

ANNUAL REPORT

AND

STATEMENT OF ACCOUNTS

OF THE

DROGHEDA

HARBOUR COMMISSIONERS

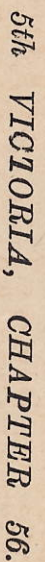
FOR THE

YEAR 1891.

DROGHEDA:

MDUGALL, MACHINE PRINTER, PETER-STREET.

1892.



FOR THE
YEAR ENDING 31st DECEMBER, 1891.

Approved 19th April, 1892.
JOHN MANGAN, Mayor, Chairman.
JOHN McNAMARA, Secretary.

CONTRA.

BALANCE SHEET, 31st DECEMBER, 1891.

£16,899 16 10	01 91 668,913
---------------	---------------

THE
HARBOUR ENGINEER'S
ANNUAL REPORT.

Harbour Office, Drogheda,

April, 1892.

To the Chairman of the Harbour Commissioners.

SIR—The men who were working on the river
were engaged during the past year at various
works, viz—pointing stones from Ballast Quay to

maintain the embankment, making secure water sluices, and repairing stone perches.

The abrupt bend on the south side of the river at Newdeep was prepared for dredging by the removal of the inshore bank for a distance of 300 yards in length, by 100 in width, to the level of low water.

This excavation was performed by manual labour, and will allow of the dredger commencing work on the portion below low water earlier on the flood tide, and also to remain longer on the ebb tide, by which means the output of dredgings will be much increased.

Year after year as the portions of these bends have been cut away and deepened by dredging, the navigation of the river is being much improved, and a greater depth of water is maintained throughout the channel and over the bar. Vessels can now arrive and leave the Harbour much earlier on the tide than formerly.

The quantity of gravel removed from the bend at Newdeep, 3,500 tons, was usefully employed in raising the embankment over high water on the south side towards Mornington pier, and which was subsequently stone faced on the river side.

These embankments have been carefully at-

tended to during the year, and maintained in good order, as there is a serious risk, when a breach occurs in them, of large quantities of material being carried from off the beds on the flowing out of the back-water, and perhaps form an obstruction in the sailing channel which no application of the dredger could remove in sufficient time to restore the navigable depth of the channel for passing vessels.

The river frontage wall along the ballast quay was repaired its entire length of 520 feet. The bearing piles where defective were cut and properly repaired with sound balk timber.

The coping balk was taken up its entire length of the quay, and sound balk of pitch pine re-laid and well secured to pile heads.

The coping stones were lifted and re-set in cement mortar, and the work finished in a proper, workmanlike manner.

Six new planks of yellow pine, 84 feet long, 22½ inches wide, by 4½ thick, belted with iron at each end, and mounted with brackets and stanchions for hand ropes, were delivered on the quays during the year, for the use of the sailing vessels and screw steamers.

The roadways along the quays, and also the

Goods sheds, were kept in fair good order during the year.

I am, sir,

Your obedient servant,

JAMES MCCARTIN,

Harbour Engineer.



AUDITOR'S REPORT.

To the Chairman and Commissioners

Drogheda Harbour Board.

GENTLEMEN—I beg to submit the annexed Statement of Accounts and Balance Sheet for the year ending 31st December, 1891. I have examined all the Accounts, and have seen Vouchers for all payments made and ordered by the Commissioners, as per Minute Book, and corresponding with entries in Cash Book, Ledger, and Bank Book.

RECEIPTS.—The gross receipts for the year amounted to £9,681 10s 1d, which includes £4,688 10s 6d sale of Railway Stock, and are £1,514 7s 0d in excess of those of last year.

The Harbour Dues for the year amounted to £3,255 0s 0d, an increase of £123 2s 6d on last year. The amount for towage was £464 12s 8d, an increase of £34 16s 5d on last year. Amount for Plankage was £25 12s, a decrease of £1 1s on last year. The amount for Schedule Dues for the year was £986 19s 7d, an increase of £27 18s 8d over the year 1890.

