

sunk, but which is being salvaged, and in the course of a few months, will be in better condition than she was before the disaster. All our losses were fully covered by insurance to the extent of replacement values.

"It is impossible at present to forecast the company's future, but it seems to me that, while industries which are now working to capacity, will receive somewhat of a setback for a period after the declaration of peace, it will be because a large number of factories came into being during the war, and are largely engaged in manufacturing for war purposes. There is, no doubt, a very large percentage of increase in equipment for the manufacture of all sorts of materials, while, on the other hand, there is a very great decrease in water transportation facilities since the war began, and it will take several years to replace the tonnage lost. It will require the best efforts of all trans-

portation companies after the war to meet the demands of European countries, in the matter of food stuffs alone. It is, therefore, with considerable confidence that we look forward to the company's future."

The directors and officers were all re-elected, and are as follows:—Commander Sir A. Trevor Dawson, R.N., Hon. President; Jas. Carruthers, President; J. W. Norcross, Vice President and Managing Director. Other directors:—C. A. Barnard, J. C. Newman, H. B. Smith, E. Bristol, M. J. Haney, Hon. J. P. B. Casgrain, G. H. Smithers, D. B. Hanna, J. P. Steedman, F. S. Isard, H. W. Cowan, W. E. Burke, J. E. Dalrymple. Secretary: F. Percy Smith. London Advisory Committee: Commander Sir A. Trevor Dawson, R.N., Chairman; Sir Vincent Caillard, Albert Vickers, W. Grant Morden, C. G. Bryan, Sir Mitchell Mitchell-Thomson, Bart., Sir H. Montagu Allan, C.V.O.; Secretary, T. J. Fellowes Brown.

## New Regulations Respecting Life Jackets for Vessels.

The following instructions have been issued by the Board of Steamship Inspection, Marine Department, Ottawa, to steamship inspectors:—

1. **Inspection of Life Jackets.**—No life jacket may be accepted after April 1, 1918, as part of the statutory equipment of a vessel unless—(a) it is of a type approved by a certificate of approval issued on or after May 1, 1917; (b) it complies with the specification annexed to the certificate; and (c) it is in good condition and generally fit for the service intended. Makers of life jackets who wish to obtain approval for their life jackets should make application as indicated in paragraph 8.

2. **General.**—Life jackets intended to form part of the statutory equipment of a vessel must be approved material and construction and those intended for use by adults must be capable of supporting 12 lb. of iron in fresh water for 24 hours. Life jackets intended for use only by children must, in general, be capable of supporting 12 lb. of iron in fresh water for 24 hours. The required buoyancy may be supplied by cork, kapok or other approved substance, but no life jackets which depend on air compartments for their buoyancy will be accepted. The cork used in the manufacture of life jackets should not weigh more than 12 lb. a cubic ft. and must be of good quality and cleaned. Pieces of cork for all parts of jackets except for shoulder or other special pockets should, in general, be not less than 20 cu. in., however, smaller pieces may be worked in in pockets with these sized pieces, provided they are securely attached to the larger pieces with proper wooden pins. In no case will cork shavings or cuttings be accepted. Kapok must be pure Java kapok of good quality, free from seeds or other foreign matter and well cleaned. At least 24 oz. of kapok must be in each life jacket whose buoyancy is derived from this material.

3. **Distribution of buoyancy.**—The buoyancy must be so distributed in the life jacket that when worn by a person in the water it will comply with the following conditions:—(a) When the wearer is in the position of the body should be as near the vertical as possible, and if there is any tendency to depart from the vertical it should be to throw the head backwards. (b) The buoyancy of the jacket should be so arranged that it will keep the wearer's

head clear of the water when floating in the inert position. (c) In the event of the wearer through any cause being rendered unconscious, the head should be so supported that it would not fall forward and the face become submerged. (d) Life jackets for adults must be such that they will fulfil the conditions set out in paragraphs a, b and c of this section when worn by persons whose chest measurement varies from 32 to 50 in., life jackets for children will be required to fulfil these conditions when the chest measurement varies from 24 to 38 in. Jackets intended for both adults and children must be such as will be satisfactory for the whole range of chest measure from 24 to 50 in.

