

NEW PUMPS AT LYNN DOCKS

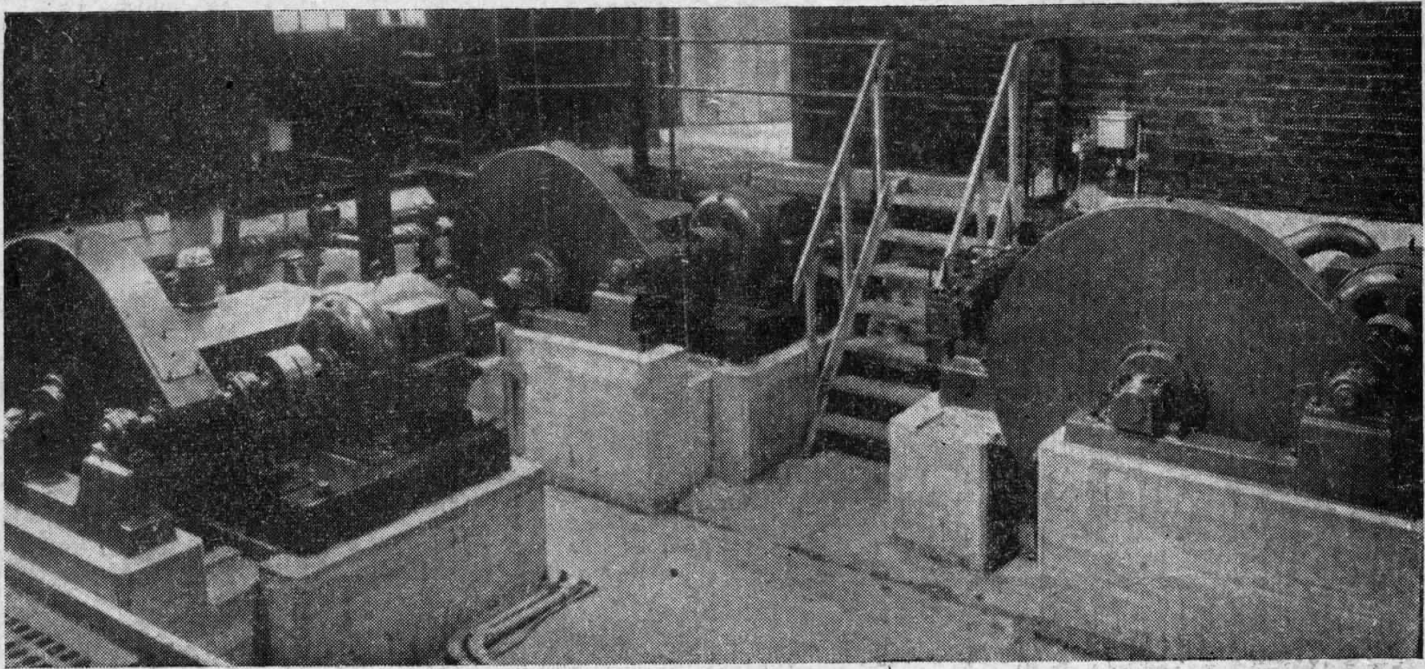


Photo: Jewson's, Lynn.

Three new pumps which will supply the power on Lynn Docks.

ELECTRICITY has taken the place of hydraulic power on Lynn Docks. In the past most of the cranes, lock gates, bridges, capstans, and the like were operated by hydraulic power generated by the Dock Company's own steam plant, but in view of the advancing age of the boilers, which were put down in 1882, and on the score also of economy, electrical power has been adopted.

The Corporation now supplies electricity to drive three pumps (shown above), which have been installed by the Hydraulic Engineering Co., Ltd., of Chester. The electric system has been erected by Messrs. W. Lock and Son, of Lynn. Each pump is driven by 50 h.p. electric motor.

One of the old steam units has been dismantled, and the cast-iron from it has, by

arrangement, been sent to the firm which supplied the new plant. This has been described by the firm as the best iron it has seen for twelve years.

Wrapped up with the old plant are one or two interesting scraps of history. One of the units yet to be dismantled is a Worthington pump which was originally constructed for the Eiffel Tower, Paris. It did service for many years at that world-famous structure and, in 1914, it was brought over to England for repairs. The War broke out, and the machinery never found its way back to France. Instead, by some mysterious process, it was transferred to Lynn to meet the Government's urgent need for hay-pressing.

One of the first bombs dropped in this country from a Zeppelin in the early stages of the War fell on to the Dock Company's power station and destroyed it.

The signs of this attack from the air are plainly discernible in a hole about the size of a penny driven through a girder standing in the reconstructed power-house, and pieces nicked out of the connecting rod and eccentric rod of one of the pumps in the engine room. The whole plant was badly twisted and had to be straightened out. The brickwork of the adjoining buildings was scarred as a result of the terrific explosion. Fortunately it was night-time and no-one was in the building when it was destroyed.

The damage amounted to nearly £4,000, and besides this the whole of the docks machinery was put out of action for the time being. Gates and bridges had to be operated by hand and cargoes discharged from the ships by the same means until repairs were effected and the machinery restored to working order again.