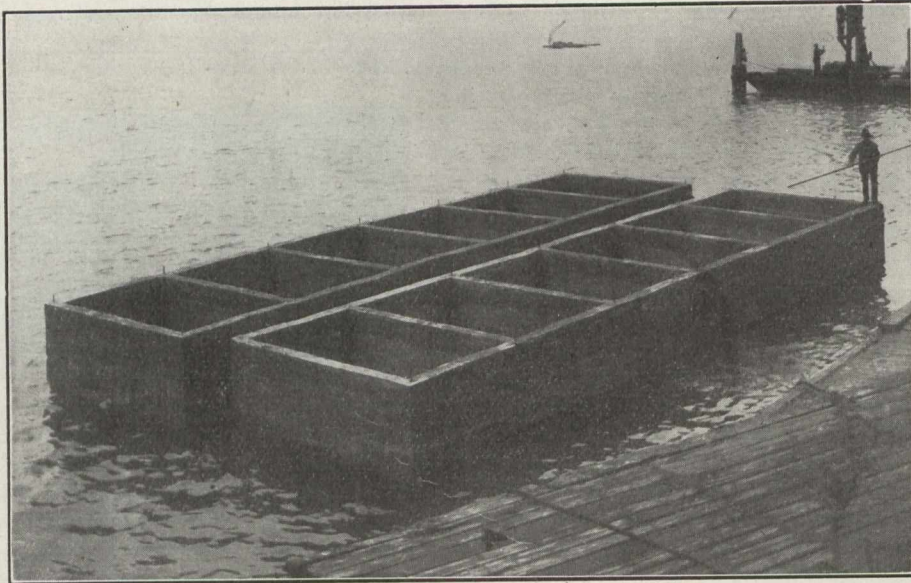


location, Mr. Tromanhauser decided that the dock work would be most economically carried out by constructing concrete pontoons, floating them into place, sinking them, filling them with sand and gravel, and through the pontoon

The method adopted at Goderich to lessen the expense of construction and hasten completion of the work, is well illustrated in the series of photographs and diagrams given herewith.

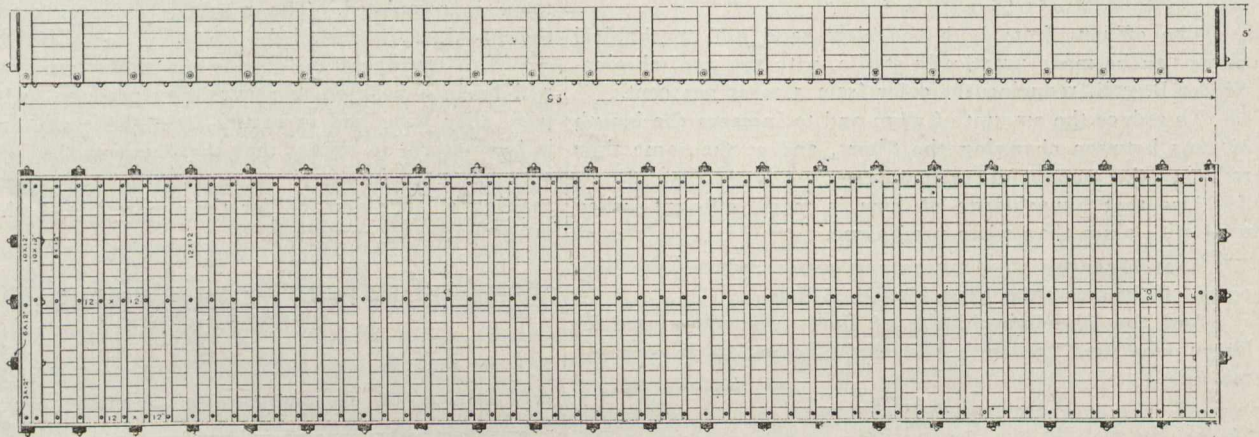


Concrete Pontoons Floating to Place.

compartments drive piling, upon which to erect the superstructure.

The superiority of reinforced monolithic concrete, over other materials, for under-water construction, has been fre-

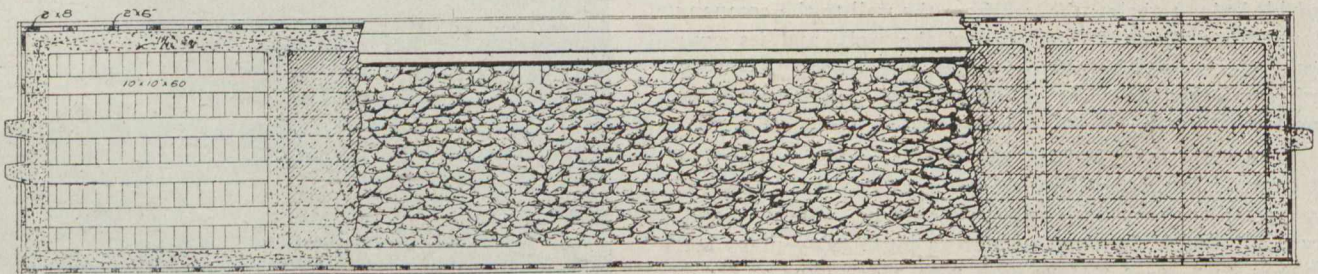
quently demonstrated. This particular work entailed the construction of a piece of dock 216 feet long. This was put together in four sections, of 54 feet each. All sections were 14 feet wide, and consist of six compartments, the centre measurement of



quently demonstrated. The strength and durability of the concrete, its resistance to destructive teredo worms, and its reasonable cost, indicate that its use for this purpose will greatly increase.

which is 9 ft. x 14 ft. The dock will be sunk in about 20 feet 6 inches of water. The Figures 4, 5, 6, and 7, give an idea of the construction.

Fig. 1 shows the foundation of the wooden pontoon on



PLAN VIEW.

One of the reasons for the great cost of submerged concrete construction in exposed water has been the difficulty of placing material when there is the slightest sea. To build cofferdams, or to build blocks and then sink them, has been found expensive.

shore. It will be noticed that in addition to the firm base on which the concrete is constructed, there have been inserted a number of iron hooks, the purpose of which is to anchor the wooden base to the concrete. On this wooden base, wooden forms are erected and made water-tight to