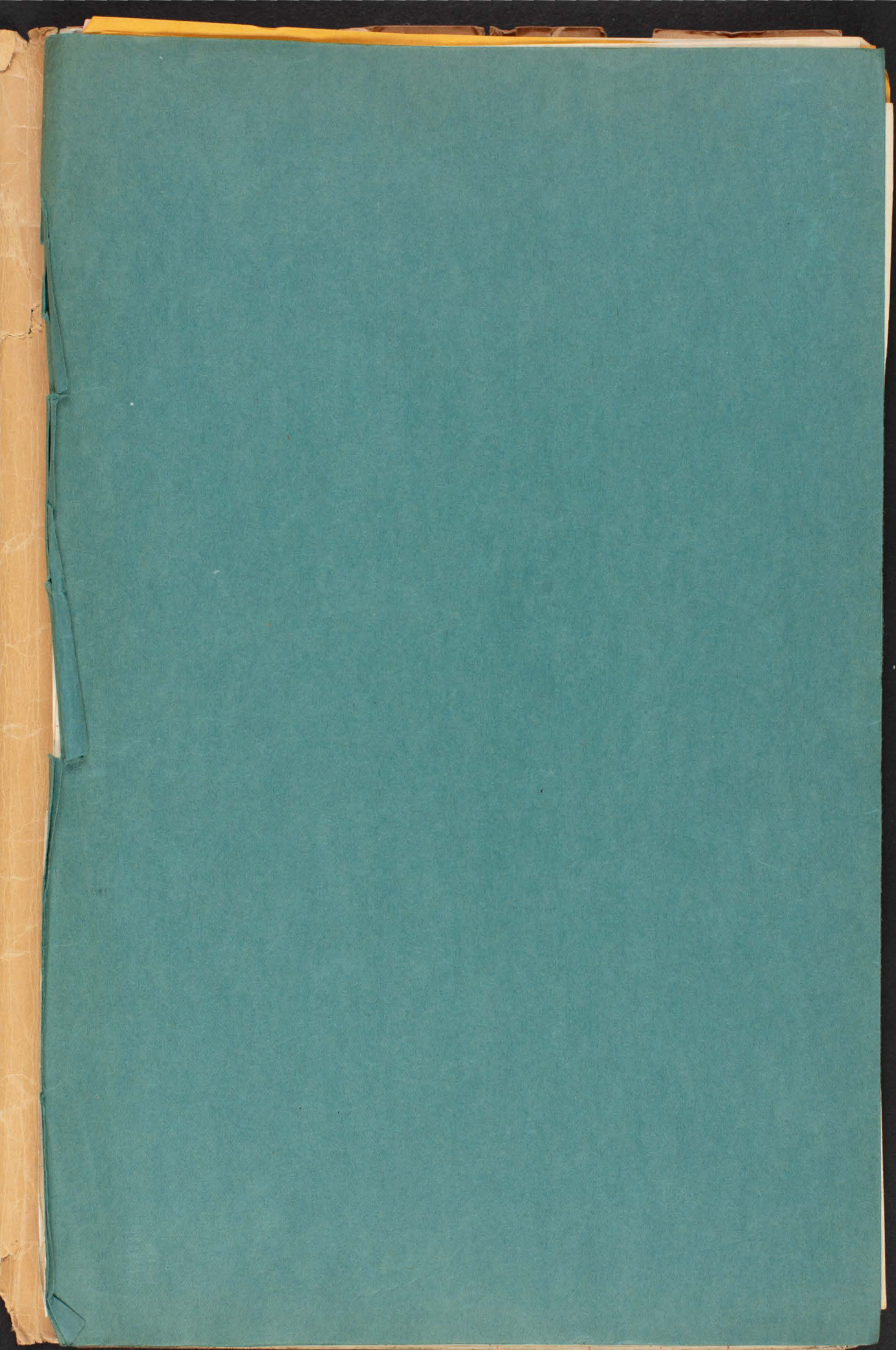


1987-208 01

552

Rangheto Quarry







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552. T

16th. November 26

The Superintendent.

SCHOOL AT RANGITOTO.

There are ten children of school age who would probably attend a school if one were established at the quarries.

The cost of a small building for school room and accommodation for teacher would be approximately £200.

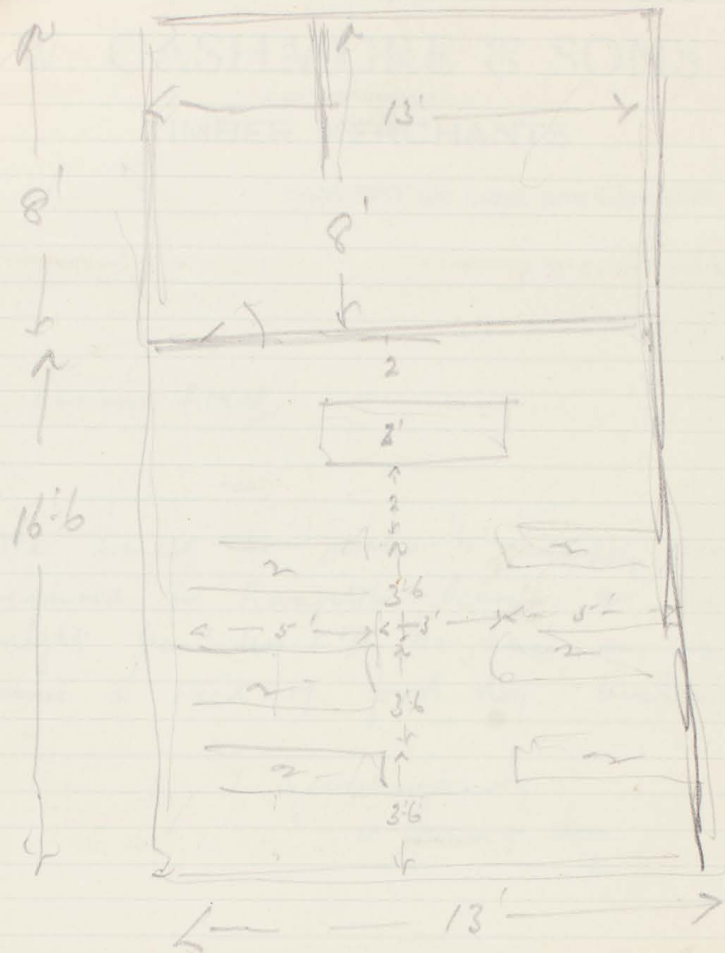
ENGINEER TO THE BOARD.

building 25' x 14' x 10' = 3500 cubft @ 1/2 = £175

Water supply (tank & stand)  
Detailed N.C.

say 25-

£200



building  $25' \times 14' \times 10' = 3500 \text{ cu ft @ } 1/2 = \underline{\underline{1750}}$

Water supply (tank & stand)  
 Detailed N.C.

avg 25  
 $\times 200$   
200



ureau  
Herne Bay)

POSTAL ADDRESS :  
Private Bag, Auckland

# W. CASHMORE & SONS

(LATE CASHMORE BROS.)

## TIMBER MERCHANTS

STOCKS OF  
DRY TIMBER ALWAYS  
ON HAND.

SANDSPIT (on Coast, near Clevedon)

22 12 1926

Engineers.

Ak. Harbour Board.

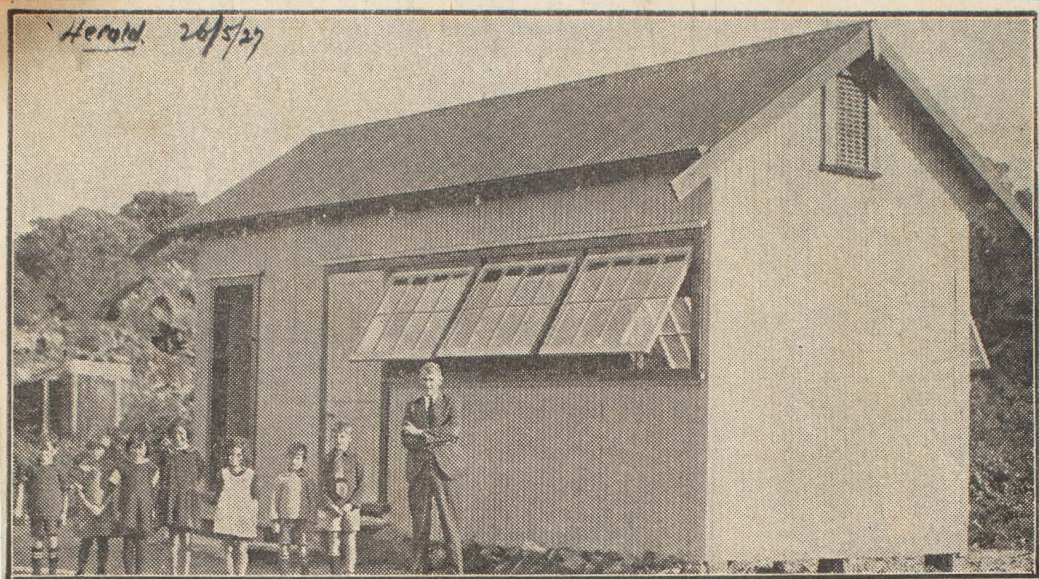
Dear Sir

We would be pleased to supply any  
timber required for Rangitoto School at Auckland.  
Freight free less 5%. We have on up to  
date planes & stock of good dry building  
timber.

Yours faithfully  
W. Cashmore & Sons  
A.







NEW PUBLIC SCHOOL ON RANGITOTO ISLAND.  
The master photographed with his pupils outside the building yesterday.  
—Staff Photographer

FILE NO.552.

COMMENCING FROM RE-OPENING OF QUARRY IN 1926

- PREVIOUS FILE NO.515. -



552

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## OWNERS PROTEST

### RANGITOTO SHACKS

"Herald" — 16.4.37  
ORDER FOR EVACUATION

### SACRIFICING IMPROVEMENTS

### CRITICISM OF GOVERNMENT

Strong protest against the Government's decision to set aside no part of Rangitoto Island for residential purposes and to give present dwelling owners a period of 20 years to evacuate the island and remove their dwellings was voiced yesterday by a number of bach owners. They all said that the decision of the Minister of Lands, the Hon. F. Langstone, had come as a complete surprise, as they were of the opinion that, following the Minister's recent visit to the island, he was favourably disposed toward tenants.

"Apparently the Government does not realise the enormous amount of time and work that owners of baches have put into improving the island," said Mr. E. H. Taylor, a member of the committee of the Islington Bay Bach Owners' Association, yesterday. This association, together with the Rangitoto Protection Society, Mr. Taylor said, was composed of bach owners, who had been the guardians of Rangitoto for many years.

#### Good Work by Residents

"Foliage and trees have been protected, people have been prevented from poaching oysters and outbreaks of fire have been extinguished," he continued. "We have often gone to the help of yachtsmen whose boats have been in distress and have taken them to our places and given them food and a bed.

"We in Islington Bay were responsible for the erection of the wharf. Paths have been laid down at our expense. Money we paid in rent has gone to the Rangitoto Island Domain Board, which has spent it in keeping the roads in good order. Before the erection of baches on Rangitoto, no person could walk about the island without having their boots almost cut off their feet, so rocky was the ground. Now one can push a perambulator or walk bare-footed within the settlement.

