

ANNUAL REPORT

AND

STATEMENT OF ACCOUNTS

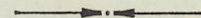
OF THE

DROGHEDA

HARBOUR COMMISSIONERS,

FOR

THE YEAR 1893.



DROGHEDA:
M'DOUGALL, PRINTER, PETER STREET.

1894.

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LIST OF MEMBERS.

CHAIRMAN :
THE MAYOR OF DROGHEDA (during his Term of Office).

CHAIRMAN, 1893 :
CAPTAIN LAURENCE BRANIGAN, J.P.

ELECTED MEMBERS :
Outgoing August, 1894.

- | | |
|------------------------------------|------------------------|
| 1. RICHARD J. KENNEDY, | " |
| 2. MICHAEL COLLINS, | " |
| 3. JOHN M'EVOY, | " |
| 4. HENRY SMYTH, | " |
| 5. SYLVESTER ROACHE, | " |
| 6. PATRICK MORGAN, | " |
| 7. NICHOLAS MORAN, | " |
| 8. PETER LYNCH, | " |
| 9. CHRISTOPHER TIGHE, | Outgoing August, 1895. |
| 10. MARTIN BUTTERLY, J.P., | " |
| 11. JAMES LONG, | " |
| 12. SIMON JORDAN, | " |
| 13. JOHN DOLAN, | " |
| 14. PATRICK M'EVOY, | " |
| 15. CAPT. LAURENCE BRANIGAN, J.P., | " |
| 16. WILLIAM T. SKEFFINGTON, | " |
| 17. PATRICK REILLY, | Outgoing August, 1896. |
| 18. BERNARD DONNELLON, | " |
| 19. RICHARD NULTY, | " |
| 20. THOMAS H. SIMCOCKS, | " |
| 21. THOMAS CALLAN, | " |
| 22. PETER LYONS, | " |
| 23. JOHN DOWNEY, | " |
| 24. THOMAS LONG, | " |
| 25. NICHOLAS FARRELL, | " |
| 26. JAMES WELDON, | " |
| 27. PATRICK GORMAN, | " |

THOMAS BYRNE, *Secretary.*
FRANK F. BYRNE, *Engineer.*
ANDREW LEECH, *Harbour Master.*

Statement of Accounts of the Drogheda Harbour Commissioners

FOR THE
YEAR ENDING 31st DECEMBER, 1893.

Dr	£	s	d	£	s	d
Balance to Credit in Bank, 31st December, 1892, ..				3351	13	0
DUES OUTSTANDING, 31st DEC., 1892:						
Harbour Dues,	32	0	0			
Planks do.,	0	4	0			
Towage do.,	nil.					
Schedule do.,	154	10	2			
				186	14	2

DUES FOR YEAR ENDING 31st DEC., 1893:

Harbour Dues,	3403	3	6
Towage do.,	289	14	11
Planks do.,	22	2	0
Schedule do.,	1044	1	0
Total Dues,	£4759	1	5

SUNDRY RECEIPTS:

Interest on Deposit,	72	17	3
Use of Barge (per Corporation),	16	19	11
Use of Ponto (Drogheda Steampacket Company),	3	13	0
Sale of Scrap,	3	10	0
Rent of Slob-lands,	8	0	0
Weigh Machine,	4	9	11
Crane,	0	1	0
Incidental,	6	3	6
Cash per Pilot Byrne,	0	10	0
Total Income,	£4875	6	0

DUES UNCOLLECTED, 31st DEC., 1893:

Harbour Dues,	£53	8	6
Towage do.,	11	8	8
Planks do.,	0	17	0
Schedule do.,	181	1	9
	246	15	11

