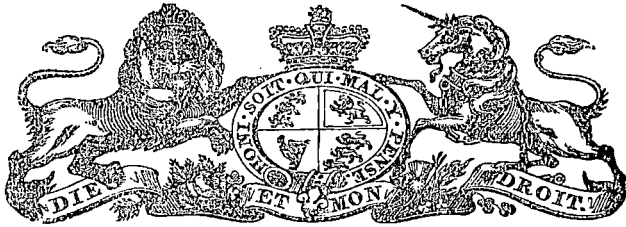


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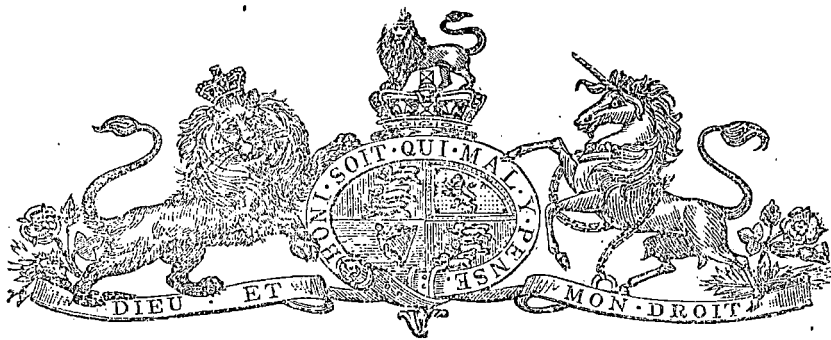
PARLIAMENT OF TASMANIA.

INSPECTION OF MACHINERY DEPARTMENT :

REPORT FOR 1896.

Presented to both Houses of Parliament by His Excellency's Command.

Cost of printing—£1 7s.



INSPECTION OF MACHINERY DEPARTMENT.

REPORT FOR 1896.

*Inspection of Machinery Department,
Hobart, 23rd February, 1897.*

SIR,

I HAVE the honor to forward my Report of the work done by this Department for the year ending 31st December, 1896.

In doing so I have to again urge the necessity for a new, or, at the least, a comprehensive, Amending Act. The present Act is, as I have in my letters to you on the subject, particularly in those of the 27th February and 10th June, 1896, pointed out, incomplete, unsatisfactory, and in cases ineffective, and I am for want of such effective legislation unable to prevent or to punish breaches of the spirit and intention of the Act. That spirit and intention was and is the "protection of life, limb, and property." Unless such effective legislation is enacted, the efforts of the officers of the Department are confined in many instances and important matters to remonstrance and moral suasion, they being otherwise powerless. Among the many instances pointed out is my inability to prevent the employment of

Uncertificated Engine-drivers.

Whilst power is given (Sect. 14) to issue Certificates of Service to a person satisfying me that he had had charge of machinery worked or propelled by steam-power for a period of one year prior to the passing of the Act (28th October, 1889), and (Sect. 15) to issue Certificates of Competency to persons passing a prescribed examination, these certificates confer no benefit on their respective holders, and that notwithstanding they pay a fee on the issue of same which goes into the General Revenue.

There is no provision prohibiting the employment of uncertificated persons in the capacity of engine-drivers, nor is there any power to punish the persons acting as such or their employers.

During the past year a very large number of complaints have reached me, and I regret to have to report that they are well founded, and that the employment of uncertificated persons in this most responsible position is of but too frequent and common occurrence. That this state of things should be remedied, and that without delay, is manifest. It is unfair to certificate-holders; moreover, the person in charge of an engine and boiler is responsible not only for the property of his employer, but also for the lives of his fellow-workmen.

On this subject the legislation of other colonies is clear; and I note that in the House of Commons, on the second reading of a Bill now before that House, a clause compelling employers of engine-drivers on mines to employ only certificated persons has passed by a large majority.

No steamship can go to sea from any part of the civilised world without having her proper equipment of certificated engineers, and, to the best of my information, in England and any other nation, or in any country where factories are subject to legislative supervision, machinery worked or propelled by steam-power must be in the charge of a certificated engine-driver.

It may be noted that the only fatal accident occurring during the year was one by which an uncertificated person driving an engine lost his life.

The many other amendments which I have suggested will be found in my letters before-named.

Inspections made.

Land Boilers, including portable boilers, 96; Marine Boilers and Engines, 179; Iron and Steel Steamship Hulls, 16; Marine Declarations, 36; applications for Certificates of Service, 68; Certificates of Service granted, 46; refused applicants failing to prove service before passing of Act, 22; number of Certificates of Competency issued, 32.

Examinations under Merchant Ships Officers Examination Act.

Three candidates have passed—two First-class and one Second-class (Competency).

Machinery Accidents to Persons not ending fatally.

There were only three accidents to persons not ending fatally, and none of these was of a serious character.

Machinery Accidents ending fatally.

