

July, 1887, when H.M.S. "Cormorant" was docked. It is situated in a small cove in Esquimalt Harbour, and the following is a description of the dock, engines, pumps and boilers :—

	Feet.	Inches.
Length of dock over keel blocks.....	430	
Width of inner invert .....	20	
do caisson chamber .....	15	10
do outer invert .....	15	
Total length of dock.....		
	480	10
Width of dock at coping.....	90	
do do entrance.....	65	
do do floor of dock.....	41	1
Radius of invert.....	16	6
Depth of water on invert at low water.....	24	6
do do ordinary high water.....	26	6
Total depth of dock above invert.....	33	6
Height of invert above floor of dock.....	3	
do keel blocks.....	2	10
Length of do .....	4	
do caisson (inside facing) .....	67	
do do (outside facing reversible).....	71	
Width of do over teak meeting faces.....	15	8
2 condensing engines, cylinders 27 inches diameter, 36 inches stroke.		
2 lifting pumps, cylinders 48 inches diameter, 60 inches stroke.		
3 Cornish boilers, 6½ feet diameter and 14 feet in length.		
1 high pressure auxiliary engine, cylinders 16 inches diameter, 20 inches stroke.		
1 centrifugal pump, 14 inches suction, 12 inches discharge.		
1 return tubular boiler, 5 feet 3 inches diameter, and 14½ feet in length.		
1 hauling engine for caisson, cylinder 12 inches diameter; 14 inches stroke.		
1 centrifugal drainage pump, 6 inches suction; 5 inches discharge.		
1 Edison No. 4 dynamo, 1,600 C.P. 16 lamps around dock.		
1 engine for dynamo 8 inches diameter by 12 inches stroke.		
1 iron movable stopgate for caisson chamber.		
25 iron bollards around dock.		
1 wooden crane, 10 tons capacity.		
8 hand capstans.		
6 hydrants.		
2 hose reels and 300 feet of canvas hose.		
1 diving apparatus, complete.		
1 lathe, 6 feet bed.		
1 drilling machine.		
1 set of taps and dies complete.		
1 steam box for bending planks.		
2 iron warping buoys.		
2 dolphins to mark channel at entrance of dock.		

In accordance with authority the sum of \$4,075.58, has been expended in carrying out several essential repairs in the caisson chamber of the dock with beneficial economic results. After careful and repeated examinations it was determined that the leak, which necessitated constant pumping to keep the dock dry when occupied by a ship, occurred in the walls of the chamber, in the culvert and valve chambers connected therewith, and in the culvert on the opposite side of the dock, it was decided to (1) line the arched recesses of the chamber with selected hard burnt brick, laid in Portland cement compo; (2) point the remaining exposed joints of the rock faced ashlar; (3) close the culvert and valve chamber at the upper end of the chamber which were found to be of no practical use; and (4) fill in the culvert and valve on the opposite side of the dock also found to be of no utility. This work has been