Collected and lodged in Bank,	4628	10	1
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Cr	£	s	d	£	s	d
By Labour Accounts, &c	270	0	2			
„ Plant and Materials, including Stones, Timber, &c,	168	17	7			
				438	17	9
„ Tugboat Service—						
Wages	320	3	1			
Coals, 455 tons, average 14s 6d per ton	330	1	7			
Materials	86	13	4			
Repairs—'Drogheda' £233 17 0½						
„ 'Black Eagle' 16 4 1				250	1½	
				986	19	1½
„ Dredger—						
Wages—Dredger, Barges and Ponto	397	6	5			
Repairs—Dredger	597	19	2			
Do Barge	55	3	1½			
Materials—Dredger	63	9	11½			
Do Steam Hopper Barge	7	4	4½			
Coals—Dredger and Barge 125 tons average 13s 4d½ per ton	83	10	8			
				1204	13	8½
„ Quays—						
Watchmen's Wages	122	4	0			
Do Clothing	5	14	0			
Repairs—Cleansing, &c, as per contract	209	0	0			
Drogheda Gas Company	115	9				
Drogheda Waterworks Company	0	10	0			
				452	17	3
„ Salaries, including amount for collecting Schedule Dues				390	18	6
„ Superannuation, including amounts to Messrs M'Namara and M'Cartin				116	4	0
„ Lighting River Lamps and Ringing Fog-bell				110	17	0
„ Rent of Foreshore	18	7	4			
„ Auditor for year 1892	7	0	0			
„ Subscriptions to Lifeboat and Shipwrecked Mariners'	10	0	0			
„ Byrne—Pilot	3	0	0			
„ Incidentals	35	18	8			
„ Printing, Advertising, &c	59	18	11			
				134	4	11
„ Cost for Damage to Ships—						
„ 'Ethiopian'	17	11	1			
„ 'Agnes'	102	13	3			
„ 'Fame'	408	7	6			
„ 'Wildrose'	5	16	9			
				534	8	6
„ Repairs to Berths—Cost of Diver	9	16	5			
Do to North Bar Perch	140	7	1			
				150	3	6
„ Painting notice boards, repairing and making planks	22	6	8			
„ Painting seats on Green	4	18	6			
„ Making new ladder at end of Green	14	10	0			
„ Cost of new seats for Green	4	19	0			
„ Repairs to Crane	1	10	0			
				48	4	2
„ Insurance on property	3	19	9			
„ Income tax	39	2	7			
„ Law costs—Mr M'Cann	8	10	6			
				51	12	10
„ Repairs and taxes—house at Stameen	86	19	0			
„ Repairs, attendance, coal &c—Harbour Office	45	12	6			
				132	11	6
„ Interest on mortgage loan—income tax deducted				950	15	6
„ Cost of new barges bought at Rotterdam, including towage, insurance, &c				1133	6	11
				6836	15	2
„ Balance in bank on 31st December, 1893				1330	2	1
				£8166	17	3

I certify that the foregoing Accounts agree with the Books and Vouchers of the Drogheda Harbour Commissioners.

PATRICK DONAGH, *Auditor.*

Drogheda, 19th March, 1894.

YEAR ENDING 31st DECEMBER, 1893.

TUGBOAT ACCOUNT.				CONTRA.			
Dr				Cr.			
			£ s d				£ s d
To Wages	...	...	320 3 1	By Earnings for Year	..	...	289 14 11
„ Coals	...	...	330 1 7	„ Loss on Year's Working	...	...	697 4 2½
„ Materials	...	...	86 13 4				
„ Repairs	...	...	250 1 1½				
			986 19 1½				986 19 1½
			£986 19 1½				£986 19 1½

BALANCE SHEET, 31st DECEMBER, 1893.

LIABILITIES.				ASSETS.			
			£ s d				£ s
To Loan effected in 1892	...	...	22000 0 0	By Harbour and Schedule Dues outstanding	...	234 10 3	
„ Unpaid accounts outstanding	...	...	130 9 8	„ Towage and Plankage	...	12 5 8	
			22130 9 8				246 15 11
				„ Estimated value of Vessels, Plant, Free, and Leasehold Property, &c	...		8915 0 0
				„ Balance in Bank to Credit of Commissioners, on 21st December, 1893	...		1330 2 1
				„ Balance to Debit of Commissioners, 31st December, 1893	...		11638 11 8
			£22130 9 8				£22130 9 8

THOMAS BYRNE, *Secretary.*

AUDITOR'S REPORT.

*To the Chairman and Commissioners Drogheda
Harbour Board.*

GENTLEMEN—I beg to submit the annexed Statement of Accounts and Balance Sheet of this Trust for the year ending 31st December, 1893,

I have examined all the items in the Accounts, and have seen all vouchers for all payments made and ordered by the Commissioners, as per Minute Book, and corresponding with the entries in Cash Book, Ledger, and Bank Book.

RECEIPTS—The gross receipts for the year amounted to £4,815 4s 3d, which is £239 5s 7d less than those for the year 1892.

The Harbour Dues for the year amounted to 3,£403 3s 6, an increase of £11 4s 6d on last year.

