

Mr. CHEVRIER: Am I to take it that the Department of Transport is not making an investigation.

Mr. HEES: We do not think there is any need for further investigation because, having read the transcript of evidence taken at the inquiry, every detail appears to have been adequately covered.

We are taking action in regard to the two matters I have spoken of.

The CHAIRMAN: Mr. Smith (Simcoe North).

Mr. SMITH (*Simcoe North*): It is proposed to change the loading plates that are attached to the small boats?

Mr. BALDWIN: Yes. We have been in touch with the Canadian Boating Federation which has cooperated with us in establishing this scheme for loading plates. It is a voluntary scheme to be used by the manufacturers; and we have agreed with them now on the different types of boats upon which new plates are to be installed.

Mr. SMITH (*Simcoe North*): It will include a statement that load includes equipment?

Mr. BALDWIN: I do not think the exact wording at the moment is cleared, but when we say gross load, that means everything, passengers as well as other items.

Mr. HEES: Including the engines, of course.

Mr. DRYSDALE: What provision is made to test life preservers?

Mr. BALDWIN: There was a very thorough scheme worked out in cooperation with the manufacturers under which specifications are laid down in regulations by the Canadian government by a specifications board which included both governmental and industrial representatives. Every new type of life preserver is subjected to a very intensive flotation test by our own steamship inspection branch before it is approved.

Mr. DRYSDALE: When the item is tested in the first place and approved, is there a subsequent testing that takes place on the boats?

Mr. BALDWIN: No. When they receive governmental approval it is an indication that it meets the requirements in the matter of flotation tests and so on.

Mr. DRYSDALE: What do you mean?

Mr. CUMYN: The inspectors examine the life jackets to see that the canvas has not become ripped or that the kapok has not lost its buoyancy, and to see if all these things are still strong and that the life jacket generally is in a serviceable condition.

Mr. HALES: Is it under this inspection service that fire protection on passenger boats is considered?

Mr. HEES: Yes it is.

Mr. HALES: And there is an inspection for fire protection and fire drill and all the rest?

Mr. HEES: Mr. Cumyn will answer your question.

Mr. CUMYN: In respect to passenger ships, we have men who visit every large passenger ship at least annually and who carry out a survey of the discipline and training of the crew.

The steamship inspector when he issues the certificate for the ship also enquires to some extent into that part of it.

Mr. BIGG: I understand there is no inspection made of boats under 10 horse power?

The CHAIRMAN: That is right.

Mr. WRATTEN: Is it the intention of the department that the weight plates to be put on small boats such as the 14 to 15 feet pleasure boats?