

Dredge Henry Bacon, Largest U. S. Engineers Own, Works On Harbor

BY GLADYS BEST TRIPP

Stepping slowly down the Cape Fear with its two gigantic spuds and scooping out the basin along the way, plods the Henry Bacon the largest government-owned dredge in the United States.

The dredge's feet are really two heavy steel castings 60 feet long and about 32 inches in diameter which protrude vertically on each side of the dredge. The average step of the Henry Bacon is six feet, although the spuds can take nine feet at a step. One spud is dropped and penetrates the river bottom sufficiently deep to hold the dredge in place. The other is raised and consequently does not act as an anchor. The dredge swings to one side and the other spud is dropped while the first is raised—and thus the Henry Bacon walks.

Tugs Also Used

However in this slow fashion the Henry Bacon advances 1,200 feet a day in the inland waterway and covers a much greater distance in the channel of the Cape Fear. When the dredge must go down to Southport or Charleston on a longer journey, tugs are put alongside the dredge and also behind and in front. In this way the large structure can round bends by certain tugs slowing while others increase their speed. Recently the tow taking the Henry Bacon with its pipe line and other equipment stretched 1,900 feet long.

Gas in the river bottom slows up the dredge often during working hours. This gas has the same effect on the centrifugal engines as would air.

The engines consist of powerful mechanisms to pull up the river bottom, old tree trunks, stones, fossils, bones of prehistoric monsters, alligator teeth—and even live alligators. The Henry Bacon live alligator teeth—and even live alligators. The Henry Bacon live alligator teeth—and even live alligators.

The dredge is spic and span. White walls gleam with cleanliness and the woodwork is polished to reflection. The dredge boasts three dining rooms on upper deck. The largest has a picture of Henry Bacon, the first civil engineer on the Cape Fear, to start improvements, and who was civilian assistant engineer from 1876 to 1891.

He directed the closing of New Inlet which was opened by a terrific hurricane in 1761. The work was completed in 1881 and the great possibilities of harbor facilities in this city is largely due to his leadership. Immediately after

For several months the Henry Bacon will be busy restoring the 30-foot channel to project dimensions at the ocean terminals and at Ancharage Basin. Later it will work downstream removing any shoals that have formed in the channel between Wilmington and Southport. If Congress approves the 35-foot project in the Cape Fear river, the Bacon is well suited for doing that job.

Following the Mud

Now to follow a bit of mud through the dredge and off on Eagle Island. At the extreme end of the Henry Bacon is a huge spiral-shaped cutter, closely resembling a large meat grinder blade, which revolves and loosens the river bottom mud.

This cutter is connected to a large steel pipe running from what is known as a ladder which may be raised when the dredge is being moved or repair work being done, and lowered for working purposes. The dredging ladder is lowered to the desired depth for dredging, for instance, 30 feet in the Cape Fear river, and the pumps on the lower level of the Henry Bacon started. The mud mixed with water is sucked through the steel pipe in the dredge, out the back and through the steel pipe in the dredge, out the back and through a system of pipe line supported in the Cape Fear by buoys. The dredging ladder is swung as material is removed in order to get the desired depth within the swinging scope of the ladder—about 300 feet. Then the dredge takes a step ahead.

