

Rope Reports on usual file after entry

LIVES OF NORTH MELBOURNE CITY SECTION ROPES DURING 1917-8.

Ropes used in the North Melbourne "City" Section during 1917/8 were withdrawn after an average period of about 27 weeks' service and put into a lighter section, viz. the Flemington Road or West Melbourne Section, where they were operated for periods averaging about 20 weeks.

During the years ¹⁹¹⁶ 1917 & 1918 five new ropes were used in the "City" section and in one of the other sections referred to.

Four of these ropes were manufactured by Bullivant & Co. and the fifth by T. & W. Smith.

The four Bullivant ropes averaged 28 weeks in the City Section and 35 weeks in the lighter sections.

The Smith rope was used for 25 weeks in the City and for 39 weeks in the West Melbourne Section.

Experience over a long period shows that about $3\frac{1}{2}$ weeks' work in the lighter sections is equivalent to one week in the "City" Sections.

Applying this estimate - the average equivalent lives of the five ropes in the "City" Section was $37\frac{1}{2}$ weeks.

Rope No. 45 (T. & W. Smith) was originally shipped per the "Boorara" in March 1918 and sunk by enemy action about 20th March 1918. After submersion for a considerable period it was shipped to Melbourne per "Australglan" and arrived on 2nd January 1919.

It was put into the North Melbourne City Section on 5th January 1919 but yielded poor results and was removed on 14th June 1919 - a period of 23 weeks. It was found to be useless for further work and is of practically no value except as scrap.

It is submitted that the value to the Board is represented by its cost multiplied by $\frac{23}{37\frac{1}{2}}$ or say 62%.

DATA - not to be submitted to Dalgety's at present -

	<u>City.</u>	<u>Flemington Rd.</u>	<u>West Melb.</u>	<u>Equivalent in City Section.</u>
Rope No. 40 (Bullivant)	34		32 $\frac{3}{7}$	42 $\frac{3}{7}$
41 "	21 $\frac{6}{7}$		31	30 $\frac{1}{7}$
42 "	39	52		55
44 "	16	26		24
	<hr/>			
	110 $\frac{6}{7}$	78	63 $\frac{3}{7}$	151 $\frac{4}{7}$ Av. 4 ropes 38 weeks
42 Smith.	25 $\frac{1}{7}$		39	35 $\frac{1}{7}$
	<hr/>			
	136	78	102 $\frac{3}{7}$	186 $\frac{5}{7}$
	<hr/>			
Average 5 ropes...	27 $\frac{1}{5}$	15 $\frac{3}{5}$	20 $\frac{17}{35}$	37 $\frac{12}{35}$

MEMO. - If we go back a longer period than for 1917/8 a glance at the statistics will suggest that the quality of the ropes has rapidly declined and that the poor results were in no way connected with the submersion.

NOTES re SMITH'S "BOORARA" 23,300-ft ROPE.

This was shipped per "Boorara" which was sunk by enemy action about 20th March 1918.

The rope was transhipped to the "Australglen" and arrived in Melbourne on 2nd January 1919.

Cost of rope was paid by the Board on 15th August 1918 as follows:-

Rope at 49/- per cwt....	£ 1327.10. 2
Charges - including Marine and War Risk Insurance on £1910 at 135/- per cent	<u>435. 5.10</u>
	£ <u>1762.16. 0</u>

The rope was overhauled and renovated by T. & W. Smith; at a cost of £337. 9. 9 which was paid by the Board. The Board also paid a second freight per "Australglen".. £305. 0. 3.

Our version of the agreement with underwriters is as follows:- Some of the matters have not been clearly admitted by the British War Risk Department - not through any fault of the Board.

