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THE CONSTRUCTION OF A TIMBER DRY DOCK.

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To be read before the General Section, 20th April, 1905.

INTRODUCTION.

Among the pages of the Engineering News for Nov. 28th, 1901, there appeared the following brief note:—"The William Skinner Ship-Building & Dry Dock Co., of Baltimore, Md., formally opened the second largest dry-dock in this country on Nov. 25. The dock is built of timber carried on pile work and the entrance is granite masonry backed by concrete. The steel caisson-gate gives an opening 80 ft. wide at the top with 22½ ft. of water over the sill. The general dimensions of the dock are as follows: Length over all 628 ft., length on keel blocks, 600 ft., width of entrance at the bottom, 60 ft., at top, 80 ft., width of dock on the floor, 62 ft., width at coping, 125 ft., depth of water over sill at low water, 22½ ft."

The same journal in its issue of Jan. 9th, 1901 devoted one page to a more extended notice of this work.

In the present paper it is proposed to give a more detailed account of this dock as it actually is; the methods of construction employed; the contract prices, quantities of material and cost data; a comparison of this with the other large docks to be found along the eastern coast of North America; and in conclusion, to