

end panels. A 6-ton travelling crane serves each section. The crane girders are straight Warren trusses, 7 ft. 3 ins. deep, each top chord being a pair of 12-in. channels, and each bottom chord a pair of 6-in. x 3½-in. x 5⁄8-in. angles.

The roof of each section has a slope of ¾ in. to the foot. Approximately 85,000 sq. ft. of prepared roofing was used in covering the berth.

Anglins, Limited, Montreal, were the general contractors, the berth being designed and erected under the supervision of H. H. German, chief naval architect for Canadian Vickers, Limited. The steelwork was designed, fabricated and erected by Canadian Allis-Chalmers, Limited, under the direction of J. L. Brower, manager of the bridges and buildings department. Jas. Findlay was superintendent of erection.

Mr. Findlay greatly simplified the erection problem by taking advantage of the adjoining steel building. He



Fig. 2.—Erection of First Section of Berth. All the Glass and Sash in the Side of Adjoining Building was Later Removed

erected a guy derrick at the top of one of the columns of the old building, and placed the steel for 100 ft. of the first section of the berth, then shifting the derrick 100 ft. to a column in the next panel. After the first section was in place and nearly all riveted, the derrick was shifted to the centre columns of the berth, and the steel for the second section was placed. Figs. 2 and 3 show the steel for the first section being placed, and Fig. 4 shows the first section completed and start just being made on the second section. The first truss was erected on April 4th, 1917; the last, on June 2nd.

The land end is sheeted with metal, and the water end is partially closed by a flich dam and superstructure, above which sheeting is carried to the roof, thus totally enclosing the berth so that ship-building operations can be continued all year regardless of the weather conditions.

The Dominion Bridge Co., Limited, designed, fabricated and erected the steel work of the flich dam for E. G. M. Cape, who was the general contractor for the dam, having previously built a similar dam for the first Vickers berth.

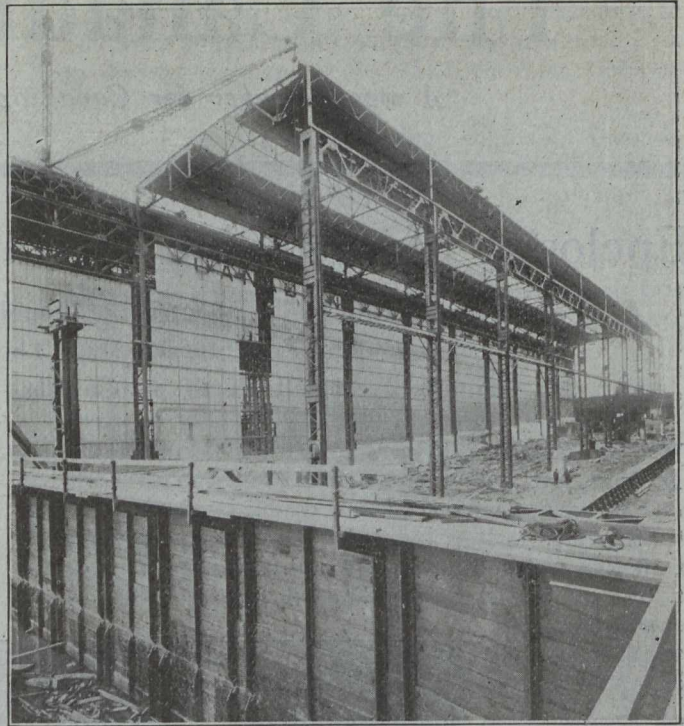


Fig. 3.—Flich Dam in Foreground. Also Showing Method of Erection of First Section

The water end of the berth floor is 23 ft. below the St. Lawrence River level at high tide, thus affording ample water for launching. The flich dam keeps the water out of the berth while the boats are being built, and when they are ready for launching, a ten-ton hoist which is hung on the roof at the water end of the building, picks out the various parts of the flich dam and its superstructure, thus opening the entire end of the berth and providing a passage for end launchings.

The top of the wall of the flich dam is 25.47 ft. above the low point of the berth, or level with the high point

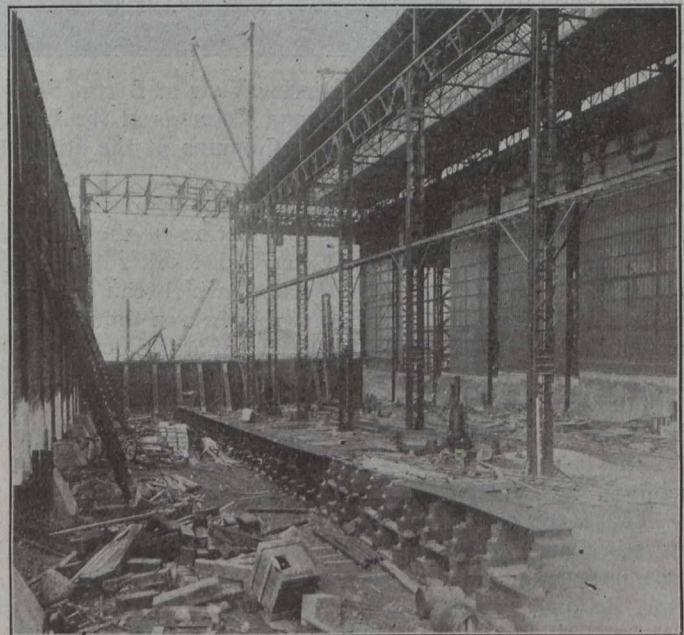


Fig. 4.—First Section Completed and Start Being Made on Second Section. Looking Toward Water End. Note Struts in Background, Bracing Flich Dam