriculum of the Naval Academy to an extent that included the extended scientific training of the naval engineer.

This man did more, than dream a vision, of the great purpose he had often hoped for, and which he now realized would soon be consummated. Although he was one of the Junior Instructors of the Steam Engineering Department, retiring and modest by disposition, and unselfish to the core, yet, in a tactful, progressive and masterly manner, he was the recognized leading factor in rapidly developing and establishing at the Naval Academy, an engineering curriculum that materially changed the whole trend of education in the United States, and even in Europe, along the lines of the Mechanic Arts and Sciences; for it is now recognized that, when the distinct engineering curriculum was abolished in 1882 the course in engineering at the Naval Academy probably surpassed any mechanical engineering course of instruction that had then been outlined at any technological institution of the country.

It has been said that the engineering course of today at the Naval Academy is superior to that of 1881, and along certain lines this may be true. The present engineering course, however, is simply a development of work done in the past,
and represents an expenditure of hundreds of thousands of dollars and the work of many persons. It is, however, the pioneer and the pathfinder who often most merit recognition, since every overshadowing figure in history and every great cause has been preceded by some forerunner or token, and when the matter is viewed from this standpoint, Chief Engineer Manning was the man of all others who blazed the way and contributed most to engineering advance at the Naval Academy.

The Construction Corps of the Navy is substantially indebted to this man for taking the primary steps whereby its officers, recruited from graduates of the Academy, were given advanced training in naval architecture at such great institutions as Glasgow, Paris and Greenwich.

The greatest service, however, that he rendered was his remarkable work in arousing the engineer graduates of the Naval Academy to the duty that they owed to themselves and the country, in demanding that naval engineering should be placed upon an official status commensurate with its important duties as regards the design, construction and operation of the great floating workshops and fortresses comprising the modern fleet.

As a culmination of the far-reaching work that he has done for the Engineer and for Engineering in the American Navy, it must be an ineffable satisfaction to him to know that the Naval Appropriation Bill which became a law June 30, 1914, contained a provision whereby those officers, doing engineering duty exclusively, are now eligible for any shore duty compatible with their rank and grade, to which they may be assigned by the Secretary of the Navy.

Any history of the American Society of Naval Engineers that contained no direct reference to the far-reaching influence that this man had upon the development of engineering progress in the Navy would be lacking in an important essential, and that is in want of appreciation and acknowledgment of the great service rendered to the Navy and the Nation by one
whose modesty, humility and commanding ability endeared him to all his students and shipmates.

**THE FAR-REACHING INFLUENCE OF THE LATE REAR ADMIRAL JOHN L. WORDEN, U. S. N., UPON NAVAL ENGINEERING EDUCATION.**

With the advent, in 1871, at the Naval Academy, of a Class of Cadet Engineers, it was prophesied that the effort to educate officers for the Engineer Corps of the Navy at Annapolis, would meet with the fate which befell the Class of Cadet Engineers who entered the Naval Academy in 1867. Such would undoubtedly have been the case, if it had not been the good fortune of the Navy and the Nation that Commodore John L. Worden, U. S. N., should have been Superintendent of the Academy about the period when such training of Engineers was planned and revived.

It appears strikingly significant, if not providential, that Commodore Worden, who commanded the *Monitor* in her historic fight with the *Merrimac*, should have been made Superintendent of the Naval Academy in 1869, and therefore possessed in 1871 an intimate knowledge as to the capabilities of the Institution at Annapolis to undertake the work of training naval engineers.

No officer who ever held a commission in the American Navy had a higher respect and deeper affection for the customs of the sea, the traditions of the sailing frigate, and the romance of the old ships-of-the line than Commodore Worden. Of the great Naval Commanders who figured in the Civil War, the hero of the *Monitor* and Admiral Farragut were probably the first to recognize in its fulness the fact that with the advent of the armor-clad vessel, there had gone, and gone forever, the clewlines, the buntlines, the reef-tackles and the jib halliards of the age of sail. It was clear to these men, and they gave expression to the fact, that the seas of snowy canvas and the forest of yards and masts which had been the pride and the glory of the sailor of a previous genera-
tion, and about which so much folk-lore and romance had been weaved, such inspiring songs composed, and so much history written, had passed away forever, but with their passing, there had come a class of fighting ships which more than ever before would give the control of the world to the nation that controlled the sea.

One had only to come under the personal influence of a silent, resourceful, forceful and commanding character like Commodore Worden to be strikingly impressed with the fact that he was in the presence of an overshadowing leader. While he did nothing to coddle the Cadet Engineers, Commodore Worden made it clear to those who thought otherwise, that the status of the Cadet Engineer at the Academy was to be identical with that of the Cadet Midshipman, and that during his incumbency of the position of the Superintendent, the education of the Cadet Engineer would be given a free and untrammelled test.

