

my opinion will be its greatest factor in commending itself to ship owners.

Great consideration has been given to the deterioration of the exposed parts of this davit and also to the necessity of making all bearings self lubricating, so that the apparatus can always be operated when needed even in cases where it has been neglected by the man delegated to look after it.

Before being brought before the British Board of Trade it had been submitted to the Steamboat Inspection Department of Canada and the United States and the approval of both obtained. In fact the United States Department of Commerce and Labor endorsed the approval of its Steamboat Inspection Department's Board appointed to pass on the "Martin" davit.

Mr. Lewkowicz then gave a short description of the working of the davit with the model.

Mr. Adams,—

On a freight boat when the crew available to man the life-boat is small and one man remains on the boat to operate the davit and he lowers the boat with the crew in it, how does he get into the boat?

Mr. Lewkowicz,—

He can slide down the life line into the boat after it has reached the water, or he can start the boat going down slowly, and then slide down the life line into the boat before it reaches the water.

Mr. Adams,—

That must be hard when the ship is rolling.

Mr. Lewkowicz,—

As the boat is lowered about 10 feet a second and with a fall of 40 or 50 feet you can time it so that the boat will reach the water as the waves are coming up. A boat of 300 or 400 feet in length will not make more than 12 oscillations a minute so that there is plenty of time to judge the right moment to let the boat into the water. As demonstrated to you, it is possible to let the boat down rapidly, and then check it, letting it into the water gently, although the old seamen say they like to see a splash.

Mr. Adams,—

Then you get the hooks out? What kind of hooks do you use?