

produce electric current. The boilers are provided with automatic stokers, ash and coal conveyors. The coal is unloaded from cars into a coal crusher run by an electric motor, and elevated to a hopper of 500 tons capacity, over the front of the boilers. Water heaters are provided, but the steam is not superheated; one of the small boilers will be constantly under steam pressure to run the drainage pumps and the lighting dynamo. The electric power consists of 3 direct current turbo-generators of 550 volts, one of 1,500 kilowatts, one of 750 and one of 300 kilowatts. The steam turbines are of the Curtis condensing type, built by the General Electric Co. In the large unit the turbine runs at 3,600 r.p.m. It is geared down to 360 revolutions for the generator; the second is geared from 5,000 to 750; the third is geared from 5,000 to 900 r.p.m. A 100-kilowatt generator driven by a high speed direct connected steam engine, furnishes the current for lighting purposes. This power installation is more than ample for all the machinery connected with the running of the dock proper. It is, however, anticipated that the whole of it will be used when large repairing and shipbuilding shops are in operation together with the pumping of the dock.

gall. a minute. The bronze shafts are connected to the armature shafts of 800 h.p. motors, running at 750 revolutions a minute. The motors are built to stand an overload of 25% for two hours; the total lift will very rarely be more than 33 ft. The suction and discharge pipes are 48 in.; the water is discharged into a chamber provided with non return valves, and to a culvert through the entrance wall outside of the caisson. The main pumps are guaranteed by the builders to deliver 63,000 gall. a minute against a total head of 25 ft. At the time of writing these pumps have not been tested as to efficiency. Two auxiliary pumps, each of 6,000 gall. a minute capacity, driven by electric motors of 125 h.p., will take care of leakages and seepage; these pumps will also help while the dock is being pumped. The pumps were manufactured by the Allis-Chalmers Co.

The time occupied in emptying the dock will vary according to the height of tide when the pumps are started and the size of the vessel being docked. At high water of spring tides the dock contains over 38,000,000 gall. of water. This quantity of water, however, will very rarely, if ever, exist, when pumping is started. It is estimated that the average time for

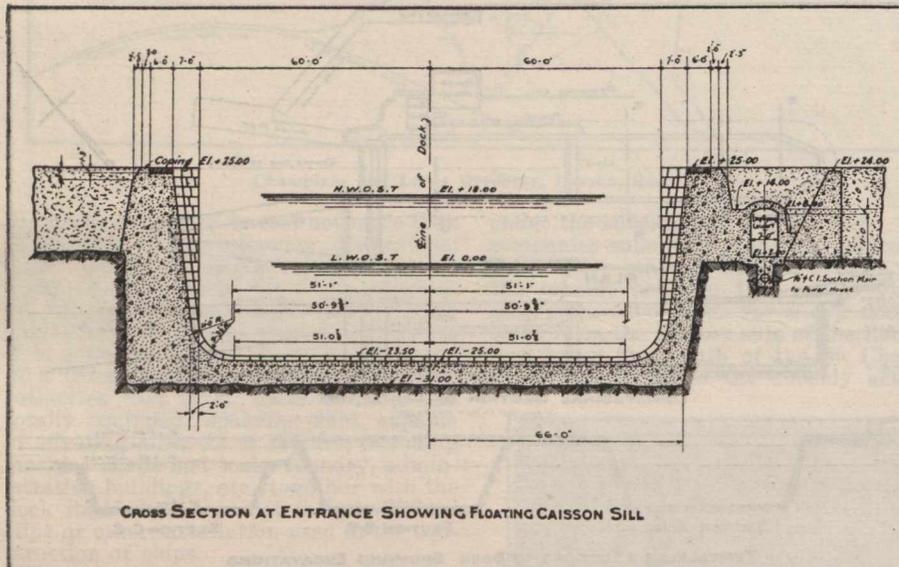
until the water in the dock has reached the center of the culvert opening, to prevent the heavy current that would result from a large opening from disturbing the beds prepared to receive a vessel; further, as the head between the outer and inner levels of water decreases, the valves are fully opened, thus obtaining a large flow. The time required to fill the dock may at times be as much as four hours. The middle entrance is similarly provided with filling culverts as the outer entrance.

