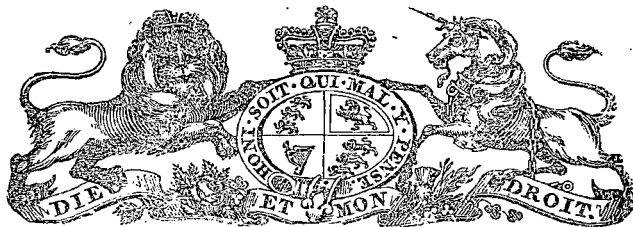


(No. 3.)



1901.

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PARLIAMENT OF TASMANIA.

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INSPECTION OF MACHINERY DEPARTMENT:

REPORT FOR 1900.

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

Cost of printing—£1 2s. 6d.



## INSPECTION OF MACHINERY DEPARTMENT.

### REPORT FOR 1900.

Hobart, 13th February, 1901.

SIR,

I HAVE the honour to submit herewith the Annual Report on the working of the "Inspection of Machinery Act, 1889," for the year ending 31st December, 1900.

#### *General.*

The increase in the amount of machinery in the State still continues. Ninety-five additional boilers—new and second-hand—have been started to work during the year, bringing up the total number of boilers, exclusive of Marine, to 752. Thus, there have been added 252 boilers to those in use before 1898, which gives some idea of the rapid expansion of mining and general industries during that period.

The number of defects discovered and repairs made have been considerable, although rather less than for 1899, but quite enough to lead to serious accidents if neglected for long. Occasional instances still occur of safety-valves being jointed down, bolts put through fusible plugs, &c., but such practices are becoming every year more rare.

It is satisfactory that no accident causing injury to any person has happened to any boiler during the year, although, necessarily, a good many boilers have not been inspected, owing to the shorthandedness of the staff. A considerable risk is run through this, as witness the frequent explosions, involving loss of life and damage to property, which have occurred in the sister States of New South Wales and Victoria during the past two or three years (there being no compulsory inspection in these States except as regards mining machinery).

The number of new boilers made in this State during 1900, although satisfactory, has been somewhat less than in 1899, and is far below the percentage I would like to see, many boilers being still imported; mining companies are especial offenders in this way.

Boilers as good and serviceable as English ones, and better than many American ones, can be turned out in the State at fair prices, and I would like to see the local manufacturers given every encouragement to tender for such work.

As usual, all boilers built have been under the supervision of this department, good work and material being insisted upon.

The usual amount of work for other departments has been done, and this line is much on the increase, although no credit is given by other departments to this for such service.

#### *Number of Inspections Made.*

Land boilers inspected, and Certificates granted for same .....	450
Ditto inspected but condemned . . . . .	7
Marine inspection made and declarations given .....	57
TOTAL.....	<u>514</u>

*Engine Drivers' Certificates.*

Ninety-eight Certificates have been issued during the year, 82 for Competency and 16 for Service. As well as these 16 were examined and failed to pass.

*Port Engineers' Certificates.*

Six candidates were examined for the above; 5 passed and 1 failed.

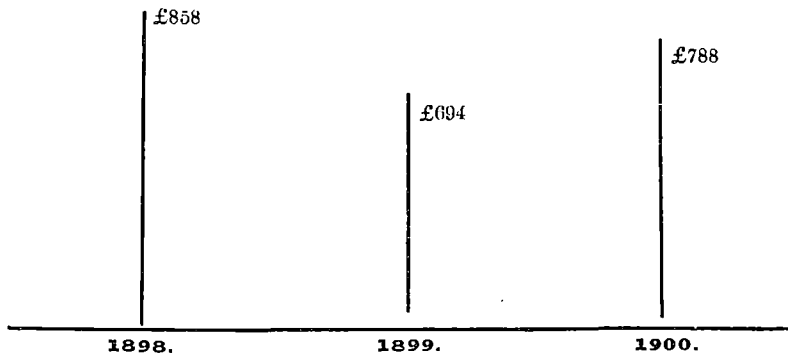
*Examinations under "The Merchant Ships Officers Examination Act, 1898."*

Only one candidate presented himself, and was examined, and obtained a First Class Certificate.

