

(No. 113.)



1886.

PARLIAMENT OF TASMANIA.

STEAM DREDGE:

CORRESPONDENCE BETWEEN THE GOVERNMENT AND THE
DERWENT IRON WORKS COMPANY.

Return to an Order of the House of Assembly. (Mr. Pillinger.)

Laid upon the Table by the Minister of Lands, September 23, and ordered by the
House of Assembly to be printed, September 30, 1886.



Melbourne, 28th September, 1885.

SIR,

IN a conversation I have recently had with Mr. Robert Kennedy, Managing Partner of the Derwent Ironworks and Engineering Company, Hobart, and from other sources, I gather that there is a growing feeling to manufacture, as far as possible, ironwork in the Colony. It appears to me that the construction of the hull and boiler of the Steam Hopper Priestman Dredge, which has been the subject of negotiations between us for some time past, would fairly come within the scope of shipbuilders in the Colony, should the Government decide to have a vessel of this description built.

The expenses attendant upon bringing out from England a vessel of this class and tonnage are necessarily very heavy; and this, together with the sea risks and probably further outlay upon the vessel after arrival, induces me to think that, except for vessels of a large class, the hull and boiler could be done as cheaply in Tasmania as if obtained from England. For these reasons I respectfully submit that if there is any firm capable of and willing to carry out the work satisfactorily at a price comparing favourably with the amount named by us, I should be quite willing to supply all the dredging machinery, marine engines, shafts, propeller, &c. to your contractors upon being satisfied that they are trustworthy. Will furnish them will all necessary information to enable them to fit up the hull with the machinery in accordance with the design submitted to you some time ago.

I am, Sir,

Yours faithfully,

J. R. HUBBARD.

The Hon. the Minister of Works, Hobart.

*Derwent Ironworks and Engineering Company,
Hobart, 6th October, 1885.*

SIR,

WE hereby offer to construct a Steam Hopper Barge, with two (2) of Priestman's dredges of the D type, capable of lifting two (2) tons each per lift, with engines on the compound principle of 198 indicated h.p., capable of driving the barge in smooth water up to 8 miles per hour, and supply all the necessary mooring chains and four (4) steam winches, one at each end of hopper, and one forward and one aft, for the purpose of mooring the barge in position, also for raising the anchor; the necessary equipment would be supplied for this vessel for sea service. The vessel would be delivered by us in the River Mersey after a trial trip being made; a trial would also be made of the dredging gear, as to its effectiveness, in Hobart; the material and workmanship would be equal to Lloyd's classification for vessels of this tonnage built in England, and the vessel would be built under the inspection of Lloyd's Surveyor for the Port of Hobart. The cost of such a vessel delivered in the Mersey, fully equipped for work, would be Thirteen thousand five hundred and seventy-five Pounds Sterling (£13,575).

Should this offer be entertained by the Government detailed plans and specifications would be supplied by us within one month of the date of acceptance of tender. Size of vessel 127 feet between perpendiculars, 26 feet beam, and 8 feet depth of hold, mean draft of water 6 feet 9 inches, capacity 250 tons.

Or, we would construct a Steam Hopper Dredge 112 feet long, 25 feet beam, 8 feet depth of hold, with a mean draft of water of 6 feet 9 inches, with one dredger only, capable of lifting two tons per lift, the carrying capacity of dredger to be 180 tons, supplying all the necessary equipment

as above, and built at Hobart under Lloyd's special survey; engine to be on the compound principle, and capable of being worked up to 155 indicated h.p.; each of these dredges to have three buckets, adapted for silt, sand, or clay. We would undertake to deliver this vessel in the Mersey in fourteen months from date of acceptance of tender for the sum of Eleven thousand six hundred and ninety Pounds Sterling (£11,690). We would supply an engineer for working either of these vessels for three months free of charge.

We remain, &c.

R. KENNEDY & SONS.

To the Hon the Minister of Lands.

DREDGE FOR MERSEY BAR.

<i>Priestman's offer, approximate.</i>	<i>Kennedy's offer.</i>	<i>Kennedy's alternate offer.</i>
Iron Steam Hopper Dredge 2 Patent Dredges to lift 2 tons each, 150 tons per hour Capacity, 300 tons Length between perpendiculars, 127 feet Breadth, 26 feet Depth, 8 feet Draught when loaded abaft, 8 feet Delivered in River Humber, £11,500	Steam Hopper Barge 2 Dredges to lift 2 tons each Capacity, 250 tons Length between perpendiculars, 127 feet Beam, 26 feet Depth of hold, 8 feet Mean draught of water, 6 feet 9 in. Delivered in River Mersey, £13,575	Steam Hopper Dredge 1 Dredger, 2 tons per lift Capacity, carrying, 180 tons Length, 112 feet Beam, 25 feet Depth of hold, 8 feet Mean draught, 6 feet 9 inches Delivered in River Mersey 14 months from date of acceptance of tender, £11,690.

Lands and Works Office, 26th October, 1885.

SIR,

I SHALL be glad to be informed whether, as intimated to me by Mr. Kennedy, Senior, you still desire to withdraw your tender for Dredger for Mersey Bar, or if you are willing that your offer shall be considered by the Government?

I have, &c.

NICHOLAS J. BROWN,
Minister of Lands and Works.

Messrs. KENNEDY & SONS, Hobart.

*Derwent Ironworks and Engineering Company,
Hobart, 27th October, 1885.*

SIR,

WE have the honor to acknowledge receipt of your letter dated the 26th instant.

In reply, we beg to state that in the event of the Government deciding to entrust us with the construction of a Dredger for the Mersey Bar, we are prepared to abide by the tender we gave you.

We remain, &c.

R. KENNEDY & SONS.

The Hon. the Minister of Lands.