The total receipts of Harbour Dues, Towage, and Schedule Dues show an increase of £185 17s 7d over the receipts of these items for the year 1890.

EXPENDITURE—The cash payments for the year amounted to £10,467 14s 8d, which includes purchase of New Tugboat, £5,356 0s 0d, and £100 to Mr Donaldson, Consulting Engineer Messrs Stryke and Comber, £295 16s 8d; and £1,985 4s 10d, instalments of Mortgage Loan. Exclusive of the foregoing, the remaining expenses would amount to £3,328 13s 8d, against £4,375 18s 6d in 1890.

TUGBOAT SERVICE—The New Tugboat "Drogheda" was purchased at a cost of £5,458, including £100 to Mr Donaldson, Consulting Engineer. The Receipts for towage for the year were £464 12s 8d, an increase on last year of £34 16s 5d. The expenses have been £777 2s 7d, including £182 0s 1d for repairs to Black Eagle,

portion of which were effected in 1890. The loss on the year's working was £312 9s 11d, which is £123 15s 0d less than that of preceding year.

QUAYS—The expenditure for cleansing, repairing, and watering quays have been £186 11s 4d; Watchmen's wages, £116 0s 0d; and Clothing for Watchmen, £5 14s 0d, making a total of £308 5s 4d, £166 11s 10d less than preceding year.

RIVER LAMPS—The cost of lighting was £98 12s 0d, £7 15s 0d less than last year.

QUANTITY AND COST OF COAL—The Tugboat service was 312 tons, £239 10s 8d, average 18s 4½d per ton, as against 452½, £366 17s 7d, average 16s 2½d per ton for the year 1890.

SCHEDULE DUES—The amount collected was —; outstanding from year 1890, £141 2s 4d; for year 1891, £986 19s 7d; less uncollected for 1891, £142 18s 6d. The total amount collected for the year was £985 3s 5d, £27 18s 8d over that of 1890.

MORTGAGE LOAN—Two instalments of this loan have been paid during the year—the principal debt is now reduced by the sum of £6,038 8s 1d.

LIABILITIES—Unpaid accounts, amounting to £188 17s 9d. Balance due Bank, £744 2s 2d, with

remainder £15,966 16s 11d, principal of Mortgage Loan, making a total of £16,899 16s 10d.

ASSETS.—Outstanding items for Harbour and Schedule Dues, £166 4s 0d, and estimated value of vessels, plant, material, lease and freehold property, £9,600 0s 0d, making a total of £9,766 4s 0d.

The total balance to debit of Commissioners would be £7,183 12s 10d.

I append extract from Collector's Report, which shows the increase and decrease of imports and exports of some of the more important items which make up the revenue of the Port.

"The year 1891 is an improvement over 1890 in Tonnage Dues of £128 2s 6d; in Towage, £34 16s 6d; and in Dues on Cargoes, £27 18s 8d. Plankage reduced £1 1s—total increase for the year, £184 16s 7d. Tonnage would likely have been more but for the increased employment of Screw Steamers in the Coal Trade, for their tonnage is usually low when compared with sailing vessels of the same burthen; further, they do not require to employ tug.

DROGHEDA STEAMERS.

"Live Stock shows an improvement over 1890, viz—Cattle, 1860; Sheep, 14,829; Pigs, 1,071;

Horses are, however, 84 less; other goods by steamers about same as 1890.

SCREW STEAMERS AND SAILING VESSELS.

"Import of Coal increased 2,672 tons; Cement, 220 tons; Sulphur Ore, 1,002 tons; some other articles show a reduction, particularly Indian Corn, 2,640 tons.

"Exports on sailing vessels had improved on some articles, viz—Oatmeal, 806 tons; Native timber, 2,056 tons; and Chemical Manure, 351 tons over 1890."

I am gentlemen,

Your obedient servant,

PATRICK DONAGH,

Auditor.

Drogheda,

5th April, 1892.

Adopted,

PATRICK GORMAN,

SIMON JORDAN,

JOHN MANGAN, Mayor,

Chairman.