"Considerable money has been spent by owners on their buildings and property. Each bach is in fine condition, while the splendid paths make it easy for visitors to move from place to place."

#### Estimated Value of Improvements

Mr. Taylor said that Islington Bay was one of those havens in the Hauraki Gulf where hundreds of yachts sought shelter in rough weather. Yachtsmen would greatly miss the hospitality and comforts extended to them in the past by residents.

A bach owner for 10 years, Mr. P. Lewis, protested against the action of the Government in bringing in a 40-hour week, thus providing an extra day's leisure, and then making it impossible for this to be enjoyed. "If the island is evacuated," Mr. Lewis said, "it will soon be overrun with opossums, wallabies and deer. Rangitoto is of no use for anything except recreation; it is far too rocky for cultivation. Apparently it is to be a 'No man's land.'" The approximate value of such permanent improvements as paths, jetties and other conveniences built by residents was about £14,000, said Mr. Lewis. All this was to be sacrificed.

#### Interests of the Public

The opinion of another resident was that the interests of the general public, apart from those of shack owners, had been disregarded by the Government. The large numbers of people, mainly from the metropolitan area, who took trips to the island had not been considered.

The president of the Rangitoto Protection Society, Mr. A. Watson, considered that a petition would certainly be drawn up and he anticipated more than 50,000 signatures. He said that a combined meeting of the Bach Owners' Association and the Protection Society would be held in Auckland next week, while a second meeting for shack holders and anyone interested would take place the following week.



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**ISLAND SHACKS**  
**THREAT OF REMOVAL**  
*7<sup>th</sup> 6.1.36.*  
**CONCERN AT RANGITOTO**  
**INSTRUCTIONS BY MINISTER**  
**RESIDENTS SEEK PROTECTION**

A prohibition by the Minister of Lands, the Hon. F. Langstone, of further building on Rangitoto Island, and his instruction that all shacks must eventually be removed, have caused consternation among residents. At Rangitoto and Islington Bay there are altogether about 250 shack owners, most of whom visit the island with their families for the holiday seasons and week-ends, but a number, mainly pensioners, have made it their permanent home.

Sections have been secured by yearly lease from the Rangitoto Island Domain Board, which reserves the right to terminate a lease at three month's notice. During the 40 years that people have been staying on the island disapproval has occasionally been expressed of their presence, and within the last few months vigorous opposition has been shown by botanists, who have urged the prohibition of residence on the island. They state that the settlers have jeopardised the growth of the native flora, which is the chief glory of the island, by damaging plants and trees, planting exotics and introducing weed-infested soil.

**New Buildings Prohibited**

About three months ago the board, pending an investigation by the Government, decided not to arrange any more leases or to grant permits for new buildings or for improvements to existing shacks. Work was also ordered to be suspended on shacks in course of construction.

The botanists' allegations are resented by the shack owners, who state that, being deeply sensible of the unique features of the island, they are eager to preserve the native flora. They claim to have frequently extinguished bush fires started by people landing on the island from boats, and to have prevented other acts of vandalism. Moreover, they are critical of parties of botanists who have visited the island and carried away plants and other specimens of native flora.

The opposition of the Minister of Lands toward the use of the island for residential purposes, and the possible consequences of his instructions, were explained by the Mayor of Devonport, Mr. H. F. W. Meikle, as chairman of the Rangitoto Island Domain Board, when addressing meetings of shack owners at Rangitoto and Islington Bay during the week-end.

**Minister's Attitude**

Mr. Meikle said that he recently interviewed the Minister in Wellington, and was told that building should never have been permitted and that the shacks would have to be removed. Since then the Minister had written to the boards ordering that no more shacks should be built, and that, when the time and opportunity arose, all existing shacks should be disposed of.

In conversation with the Minister, Mr. Meikle said, he pointed out that the board's only source of revenue was the rent paid by shack owners, this money having provided roads and other amenities. Furthermore, the annual cost of maintenance was about £500, and if the shacks were to go the board would be deprived of its income. Subsequently the board had been advised by the Minister that the Government would not grant it financial assistance, as the finances of the Devonport Borough Council, which actually controlled the domain, were flourishing.

**Prevention of Damage**

Continuing, Mr. Meikle said that the chief objections to shacks on the island had been raised by botanical interests. He himself appreciated the good done by owners in preventing damage by fire and vandalism, and he had, indeed, visualised groups of shacks around the entire coastline to ensure fuller protection. The total area of the island was 6000 acres, only 10 acres of which were occupied by shack owners. Successive Governments had permitted occupation and he could not imagine any Government having the courage to order residents to quit, nor did he consider a small section of the public justified in having the island, a public domain, closed to the majority.

In consequence of the Minister's instructions, added Mr. Meikle, the board may not grant a renewal of leases, and may, in the event of the sale of a shack, refuse to grant a transfer of the lease.

On being informed of the Minister's attitude, shack owners immediately began organising to protect their interests, and at another meeting decided to form the Rangitoto Island Protection League. It is hoped to arrange for several local members of Parliament to meet a deputation at the island next week-end.

**ISLAND SHACKS.**

**RANGITOTO DOMAIN.**  
**"Star" — 15.4.37**  
**OWNERS MUST EVACUATE.**

**DECISION OF MINISTER.**

A decision that no part of Rangitoto Island is to be set aside for residential purposes and that present dwelling owners are to be given a period of twenty years to evacuate the island and to remove their dwellings, was communicated in a letter to the Rangitoto Island Domain Board at a meeting last night, by the Under-Secretary of the Lands Department, on behalf of the Minister of Lands, the Hon. F. Langstone.

The text of the letter read as follows:—

- (1) No further permits are to be issued for the erection of dwellings or for any addition or alteration to existing dwellings.
- (2) The present dwelling owners may be given a period of twenty years from April 1 to evacuate the island and remove their buildings.

(3) No sale or transfer of existing premises is to be allowed, but permission may be granted on application by owners for the removal of such building or for their sale for immediate removal at any time within the period named; removals to be immediate after dwellings have been sold.

The whole position of shacks and residences had been fully considered by the Government, continued the letter, following a deputation of owners which waited on the Minister on January 21. The board was asked to communicate the Government's decision to shack owners.

**Bombshell to the Board.**

"This letter comes as a complete surprise to me," said the chairman of the board, Mr. H. F. W. Meikle. "I had the impression that following the Minister's visit to the island, he was favourably disposed towards tenants. However, it is evident that he has not seen the matter in the same light as this board."

Mr. E. H. Little said the letter was a bombshell. He was in agreement with the chairman. The Government apparently did not realise the work that had been done in the Domain by owners of dwellings.

Mr. E. A. Aldridge said all that could be hoped for was a reversal of the decision at some future date.

When he had spoken to the Minister upon his visit to the island, said Mr. Meikle, the Minister had been quite surprised both with the good work done by the board in maintaining the island, and in the value of the improvements which had been carried out by shack owners. It was estimated that the approximate value of such permanent improvements as paths, jetties and other conveniences, which had been built by residents, was £13,000 or £14,000. Their work was unrecognised. The duty of the board was to maintain the island and to provide the best facilities for the general public visiting Rangitoto, and for the residents who owned property on land rented from the board. The annual cost of upkeep of the island to the board was £500. He paid a tribute to the work done by former boards, in maintaining the domain in the excellent state in which it had always been.

**Work of Botanists.**

"A certain section of the public has been allowed its wishes, and the general public has been ignored," said Mr. Meikle. The opinion that the whole thing was the work of one botanist was expressed by Mr. Little. It was pointed out that while one section of the community had secured its object, namely, the exclusion of the general public from the domain, the wishes of the public, apart from shack-owners, who had a direct interest in the island, were disregarded. The large numbers of people coming mainly from the metropolitan area of Auckland, who visited the island had not been considered. Public opinion, it was felt, was definitely in favour of keeping the island open to all. In this respect it was noticed that since proceedings had been instituted for the exclusion of the public, and since the visit of the Minister of Lands to Rangitoto, that public interest had quickened on the island, and the numbers of visitors had appreciably increased.

That shack-holders had been in haste to pay their rent since the Minister's visit was stated by the secretary and treasurer of the board, Mr. A. E. Wilson. Many were paying for some months in advance, he said, while some had actually paid a year's rental in advance. As a result of this commendable promptness, the board had now a credit balance of approximately £100.



136 Hobson St.  
Auckland. C.I.  
21/12/36.

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J.

Mr D. Holderness,

Dear Sir,

In reply to your letter of the 19<sup>th</sup> inst, I beg to thank you for your most courteous reply & kindly thoughts which prompted you to express your best wishes to Mrs Holohan & myself. I fully understand your position with regard to the condition of property owned by the Board, & can only state that you were entirely justified in requesting an explanation regarding the condition of the Coaches on the Island. Trusting Sir, I may be allowed to express to you, most sincere wishes to Mrs Holderness & yourself for the best, and Health & Happiness in the New Year.

Yours Truly,  
Robt. A. Holohan.

11



19th. December, 36.

Mr. R.A. Holihan,  
136 Hobson Street,  
AUCKLAND.

Dear Sir,

I have received your letter of 15th instant, explaining the condition of certain of the baches at the Board's quarry referred to in my letter to you of the 11th instant.

Your explanation is satisfactory and what I required.

On re-reading my letter to you, I feel that you may have read more into it than was intended, and I had no thought of inferring that the timber removed from the baches had been improperly used.

Having received the report quoted, I naturally thought it possible that you could satisfactorily explain the position outlined, and this you now have done.

With kind regards and best wishes to yourself and Mrs. Holihan for the Christmas and the New Year,

Yours truly,

ENGINEER TO THE BOARD.



Auckland Harbour Board

MEMORANDUM

FROM

The Officer in Charge  
Gear and Tools.  
(Through The Foreman of Works.)

17th. December 1936.

To

THE ENGINEER.

RANGITOTO QUARRY BACHES.

Sir.

The letter written by Holihon has been shown to <sup>me</sup> by Mr. Batey.

As reported, the two baches referred to have been tampered with and are not in the condition now as they were when I visited them in August last.

O/c. Gear and Tools.

*Wm. J. Neir*

Foreman of Works.

*Wm. Batey*



136 Hobson St.

C. 1

15/12/36

Dear Sir,

With reference to your query re damage to bocks on the Island I beg to inform you, that I used the tongue & groove flooring of one back only on the hill on the city side of the stone crusher to effect repair to the verandah of the shack in which I resided. I also removed two or three floor boards from the second shack from the cook-house <sup>city side</sup> for repairs to the floor by the open fireplace of my shack. I also used lining which had, previous to my taking over, been removed from the wall, & left lying in the back, to repair the main wharf at the quarry. These repairs were effected some 3 or 4 yrs ago, and I very much regret the false statement of Her. He commenced taking measurements of all the bocks, at the school-master's house, but very soon desisted and enquired how many shacks there



were on the property. Had he, as stated checked all the locks, he would I think, have found yet another lock on the hill without flooring, & one towards the far end of the quarry which had been stripped of lining & flooring a condition in which I found them when I took over in 1929. Yet another lock, the one nearest the school-house, had been practically stripped by the occupant I believe a German or a Dalmatian, when he was dismissed by the late Mr Gemmell, a statement which I have heard from several men who worked at the quarry. I trust Sir you would verify my statement by ordering an inspection of the shack I have mentioned, the flooring of the caretaker's verandah & flooring immediately in front of the fireplace, also the tuff-boat timber used to patch the wharf, if any of this remains after the storm in March last, and I feel sure you will be convinced that Herr, could not possibly have visited all the locks with me, as he falsely declares.



or even with the new caretaker, otherwise  
he would most certainly would have  
reported all the damage to property, as  
stated in this letter.