1. Board to receive the full War Risk Insurance....	£ 1910. 0. 0
2. do. refund of T.&W.Smith's charges.	337. 9. 9
3. do. refund of second freight.....	<u>305. 0.3</u>
	£ 2552.10.30
4. Board to pay value of rope according to ascertained life - say 62% of original cost... £1762.16. 0 <u>1093. 0. 0</u>
5. Board to receive refund of Digby & Ryley's charges not yet allocated by them.....	1459.10. 0 ?
6. Dountful claim for refund of overcharge £69. 7. 6	<u> </u>

If our contentions are admitted in full, the Board's position will be:-

Original rope paid for by Board..	£ 1762.16. 0
Smith's charges....	337. 9. 9
Second freight per "Australglen"..	<u>305. 0. 3</u>
	2405. 6. 0
to be refunded Board as above...	<u>1459.10. 0</u>
Final cost of "Australglen" rope	£ <u>945.16. 0</u>

POSSIBLE CONTENTIONS WHICH MAY BE RAISED BY THE BRITISH WAR RISK DEPT.

- No. 2. That Smith's work was unauthorised.
3. I have heard of refusals to refund second freights paid by consignees.
4. That as the price of ropes increased rapidly after 20th March 1918, the value of the new rope should be based upon a much higher figure.
5. That our agents' charges should be looked upon as inseparable from War Loss misfortunes.
6. I hardly think this claim can be maintained.
7. That the poor result obtained for the rope was not caused by submersion, but was attributable to inferior quality of the material.

W.S.
Secretary
14/8/19

21st August 1918

Messrs. The Melbourne Tramway Board,
MELBOURNE.

To Charges in connection with cable ex S.S. "Boorara." -	
" Taking from Ship at South Shields, coiling into barge, conveying by water to Newcastle, coiling from barge to Newcastle Quay and conveying by road to our works including Quay and River dues and Insurance while in Tyne..	44.17. 6
" Fire Insurance while at our Works	1. 4. 9
" Labour at our Works overhauling Cable, uncoiling, recoating with tar, painting and repairing cage and recoiling into cage including our Representative's time and expenses visiting ship while at South Shields and examining Cable..	177.10. 1
" Material used, oil, tar, timber etc..	6. 7. 0
" Conveyance of Cable from Works to Station by Traction Engine and putting on Rail	14. 0. 0
" Railway Carriage, Newcastle to London, including London Dock dues ...	50. 9.11
" Stevedores account coiling Cable into s.s. "AUSTRALGLEN"..	11. 6. 0
" Freight London to Melbourne, s.s. "Australglen"...	305. 0. 3
" Marine Insurance on £705.....	31.14. 6
	<hr/>
	£ <u>642.10. 0</u>

Komali C. R. P.

Smith	Jan to Sept/15.	33 mts	✓	Wrestmalt/pt	38
X Smith	Jan to Jun/19.	23 "	✓	Scrap	41
Dalton	May 16 Jan/17.	34 "	✓	Henry R. ? W.M.	40
"	Jan/17, Feb/18.	39 "	✓	"	42
Smith	Feb to Sep/18.	25 "	✓	"	? W.M. 43

ED

18.

we now have pleasure in passing on to you which we have received from the Salvage Association, London, with regard to the above. It reads as follows:-

2 cables out
14 June
23 mts left

"'Boorara' one coil Melbourne Tramways
"cable forwarded 'Australglen' confer
"receivers record dates fixing and
"what worn out showing length service".

The "Australglen" is due to arrive here to-day, and we shall thank you to advise us on the following points so as to put us in a position to reply to the message, viz:-

- (1) When convenient to inspect cable on discharge.
- (2) Date of fixing.
- (3) Date when worn out.

Yours faithfully,

DALGETY and COMPANY LIMITED.

MANAGER INSURANCE DEPARTMENT.

PKY

[Handwritten signature]

LONDON: 45 BISHOPSGATE.-E.C.

Please Address your reply to the Company.

