

operated by one man instead of a man at each davit as on the "Welin", there of course the comparison ends, as at present, there is no launching apparatus on the latter.

The "Martin" davit (See Fig. 6), which is the one I have been developing, can easily and safely lower a boat at a speed of 10 feet per second or more, which, allowing seventy feet, will require only seven seconds to lower the boat into the water and the boat can be landed in the water as gently as desired, even when fully loaded.

I wish to state here my appreciation of the methods and the thoroughness with which the British Board of Trade subject any apparatus brought before them for installation for life saving equipment aboard steamships. They put the davit to every test that they could think of that it might be subjected to in adverse sea conditions. They had us fill the boat while in the chocks with about six thousand pounds of sand (See Figs. 7 and 8) to see what the davit could do should the boat be rushed by frenzied passengers, who had got beyond the control of the ship's crew and had us heave it out and launch it, which was done successfully. Then they had the boat stopped while it was being hoisted, when about twenty-five or thirty feet below the deck, and by pulling on the painter attached to the bow of the lifeboat, got it swinging as hard as they could,



FIG. 7