I am,

Sir,

Yours faithfully  
Robt. A. Holman.



Also to:  
Mr. R.A. Holihan,  
136 Hobson Street,  
AUCKLAND.

11th. December, 36.

Mr. S. Dye,  
Domain Road,  
HENDERSON.

Dear Sir;

The Officer in Charge of Gear & Tools visited Rangitoto Quarry to check up the various items shown on an inventory, with the new Caretaker, and it was noted that two of the baches on the Auckland side of the stone crushing plant have been recently tampered with.

He reports:-

"Bach No.1 has had all the flooring removed and would approximately measure 48 square feet, and appears to have been T. & G. timber.

Bach No.2: This bach had the inside walls lined with boards that appear to me to be of the same class of timber that was used in making the stone carrying boxes. The size of the bach is approximately 15ft. x 10ft. and in a rough measurement I would say that approximately 200 square feet of this timber has been removed from the frame-work and taken away.

When I checked over all the plant and gear on the 4th. of August last, I visited all the baches then with Holihan, and the above baches were not in the condition as they are now."

Are you able to explain this matter ?

Yours truly,

ENGINEER TO THE BOARD.



# Auckland Harbour Board.

## MEMORANDUM

From

7th. December 19 36.

The Officer in Charge.

To

Gear and Tools.

THE ENGINEER

(Through The Foreman of Works.)

### RANGITOTO QUARRY BACHES.

Sir.

On Saturday last the 5th. inst. I visited Rangitoto Quarry to go over the various items shown on the Inventories with Wadsworth the caretaker. While we were going over the various points he drew my attention to 2 of the baches ( On the Auckland side of the Stone Crushing Plant) that have been recently tampered with.

Bach. No.1. Has had all the flooring removed and would apprx measure 48 Sq.ft and appears to have been T.&G. timber.

Bach. No.2. This bach had the inside walls lined with boards that appear to me to be of the same class of timber that was used in making the stone carrying boxes. The size of the bach is apprx. 15ft.x 10ft.and in a rough measurement I would say that apprx. 200 Sq.ft. of this timber has been removed from the frame work and taken away.

When I checked over all the plant and gear on the 4th. of August last. I visited all the baches then with Holihan and the above baches were not in the condition as they are now. I would suggest that Holihan and Dye who relieved Holihan while on holiday should be asked about this.

O/c. Gear and Tools.

*Wm J. Keir*

Foreman of Works.

*Wm Batley*

*Seen  
A/T*



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RANGITOTO QUARRIES

- Board Commenced Quarrying Operations - November 1913. -

Total amount quarried 1913 to 1938 = 667,457 C. Yards,

Valued at over, £250,000.

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This was principally supplied to:-		Stone.
1914-15	Western Breakwater	65,522 C. Yds.
1915-18	Reclamation - E. of Power Station	32,905 " "
1919-21	Eastern Reclamation - 1919	101,993 " "
1921-24	Eastern Breakwater	158,380 " "
1922-23	Princes Wharf Reclamation	25,708 " "
1922-24	Crushed Stone for Concrete Work	35,045 " "
1923-24	Eastern Reclamation No. 2 (Campbells Point)	45,919 " "
1926-28	Boat Harbour St. Mary's Bay	115,489 " "
1926-28	Western Reclamation & Breakwater Ext.	57,649 " "

In 1922 owing to impossibility of securing suitable shingle the Board installed crushing plant to provide 100 cubic yards concrete aggregate per day.

Quarry has not been worked since 1928, all requirements for stone since that date having been met by contractors, but quarry is maintained in working order and is available if stone required in large quantities, or if unreasonable prices are quoted for supplies.



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FILE NO. 552.

RANGITOTO QUARRIES.

SUMMARY OF STONE QUARRIED ETC. FROM JUNE 1926 to  
SEPTEMBER 1928.



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet No. 22.

Date	No. of Men	Total Hours	No. of Scows & c.yds. Loaded During Day		Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During Day		Total No. of Scows Discharged	Total No. of c.yds. dumped on		Delivery of Stone to:-	
	Work- ing	Work- ed							West. Reclam- ment	St. Marys Bay Boat Harbr.	Eastern Vehic. c.yds.	Landing Total.
July 19	26	8½	H-100	1-100	1937	R-86	1-86	1936	57264	114139	—	478
" 20	25	8½	T-57 (EVL) R-86	2-143	1939	H-100	1-100	1937	57264	114239	—	478
" 21	25	4½	H-100	1-100	1940	R-86	1-86	1938	57264	114325	—	478
" 23	26	1½	det marker	—	1940	H-100	1-100	1939	57264	114425	—	478
" 24	26	8½	R-86	1-86	1941	T-57 (EVL) R-86	2-143	1941	57264	114511	57	535
" 25	26	8½	H-100	1-100	1942	—	—	1941	57264	114511	—	535
" 26	26	8½	T-57 (EVL) R-86	2-143	1944	H-100	1-100	1942	57264	114611	—	535
" 27	26	8½	H-100	1-100	1945	R-86	1-86	1943	57264	114697	—	535
" 28	26	4½	R-86	1-86	1946	H-100	1-100	1944	57264	114797	—	535
" 30	26	6½	H-100	1-100	1947	R-86	1-86	1945	57264	114883	—	535
" 31	26	8½	R-86	1-86	1948	T-57 (W. Rec.) H-100	2-157	1947	57321	114983	—	535
August 1	26	8½	H-100	1-100	1949	R-86	1-86	1948	57321	115069	—	535
" 2	23	8½	R-86	1-86	1950	—	—	1948	57321	115069	—	535
" 3	23	8½	H-100 D-76 (EVL)	2-176	1952	—	—	1948	57321	115069	—	535
" 4	23	4½	(W. Reclamation) T-57	1-57	1953	—	—	1948	57321	115069	—	535
" 6	23	8½	—	—	1953	R-86	1-86	1949	57407	115069	—	535
" 7	3	8½	—	—	1953	—	—	1949	57407	115069	—	535
" 13	—	—	—	—	1953	D-76 (EVL)	1-76	1950	57407	115069	76	611
Sept. 20	—	—	—	—	1953	T-57 (W. Reclamation)	1-57	1951	57464	115069	—	611
" 18	—	—	—	—	1953	H-100	1-100	1952	57464	115169	—	611
" 28	—	—	—	—	1953	(50 to W. Rec.) H-100	1-100	1953	57514	115219	—	611

sent 13,861 yds  
of stone  
was calculated  
to Western  
Reclamation  
charges &  
Reclamation of  
Western wharf.  
see Memo to  
Director  
27 Oct 1957  
in File 515  
  
60 yds of  
stone for  
W. Slip



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet No. 21.

Date	No. of Men	Total Hours Worked	No. of Scows & c.yds. Loaded During Day	Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During Day	Total No. of Scows Discharged	Total c.yds. on West. Reclam. Embankment	No. of St. Marys Boat Harbor.	Delivery of Stone to Boxes	c.yds.
	Working									
1928										
June 14	27	8½	R-86 1-86	1900 <del>1899</del>	—	1897 1898	57180	11542 <del>11442</del>		
15	26	8½	H-100 1-100	1901 <del>1900</del>	H-100 2-186 R-86 1-86	1898 1900	57180	11728 11528		
16	27	4½	G-63 <del>H-100</del> 1-100	1902	—	1898 1900	57180	11728 <del>11528</del>		
18	27	8½	R-86 1-86	1903 <del>1902</del>	—	1898 1900	57180	11728 <del>11528</del>		
19	27	8½	H-80 1-80	1904	—	1900	57180	11728		
20	27	8½	T-50 1-50	1905	R-86 1-86	1901	57180	11814		
21	27	8½	R-86 1-86	1906	H-80 1-80	1902	57180	11894		
22	27	8½	H-100 1-100	1907	R-86 1-86	1903	57180	11980		
23	27	8½	R-86 1-86	1908	H-100 1-100	1904	57180	12080		
25	27	8½	H-100 1-100	1909	R-86 1-86	1905	57180	12166		
26	27	8½	R-86 1-86	1910	H-100 2-150	1907	57180	12316		Eastern Vehic landing
27	26	4½	E.V. Laming T-60 1-60	1911	R-86 2-149	1909	57180	12465	—	—
28	26	8½	H-100 1-100	1912	H-100 T-60 (E.V. Laming) 2-160	1911	57180	12565	60	60
29	26	8½	R-86 1-86	1913	—	1911	57180	12665	—	60
30	26	4½	H-100 T-54 (E.V. Ldg) 2-154	1915	R-86 1-86	1912	57180	12651	—	60
July 2	26	8½	R-86 1-86	1916	H-100 T-54 (E.V. Ldg) 2-154	1914	57180	12751	54	114
3	26	8½	H-100 T-57 (E.V. Ldg) 2-157	1918	R-86 1-86	1915	57180	12837	—	114
4	27	8½	R-86 T-62 (E.V. Ldg) 2-149	1920	H-100 T-54 (E.V. Ldg) 2-157	1917	57180	12937	57	168
5	27	8½	H-100 1-100	1921	R-86 T-63 (E.V. Ldg) 2-149	1919	57180	13023	63	231
6	27	8½	R-86 1-86	1922	H-100 1-100	1920	57180	13123	—	231
7	27	8½	T-57 (E.V. Ldg) H-100 2-157	1924	R-86 1-86	1921	57180	13209	—	231
9	27	8½	R-86 1-86	1925	T-57 (E.V. Ldg) H-100 2-157	1923	57180	13309	57	288
10	27	8½	H-100 1-100	1926	D-84 (E.V. Rec) R-86 2-170	1925	57264	13395	—	288
11	27	8½	T-57 (E.V. Ldg) R-86 2-143	1928	H-100 1-100	1926	57264	13495	—	288
12	27	8½	H-100 1-100	1929	T-57 (E.V. Ldg) R-86 2-143	1928	57264	13581	57	345
13	27	8½	R-86 T-57 (E.V. Ldg) 2-143	1931	H-100 1-100	1929	57264	13681	—	345
14	27	4½	H-100 1-100	1932	R-86 1-86	1930	57264	13767	—	345
16	26	8½	R-86 1-86	1933	T-57 H-100 2-157	1932	57264	13867	57	402
17	26	8½	H-100 1-100	1934	R-86 1-86	1933	57264	13953	—	402
18	26	8½	D-76 (E.V. L) R-86 2-162	1936	D-76 (E.V. Ldg) H-100 2-176	1935	57264	14053	76	478