Public Works Office, Hobart, 4th December, 1885.

GENTLEMEN,

WITH reference to former correspondence on the subject of the construction of a Dredger for the Mersey Bar, I desire to inform you that as Parliament has voted the necessary funds for this service, I am now prepared to receive from you detailed plans and specifications for the Dredger as indicated in your offer, No. 2, £11,690, of 6th October last, for consideration by the Officers of this Department.

I have, &c.

NICHOLAS J. BROWN,
Minister of Lands and Works.

*Messrs. R. KENNEDY & SONS,
Derwent Ironworks, Hobart.*

*Office of Inspector of Machinery,
Hobart, 25th January, 1886.*

SIR,

I HAVE the honor to report that I have, in accordance with your instructions, carefully examined the plans and specifications for the machinery and boiler intended for a Screw Hopper Grab Dredging vessel, and I now respectfully submit the enclosed suggested additions thereto for the information of the Honorable the Minister of Lands and Works.

Not having the drawings of the proposed vessel I am unable to treat the specifications for the hull so much in detail as I might otherwise have done, but deem that the suggestions submitted may be sufficient.

I have, &c.

JOHN CLARK.

To the Hon. the Chief Secretary, Tasmania.

*Office of Inspector of Machinery,
Hobart, 3rd February, 1886.*

SIR,

I HAVE the honor to report to you, for the information of the Hon. the Minister of Lands and Works, that I have carefully examined the drawings of the hull of the Steam Hopper Grab Dredge designed by Messrs. Kennedy & Sons.

I find the tender belt (mentioned in my suggestions, January 25, 1886) is provided for, and the design in other respects in conformity with the present practice, and if carried out in accordance with my (submitted) suggestions, results in every way satisfactory may be expected.

I have, &c.

JOHN CLARK.

To the Hon. the Chief Secretary, Tasmania.

Public Works Office, Hobart, 12th February, 1886.

SIRS,

WITH reference to your tender for the construction of Steam Hopper Dredge, I forward herewith amended specifications for the work, and desire to inform you that upon receiving an intimation in writing that you agree to the same, and also to the conditions attached thereto, your tender at £11,690, referred to in my communication of 1st December last, will be accepted by the Government.

I am, &c.

N. J. BROWN,
Minister of Lands and Works.

*Messrs. R. KENNEDY & SONS, Derwent Ironworks,
Hobart.*

*Derwent Ironworks and Engineering Company,
Hobart, 17th February, 1886.*

SIR,

REFERRING to yours of the 12th instant *re* construction of Steam Hopper Dredge, we are willing to conform with the amended specification and conditions of contract.

We are, &c.

R. KENNEDY & SONS.

To the Hon. the Minister of Lands and Works.

Public Works Office, Hobart, 17th February, 1886.

MEMO.

Re Specification Steam Hopper Dredge.—On page 7 two blanks have been filled in by Messrs. Kennedy & Sons where marked in pencil at top of page.

Also on page 9 blank filled in as marked in pencil (engine and boiler-bearers).

Page 19, on last line of page, Messrs. Kennedy and Sons suggest this scale to be 1/25 for full size which they have prepared.

Will Mr. Clark be good enough to note these corrections and favour me with his remarks thereon? The addenda to specifications proposed by Mr. Clark have been agreed to by Messrs. Kennedy & Sons, with the above corrections and conditions; pages 2, 3, 4, and 5, have also been agreed to by the contractors.

J. FINCHAM, *Engineer-in-Chief,*
for Minister of Lands and Works.

JOHN CLARK, *Esq., Inspector of Machinery.*

Office of Inspector of Machinery,
Hobart, 19th February, 1886.

SIR,

I HAVE the honor to report to you that I have carefully noted the corrections in the specifications *re* Dredge, and in which I concur; but would suggest that the following be inserted after engine and boiler bearings:—

The scantling of the engine seating to be not less than those of the ship's bottom to which it is fixed; the vertical portion of the engine seating to be worked in with the flooring and keelsons.

The longitudinals to extend beyond the immediate vicinity of the engine bed-plate, so as to include seating for "thrust block," and distribute the strain over a larger portion of the ship's bottom, and not localise it over a few frames.

The angle irons to be carefully fitted, and the rivetting more than usually good.

Top-plate to be at least 50 per cent. thicker than the vertical plates, and to be well bedded.

Work in boiler seating to be performed in a similar manner, for the proper securing of the boiler and connections.

Model will be preferable to the 1/50th or 1/4 of an inch to one foot.

I have, &c.

JOHN CLARK.

J. FINCHAM, *Esq., Engineer-in-Chief.*

Public Works Office, Hobart, 20th February, 1886.

SIRS,

I AM in receipt of your letter of the 17th instant, notifying your willingness to agree to the amended specifications and conditions of contract for the construction of Steam Hopper Dredge, and I have now to inform you that your tender at £11,690 for the construction of this Dredger, subject to the plans, specifications, and particulars and conditions of contract relating thereto, is accepted by the Government.

Contract documents will be ready for your signature in a few days, of which you will be duly notified.

I am, &c.

N. J. BROWN, *Minister of Lands and Works.*

Messrs. R. KENNEDY & SONS, *Derwent Ironworks,*
Hobart.

Public Works Office, Hobart, 26th February, 1886.

Re Steam Hopper Dredger, Messrs. Kennedy & Sons' Contract.

MEMO.

WILL the Solicitor-General be good enough to prepare the necessary Articles of Agreement in this case? Draft and particulars herewith.

NICHOLAS J. BROWN,
Minister of Lands and Works.

The Solicitor-General.

THE Articles of Agreement herewith. All papers returned.

R. P. ADAMS.
3.3.86.

The Hon. the Minister of Lands and Works.