It is regrettable that the necessarily limited length of this contribution to the Journal makes it impracticable to tell of the inestimable service rendered by Admiral Worden in promoting naval engineering advance. His name has been worthily placed in the galaxy of commanding figures in American Naval history.

While it is probable that no Naval Officer of any country could, at the close of the Civil War, have checked the inevitable trend towards naval engineering advance, Admiral Worden was among the first to advance such movement. It is therefore eminently fitting that these brief notes concerning the history of the Society of Naval Engineers should record the splendid work that was done by this officer, since the work was of such character as to cause it one of the great contributing causes that led up to the formation of this Society.

SCOPE AND PURPOSE OF THE JOURNAL OF THE SOCIETY.

There was one very important reason why the Society considered that a Quarterly Naval Engineering Journal should be published, and that was to afford its members, scattered
Throughout the world, absolutely reliable information concerning engineering progress and advance. About that period it was exceedingly difficult to procure considerable data of such character, for it can well be understood that private individuals and commercial firms, who had conducted, at great expense, important technical investigation and research work, were not ordinarily inclined to make public the data and conclusions of such tests for the benefit of their rivals or for the world at large. It was probably but natural, therefore, that individual and commercial interests, as a rule, should suppress certain information that was not conformable to their expectation and interest, while at the same time they might be keen to herald their successful efforts. Where individuals had been subjected to heavy expense in conducting research work they were fully justified in using the data thus obtained as a means of promoting professional reputations or in advancing the material interests of those who conducted such work.

Influence and Success of the Journal.

When those interested in marine as well as naval engineering advance read the first number of the Journal, which contained but seven papers and ninety-six pages, it was realized that the publication was intended to subserve a high purpose, and that this purpose was to afford not only accurate, but complete, information, to the engineering world concerning the trend and progress of naval engineering development. Such periodicals as the "Engineer" and "Engineering," of London, subsequently gave unstinted praise to the publications of the Society. Subscriptions came to the Secretary from many of the leading shipbuilding firms of the world.

At least two or three hundred technical contributions published in the Journal have commanded marked attention throughout the naval and marine engineering world. The official reports of the machinery trials of our naval vessels, as first published in the Journal, are regarded as containing the most reliable data extant as to the coal consumption and
evaporative efficiency of modern warships. The information contained in these special reports constitutes the essential data upon which the machinery of American warships has been designed.

It is a significant fact that, although nearly every shipbuilding engine firm in America, engaged in naval construction, has either gone into the hands of a receiver or has passed some of their annual dividends, the financial losses of these firms, as a rule, have been found to be due to conditions elsewhere than in the building of the machinery. The data and information contained in the Journal of the Society has been no inconsiderable factor in bringing about this satisfactory condition of affairs, since it has probably prevented serious defects in machinery design that would have been of far-reaching consequence when measured from a financial standpoint.

The research work and deductions of Captain C. W. Dyson, U. S. N., as regards the design of screw propellers, stands on a plane that has never been surpassed by any authority on the subject. It has been found, in general, that where the deductions of Captain Dyson have been departed from to any noticeable extent as regards design of propellers for special ships, there has been failure and disappointment of a character that has involved heavy consequential expenditure upon the part of the contractors.

VALUE OF THE JOURNAL IN PROMOTING NAVAL ENGINEERING PRESTIGE.

It ought also be stated that, in the early days of the history of the Society, when our Navy was in a state of development, articles were contributed to the Journal which represented months of effort upon the part of the individual writers, for naval officers about that period had more time than is now available for literary effort. It was likewise unofficially understood that where the Bureau had directed or suggested the preparation of certain papers for publication in the Journal,
such articles might be regarded as expressive of the policy or views of the Bureau upon these matters. It was not surprising, therefore, that the quarterly literary productions of the Society were regarded, as a whole, of great technical worth. In requesting, urging, and even directing, the officers of the old Engineer Corps to prepare such articles, the Society owes an immeasurable debt to Rear Admiral Melville.

About two years ago the Dean of the Naval Engineering School at the great Charlottenburg Laboratory told one of our Members that no technical productions that came to Charlottenburg from any country were more anxiously awaited than the Journal of the Society.

THE WORK OF THE SOCIETY HAS PROMOTED NAVAL EFFICIENCY.