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet No. 20

Date	No. of Men Working	Total Hours Worked	No. of Scows & c.yds. Loaded During Day		Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During Day	Total No. of Scows Discharged	Total No. of c.yds. dumped on West. St. Marys Bay Harbr.	Delivery of Stone to:- Boxes	c.yds.
1928										
May 9	30	8½	G-100	1-100	1867	<sup>A. 60 (approx. at N. Head quarry)</sup> D. 24 E. Rec. R-86	2-230	1866	57090 <del>56990</del>	108788
10	30	8½	R-86 D-80	2-166	1869	G-100	1-100	1867	57090	108888
11	30	8½	G-100	1-100	1870	R-86	1-86	1868	57090	108974
12	30	4½	R-86	1-86	1871	G-100	1-100	1869	57090	109074
14	29	4	G-100	1-100	1872	R-86	1-86	1870	57090	109160
15	30	8½	R-86	1-86	1873	<sup>D. 106 W. -</sup> E. Rec. G-100	2-180	1872	57104	109260
16	26	8½	G-100	1-100	1874	R-86	1-86	1873	57104	109346
17	26	8½	R-86	1-86	1875	G-100	1-100	1874	57104	109446
18	26	8½	<sup>G-100</sup> D. 76	2-176	1877	R-86	1-86	1875	57104	109532
19	26	4½	R-86	1-86	1878	G-100	1-100	1876	57104	109632
21	26	8½	G-100	1-100	1879	R-86	1-86	1877	57104	109718
22	26	8½	R-86	1-86	1880	<sup>G-100</sup> D. 76 (W. R.)	2-176	1879	57180	109818
23	26	8½	G-100	1-100	1881	R-86	1-86	1880	57180	109904
24	26	8½	R-86	1-86	1882	G-100	1-100	1881	57180	110004
25	26	8½	G-100	1-100	1883	R-86	1-86	1882	57180	110090
26	26	4½	R-86	1-86	1884	G-100	1-100	1883	57180	110190
28	25	8½	G-100	1-100	1885	R-86	1-86	1884	57180	110276
29	27	8½	R-86	1-86	1886	G-100	1-100	1885	57180	110376 ✓
30	27	8½	G-100	1-100	1887	R-86	1-86	1886	57180	110462
31	26	8½	R-86	1-86	1888	G-100	1-100	1887	57180	110562.
June 1	27	8½	G-100	1-100	1889	R-86	1-86	1888	57180	110648
2	26	4½	R-86	1-86	1890	G-100	1-100	1889	57180	110748
4	Kings Birthday - Holiday									
5	26	8½	G-100	1-100	1891	R-86	1-86	1890	57180	110834
6	26	8½	R-86	1-86	1892			1890	57180	110834
7	27	8½	<sup>D. 24 (W. Rec.)</sup> E. Rec. E. 100 R-86	2-134	1894	<sup>E. 100</sup> R-86	2-186	1892	57180	111020
8	27	8½	G-100	1-100	1895			1892	57180	111020
9	27	4½	R-86	1-86	1896	G-100	1-100	1893	57180	11120.
11	27	2½			1896	R-86	1-86	1894	57180	111206
12	27	8½	G-100	1-100	1897	G-100	1-100	1895	57180	111306. ✓
13	27	8½	<sup>E. 100</sup> R-100	1-200	<del>1898</del> 1899	<sup>MAN. 50</sup> <del>R-86</del> R-86 G-100	<del>2-136</del> <del>2-136</del> 3-236	<del>1898</del> 1899	57180	<del>111342</del> 111542



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet No.19

Date	No. of Men Working	Total Hours Worked	No. of Scows & c.yds. Loaded During Day		Total No. of Scows & c.yds. Discharged During Day		Total No. of Scows Discharged		Total No. of c.yds. dumped on West. St. Marys Reclam. Embankment Bay Boat Harb.		Delivery of Stone to:-	
			Boxes	c.yds.	Boxes	c.yds.	Boxes	c.yds.	Boxes	c.yds.	Boxes	c.yds.
April 4	33	8½	R. 86 G. 100	2-186	1836	0.76 R. 86	2-168	1833	56940	106488	-	-
5	33	8½	0.76 R. 86	2-162	1838	0.76 0.76	2-176	1835	56940	106664	-	-
6	-	-	Easter Holidays		-	-	-	-	-	-	-	-
7	-	-	"		-	-	-	-	-	-	-	-
9	-	-	"		-	-	-	-	-	-	-	-
10	28	4½	G. 100	1-100	1839	R. 86	1-86	1836	56940	106750	-	-
11	29	8½	0.76 R. 86	2-162	1841	T. 50 G. 100 0.76	3-226	1839	56990	106926	-	-
12	30	8½	G. 100 0.76 T. 50	3-226	1844	R. 86 G. 100	2-186	1841	56990	107112	-	-
13	30	8½	G. 100	1-100	1845	0.76	1-76	1842	56990	107188	-	-
14	30	4½	0.76	1-76	1846	G. 100	1-100	1843	56990	107288	-	-
16	30	8½	G. 100	1-100	1847	0.76	1-76	1844	56990	107364	-	-
17	31	8½	0.76	1-76	1848	T. 50 G. 100	2-150	1846	57040	107464	-	-
18	31	8½	G. 100	1-100	1849	0.76	1-76	1847	57040	107540	-	-
19	31	8½	0.76	1-76	1850	G. 100	1-100	1848	57040	107640	-	-
20	30	8½	G. 100 T. 50	2-150	1852	0.76	1-76	1849	57040	107716	-	-
21	31	4½	0.76	1-76	1853	G. 100	1-100	1850	57040	107816	-	-
23	30	8½	G. 100	1-100	1854	0.76	1-76	1851	57040	107992	-	-
24	30	8½	0.76	1-76	1855	G. 100 T. 50	2-150	1853	57090	107992	-	-
25	-	-	Anzac Day Holiday		-	-	-	-	-	-	-	-
26	30	8½	G. 100	1-100	1856	0.76	1-76	1854	57090	108068	-	-
27	30	8½	R. 86	1-86	1857	G. 100	1-100	1855	57090	108168	-	-
28	30	4½	G. 100	1-100	1858	R. 86	1-86	1856	57090	108254	-	-
30	30	-	-		-	-	-	-	57090	108254	No work owing to rain.	
May 1	31	8½	R. 86	1-86	1859	G. 100	1-100	1857	57090	108354	-	-
2	31	8½	G. 100 D. 84 L. 22	2-184	1861	R. 86	1-86	1858	57090	108440	-	-
3	31	8½	R. 86	1-86	1862	G. 100	1-100	1859	57090	108540	-	-
4	30	8½	G. 100	1-100	1863	R. 86	1-86	1860	57090	108626	-	-
5	30	4½	R. 86	1-86	1864	G. 100	1-100	1861	57090	108726	-	-
7	30	8½	G. 100	1-100	1865	R. 86	1-86	1862	57090	108812	-	-
8	30	8½	R. 86	1-86	1866	G. 100	1-100	1863	57090	108912	-	-



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet 18.

Date	No. of Men Working	Total Hours Worked	No. of Scows & c.yds. Loaded During Day	Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During Day	Total No. of Scows Discharged	Total No. of c.yds. dumped on		Delivery of stone to		
							West. Reclam. Embankment	St. Marys Bay Boat Harbr.	Boxes	c. yds.	
1928											
Feb. 29	56	8½	<small>E 86 R 100 D 76</small> 4362	1762	<small>E 100 R 86 D 76</small> 4362	1760	56786	100172	—	—	
March 1	56	8½	<small>E 86 R 100 D 76</small> 5416	1767	<small>E 100 R 86 D 76</small> 4362	1764	56786	100634	—	—	
" 2	55	8½	<small>E 86 R 100 D 76</small> 4362	1771	<small>E 100 R 86 D 76</small> 4362	1768	56786	100896	—	—	
" 3	55	4½	<small>R 100 R 86</small> 2186	1773	<small>E 100 D 76</small> 2176	1770	56786	101072	—	—	
" 5	55	4½	<small>D 76 E 100</small> 2176	1775	<small>R 100 R 86</small> 2186	1772	56786	101258	During the rain, men only worked ½ day.		
" 6	55	4½	<small>E 100 R 86</small> 2186	1777	<small>E 100 R 86 D 76</small> 3276	1775	56786	101534	—	—	
" 7	55	8½	<small>E 86 R 100 D 76</small> 4362	1781	<small>E 100 R 86 D 76</small> 3262	1778	56786	101796	—	—	
" 8	55	8½	<small>E 86 R 100 D 76</small> 4362	1785	<small>E 100 R 86 D 76</small> 4362	1782	56786	102188	—	—	
" 9	55	8½	<small>E 86 R 100 D 76</small> 4362	1789	<small>E 100 R 86 D 76</small> 4362	1786	56786	102520	—	—	
" 10	55	4½	<small>D 76 E 100</small> 2176	1791	<small>E 100 R 86</small> 2186	1788	56786	102706	—	—	
" 12	55	8½	<small>E 86 R 100 D 76</small> 3286	1794	<small>E 100 R 86 D 76</small> 4316	1792	56840	102968	—	—	
" 13	33	8½	<small>E 86 R 100 D 76</small> 2176	1796	<small>E 100 R 86 D 76</small> 3276	1795	56840	103244	—	—	
" 14	33	8½	<small>E 86 R 100 D 76</small> 3276	1799	<small>E 100 R 86 D 76</small> 2186	1797	56840	103430	—	—	
" 15	33	8½	<small>E 86 R 100</small> 2186	1801	<small>E 100 R 86 D 76</small> 3262	1800	56840	103692	—	—	
" 16	34	8½	<small>E 100 D 76</small> 2176	1803	<small>E 100 G 100</small> 2200	1802	56840	103892	—	—	
" 17	34	4½	<small>R 86</small> 186	1804	<small>D 76</small> 176	1803	56840	103968	—	—	
" 19	34	8½	<small>E 100 G 100</small> 2200	1806	<small>E 86 H 100</small> 2186	1805	56840	104154	—	—	
" 20	34	8½	<small>D 76 E 86</small> 2162	1808	<small>E 100 D 76</small> 2176	1807	56840	104330	—	—	
" 21	34	8½	<small>E 100 G 100 D 76</small> 3276	1811 <del>1809</del>	<small>E 86 H 100</small> 2186	1809	56840	104516	—	—	
" 22	34	8½	<small>E 86 H 100</small> 2186	1813	<small>E 100 D 76 R 86</small> 3262	1812	56840	104778	—	—	
" 23	33	8½	<small>E 100 D 76</small> 2176	1815	<small>E 100 R 100</small> 2200	1814	56840	104978	—	—	
" 24	34	4½	<small>E 86</small> 186	1816	<small>D 76</small> 176	1815	56840	105054	—	—	
" 26	33	8½	<small>E 100 G 100</small> 2200	1818	<small>E 86 H 100</small> 2186	1817	56840	105240	—	—	
" 27	34	8½	<small>D 76 E 86 T 50</small> 3212	1821	<small>E 100 D 76</small> 2176	1819	56840	105416	—	—	
" 28	34	8½	<small>E 100 G 100</small> 2200	1823	<small>E 86 H 100 T 50</small> 3236 <del>2486</del>	1822	56890	105602	—	—	
" 29	34	8½	<small>D 76 E 86 T 50</small> 2162	1825	<small>E 100 D 76</small> 2176	1824	56890	105778	—	—	
" 30	34	8½	<small>E 100 H 100 G 100</small> 3250	1828	<small>E 86 H 100</small> 2186	1826	56890	105964	—	—	
" 31	34	4½	<small>D 76</small> 176	1829	<small>E 100</small> 1100	1827	56890	106064	—	—	
April 2	32	8½	<small>E 86 H 100</small> 2186	1831	<small>E 100 R 86 D 76 T 50</small> 4212 <u>Worked at Harbr.</u>	1830	56940	106226	—	—	
" 3	32	8½	<small>E 100 D 76 T 50</small> 3226	1834	<small>E 100</small> 1100	1831	56940	106326 <del>106226</del>	—	—	



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet No.17.

