

4 Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.

Breadth of beam, 24 feet.

Depth of hold, 9 feet.

Capacity, 200 cubic yards.

Built at Sorel shipyard in 1899 and 1901.

5 Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 98 feet.

Breadth of beam, 24 feet.

Depth of hold, 9.5 feet.

Capacity, 300 cubic yards.

Built at Sorel shipyard, 2 in 1901, 3 in 1902.

2 Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.

Breadth of beam, 24.5 feet.

Depth of hold, 9 feet.

Capacity, 300 cubic yards.

Built at Sorel shipyard in 1903.

SOREL SHIP YARD.

The work done at the Sorel shipyard during the fiscal year ended June 30, 1905, as reported by Mr. G. J. Desbarats, Director of Ship Yard, was as follows:—

NEW CONSTRUCTION.

Dredge 'W. S. Fielding.'—This is a steel, twin screw, hopper dredge constructed for the Department of Public Works. The hull is 250 feet long by 42 feet beam by 18 feet depth. She is equipped with a chain of elevator buckets and with a suction pipe and is designed to dredge in 60 feet of water.

During this year the plating of the hull was finished, the upper works were built, the buckets were made and placed, the engines were put into position and all the piping and connections for steam and hydraulic work were installed. The dredge was fully equipped by the end of the fiscal year and ready for her trial, which took place in July, 1905.

Tug 'Storm King.'—This is a sea-going tug belonging to the Department of Public Works. She was rebuilt at the Sorel shipyard during the year. The woodwork of the old hull was cut down to about the water line and rebuilt, the shape of the hull and her draught of water being changed.

A new Scotch marine boiler, 11 feet 6 inches diameter by 8 feet 6 inches in length with 3 furnaces 32 inches diameter, was built at the Sorel shipyard and installed in this boat.

The engine was taken out, thoroughly overhauled and strengthened, and replaced again in the vessel.

A new surface condenser was installed with an entire new system of piping. All the inside of the vessel was repaired and new cabins were built.

A steam steering gear and steam winch were installed and the vessel left Sorel in the spring of 1905 and has been working satisfactorily since that time.