The articles contributed to the Journal have, as a whole, represented the best sincere and thoughtful efforts of their authors. It was realized that what the engineering world wanted was accurate and complete data, so that each individual could form his own conclusions from a study of the information supplied. The accurate and extended reports contained in the Journal, as regards the trial trips of our warships, have undoubtedly been the means of shaping in certain essential respects the trend of naval engineering design. It is a conservative estimate which states that millions of dollars have been directly or indirectly saved to the Government as a result of information published in the Journal of the Society, since many of the volumes are regarded as valuable books of reference and standard authority by every shipbuilding firm which competes for naval work. Information and data, prepared especially for the Journal, have been the indirect, if not the direct means of increasing the endurance, promoting the efficiency, augmenting the safety, and reducing the cost of operation of the varied and extensive machinery installations of our naval vessels.
CRITICAL PERIODS IN THE HISTORY OF THE SOCIETY.

There have been two periods in the history of the Society when considerable concern was experienced as to the future of the organization. It was considered probable in 1898 that, with the passage of the Personnel Bill, naval engineering prestige would materially decline, and that it would be difficult to maintain the Society along the distinct lines upon which it was organized. While there resulted from the enactment into law of the Personnel Bill a number of withdrawals of the Active Members there was an increase in the Associates which more than made up the decline in the active membership.

In 1908–1909, when naval engineering efficiency and prestige seemed threatened, it was again believed by those most interested in the organization that another crisis had been reached in the history of the Society. The banquet that was given in 1909, in Washington, undoubtedly had a very material effect in overcoming the apprehension that existed at that period concerning the future of naval engineering in the American Navy. As an outcome of that banquet the interest of various naval administrative and legislative officials was aroused to the existing engineering condition of affairs, and an impetus was given to engineering prestige that has had a beneficial effect even up to the present time.

OBLIGATION AND DUTY OF JUNIOR OFFICERS TO CONTRIBUTE ARTICLES TO THE JOURNAL.

It should be stated, for the information of the junior officers of the Service who are members of the Society, as well as for our associate members, that the Council of the organization has decided to pay more liberally for accepted contributions, since it is desired to enhance the value of the Journal as a reference work along naval engineering lines. The literary training and experience that a young officer acquires in preparing technical articles for the Journal ought to prove of professional benefit to him, for the manner in which technical
information is collated and presented counts for much in determining the influence and value of official reports upon engineering matters. Those officers, in particular, who have been given post-graduate instruction along naval engineering lines, ought to be frequent contributors to the columns of the Journal.

The future of the Journal must largely depend upon the extent and character of the professional contributions that may be submitted by the junior officers of the Service. Commendable as may be the purpose of the younger officers of the Service in supporting every publication or periodical that deals directly with naval affairs, those interested in naval engineering development should consider it a privilege, if not an obligation, to give special support in maintaining the Journal of the Society as one of the authoritative periodicals along naval engineering lines.

**SOCIETY WORTHY OF DEPARTMENTAL ENCOURAGEMENT.**

The Society is worthy of the special consideration of the Navy Department. A room should be assigned in the new Navy Building to the Secretary-Treasurer of the Society (as he is also Editor of the Journal), in carrying on his manifold duties. It is certain that if the Journal should cease to be published there would result a loss of information to the shipbuilding interests, as well as to the Navy at large, that would be of far-reaching character.

**PROGRESSIVE OFFICERS ARE KEEN TO PROMOTE THE GENERAL PURPOSE OF SUCH ORGANIZATIONS AS THE UNITED STATES NAVAL INSTITUTE AND THE AMERICAN SOCIETY OF NAVAL ENGINEERS.**

The Commissioned Personnel of the Navy are unquestionably benefitted in various ways by the publications of the "United States Naval Institute Proceedings" and the Journal of the American Society of Naval Engineers. One is well justified in believing that any Commissioned Officer of
the Line who does not take time to give at least a general perusal to the most important contributions contained in one or both of these publications, fails to grasp the far-reaching purpose and benefit of these organizations to the Navy at large as well as of the immeasurable professional service that they can render the individual officer.

It would probably surprise some of the Senior Officers of the Service, if it could be made known to them in its fulness, how far-reaching to their detriment has been the fact that they had not sought membership in either Society. It might be well for some of the junior officers of the Navy to thus give an occasional thought to the material as well as the professional loss in being indifferent and unconcerned as to the work of Service Associations. Can an officer be regarded as progressive who does not take pride and interest in advancing the work of Associations like that of the American Society of Naval Engineers?

EXISTING CONDITION OF SOCIETY.

Fortunately for the interest of the Navy, as well as for that of the shipbuilding firms of this country, the Society is not losing ground, and this fact is not only manifested by the satisfactory financial condition of the organization, but likewise by the enthusiasm and interest that is evidenced in the work of the Society as reflected at the several annual banquets that have been held. The financial condition of the Society, as published in the February, 1914, issue of the Journal, shows that its total assets on December 30, 1913, amounted to $11,038.57. The existing Active and Associate Membership on January 1, 1914, was 753. There are also 363 subscribers to the Journal, and 74 exchanges.