Date	No. of Men Working	Total Hours Worked	No. of Scows & c.yds. Loaded during day	Total No. of Scows Loaded	Total No. of Scows & c. yds. Discharged During day	Total No. of Scows Discharged	Total c.yds. on West. Reclam. Embankment	No. of St. Marys Bay Boat Harbour	Delivery of stone to:-	
									boxes	c.yds.
1928										
Jan. 25	57	8½	4-386	1658	4-386	1656	56786	90414	—	—
" 26	57	8½	4-386	1662	4-386	1660	56786	90800	—	—
" 27	58	8½	4-386	1666	4-386	1664	56786	91186	—	—
" 28	58	4½	2-200	1668	4-386	1668	56786	91572	—	—
" 30			<i>Holiday</i>		<i>Anniversary Day</i>					
" 31	58	8½	4-386	1672	2-186	1670	56786	91758	—	—
February 1	58	8½	4-386	1676	4-386	1674	56786	92144	—	—
" 2	58	8½	4-386	1680	4-386	1678	56786	92530	—	—
" 3	59	8½	4-386	1684	4-386	1682	56786	92916	—	—
" 6	58	8½	4-386	1688	4-386	1686	56786	93302	—	—
" 4	58	4½	2-186	1690	2-200	1688	56786	93502	—	—
" 7	58	8½	4-386	1694	4-386	1692	56786	93888	—	—
" 8	58	8½	4-386	1698	4-386	1696	56786	94274	—	—
" 9	59	8½	4-386	1702	4-386	1700	56786	94660	—	—
" 10	59	8½	4-386	1706	4-386	1704	56786	95046	—	—
" 11	59	4½	2-200	1708	2-186	1706	56786	95232	—	—
" 13	59	8½	4-386	1712	4-386	1710	56786	95618	—	—
" 14	59	8½	4-386	1716	4-386	1714	56786	96004	—	—
" 15	59	8½	4-386	1720	4-362	1718	56786	96366	—	—
" 16	58	8½	4-362	1724	4-362	1722	56786	96728	—	—
" 17	57	8½	4-362	1728	4-362	1726	56786	97090	—	—
" 18	56	4½	2-162	1730	3-286	1729	56786	97376	—	—
" 20	56	8½	4-362	1734	3-262	1732	56786	97638	—	—
" 21	56	8½	4-362	1738	4-362	1736	56786	98000	—	—
" 22	57	8½	4-362	1742	4-362	1740	56786	98362	—	—
" 23	57	8½	4-362	1746	4-362	1744	56786	98724	—	—
" 24	56	8½	4-362	1750	4-362	1748	56786	99086	—	—
" 25			<i>Annual Picnic</i>							
" 27	56	8½	4-362	1754	4-362	1752	56786	99448	—	—
" 28	56	8½	4-362	1758	4-362	1756	56786	99810	—	—



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet. 16.

Date	No. of Men Working	Total Hours Worked	No. of Scows & c. yds. Loaded During Day	Total No. of Scows Loaded	No. of Scows & c. yds. Discharged During Day	Total No. of Scows Discharged	Total c. yds. on West. Reclam. Embankment	No. of St. Marys Bay Boat Harbour	Delivery of Stone to:-			
									Boxes	c. yds.		
Dec. 17	39	4 1/2	D 76 T 524 R 86 H 100 100 76	2-130	1564	C 100 H 100 D 76 R 86 H 100	2-200	1561	56786	82170	—	—
" 19	60	8 1/2	T 524 R 86 H 100 100	5-416	1569	T 524 C 100 D 76 R 86 H 100 100	4-316	1565	56786	82486	—	—
" 20	60	8 1/2	T 524 R 86 H 100 100	5-416	1574	H 100 D 76 R 86 H 100 100	6-536	1571	56786	83022	—	—
" 21	61	8 1/2	T 524 R 86 H 100 100	5-416	1579	T 524 C 100 D 76 R 86 H 100	5-416	1576	56786	83438	—	—
" 22	61	8 1/2	T 524 R 86 H 100 100	5-416	1584	T 524 C 100 D 76 R 86 H 100	5-416	1581	56786	83854	—	—
" 23	59	5 1/2	R 86 H 100	2-186	1586	C 100 D 76 R 86 H 100	5-416	1586	56786	84270	—	—
" 24												
" 25												
" 26												
" 27												
" 28												
" 29												
" 30												
" 31												
1928 Jan. 1												
" 2												
" 3												
<i>Christmas 1927 and</i>												
<i>New Year</i>												
<i>Holidays 1928</i>												
" 4	55	8 1/2	R 86 D 76	4-316	1590	R 86 H 100	2-186	1588	56786	84456	—	—
" 5	55	8 1/2	T 524 R 86 H 100 100	4-316	1594	D 76 R 86 H 100	4-316	1592	56786	84772	—	—
" 6	59	8 1/2	T 524 R 86 H 100	4-316	1598	T 524 D 76	4-316	1596	56786	85088	—	—
" 7	59	4 1/2	D 76 R 86 H 100	2-186	1600	T 524 H 100 D 76	2-130	1598	56786	85218	—	—
" 9	59	8 1/2	D 76 R 86 H 100	4-362	1604	H 100 D 76 R 86 H 100	4-362	1602	56786	85580	—	—
" 10	59	8 1/2	D 76 R 86 H 100	4-362	1608	H 100 D 76 R 86 H 100	4-362	1606	56786	85942	—	—
" 11	59	8 1/2	D 76 R 86 H 100	4-362	1612	H 100 D 76 R 86 H 100	4-362	1610	56786	86304	—	—
" 12	59	8 1/2	D 76 R 86 H 100	4-362	1616	H 100 D 76 R 86 H 100	4-362	1614	56786	86666	—	—
" 13	59	8 1/2	D 76 R 86 H 100	4-362	1620	H 100 D 76 R 86 H 100	4-362	1618	56786	87028	—	—
" 14	59	4 1/2	D 76 R 86 H 100	2-176	1622	H 100 D 76 R 86	2-186	1628	56786	87214	—	—
" 16	59	8 1/2	T 524 R 86 H 100 100	5-415	1627	T 524 C 100 D 76 R 86 H 100	5-415	1625	56786	87576	—	—
" 17	59	8 1/2	T 524 R 86 H 100 100	4-362	1631	H 100 D 76 R 86 H 100	4-362	1629	56786	87938	—	—
" 18	59	8 1/2	T 524 R 86 H 100 100	5-416	1636	C 100 D 76 R 86 H 100	4-362	1633	56786	88300	—	—
" 19	59	8 1/2	T 524 R 86 H 100 100	4-340	1640	C 100 D 76 R 86 H 100	5-416	1638	56786	88716	—	—
" 20	57	8 1/2	T 524 R 86 H 100 100	4-386	1644	C 100 D 76 R 86 H 100	4-340	1642	56786	89056	—	—
" 21	57	8 1/2	H 100 D 76 R 86 H 100	2-186	1646	C 100 D 76 R 86 H 100	2-186	1644	56786	89256	—	—
" 23	58	8 1/2	H 100 D 76 R 86 H 100	4-386	1650	C 100 D 76 R 86 H 100	4-386	1648	56786	89642	—	—
" 24	58	8 1/2	H 100 D 76 R 86 H 100	4-386	1654	C 100 D 76 R 86 H 100	4-386	1652	56786	89928	—	—



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet 15.

Date.	No. of Men Working	Total Hours Worked	No. of Scows & c.yds. Loaded During Day	Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During Day	Total No. of Scows Discharged	Total No. of c.yds. Dumped on		Delivery of Stone to:-	
							West. Reclam. Embankment.	St. Marys Bay Harbour	Boxes	c.yds.
1927										
November 12	62	4 1/2	2186	1440	3230	1438	56786	71624	—	—
14	62	8 1/2	5416	1445	4362	1442	56786	71986	—	—
15	61	8 1/2	4362	1449	5416	1447	56786	72402	✓	—
16	62	8 1/2	5416	1454	4362	1451	56786	72764	—	—
17	62	8 1/2	5416	1459	5416	1456	56786	73180	—	—
18	62	8 1/2	4362	1463	5416	1461	56786	73596	—	—
19	61	4 1/2	2176	1465	2186	1463	56786	73782	—	—
21	61	8 1/2	5416	1470	4362	1467	56786	74144	—	—
22	63	8 1/2	5416	1475	5416	1472	56786	74560	✓	—
23	63	8 1/2	5416	1480	5416	1477	56786	74976	—	—
24	63	8 1/2	5416	1485	5416	1482	56786	75392	—	—
25	63	8 1/2	5416	1490	5416	1487	56786	75808	—	—
26	62	4 1/2	2186	1492	3230	1490	56786	76038	—	—
28	62	8 1/2	4362	1496	4362	1494	56786	76400	—	—
29	62	8 1/2	5416	1501	4362	1498	56786	76762	✓	—
30	62	8 1/2	5416	1506	5416	1503	56786	77178	—	—
December 1	62	8 1/2	5416	1511	5416	1508	56786	77594	—	—
2	61	8 1/2	5416	1516	5416	1513	56786	78010	—	—
3	61	4 1/2	2176	1518	3230	1516	56786	78230	—	—
5	61	8 1/2	4362	1522	4362	1520	56786	78612	—	—
6	61	8 1/2	4362	1526	4362	1524	56786	78974	✓	—
7	61	8 1/2	5416	1530	4362	1528	56786	79336	—	Paany Boxes 50
8	61	8 1/2	5416	1535	5416	1533	56786	79752	—	—
9	63	8 1/2	5416	1540	5416	1537	56786	80168	—	—
10	63	4 1/2	2186	1542	3230	1540	56786	80398	—	—
12	62	8 1/2	5416	1547	4362	1544	56786	80760	—	—
13	62	8 1/2	4362	1551	5396	1549	56786	81156	✓	—
14	62	8 1/2	5416	1556	4362	1553	56786	81518	—	—
15	62	8 1/2	3276	1559	3190	1556	56786	81708	—	—
16	62	8 1/2	3286	1562	3262	1559	56786	81970	—	—



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet 14.