Towage and plankage for the year amounted to £311 14s 11d, a decrease on last year in the towage of £238 3s 11d, and in plankage of £3 19s 0d.

Schedule dues on cargoes inwards and outwards amounted to £1,044 1s 0d, an increase of £261 7s 0d on the year 1892. The total receipts of the Port for the year have been £4,759 1s 5d, which is £204 0s 7d less than those for 1892, but £26 12s 2d over those for 1891, and £211 8s 9d over those for 1890.

EXPENDITURE—The total payments for the year amounted to £6,836 15s 2d, which includes £534 8s 6d for cost of damages done to ships; interest on loan, £950 15s 6d, and cost of new barges purchased at Rotterdam, £1,133 6s 11d. Exclusive of the foregoing, the remaining expenses would amount to £4,218 4s 3d, as against £3,023 9s 0d for year 1892.

TUGBOAT SERVICE—The receipts for towage

for the year were £289 14s 11d, a decrease of £238 3s 11d on those for the year 1892. The expenses have been £986 19s 1½d, and the loss on the year's working has been £697 4s 2½d which sum is £381 0s 5d more than the loss for year '92.

QUAYS—The expenditure for cleaning and repairing has been £209 0s 0d; watchmen's wages and clothing £127 18s 0d; gas lighting £115 19s 3d, making a total of £452 17s 3d, as against £432 9s 6d for preceding year.

RIVER LAMPS—The cost of lighting river lamps and ringing fog-bell has been £110 17s 0d, £4 15s 0d more than for '92.

QUANTITY AND COST OF COALS—The tugboat service was 455 tons, £330 1s 7d, average 14s 6d per ton; as against 489 tons, £362 13s 3d, average 14s 10d per ton, for year '92. The dredger service, including barge, was 125 tons, £83 10s 2d—average 13s 4½d per ton.

DREDGER—The total amount for cost of working dredger, &c, was £1,204 13s 8½d, and comprises the following items:—Wages, £397 6s 5d;

Repairs—dredger, £597 19s 2d; barge, £55 3s 1½d; materials—dredger, £63 9s 6½d; barge, £7 4s 4½d; Coals—125 tons, £83 10s 8d.

LIABILITIES—Mortgage loan effected in '92, £22,000, and outstanding accounts unpaid, £130 9s 8d. Total, £22,130 9s 8d.

ASSETS—Outstanding items for Harbour and Schedule Dues, Towage and Plankage, amounting to £246 15s 11d; estimated value of vessels, plant, material, free and leasehold property, &c, £8,915 0s 0d, and balance in Bank to credit of Commissioners at end of year, £1,330 2s 1d making a total of £10,491 18s 0d.

The total Balance to Debit of Commissioners would thus be £11,638 11s 8d.

I have the honour to be, gentlemen,

Your most obedient servant,

PATRICK DONAGH,
Auditor.

Drogheda; 19th March, 1894.

HARBOUR ENGINEER'S REPORT

FOR 1893.

March 20th, 1894.

MR CHAIRMAN AND GENTLEMEN—

I beg to submit my report of the work done in connection with your Port and Harbour for the last nine months of the year ending December 31st, 1893.

GENERAL MAINTENANCE AND REPAIRS—
The general maintenance and repairs to your floating and other plant and buildings, and the underpinning of quay walls, and rebuilding of quay walls, has been carried out as heretofore, and in addition there has also been carried out

The following new work, viz :—

WEIGHING MACHINE—The weighing machine has been fitted throughout with new centres and new bearings.

SOUTH QUAY—The footpath on South Quay has been taken up, dressed and re-laid.

SEATS FOR GREEN—The 20 seats for the Green have been re-made and oak grained.

NEW LADDER—A new ladder has been erected at east end of Deep Water Berth at a cost of £14 10s.

FIVE NEW MOORING POSTS—One oak, one cast iron, and three wrought iron mooring posts have been erected, and the cast iron mooring posts at the Deep Water Berth were taken up and re-set in concrete blocks at a cost of £60.

BAR PERCHES—The broken pieces of the north Bar Perch were taken out of the sea, and re-built into the new perch, and erected at a cost of £133.

A new south wooden perch was erected at a cost of £24.

QUAY PLANKS—Six new yellow pine, iron-bound quay planks were made at a cost of £33.

ENGINEER'S RESIDENCE—Alterations and repairs to the Engineer's residence at Stameen, as per contracts, cost £85 10s.