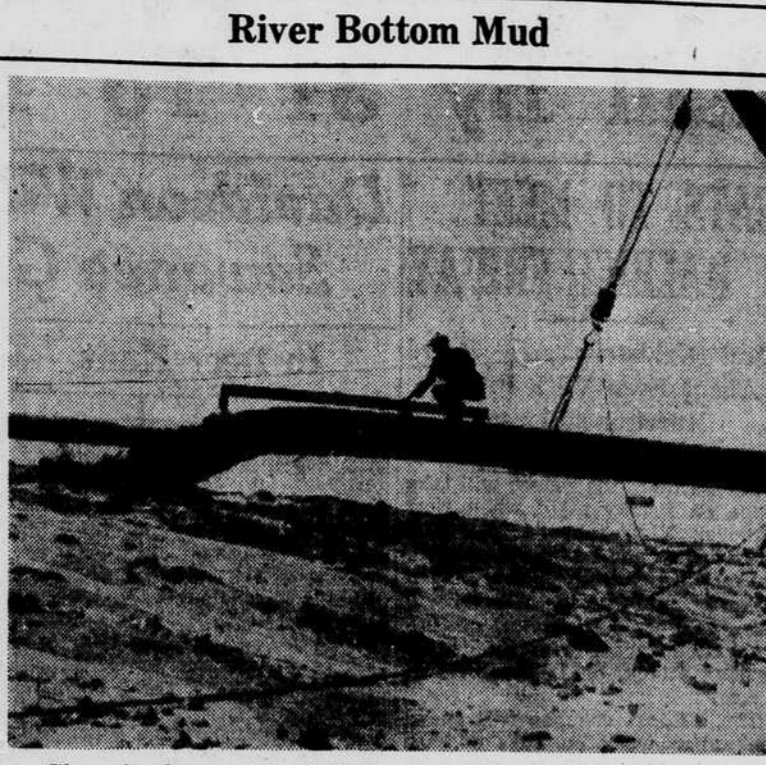
The Henry Bacon can also dredge rock with a special rock cutter on the ladder equipped with massive hard knives that break up the rock in pieces small enough to be sucked through the pipe. Ball steel connections join the pipe to the dredge in place of the rubber leaves once used but now incapable of carrying the added force of the 2,000 horse power dredging pump. The lining of the pump runs out in from three weeks to three months.

Should a tree trunk be caught in the revolving cutter, the ladder is raised and the dredge stops while an employe walks the steel pipe and loosens the impediment. Some smaller stones and tree parts go through the pipe and stop inside the dredge. Again the dredge stops while the object is removed from within the affected machinery.

The 70 employes enjoy working on the dredge. Under the direction of Captain William E. Bellamy who has been master of the Henry Bacon since 1929 they work in eight hour shifts. The dredge works both day and night. The employes sleep, eat and work on the Henry Bacon. The sleeping quarters are on the upper deck, and although the dredge rocks slightly continually, harsh jerks are only experienced when the cutter hits some immovable object on the river bottom.

A Complete Unit

The dredge is a complete unit in itself. It has its own blacksmith shop, machine repair shop, cold storage compartment, and ice freezing machine. Water is brought from further up the Cape Fear than the city's supply in a barge carrying 60,000 gallons of water on one trip. The Henry Bacon has its



Through a long system of pipeline comes the river bottom mud mixed with water which has been churned up by a huge steel cutter. The water runs off leaving the mud to dry out and form new land on Eagle Island.

own purifier and filtering plant on lower deck.

Sixty-two cents on an average is required to feed each of the 70 employes. If they are absent more than two meals they receive compensation at 27 cents a meal. And the meals they are served consist of well-balanced and excellently prepared food. Fried chicken, delicious lemon pie, ice cream, fresh vegetables and always a quantity of fruits, are regular rations.