Date	No. of Men Working	Total Hours Worked	No. of Scows & Total c.yds. Loaded		No. of Scows Discharged During Day	Total No. of Scows Discharged	Total c.yds. Reclam. Embankment	No. of St. Marys Bay Boat Harbr.	Delivery of Stone to:-	
			c.yds.	No. of Scows Loaded					Boxes	c.yds.
1927										
October 8	61	4 1/2	76 100	2176	1324	86 100	1322	56786	61094 61496	
" 10	60	8 1/2	76 100	4362	1328	76 100	1326	56786	61858	
" 11	60	8 1/2	76 100	4362	1332	76 100	1330	56786	62220	
" 12	61	8 1/2	76 100	4362	1336	76 100	1334	56786	62582	
" 13	61	8 1/2	76 100	4362	1340	76 100	1338	56786	62944	
" 14	62	8 1/2	76 100	5416	1345	76 100	1342	56786	63306	
" 15	62	4 1/2	76 100	2186	1347	76 100	1345	56786	63536	
" 17	62	8 1/2	76 100	4362	1351	76 100	1349	56786	63898	
" 18	62	8 1/2	76 100	4362	1355	76 100	1353	56786	64260	
" 19	62	8 1/2	76 100	4362	1359	76 100	1357	56786	64622	
" 20	62	8 1/2	76 100	4362	1363	76 100	1361	56786	64984	48
" 21	61	8 1/2	76 100	5416	1368	76 100	1365	56786	65346	
" 22	61	4 1/2	76 100	2176	1370	76 100	1370	56786	65708	
" 24	—	—	Labour Day		Holiday					
" 25	60	8 1/2	76 100	4362	1374	76 100	1372	56786	65948	
" 26	60	8 1/2	76 100	5416	1379	76 100	1377	56786	66364	
" 27	61	8 1/2	76 100	5416	1384	76 100	1381	56786	66726	
" 28	61	8 1/2	76 100	4362	1388	76 100	1386	56786	67142	
" 29	61	4 1/2	76 100	2186	1390	76 100	1388	56786	67318	
" 31	61	8 1/2	76 100	5416	1395	76 100	1393	56786	67734	
November 1	62	8 1/2	76 100	5416	1400	76 100	1397	56786	68096	
" 2	62	8 1/2	76 100	4362	1404	76 100	1402	56786	68512	
" 3	62	8 1/2	76 100	5416	1409	76 100	1406	56786	68874	
" 4	62	8 1/2	76 100	4362	1413	76 100	1411	56786	69290	
" 5	61	4 1/2	76 100	2176	1415	76 100	1413	56786	69476	
" 7	62	8 1/2	76 100	5416	1420	76 100	1417	56786	69838	
" 8	62	8 1/2	76 100	4362	1424	76 100	1422	56786	70254 ✓	
" 9	62	8 1/2	76 100	5416	1429	76 100	1426	56786	70616	
" 10	62	8 1/2	76 100	4362	1433	76 100	1431	56786	71032	
" 11	62	8 1/2	76 100	5416	1438	76 100	1435	56786	71394	
									270	
									71124	

Stone to Concrete Reef: 57 c.yds.



DAILY REPORT ON RANGITO TO QUARRIES.

Sheet 13.

Date	No. of Men Working	Total Hours Worked	No. of Scows & c.yds. Loaded During Day	Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During Day	Total No. of Scows Discharged	Total No. of		Delivery of Stone to
							c. yds.	Dumped on	
							West. Reclam. Embankment	St. Marys Bay Boat Harbr.	Boxes c.yds.
1927									
Sept. 3	65	4 1/2	2-186	1211	2-176	1209	48274	59886	-
" 5	65	8 1/2	4-362	1215	4-362	1213	48636	59886	-
" 6	65	8 1/2	4-362	1219	4-362	1217	48998	59886	-
" 7	67	8 1/2	4-362	1223	4-362	1221	49360	59886	-
" 8	66	8 1/2	4-362	1227	4-362	1225	49722	59886	-
" 9	65	8 1/2	4-362	1231	4-362	1229	50084	59886	-
" 10	65	4 1/2	2-176	1233	2-186	1231	50270	59886	-
" 12	65	8 1/2	5-416	1238	4-362	1235	50632	59886	-
" 13	68	8 1/2	4-362	1242	5-416	1240	50994	59940	-
" 14	68	8 1/2	4-362	1246	4-362	1244	51356	59940	-
" 15	68	8 1/2	4-362	1250	4-362	1248	51718	59940	-
" 16	65	8 1/2	4-362	1254	4-362	1252	52080	59940	-
" 17	65	4 1/2	2-186	1256	2-176	1254	52256	59940	-
" 19	65	8 1/2	4-362	1260	4-362	1258	52618	59940	-
" 20	65	8 1/2	4-362	1264	4-362	1262	52980	59940	-
" 21	65	8 1/2	5-416	1269	4-362	1266	53342	59940	-
" 22	65	8 1/2	5-416	1273	5-416	1271	53704	59994	-
" 23	65	8 1/2	4-362	1277	4-362	1275	54066	59994	40
" 24	65	4 1/2	2-176	1279	2-186	1277	54252	59994	-
" 26	64	8 1/2	4-362	1283	4-362	1281	54614	59994	-
" 27	64	8 1/2	4-362	1287	4-362	1285	54976	59994	-
" 28	65	8 1/2	4-362	1291	4-362	1289	55338	59994	-
" 29	65	8 1/2	4-362	1295	4-362	1293	55700	59994	-
" 30	65	8 1/2	4-362	1299	4-362	1297	56062	59994	-
Oct. 1	59	4 1/2	2-186	1301	2-176	1299	56238	59994	-
" 3	59	8 1/2	4-362	1305	4-362	1303	56400	59994	-
" 4	59	8 1/2	4-362	1309	4-362	1307	56600	60170	-
" 5	61	8 1/2	5-416	1314	4-362	1311	56786	60532	-
" 6	61	8 1/2	4-362	1318	5-416	1316	56948	60424	-
" 7	61	8 1/2	4-362	1322	4-362	1320	56786	60948	-
							56948	61310	-
								216	
								61094	

Stone to Concrete Repl. = 216 c.yds.



DAILY REPORT ON RANGITOTO QUARRIES.

Sheet 12.

Date	No. of Men Working	Total Hours Worked	No. of Scows & c. yds. Loaded During Day	Total No. of Scows Loaded	No. of Scows & c. yds. Discharged During Day	Total No. of Scows Discharged.	Total No. of Scows Dumped on West. Reclam. Embankment	No. of St. Marys Bay Boat Harb-our Boxes	Delivery of Stone to c.yds.
July 30	68	4½	2186	1082	4-322	1081	46404	58816	-
August 1	68	8½	5422	1087	3-286	1084	46404	51102	-
" 2	69	8½	4362	1091	5-422	1089	46404	51524	-
" 3	69	8½	5422	1096	5-422	1094	46404	51946	-
" 4	69	8½	5422	1101	4-362	1098	46404	52308	-
" 5	68	8½	5422	1106	5-422	1103	46404	52730	-
" 6	68	4½	2186	1108	3-236	1106	46404	52966	-
" 8	68	8½	5422	1113	5-422	1111	46404	53388	-
" 9	68	8½	5422	1118	5-422	1116	46404	53810	-
" 10	68	8½	5422	1123	5-422	1121	46404	54232	-
" 11	68	8½	5422	1128	5-422	1126	46404	54654	-
" 12	67	8½	5418	1133	5-418	1131	46404	55076	-
" 13	67	4½	2176	1135	2-186	1133	46404	55258	-
" 15	67	8½	5418	1140	4-362	1137	46404	55820	-
" 16	65	8½	5418	1145	5-418	1142	46404	56038	-
" 17	65	8½	5418	1150	5-418	1147	46404	56456	-
" 18	65	8½	4318	1154	5-418	1152	46404	56874	-
" 19	67	8½	5418	1159	4-318	1156	46404	57192	-
" 20	67	4½	2186	1161	3-232	1157	46404	57424	-
" 22	67	8½	5422	1166	5-422	1164	46404	57846	-
" 23	67	8½	5418	1171	4-362	1168	46404	58208	-
" 24	65	8½	4362	1175	5-418	1173	46404	58626	-
" 25	65	8½	5422	1180	5-422	1178	46404	59048	-
" 26	64	8½	5422	1185	4-362	1182	46404	59470	-
" 27	64	4½	2176	1187	5-422	1187	46404	59832	-
" 29	64	8½	4362	1191	2-186	1189	46590	59832	-
" 30	64	8½	4362	1195	4-362	1193	46952	59832	-
" 31	65	8½	5422	1200	5-422	1198	47374	59832	-
Sept. 1	65	8½	5416	1205	5-416	1203	47736	59886	-
" 2	65	8½	4362	1219	4-362	1207	48098	59886	-



DAILY REPORT ON RANGITOTO QUARRIES.

Sheet 11.

Date	No. of Men Working	Total Hours Worked	No. of Scows & c. yds. Loaded During Day.	Total No. of Scows Loaded.	No. of Scows & c. yds. Discharged During Day	Total No. of Scows Discharged	Total No. of c. yds. Dumped on West. Reclam. ment.	Total No. of c. yds. St. Marys Bay Harbour.	Delivery of Stone to Boxes c. yds.
1927									
June 25	65	4 1/2	R 86 G 100 2-186	996	H 100 R 76 86 3-262	994	46404	43174	-
27	65	8 1/2	R 86 H 100 76 4-322	1000	C 100 A 100 H 60 4-326	998	46404	43520	-
28	65	8 1/2	R 86 H 100 76 5-422	1005	C 100 D 76 H 100 4-362	1002	46404	43822	-
29	65	8 1/2	R 86 H 100 2-186	1007	C 100 D 76 H 100 4-322	1006	46404	44204	-
30	43	8 1/2	C 100 D 76 2-176	1009	H 100 G 100 2-200	1008	46404	44404	-
July 1	43	8 1/2	R 86 H 100 3-186	1011	D 76 R 86 2-162	1010	46404	44586	-
2	42	4 1/2	G 100 1-100	1012	H 100 1-100	1011	46404	44666	-
4	43	8 1/2	R 86 H 100 2-186	1014	C 100 R 86 2-186	1013	46404	44852	-
5	44	8 1/2	C 100 R 86 2-186	1016	H 100 G 106 2-200	1015	46404	45052	-
6	42	8 1/2	H 100 R 100 2-200	1018	R 86 H 100 2-186	1017	46404	45238	-
7	44	8 1/2	R 86 H 100 2-186	1020	C 100 R 86 2-186	1019	46404	45424	-
8	44	8 1/2	C 100 D 76 H 180 3-276	1023	H 100 G 100 2-200	1021	46404	45624	-
9	42	4 1/2	G 100 1-100	1024	H 100 D 76 2-176	1023	46404	45800	-
11	44	8 1/2	H 100 D 76 2-176	1026	C 100 H 100 2-200	1025	46404	46000	-
12	44	8 1/2	G 100 D 76 3-276	1029	D 76 G 100 2-176	1027	46404	46176	-
13	44	8 1/2	C 100 H 100 2-200	1031	H 100 D 76 G 100 3-276	1030	46404	46452	-
14	44	8 1/2	D 76 G 100 2-176	1033	H 100 D 76 2-176	1032	46404	46638	-
15	43	8 1/2	H 100 R 86 D 76 3-262	1036	C 100 H 100 2-200	1034	46404	46828	-
16	43	4 1/2	H 100 Transport-60 2-160	1038	R 86 D 76 2-162	1036	46404	46990	-
18	44	8 1/2	R 86 D 76 H 100 4-322	1042	H 100 D 76 G 100 4-322	1040	46404	47312	-
19	44	8 1/2	R 86 D 76 H 100 4-322	1046	H 100 D 76 G 100 4-322	1044	46404	47634	-
20	52	8 1/2	R 86 D 76 H 100 4-322	1050	H 100 D 76 G 100 4-322	1048	46404	47956	-
21	59	8 1/2	R 86 D 76 H 100 5-422	1055	H 100 D 76 G 100 4-362	1052	46404	48318	-
22	65	8 1/2	R 86 D 76 H 100 4-362	1059	H 100 D 76 G 100 5-422	1057	46404	48740	-
23	65	4 1/2	R 86 D 76 2-162	1061	H 100 D 76 2-162	1060	46404	49026	-
25	No work at quarry - owing to rain.			1061	D 76 1-76	1061	46404	49102	-
26	65	8 1/2	R 86 D 76 H 100 5-422	1066	R 86 H 100 D 76 2-186	1063	46404	49288	-
27	69	8 1/2	R 86 D 76 H 100 5-422	1071	A 100 D 76 H 100 5-422	1068	46404	49710	-
28	69	8 1/2	R 86 D 76 H 100 5-422	1076	A 100 D 76 H 100 5-422	1073	46404	50132	-
29	68	8 1/2	R 86 D 76 H 100 4-362	1080	H 100 D 76 G 100 4-362	1077	46404	50494	-



DAILY REPORTS ON RANGITO TO QUARRIES.