*Fees Earned.*

There is a small increase in the amount of fees earned as compared with 1899, the comparative figures being shewn below :—

Fees payable on Land Boilers and Machinery.	Fees payable on Marine Boilers and Machinery.	Engine Drivers' Fees.	Fees for Board of Trade Engineers' Examination.	TOTAL.
£ s. d. 677 0 0	£ s. d. 78 0 0	£ s. d. 30 15 0	£ s. d. 3 0 0	£ s. d. 788 15 0



It is satisfactory to note that provision has been made to afford the department the assistance of another Inspector for 1901, and, when he gets to work, there should at once be an advance in the amount of fees earned, and there seems little doubt that the revenue for 1901 will easily run into four figures for the first time in the history of the department. Although much benefit will result from the appointment of an additional Inspector, nevertheless the work is increasing so fast of late that the time is rapidly approaching (at the present rate of progress) when it will be advisable to consider the appointment of still another Inspector. I have before me, at the time of writing, a report from the Inspector for the northern districts, in which he points out that the district is becoming too large for him to satisfactorily traverse (extending, as it does, from Duck River, on the west, to St. Helens, on the east), and at the same time attend to Marine Board surveys, examinations, construction of new boilers, general office correspondence and bookwork; and requesting some assistance. In a conversation which I had recently with the West Coast Inspector, he also informs me that the district of the West Coast is getting beyond him, so much extra work being necessary in inspecting boilers several times a year, in many cases, owing to the bad feed-water used. If the present expansion continues, I think it will soon be necessary to station another Inspector at, say, Burnie, to work partly towards Launceston, and partly towards the West Coast, and thus relieve each of the above two Inspectors of part of their respective districts.

*Accidents.*

It is pleasing to note that the accidents during 1900 have been comparatively few. One fatal accident was reported, in which a man named Frank Gottschalk lost his life at the Mt. Lyell sampling mill, through being caught by a belt and whirled round a shaft. The jury, at the inquiry, returned a verdict of accidental death. Four more accidents were of a serious nature, and six others trivial. No accident causing injury to persons was reported as occurring to any boiler. Every precaution possible is taken to guard machinery, and to impress on operatives the latent dangers about running machinery of all kinds, and to avoid, especially, the danger, which many are prone to, of becoming careless.

*Amendments in the Act.*

The same amendments as were pointed out by me last year are still required, and I hope to see the Act altered in these directions at an early date.

*Synopsis of other duties performed.*

Engineer and Iron Shipwright Surveyors to the Hobart, Launceston, Strahan, and Mersey Marine Boards; examiners in steam to the same; examiners under "The Merchant Ships Officers' Examination Act, 1898"; examiners of land engine-drivers; inspecting and reporting on various Government machinery at Gaol, Hospitals, Bonding-warehouse, &c.

I have the honour to be,

Sir,

Your obedient Servant,

E. S. ROSS, *Chief Inspector of Machinery.*

*The Hon. the Chief Secretary.*

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APPENDIX.

*RETURN for the Year ending 31st December, 1900.*

Description of Information.	No.
Certificates granted to land boilers.....	450
Marine Declarations taken.....	56
Total inspection land boilers .....	562
Ditto Marine ditto .....	202
Grand total inspections .....	764
Steam gauges tested and found serviceable .....	352
Ditto found unreliable and condemned.....	27
Steam boilers found defective and owners instructed to repair same .....	197
Ditto condemned.....	7
Accidents ending fatally.....	1
Ditto causing serious bodily harm .....	4
Ditto trivial.....	6
Certificates issued to land engine-drivers .....	98
Ditto port engineers.....	5
Ditto under "The Merchant Ships Officers' Examination Act, 1898"	1

E. S. ROSS,

*Chief Inspector of Machinery.*