BRANCHES:

VICTORIA
 MELBOURNE, GEELONG,
 WITH SUB-BRANCHES AT
 HAMPERDOWN, TERANG,
 COLAC WODONGA,
 ALBURY, N.S.W.
 SOUTH AUSTRALIA:
 ADELAIDE,
 WITH SUB-BRANCHES AT
 PORT ADELAIDE, BEACHPORT, KINGSTON,
 MULLIGENT, NARRACOORTE, ROBE
 MOUNT GAMBIER, WILMINGTON,
 PORT AUGUSTA, JAMESTOWN,
 SNOWTOWN, BURRA, PORT PIRIE,
 NEW SOUTH WALES:
 SYDNEY, NEWCASTLE,
 BROKEN HILL, N.S.W.

QUEENSLAND:
 BRISBANE, ROCKHAMPTON,
 TOWNSVILLE,
 WITH SUB-BRANCH AT
 TOOWOOMBA.

WESTERN AUSTRALIA:
 PERTH, FREMANTLE,
 ALBANY, GERALDTON, CARNARVON,
 KALGOORLIE,
 WITH SUB-BRANCHES AT
 COSSACK, PORT HEDLAND,
 ROEBOURNE

NEW ZEALAND:

CHRISTCHURCH, DUNEDIN, NAPIER, WELLINGTON, AUCKLAND, GISBORNE, TIMARU;
 WITH SUB BRANCHES AT
 NELSON, WAIROA, GORE, OAMARU, HAMILTON,
 BLENHEIM, CHEVIOT, DANNEVIRKE, INVERCARGILL, MASTERTON,
 PALMERSTON NORTH, WANGANUI, OPOTIKI.

DALGETY AND COMPANY LIMITED

461-471 Bourke Street,

MELBOURNE 31st December, 1918.

Ans^{wd} 3/1/19 *Em* 2 IB

Subject

The Manager,
 The Melbourne Tramways Board,
 Bourke Street, MELBOURNE.

Dear Sir,

re ONE COIL CABLE ex "BOORARA" :

Referring to our interview of yesterday,
 we now have pleasure in passing on to you the cable
 which we have received from the Salvage Association,
 London, with regard to the above. It reads as
 follows:-

"'Boorara' one coil Melbourne Tramways
 'cable forwarded 'Australglen' confer
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Yours faithfully,

DALGETY and COMPANY LIMITED.

MANAGER INSURANCE DEPARTMENT.

*2c here - out
14 from
23 into left*

Phy

DEPARTMENT.

N: 45 BISHOPSGATE, E.C.
BRANCHES:

Please Address your reply to the Company.

DALGETY AND COMPANY LIMITED

461-471 Bourke Street,

MELBOURNE 6th January, 1919.

QUEENSLAND:
BRISBANE, ROCKHAMPTON,
TOWNSVILLE.
WITH SUB-BRANCH AT
TOOWOOMBA.

WESTERN AUSTRALIA:
PERTH, FRENANTLE,
ALBANY, GERALDTON, CARNARVON,
KALGOORLIE.
WITH SUB-BRANCHES AT
COSSACK, PORT HEDLAND,
ROEBOURNE

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BLENHEIM, CHEVIOT, DANNEVIRKE, INVERCARGILL, MASTERTON,
PALMERSTON NORTH, WANGANUI, OPOTIKI.

The General Manager,
Tramway Board,
673 Bourke Street,
Melbourne.

Ans. wa 7/1/19 | LB
Subject _____

*Mr Smith's Rep
mt. 20/10/18
in "Boorara" when inspected
satisfactory result obtained by
Archibald & Co. having
been highly praised
etc*

Dear Sir,

re WIRE ex S.S. "AUSTRALGLEN" :

We are in receipt of your letter of the
3rd instant, contents of which we duly note.

We inspected the rope on Saturday morning
as it was being discharged from the steamer, and there
will not be any need for a further inspection at the
Power House.

We shall be glad to know whether the rope
was put into the Line on Saturday night, as you antici-
pated.

Yours faithfully,

DALGETY and COMPANY LIMITED.

Paul Stewart

Manager Insurance Department.

J.H.