









![](_page_2_Picture_1.jpeg)

![](_page_3_Picture_0.jpeg)

![](_page_3_Figure_1.jpeg)

![](_page_4_Figure_0.jpeg)

![](_page_4_Figure_1.jpeg)

e in	vestigatio Design flee	n at Three-gorge	es lock	C Dimension of large so	cale ship passing
No.	three gors Fleet (push boat + barge)	ges shiplocks fleet dimension(m) (length×width ×draft)	No.	three gorges shiple fleet dimension(m) (length×width ×draugh)	cks at present types of vessels
1	1 + 6×500t	126×32.4×2.2	1	133.8×19.22×2.7	Passenger ship
2	1 + 9 × 500t	264×32.4×2.8	2	126.9×15×3.65	cargo ship
3	1 + 9×1500t	248×32.4×3.0	3	126.4×25.4×2.8	roll-on/roll-off ship
4	1 + 6 × 2000t	196×32.4×3.1	4	118×20.26×5.1	multi-purpose ship
5	1 + 4×3000t	196×32.4×3.3	5	118×19.66×4.7	bulk cargo ship
(	1 + 4×3000t	210 × 22 4 × 2 2	6	112×17.2×3.8	container ship
0	(tanker)	219×32.4×3.3	7	100×17.23×4.7	tanker
A			8	$100 \times 17.2 \times 4.7$	chemical tanker

![](_page_5_Picture_1.jpeg)

![](_page_6_Figure_0.jpeg)

![](_page_6_Figure_1.jpeg)

![](_page_7_Figure_0.jpeg)

![](_page_7_Picture_1.jpeg)

![](_page_8_Figure_0.jpeg)

ves Sh fill 201	In the lessels is lin ihutang l ing and e t from lal	ongitudinal filli nited. A new tyj ock in China. T emptying are ma boratory model	ng system, the transy pe of short culvert sy 'he forces acting on v ainly longitudinal an test are shown in Ta	verse force on stem is used in vessel during d some results able 2.
	Table 2 Lift(m)	F/Etime(min)	ihutang lock (chamber dimen Max.	sion 180×23×3.5m) Max. Transvarsa forca
7	11.14	11.2 (F)	30.8	15.2
~	10.54	8.4 (E) 10.76 (F)	31.4 31.4	5.6 8.7
4	0.77	7.53(E) 9.63 (F)	24.1 29.4	3.8 9.4
	Note: Accept	6.72(E) table longitudinal force nc.org New-Orlea	23.5 is 32 kN and transverse force ns 2011	3.0 is 16kN. PIANC Setting the course

![](_page_9_Figure_0.jpeg)

![](_page_9_Figure_1.jpeg)

![](_page_10_Figure_0.jpeg)

![](_page_10_Figure_1.jpeg)

![](_page_11_Figure_0.jpeg)

![](_page_11_Figure_1.jpeg)

![](_page_12_Picture_0.jpeg)