

DISCUSSION.

Mr. Cruickshank said on several occasions the docking accommodation of Sydney had been practically crippled by ships requiring heavy repairs occupying Mort's Dock for weeks together, for although we had a grand dock in the Sutherland Dock, and also the old or Fitzroy Dock—the two docks at the Government dock-yard—these were often not available, being always used by men-of-war. Therefore, as shipping is increasing at an enormous rate in number and size, it became absolutely necessary to do something; so the alteration and making and deepening of Mort's Dock had, to a very great extent, overcome the difficulty. Eighty or ninety per cent. of the shipping can be docked in the ordinary way, and still a comparatively large ship can be repaired in the upper portion of the dock, occupying it for four or five weeks, without materially interfering with the ordinary work.

At the time of speaking, there was a German man-of-war in the upper dock, not by any means a small ship, which had gone ashore on a reef in the Islands, on which a large amount of work was being done, and the ordinary work was being carried on without interference, while both docks at Cockatoo Island were occupied by men-of-war. This showed the absolute necessity of something being done to meet the present and future requirements of Sydney. He thought the author had shown them that Mort's peo-

ple are quite up-to-date, and that the caissons may be worked with all confidence, and save much time compared with the primitive method. As everybody in the shipping line seems in a confounded hurry, and Morts' people are docking ships day and night, an hour saved means something.

The author has shown that in the construction of the caisson nothing has been neglected; and as we dock ships, as far as appliances are concerned, as cheaply as in other parts of the world, this necessarily causes work to gravitate towards Morts' Dock. He had found the paper exceptionally interesting.