HARBOUR OFFICE—New sanitary arrangements, lavatory, sewer and vent pipes, and gas fittings, &c, were put into the Harbour Office at a cost of £34 13s.

TUG "DROGHEDA"—The tug has had six new brass framed side and deck lights, and open iron grating. Also new copper blow-off pipe, nearly new rudder, new bolts for paddle wheels, speaking tube, and alterations to engines, furnaces and bunkers, at a cost of £110.

(Previous to these alterations there was great danger of collisions, as the tug would not answer her former rudder; also the engine room was in perfect darkness all the time).

DREDGER "DRAGON"—The dredger has been supplied with new steam cylinder, ten new steel buckets, eight new cast iron tumbler bars, four

new cast iron rollers and bearings, 380 (an entire new set) of steel bushed ends, forged on chain links, portion of the winch driving gear taken out, re-made and erected—new lamps, wire and manilla ropes, &c, at a cost of £500.

HOPPER BARGES NOS 1 AND 2—Two practically new iron hopper barges of 150 tons capacity each were purchased in Rotterdam. Cost for both, including towage and insurance expenses, £1,133 6s 11d.

This gives a total of about £2,200 spent on new work only during the year 1893

DREDGING—Dredging was commenced last season on June 14th, and finished on December 16th, say five months, but the actual working time mooring and cutting was about four months, the remaining month being lost by break downs to the dredger and by easterly gales.

The total quantity dredged and deposited at sea was 40,930 tons—the largest weeks output being 3,000 tons, and the largest day's output 700 tons.

The two Rotterdam barges carry 150 tons each,

and are worked by two men—that is 75 tons per man. The wooden hoppers which were previously in use carried about 20 tons each, and each hopper had a crew of three men. That was say 7 tons to one man, so that formerly depositing the dredgings has cost you ever ten times the money which it did last season; *i.e.*, depositing 40,930 tons last season cost for labour and coals £256, as against £2,558 which it would have cost you with the former system of working. The money saved in one season is twice what the new barges cost, and in addition you have had ten times the quantity of material lifted by the dredger which was formerly done in the same time, and this without in any way increasing her crew, or coal, &c, consumption.

REMARKS ON FLOATING PLANT.

The tug boat, on last year's working, lost £697, about £140 of this was for extra coals and stores used in towing dredgings to sea, so that if there was no dredging last year the tug would have lost say £550, as crew's wages and other expenses would have been the same. In the coming years, the items for coal, stores, and repairs may be re-

duced £150, which will reduce the nett loss on the tug to about £400 per year. Against this, however, may be decreased towage earnings. In any event the tug will continue to be a heavy burden on the harbour funds, and I would suggest that an effort be made to sell her, and buy a small twin-screw tug in her stead. Such a boat could be bought for one quarter the money which the present tug cost, and what is of much greater importance could be worked for almost half what it costs to work the present tug. The tug, considering the several improvements made to her, is as good as new.

The dredger cost you £2,545, and before she could work there was an additional outlay of £102 on her. This, together with the £500 spent for new machinery last year, and about £300 which is now being spent on new work, will bring the cost of the dredger to £3,555, not including a few hundred pounds spent in repairing the old machinery previous to my coming here.

Before commencing this season's work the dredger will have been almost re-built. She will then be in condition to do a much larger amount of

work, and at a very much cheaper rate than formerly.

The Steam Hopper Barge cost you £344 and an additional £200 for repairs during her three years working, making a total cost of £544. Almost this whole item of £200 was spent on her engines and boiler which have since been sold as scrap-iron.

The Rotterdam barges cost £1,133 6s 11d for both. They worked all the season without stoppage or outlay for repairs of any kind.

PONTS AND ROW BOATS—You have ten flat pons, five of which are worth repairing, and five row boats all needing repairs, also two tug's boats.

All the hopper barges, dredger, tug and pons will be put on the Saw Mills slip for scraping and varnishing, etc, as soon as it is ready; after which they will be ready to commence this season's dredging.

I have occupied my spare time during the past twelve months in making a survey and taking

soundings of the river and bar for the purpose of making a correct map of same, which I shortly hope to lay before you together with a report on the extent, cost, and a manner of carrying out with your present revenue the works necessary to place the River Boyne in a position to compete successfully with modern navigable rivers.

I am, gentlemen,

Obediently yours,

FRANCIS FURLONG BYRNE,

M.I.C.E.I., M.I.M.E.,

Engineer.

