

3. Lake Washington Ship Canal & Hiram Chittenden Locks, Seattle, Washington

NHCEL Designation: 1997

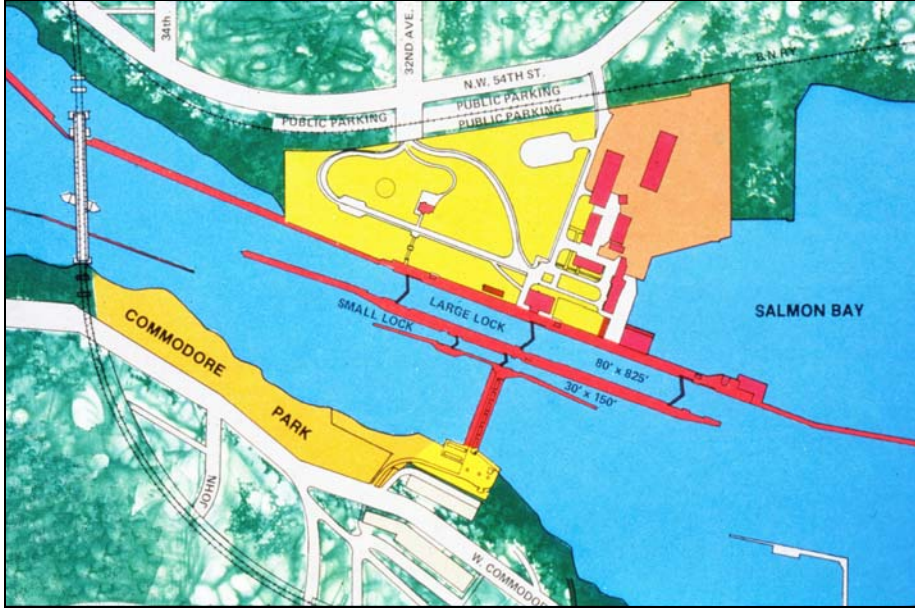
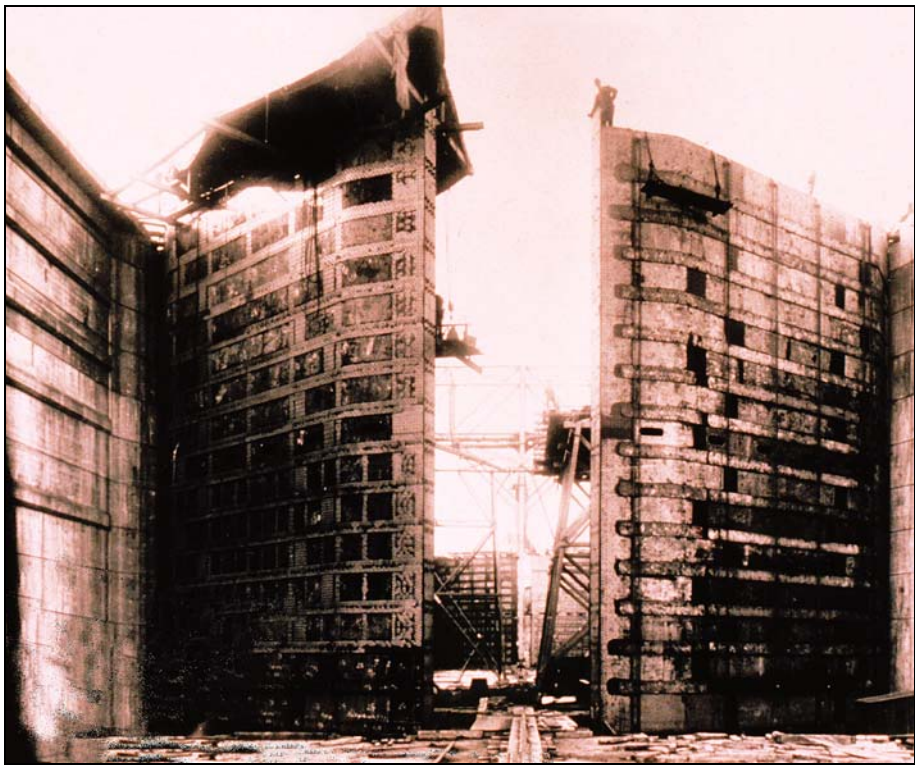


Diagram of dam and lock facilities. North is up. Puget Sound is to the west. The Ship Canal and Lake Union are to the east. Administrative facilities and a park lie to the north of the locks. A fish ladder system is located at the south end of the dam.



Construction of locks at narrows of Salmon Bay, showing upstream face of intermediate gate: South leaf riveted – north leaf stuck up. Nov. 17, 1914 photo.

Project Dates:

- Construction began in 1911.
- Locks opened to ship traffic in 1916.
- Opened to ship traffic on Lake Union in 1916.
- Navigable channel opened to Lake Washington and project officially dedicated in 1917.
- Still operating today, the Locks are the busiest in the nation due to extensive use by pleasure boats.

Features:

- Conceived and built by the U.S. Army Corps of Engineers to connect Puget Sound with Lake Washington, the canal/lock system made over 100-miles of prime water frontage accessible to domestic and commercial use.
- These locks were the first constructed on the Pacific Coast of the U.S. and are the only ones that can handle ocean-going vessels.
- The Lock facility is the only one in the U.S. that separates fresh and salt water and that accommodates tidal fluctuations.
- At the time of opening and until the 1930's the large lock was second in width to the Panama Canal.



The Lady Washington passing through the large lock, headed for Puget Sound. 2001 photo.

Key Engineers and Other Professionals:

- Brigadier General Hiram M. Chittenden, U.S. Army, Seattle District Engineer, MASCE.
- Colonel James B. Cavanaugh, U.S. Army, Seattle District Engineer.
- Arthur W. Sargent, Assistant Engineer in Charge of Construction of Canal, Locks, and Dam, MASCE.
- Charles A. D. Young, designer of Locks and Dam.
- Charles Herbert Bebb, Architect for support buildings.
- Carl F. Gould, Architect for support buildings.