



GOSSIN'S FLOATING DOCK FOR STOPPING CREVASSES.

METHOD OF STOPPING CREVASSES.

Owing to the want of sufficient elevation, both banks of the lower Mississippi river, except at a very few points, are subject to inundation whenever there is a freshet in the river, and earth embankments are thrown up, to protect the rich lands that border on the river. Sometimes a crevasse, as a break in the levee is termed, occurs from too great pressure of water, or imperfect construction of the levee, and no one who has read the daily papers for the past few months needs to be told of the great destruction of property, loss of life, and the want and misery that follows from a crevasse. No certain means of stopping them has been devised; the necessity for such a means was never greater than at present.

In the accompanying engraving is shown Gossin's floating dock for stopping crevasses, which is a flat-bottomed boat of any suitable length, from two to six hundred feet, having one of its sides straight, while the other is curved to better resist the pressure of the current. The boat is provided with water valves of sufficient capacity to secure a rapid sinking by the admission of water, and also with pumps to discharge the water after the break is closed. In the external surface of the hull of the boat are formed perpendicular dovetail grooves, which receive corresponding projections on one of the sides of heavy planks or piles. The location of the grooves is such as

will secure close contact of the piles when they are in position on the boat. Cranes to which are connected pile drivers are placed in the boat. In stopping a crevasse, after ascertaining the precise depth of the water in the break over the natural surface of the bank, the dock, completely surrounded by the coating of piles, is taken by a tow boat just above the crevasse, the curved side being next the shore, and fastened at its lower end by strong ropes. The dock is then sunk by admitting water, until the bottom is lower than the natural bank, when by the influence of the current its upper end is swung around until it comes in contact with the levee below the crevasse, the straight side being next to the shore. The pile drivers are instantly put into operation, to drive the piles into the earth first upon the straight side, and if that does not stop the water, then upon the convex side, and if it is necessary, a tarpaulin may be lowered on the outside of the boat in such a manner as to cover the whole face of the piles and a few feet of the bottom beyond the piles, and this will be found absolutely effectual. As soon as the flow of water is stopped, the levee is thrown up anew and the piles are drawn, and the dock may at once be taken to another crevasse if needed.

Further information in regard to this ingenious device may be obtained from Mr. A. Gossin, Lafourche, Lafourche Parish, La.—*Sci. American.*