In order to obtain sea water by gravity for the purpose of washing the floor of the dock, 6 in. pipes were laid in the concrete side walls of the dock, at an elevation of 2 ft. above low tide; each pipe has 6 hose connections and valves at the face of the walls, where 50 ft. lengths of 2½ in. hose may be attached for the purpose. The water is available within one hour of extreme low tide. Washing the floor is necessary owing to the sediment accumulated while the dock is flooded.

**Guide piers.**—The western guide pier is 400 ft. long and 75 ft. wide; the one on the eastern side is 500 ft. long, 75 ft. wide at the outer and 200 ft. wide at the inner end. Each is built of two lines of 12 x 12 timber cribwork substructure up to 6 ft. above low water, spring tides; the outer face of each line of cribwork is built close, and sheathed vertically with 10 in. hardwood planks. The cribs facing on the channel were sunk in a depth of 30 ft. at low water, spring tides; those on the eastern side of the east pier were sunk on the natural surface of the rock. Those on the western side of the west pier, as well as those for the landing pier, were sunk in a depth of 24 ft. at low tide. From the elevation of 6 ft. above low tide the superstructure consists of mass concrete walls, stepped at the back and filled between with excavated material. The railway spur track from the Intercolonial Ry. will be extended to the end of the western pier. These piers are intended to be used, when necessary, for unloading parts of cargoes from vessels to be docked. The entrance channel has a depth of 30 ft. at low water, spring tides. The landing pier on the west side of the entrance is intended for unloading the dock supply of coal, when delivered by water.

**Buildings.**—The power house is 120 x 100 ft., divided by a brick wall into 2 rooms, 120 x 50 ft., one being the boiler room and the other the generator room; the walls are solid brick, built on concrete foundation; the roof is built of reinforced concrete slabs, supported by steel I-beams, which were procured from the unused steel of the first Quebec bridge. The building is provided with extra large windows with steel frames. Skylights and ventilators are also provided. The floor is concrete, overlaid with red tiles; and the lower part of the interior walls for the generator room is finished with a white tile wainscoting, 6 ft. high. Each room is furnished with water closets and wash basins; the water is obtained from the Lauzon village aqueduct. A special pump in case of fire and the necessary hose are provided. The generator room has an overhead travelling crane of 15 tons capacity. The lifting is done by motor; the travelling gear is worked by hand.

The pump house is 70 x 47 ft., with foundation walls of concrete, over which solid brick walls are built. The floor is at an elevation of 16 ft. below low water, spring tides, or 41 ft. below coping. It is finished with red tiles. The interior walls up to coping level are finished with white tiles. The pump house is also provided with an overhead travelling crane of 10 tons capacity. The chimney is 180 ft.



CROSS SECTION AT ENTRANCE SHOWING FLOATING CAISSON SILL

Champlain Drydock, Lauzon, Que.

This electric installation has been criticized, on the ground that the large expenditure is not justified when electric current is available from private companies in the vicinity of Quebec. When the electric installation was proposed by the writer the idea in view was that no company would be interested or willing to furnish over 3,000 h.p. at any time of the day or night for the short period of about 50 hours in the year, without interfering seriously with their general service. It had also been ascertained by personal visits to five of the principal U.S. Government navy yards that each of them has provided its own electric power for pumping their dry docks. Out of five, only one had installed alternating current machinery. It has developed since that the only electric company that could furnish the power current is not willing to entertain the proposition unless at a much greater cost to the government than the private installation can be run, including the interest on the outlay, which is approximately \$240,000.

**Pumps.**—The dock is emptied by three main pumps of the horizontal centrifugal type, each having a capacity of 63,000

pumping out the dock will be about 2½ hours.

Underground culverts 9 x 10 ft. convey the water from the sumps in each compartment of the dock to the pumps; these culverts are provided with sluice gates, so as to permit of operating each compartment separately. The gates are operated from coping-level by 15 h.p. electric motors. The pressure against the gates may at times be due to a head of 50 ft. of water. From the non-return valve chamber the discharge culvert is 7 x 12 ft.; it is also provided with a sluice gate. The capacity of discharge of this culvert was obtained from Chezy's formula  $V = c \sqrt{rs}$ , being obtained from Kutter's formula. Under a head of 4 in. the capacity will be ample to take care of the output of the pumps when discharging in open air.

The dock is filled through the 6 culverts in the outer caisson, each having a sectional area of 9 sq. ft., also 2 culverts, one in each side wall of a sectional area of 30 ft., the valves of which are operated by electric power. These culverts are made exceptionally large, due to the fact that each may only be partially opened