4. **The covers** may be of cotton, linen or other approved material, subject to the following conditions:—Covers of all linen with no admixture of other material must weigh not less than 6 oz. to the yard with a width of 27 in., must have at least 28 threads to the inch in the warp and in the weft, and must be unglazed and unmangled, and free from all dressing. It may be bleached or unbleached, but no artificially colored material is to be used except in covers for children's life jackets. The minimum standard for covers of all cotton with no admixture of other material will be cotton duck 38 double warp and 54 in weft, weighing not less than 6 oz. to the yard, with a width of 29 in. Any other material must be submitted for approval.

5. **The tapes** must be of linen or cotton thread web 1¼ in. wide, and capable of bearing a strain of 200 lb., and must be securely attached to the cover; the ends of the tapes where they are attached to the cover must be doubled, and the ends displayed. The method of affixing and tying the tapes must be simple and easily understood, and capable of being rapidly carried out.

6. **Sewing.**—The tops of the cover must be sewn with doubled material, and must be at least as strong as no. 25a 5-cord Whittemore cord. All other sewing is to be made with linen thread not less than no. 25.

7. **Marking.**—All jackets must be marked "Adult's life jacket," "Child's life jacket," or "Adult or Child's life jacket," as the case may be, and must also be marked in such a manner as will indicate clearly the front and back in bold letters not less than 2 in. deep. The maker's

name or trade mark should be on all life jackets. Life jackets suitable for children only shall be colored red.

8. **Approval of life jackets.**—Application for test and approval of life jackets should be made to the Chairman, Board of Steamship Inspection, Marine Department, Ottawa, by shipowners desirous of adopting any special type of life jacket, or by makers; a sample jacket should be forwarded for a test, arrangements for which may then be made, the makers or their representatives usually being notified so that they may be present. When the test is completed a specification form will be supplied by the department, which must be correctly filled in and duly signed by the maker, who must also submit sample photographs in various positions of adjustment, with instructions for adjustment. The specification and photographs, and report on the test will then be submitted for the board's consideration, the result of which will be communicated to the makers, and if the jacket is approved, they will be requested to supply a number of copies of the specification and photographs for distribution amongst the inspectors, and to undertake to provide with all jackets supplied a minimum number of photographs showing adjustments. All life jackets must strictly comply with the specification and original sample approved by the board, and be inspected at the maker's works or warehouse, or elsewhere, by a representative of the board, when a percentage of each batch will be tested by floating them in fresh water with the required amount of iron suspended from them. If found satisfactory, they should be stamped to show they are approved, with date of examination and initials of the person making the examination. All life jackets found on board ship may be tested by a steamship inspector, whether previously approved or not, and may be tested as to condition, or to ascertain what weight of iron they will support, and if found deficient, will be condemned, and a report will be made to the board, who reserve the power at any time to withdraw their approval of an approved life jacket.

The Ogdensburg Coal & Towing Co. Ltd., the incorporation of which was mentioned in our last issue, has an authorized capital of \$1,500,000 and office at Montreal. It has taken over the business formerly conducted in Canada by the Ogdensburg Coal & Towing Co., Ogdensburg, N.Y., and has formed another company under the name of the Ogdensburg Coal Corporation, with \$200,000 authorized capital, to take over the U. S. business, and which will be controlled by the Canadian company. The officers and directors of the O. C. & T. Co. are:—President, W. L. McDougald, Vice President, Century Coal & Coke Co., Montreal; Secretary-Treasurer, G. P. Morgan, Montreal; other directors, J. W. Norcross, Canadian President and Managing Director, Prada Steamship Lines; R. M. Wolvin, President, Montreal Transportation Co.; C. A. Barnard, K.C., director, Canada Steamship Lines, Ltd., and F. S. Isard, Comptroller, Canada Steamship Lines, Ltd.

The Marine Engineers Association of Newfoundland, at a recent annual meeting, passed resolutions of sympathy with the relatives of those who lost their lives in the wreck of the s.s. Florizel. Officers for this year were elected as follows:—C. Puddeste, President; John Pollock, Vice President; James Coffey, Secretary; Treasurer; W. Crossman, A. McKinley, E. J. Birch, executive committee.