Sheet 10.

Date.	No. of Men Working	Total Hours Worked	No. of Scows & c. yds. Loaded During Day	Total No. of Scows Loaded	No. of Scows & c. yds. Discharged During Day.	Total No. of Scows Discharged.	Total c.yds. on West-ern Reclam-ment	No. of Dumps	Delivery of Stone to			
									St. Marys Bay Harbour	Boxes c.yds		
1927												
May 21	66	4 1/2	R 86 H 100 D 76	2-186	890	C 100 D 76	2-176	888	46404	33688	—	—
" 23	66	8 1/2	D 76 R 86 H 100	4-362	894	R 86 H 100 D 76	4-362	892	46404	34050	—	—
" 24	66	8 1/2	D 76 R 86 H 100	5-422	899	R 86 H 100 D 76	4-362	896	46404	34412	—	—
" 25	66	8 1/2	D 76 R 86 H 100	4-362	903	R 86 H 100 D 76	5-422	901	46404	34834	34	44
" 26	66	8 1/2	D 76 R 86 H 100	4-362	907	R 86 H 100 D 76	4-362	905	46404	35196	—	—
" 27	66	4 1/2	D 76 H 100	2-176	909	R 86 H 100	2-186	907	46404	35382	—	—
" 28	66	4 1/2	R 86 H 100	2-186	911	D 76 C 100 R 86 H 100	4-362	911	46404	35744	—	—
" 30	66	8 1/2	R 86 C 100 D 76	4-362	915	R 86 C 100	2-186	913	46404	35930	—	—
" 31	66	8 1/2	R 86 C 100 D 76	4-362	919	H 100 D 76 R 86 C 100	4-362	917	46404	36292	—	—
June 1	65	8 1/2	R 86 H 100 D 76	4-362	923	H 100 R 86 C 100	4-362	921	46404	36654	—	—
" 2	65	8 1/2	R 86 H 100 D 76	4-362	927	H 100 D 76 C 100	4-362	925	46404	37016	—	—
" 3	—	—	Holiday.		Kings Birthday.		—	—	—	—	—	—
" 4	—	—	—	—	927	H 100 D 76	2-176	927	46404	37192	—	—
" 6	60	8 1/2	C 100 D 76	3-262	930	C 100	1-100	928	46404	37292	32	40
" 7	63	8 1/2	H 100 C 100 D 76	4-362	934	R 86 D 76 H 100	4-362	932	46404	37654	—	—
" 8	64	8 1/2	H 100 D 76 C 100	4-362	938	R 86 D 76 H 100	4-362	936	46404	38016	—	—
" 9	65	8 1/2	H 100 D 76 C 100	5-422	943	R 86 D 76 H 100	4-362	940	46404	38378	—	—
" 10	65	8 1/2	H 100 D 76	4-362	947	R 86 D 76 C 100	5-422	945	46404	38800	32	40
" 11	64	4 1/2	H 100 D 76	2-176	949	R 86 D 76 C 100	4-362	949	46404	39162	—	—
" 13	64	8 1/2	R 86 H 100 D 76	4-362	953	R 86 H 100	2-186	951	46404	39348	—	—
" 14	64	8 1/2	R 86 C 100 D 76	4-362	957	C 100 D 76 H 100	4-362	955	46404	39710	34	44
" 15	68	8 1/2	R 86 C 100 D 76	5-422	962	C 100 D 76 H 100	4-362	959	46404	40072	—	—
" 16	68	8 1/2	R 86 C 100 D 76	4-362	966	C 100 D 76 H 100	5-422	964	46404	40494	34	44
" 17	68	8 1/2	R 86 C 100 D 76	4-362	970	C 100 D 76 H 100	4-362	968	46404	40856	—	—
" 18	68	4 1/2	R 86 H 100	2-186	972	C 100 D 76 R 86	3-262	971	46404	41118	—	—
" 20	68	8 1/2	R 86 C 100 D 76	4-362	976	H 100 C 100 D 76	3-286	974	46404	41404	—	—
" 21	66	8 1/2	R 86 C 100 D 76	4-362	980	H 100 C 100 D 76	4-362	978	46404	41766	34	44
" 22	67	8 1/2	R 86 C 100 D 76	5-422	985	H 100 C 100 D 76	4-362	982	46404	42128	—	—
" 23	67	8 1/2	R 86 C 100 D 76	4-362	989	H 100 C 100 D 76	5-422	987	46404	42550	—	—
" 24	65	8 1/2	R 86 C 100 D 76	5-422	994	H 100 C 100 D 76	4-362	991	46404	42912	—	—



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet 9.

Date.	No. of Men	Total Hours	No. of Scows & c.yds. Loaded During Day.	Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During Day	Total No. of Scows Discharged.	Total c.yds. Dumped on	Delivery of Stone to	
	Working	Worked					Western St. Reclam. Bay ment.	Marys Harbr.	Boxes c.yds.
1927									
April 15	closed.	Easter Holidays.		778	—	776	45956	24241	—
" 16	"	"		778	G 100 D 76	2-176	45956	24417	—
" 18	"	"		778	—	778	45956	24417	—
" 19	67	8 1/2	H 100 R 96 C 100 D 76	4-362	782	H 100 R 96	2-186	45956	24603
" 20	68	8 1/2	H 100 R 96 C 100 D 76	5-437	787	G 100 D 76 H 100 R 96	4-362	45956	24965
" 21	68	8 1/2	H 100 R 96 C 100 D 76	4-362	791	G 100 D 76 H 100 R 96	5-437	45956	25402
" 22	63	8 1/2	H 100 R 96 C 100 D 76	5-432	796	G 100 D 76 H 100 R 96	4-362	45956	25764
" 23	63	4 1/2	H 100 R 96 C 100 D 76	2-186	798	G 100 D 76 H 100 R 96	5-432	46026	26126
" 26	65	8 1/2	H 100 R 96 C 100 D 76	4-362	802	R 96 E 100	2-186	46026	26312
" 27	65	8 1/2	H 100 R 96 C 100 D 76	5-422	807	H 100 R 96 C 100 D 76	4-362	46026	26674
" 28	66	8 1/2	H 100 R 96 C 100 D 76	4-362	811	H 100 R 96 C 100 D 76	5-422	46086	27036
" 29	66	8 1/2	H 100 R 96 C 100 D 76	4-362	815	H 100 R 96 C 100 D 76	4-362	46086	27398
" 30	66	4 1/2	R 96 C 100	2-186	817	H 100 D 76 R 96	3-262	46086	27660
May 2	66	8 1/2	H 100 R 96 C 100 D 76	5-422	822	G 100 H 100 R 96	3-286	46086	27946
" 3	67	8 1/2	H 100 R 96 C 100 D 76	4-362	826	G 100 D 76 H 100 R 96	5-422	46146	28308
" 4	67	8 1/2	H 100 R 96 C 100 D 76	5-428	831	G 100 D 76 H 100 R 96	4-362	46146	28670
" 5	67	8 1/2	H 100 R 96 C 100 D 76	4-362	835	G 100 D 76 H 100 R 96	5-428	46212	29032
" 6	67	8 1/2	H 100 R 96 C 100 D 76	5-428	840	R 96 H 100 D 76	4-362	46212	29394
" 7	67	4 1/2	R 96 H 100 C 100 D 76	2-186	842	H 100 D 76 R 96 E 100	5-428	46278	29756
" 9	67	8 1/2	H 100 R 96 C 100 D 76	4-362	846	R 96 H 100 D 76	2-186	46278	29942
" 10	67	8 1/2	H 100 R 96 C 100 D 76	5-428	851	H 100 D 76 R 96 C 100	4-362	46278	30304
" 11	68	8 1/2	H 100 R 96 C 100 D 76	4-362	855	H 100 D 76 R 96 C 100	5-428	46344	30666
" 12	68	8 1/2	H 100 R 96 C 100 D 76	5-428	860	H 100 D 76 R 96 C 100	4-362	46344	31028
" 13	66	8 1/2	H 100 R 96 C 100 D 76	4-362	864	H 100 D 76 R 96 C 100	5-428	46344	31456
" 14	66	8 1/2	R 96 H 100 C 100 D 76	2-186	866	H 100 D 76 R 96	3-262	46344	31718
" 16	67	8 1/2	H 100 R 96 C 100 D 76	4-362	870	G 100 H 100 R 96 C 100	3-286	46344	32004
" 17	66	8 1/2	H 100 R 96 C 100 D 76	5-422	875	G 100 D 76 H 100 R 96	4-362	46344	32366
" 18	66	8 1/2	H 100 R 96 C 100 D 76	4-362	879	G 100 D 76 H 100 R 96	5-422	46404	32728
" 19	66	8 1/2	H 100 R 96 C 100 D 76	5-422	884	G 100 D 76 H 100 R 96	4-362	46404	33090
" 20	66	8 1/2	H 100 R 96 C 100 D 76	4-362	888	G 100 D 76 H 100 R 96	5-422	46404	33512