The only fatal accident occurring during the year happened at the Mount Zeehan (Tasmania) Silver-Lead Mines, Limited, Company's property. The portion of the property at which the accident happened was at the time held under tribute. The unfortunate man, H. Killalea, was one of the tributors and part owner of the machinery. At the time of the accident he was in charge of the machinery as engine-driver. He held no certificate of any kind. The accident was occasioned by the deceased's own neglect and want of knowledge and experience.

Boilers and Boiler Accidents.

No boiler accidents causing bodily injury have occurred. It became necessary to condemn four boilers as unserviceable, and repairs were ordered to 35 others.

Accidents causing no bodily harm.

But few of this character have been reported to me, and on each occasion I have severely cautioned the driver in charge, and in one case summoned the driver before me to explain.

Fees received.

Total Fees to Inland Revenue received and paid into the Treasury by this Department amount to £271 10s. In addition to this there have been earned for Marine Board inspections and surveys £271 10s., which amount is payable to the Marine Board; Board of Trade Regulations Examinations, £7. This is receivable by the Customs Department. Fees unpaid for 1896, £20.

Steam Pressure Gauges.

Steam-pressure gauges tested and found serviceable, 211; unserviceable, 36; spring-loaded safety-valves tested and adjusted, 12.

Vessels under Survey.

Hobart, 33; Launceston, 14; Devonport, Strahan, and other Ports, 6.

Mining Machinery Plants.

There have been several new plants erected during the year, and also a number of additions and improvements made to existing plants.

Travelling Expenses.

The sum voted for the year again proved inadequate, and was exhausted before the year was out; a number of boilers and machinery had in consequence to go uninspected. The Railway Department have never made any concessions to the officers of this Department; they pay full rates, and have not hitherto been allowed to break a journey. Arrangements have now, however, been made that persons (general public) holders of return tickets (over ten miles) shall be allowed to break their journey, and this will, of course, extend to officers of this Department. The only concessions the Railway Department is disposed to grant this Department is that on application the ticket may be extended beyond the month named by the Regulations as for the general public. A large proportion of the sum voted for travelling expenses is returned to the revenue in the shape of railway fares, inspectors paying full railway rates. In other colonies, notably New Zealand, substantial concessions are granted to inspectors, and this could be followed in this Colony with advantage.

General.

Since the resignation of Mr. Bogle as Assistant Inspector, the Department has been worked by myself and the Assistant Inspector, Mr. Ross. Marine work practically compels me to remain in Hobart. I have no assistance of any kind in the office, and for the past two years I have in times of pressure had to obtain clerical assistance, and no provision being made on the Estimates for this, payment for this assistance has been made out of my own money. It is also necessary for me, in order to keep pace with all branches of modern mechanical engineering science, to expend yearly a considerable sum of money in scientific literature. The duties of an Inspector of Machinery, if properly performed, are of an arduous and sometimes personally unpleasant character, entailing as they do the internal and external inspection of all land and marine boilers, settings, boiler-flues and chimney-flues; also the state and condition of the anatomy of iron and steel steam vessels generally.

Synopsis of other duties performed by this Department.

Engineers, Iron Shipwright Surveyors, and Examiners in Steam to the Marine Boards, including the vessels on the several slips in course of overhaul and repairs. Inspection of boiler and machinery Powder Hulks; inspection of machinery Government Printing Office; inspection of machinery and steam boilers Defence Department, including torpedo boat and slip-ways, &c.; inspection of machinery at H.M. Gaol and Customs; examining mining and other land engine-drivers, including plotting out and writing examination papers and verifying same; examination of engineers under the "Merchant Ships Officers Examination Act."

I have the honor to be,

Sir,

Your obedient Servant,

JOHN CLARK, *Chief Inspector of Machinery.*

The Hon. the Chief Secretary, Tasmania.

RETURN for Year ending 31st December, 1896.

Certificates granted to stationary and portable steam-boilers.....	96
Machinery	1
Marine declarations given	36
Total number of inspections of land boilers	273
Ditto ditto marine boilers	179
Steam-gauges tested and found serviceable	211
Ditto ditto unserviceable.....	16
Steam-boilers tested and found defective, and instructions given to repair.....	35
Spring-loaded safety-valves tested and adjusted	12
Steam-boilers condemned as unsafe	4
Total number of accidents ending fatally	1
Ditto causing bodily harm	—
Certificates issued Land Engine-drivers	78
Ditto under Merchant Ships Officers Act, (steam) engineers	3
Examination Port Engineer Certificates, Marine Board Act.....	12

FEEES.

	£	s.	d.
Amount collected by this Department	271	10	0
Amount collected by Marine Boards.....	64	0	0
Ditto Customs, Merchant Ships Officers Examination Act.....	7	0	0
Amount owing for land boiler inspections.....	25	0	0
	<hr/>		
	£367	10	0
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