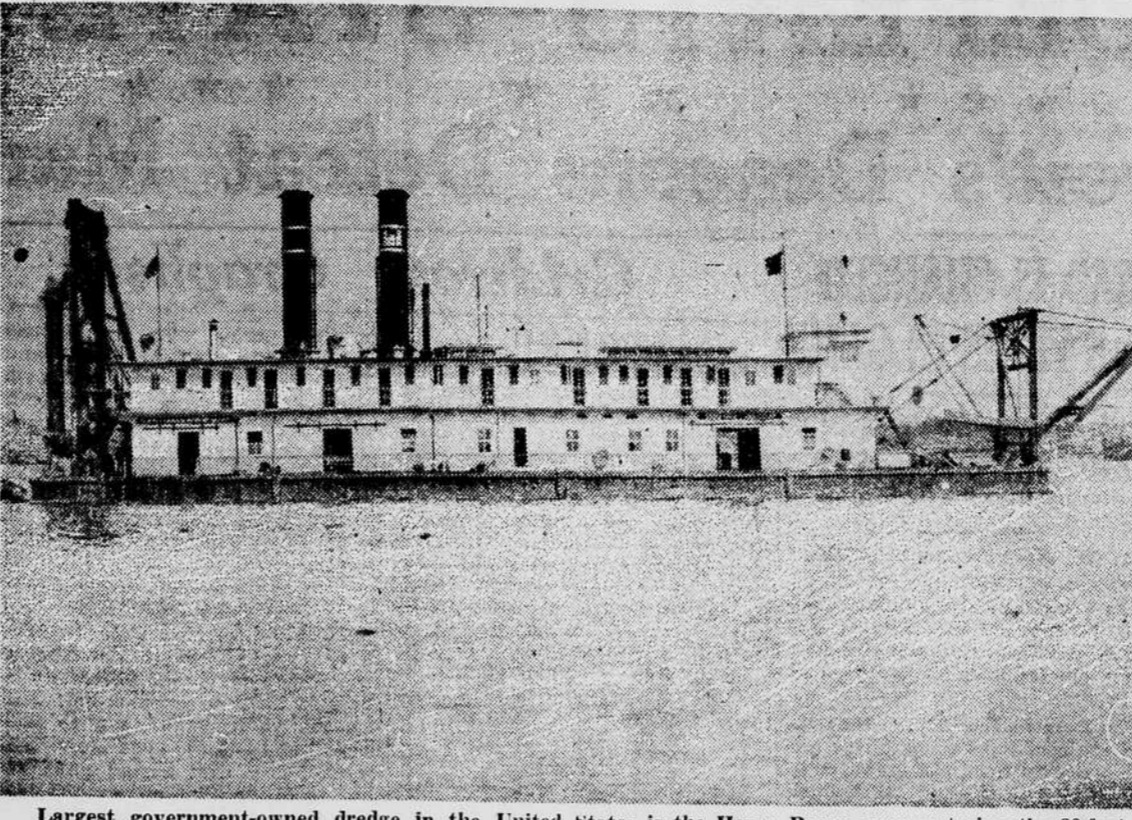
Creswell Man Killed As Two Autos Crash

CRESWELL, Oct. 19.—(P)—John Whittington, 48-year-old employe of the Halsey Hardwood company here, was killed instantly in an automobile collision near here early this morning.

Corporal Tom Brown of the state highway patrol said Whittington was driving out of a filling station into U. S. highway 64 when he was struck by a car, driven by Jack Mason of Swanquarter.

Mason was released without bond, Brown said.

The Henry Bacon



Largest government-owned dredge in the United States is the Henry Bacon, now restoring the 30-foot channel of the Cape Fear at the Wilmington harbor to project dimensions.

Ten More Dare Stones Found At Roswell, Ga.

GAINESVILLE, Ga., Oct. 19.—Dr. H. J. Pearce, president of Brenau college, planned today to make an early announcement of the texts of inscriptions on 10 newly-found stones said to fit "significantly" into the search for Sir Walter Raleigh's "Lost Colony."

The last of the new stones, Dr. Pearce said, was discovered Thursday near Roswell, Ga. The other nine were found for the most part in the Atlanta area.

He expected to disclose the texts at a meeting of 34 historians, geologists and educators from several states. The group, headed by Dr. S. E. Morison, head of the History department at Harvard university, will study all the stones and inspect the sites where the Georgia stones were found.

The stones purportedly trace Raleigh's English colonists who disappeared from Roanoke Island off the North Carolina coast in the 16th century.

Two Men Are Killed In Car-Truck Crash

GASTONIA, Oct. 19.—(P)—Herbert Short, 30, and J. W. Smith, both of Kings Mountain, were fatally injured today in a collision between their automobile and a

big transport truck on the Gastonia-Kings Mountain highway. Short was killed instantly and Smith died several hours after the wreck. 3

Between 1690 and 1720, it is estimated there were more than 2000 pirates off the United States coast between Maine and Florida. 4

J. T. Wells Is Chairman Of Pender Draft Board

BURGAU, Oct. 19.—The Pender county draft board, composed of J. T. Wells, H. McN. Johnson and G. H. Hignsmith, met Wednesday and perfected an organization by electing J. T. Wells, chairman, and T. J. Betts as secretary and chief clerk.

Temporary offices have been established in the judge's room on the second floor in the courthouse, and Betts will be in charge of the

office at all times. Permanent headquarters of the board will be occupied within a few weeks. 1

Christopher Wren designed the first Presbyterian church at Fayetteville, N. C., which was built in 1800.

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