

same position as if lowered by the old davits, and, to my mind the critical time is at the unhooking of the boat, as if the boat is not properly unhooked, that is if the wrong end is let go first, there is every possibility of it being swamped.

I am sure we have all enjoyed the talk Mr. Lewkowicz has given us, and it has started some of us thinking if we can swim or not.

I propose a very hearty vote of thanks be tendered to Mr. Lewkowicz for the very complete manner in which he has placed this subject before us.

Mr. Lewkowicz,—

I would like to repeat on the point brought out by Mr. Wickens that this is part of the boat equipment, and not of the davits. In any case with this equipment both ends of the boat are lowered in unison, and it is impossible to lower one end quicker than the other, therein lies the danger in the old davits.

Mr. Adams,—

I would like to say that I am a marine engineer, and in that capacity I am supposed to have charge of one of the boats if anything should happen at any time.

I would like to say right here that I believe that many a life would be saved if the boat davits would work a little better. I know for a fact that in Toronto bay many a life would have been saved if the davits had been in such condition that a boat could have been swung quickly into the water. If they were in the condition they should be there would be no need for a police boat on the bay to save lives, as a boat could be lowered and the person in the water got into the boat long before the police boat could be got to the scene of the accident.

Mr. Newman,—

Before that motion is put before the meeting I would like to say that I was in the Old Country this summer attending a convention of Naval Architects, at which were representatives from every navy in the world, also from all the big shipping companies, and there were several forms of davits exhibited there. I would have liked to have had Mr. Lewkowicz and his model present. There were several excellent davits exhibited, but the chief fault with all of them was that they had too much exposed mechanism, and would soon become useless through being clogged by paint before they had been on board ship very long. You know that the ordinary routine of the men on the big steamships of to-day is largely taken up with the scrubbing or paint brush. If Mr. Lewkowicz had made a