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet 8,

Date.	No. of Men Working.	Total Hours Worked	No. of Scows & c.yds. Loaded During Day.	Total No. of Scows Loaded.	No. of Scows & c.yds. Discharged During Day.	Total No. of Scows Discharged.	Total No. of c.yds. Dumped on Western Reclam. Embankment.	No. of St. Marys Bay Boat Harbour.	Delivery of Stone to Devonport Boro' Council. Boxes c.yds
March 11	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	671	<small>S 100 D 76 R 86 T 70.</small> 4:36.2	669	45560	15113	1034 1110
12	69	4 1/2	<small>R 86 H 100 C 86 D 100</small> 2:18.6	673	<small>S 100 D 86 R 86</small> 3:26.2	672	45560	15575	1034 1110
14	69	8 1/2	<small>H 100 R 86 C 100 D 76</small> 4:36.2	677	<small>H 100 R 86 D 76 T 70</small> 3:28.6	675	45560	15661	1034 1110
15	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	681	<small>H 100 R 86 D 76 T 70</small> 4:36.2	679	45560	16023	1034 1110
16	68	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	685	<small>D 76 R 86 H 100 T 70</small> 4:36.2	683	45560	16385	1100 1180
17	68	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	689	<small>H 100 R 86 D 76 T 70</small> 4:36.2	687	45560	16747	1100 1180
18	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	693	<small>H 100 R 86 D 76 T 70</small> 4:36.2	691	45560	17109	1100 1180
19	68	4 1/2	<small>R 86 H 100</small> 2:18.6	695	<small>T 70</small> 3:24.4	694	45560	17353	1166 1250
21	68	8 1/2	<small>R 86 H 100 C 76 D 63</small> 3:26.2	698	<small>C 100 R 86 H 100 D 76 T 63</small> 2:18.6	696	45560	17539	1166 1250
22	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	702	<small>H 100 R 86 D 76 T 63</small> 4:36.2	700	45560	17901	1224 1313
23	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	706	<small>H 100 R 86 D 76 T 63</small> 4:36.2	704	45560	18263	1224 1313
24	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	710	<small>H 100 R 86 D 76 T 63</small> 4:36.2	708	45560	18625	1224 1313
25	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	714	<small>H 100 R 86 D 76 T 63</small> 4:36.2	712	45560	18987	1290 1383
26	68	4 1/2	<small>R 86 H 100</small> 2:18.6	716	<small>H 100 D 76 T 63</small> 3:26.2	715	45560	19249	
28	68	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	720	<small>C 100 R 86 H 100 D 76</small> 3:28.6	718	45560	19535	
29	68	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	725	<small>C 100 R 86 H 100 D 76</small> 4:36.2	722	45560	19897	
30	66	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	729	<small>C 100 R 86 H 100 D 76</small> 5:42.8	727	45626	20259	
31	66	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	733	<small>C 100 R 86 H 100 D 76</small> 4:36.2	731	45626	20621	
April 1	66	8 1/2	<small>R 86 H 100 C 100 D 76</small> 5:42.8	738	<small>C 100 R 86 H 100 D 76</small> 4:36.2	735	45626	20983	
2	66	4 1/2	<small>R 86 H 100</small> 2:18.6	740	<small>D 76 T 66</small> 3:26.2	738	45692	21159	
4	67	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	744	<small>R 86 H 100 D 76</small> 4:36.2	742	45692	21521	
5	67	8 1/2	<small>R 86 H 100 C 100 D 76</small> 5:42.8	749	<small>D 76 H 100 C 100 T 66</small> 4:36.2	746	45692	21883	
6	67	8 1/2	—	749	<small>H 100 R 86</small> 2:18.6	748	45692	22069	
7	67	8 1/2	<small>C 100 D 76 H 100 R 86</small> 4:36.2	753	<small>C 100 D 76 T 66</small> 3:26.2	751	45758	22245	
8	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 5:42.8	758	<small>H 100 R 86 D 76</small> 4:36.2	755	45758	22607	
9	68	4 1/2	<small>D 76 H 100</small> 2:17.6	760	<small>H 100 R 86</small> 3:26.2	758	45824	22793	
11	69	8 1/2	<small>H 100 R 86 C 100 D 76</small> 5:42.8	765	<small>C 100 D 76 H 100 R 86</small> 4:36.2	762	45824	23155	
12	68	8 1/2	<small>H 100 R 86 C 100 D 76</small> 4:36.2	769	<small>C 100 D 76 H 100 R 86</small> 5:42.8	767	45890	23517	
13	69	8 1/2	<small>R 86 H 100 C 100 D 76</small> 5:42.8	774	<small>C 100 D 76 H 100 R 86</small> 4:36.2	771	45890	23879	
14	68	8 1/2	<small>R 86 H 100 C 100 D 76</small> 4:36.2	778	<small>G 100 H 100 R 86 T 66</small> 5:42.8	776	45956	24241	



DAILY REPORT ON RANGITOTO QUARRIES.

Sheet 7.

Date.	No. of Men Working	Total Hours Worked	No. of Scows & c. yds. Loaded During Day	Total No. of Scows Loaded	No. of Scows & c. yds. Discharged During Day	Total No. of Scows Discharged	Total c. yds. on Western Reclam. Embankment	No. of Scows Dumped on St. Marys Bay Harbr.	Delivery of Stone to Devonport Boro' Council.			
									Boxes	c. yds.		
Feb. 3	68	8½	4:36.2	563	Transport-70	4:36.2	561	44560	5319	252	266	
4	68	8½	4:36.2	567	Transport-70	5:44.8	566	44560	5767	252	266	
7	68	8½	4:36.2	571	Transport-70	3:28.6	569	44560	6053	252	266	
8	68	8½	Transport-70	4:36.2	575	Transport-70	4:36.2	573	44560	6415	318	336
9	70	8½	4:36.2	579	Transport-70	4:36.2	577	44560	6777	318	336	
10	70	8½	4:36.2	583	Transport-70	4:36.2	581	44560	7139	318	336	
11	70	8½	4:36.2	587	Transport-70	4:36.2	585	44560	7501	318	336	
12	70	4½	Transport-70	2:18.6	589	Transport-70	3:26.2	588	44560	7763	384	410
14	70	8½	4:36.2	593	Transport-70	3:28.6	591	44560	8049	384	410	
15	70	8½	Transport-70	4:36.2	597	Transport-70	4:36.2	595	44560	8411	450	480
16	70	8½	4:36.2	601	Transport-70	4:36.2	599	44560	8773	450	480	
17	70	8½	Transport-70	4:36.2	605	Transport-70	4:36.2	603	44560	9135	516	550
18	70	8½	4:36.2	609	Transport-70	4:36.2	607	44560	9497	516	550	
19	70	4½	Transport-70	2:18.6	611	Transport-70	2:17.6	609	44560	9673	572	620
21	70	8½	4:36.2	615	Transport-70	4:36.2	613	44560	10035	572	620	
22	70	8½	Transport-70	4:36.2	619	Transport-70	4:36.2	617	44560	10397	638	690
23			Holiday	—	—	—	—	—	—	—	—	—
24	69	8½	4:36.2	623	Transport-70	4:36.2	621	44560	10759	638	690	
25	67	8½	Transport-70	4:36.2	627	Transport-70	4:36.2	625	44560	11121	638	690
26	67	4½	2:17.6	629	Transport-70	2:18.6	627	44560	11307	704	760	
28	67	8½	4:36.2	633	Transport-70	4:36.2	631	44560	11669	704	760	
March 1	64	8½	Transport-70	4:36.2	637	Transport-70	4:36.2	635	44560	12031	704	760
2	64	8½	4:36.2	641	Transport-70	4:36.2	639	44560	12393	770	830	
3	65	8½	4:36.2	645	Transport-70	4:36.2	643	44560	12755	770	830	
4	69	8½	Transport-70	4:36.2	649	Transport-70	4:36.2	647	44560	13117	836	900
5	69	4½	2:18.6	651	Transport-70	3:26.2	650	44560	13379	902	970	
7	69	8½	4:36.2	655	Transport-70	3:28.6	653	44560	13665	902	970	
8	69	8½	Transport-70	4:36.2	659	Transport-70	4:36.2	657	44560	14027	902	970
9	67	8½	4:36.2	663	Transport-70	4:36.2	661	44560	14389	968	1040	
10	69	8½	Transport-70	4:36.2	667	Transport-70	4:36.2	665	44560	14751	968	1040

Engineer reports to Mr. Gonnell re measurements of boxes



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet 6,

Date.	No. of Men Working	Total Hgurs Worked	No. of Scows & c. yds. Loaded During Day.	Total No. of Scows Loaded.	No. of Scows & c.yds. Dis-charged During Day.	Total No. of Scows Dis-charged	Total No. of c.yds. Dumped at Western Reclam. Embankment	St. Marys Bay Boat Harbour E/bankment
December 20	68	8 1/2	H 100 D 76 R 100 C 100	4362	446	R 86 D 100 C 76	40343	75
21	67	8 1/2	Transport-75 D 76 H 100 C 100	5437	451	R 86 D 100 C 76	40705	75
22	68	8 1/2	D 76 H 100 C 100	4362	455	Transport-75 R 86 D 100 C 76	41142	75
23	69	8 1/2	Transport-75 D 76 H 100 C 100	5437	460	R 86 D 100 C 76	41604	75
1927 January 24	64	4 1/2	D 76 R 100 C 76	2176	462	Transport-75 R 86 D 100 C 76	41941	75
4	57	8 1/2	Transport-75 R 86 D 100 C 76	4337	466	R 86 D 100 C 76	42127	75
5	63	8 1/2	Transport-75 R 86 D 100 C 76	4337	470	Transport-75 D 76 H 100 C 100	42464	75
6	63	8 1/2	R 86 D 100 C 76	4362	474	Transport-75 H 100 D 76 C 100	42801	75
7	63	8 1/2	R 86 D 100 C 76	4362	478	H 100 D 76 C 100	43163	75
8	63	4 1/2	G 100 R 86	2186	480	H 100 D 76	43339	75
10	65	8 1/2	H 100 D 76 R 100 C 100	4362	484	D 76 R 100 C 76	43701	75
11	67	8 1/2	R 100 D 76 C 100	4362	488	D 76 R 100 C 76	44063	75
12	67	8 1/2	H 100 D 76 R 100 C 100	4362	492	D 76 R 100 C 76	44425	75
13	68	8 1/2	H 100 D 76 R 100 C 100	5437	497	D 76 R 100 C 76	44789	75
14	68	8 1/2	H 100 D 76 R 100 C 100	4362	501	Transport-75 D 76 R 100 C 76	45224	75
15	68	4 1/2	H 100 D 76 R 100 C 100	2176	502	D 76 R 100 C 76	45610	75
17	68	8 1/2	H 100 D 76 R 100 C 100	4362	507	H 100 D 76 R 100 C 100	45910	437
18	69	8 1/2	Transport-75 D 76 H 100 C 100	5437	512	H 100 D 76 R 100 C 100	45410	799
19	67	8 1/2	D 76 H 100 C 100	4362	516	Transport-75 D 76 R 100 C 76	45785	1161
20	67	8 1/2	D 76 H 100 C 100	4362	520	H 100 D 76 R 100 C 100	45785	1523
21	68	8 1/2	D 76 H 100 C 100	5437	525	H 100 D 76 R 100 C 100	45785	1826
22	67	4 1/2	D 76 R 100 C 76	2186	527	Transport-75 D 76 R 100 C 76	45560	2061
24	67	8 1/2	D 76 H 100 C 100	4362	531	D 76 R 100 C 76	45560	2423
25	66	8 1/2	Transport-56 D 76 H 100 C 100	4362	535	D 76 R 100 C 76	45560	2785
26	67	8 1/2	D 76 H 100 C 100	4362	539	Transport-56 D 76 R 100 C 76	45560	3147
27	67	8 1/2	D 76 H 100 C 100	4362	543	D 76 R 100 C 76	45560	3509
28	67	8 1/2	Transport-70 D 76 H 100 C 100	4362	547	Transport-70 D 76 R 100 C 76	45560	3957
31	68	8 1/2	D 76 H 100 C 100	4362	551	D 76 R 100 C 76	45560	4233
February 1	68	8 1/2	Transport-70 D 76 H 100 C 100	4362	555	D 76 R 100 C 76	45560	4595
2	68	8 1/2	Transport-70 D 76 H 100 C 100	4362	559	Transport-70 D 76 R 100 C 76	45560	4957

57	56
57	56
120	126
120	126
120	126
186	196



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet 5.

Date.	No. of Men Working	Total Hours Worked	No. of Scows & c. yds. Loaded During Day.	Total No. of Scows Loaded	No. of Scows & c. yds. Discharged During Day	Total No. of Scows Discharged.	Total No. of c,yds. Dumped on	
							Western Reclam. Embankment.	St. Marys Bay Boat Harbour Embankment.
1976								
November 15	66	8½	<small>86 100 76</small> 4:36.2	334	<small>86 100 76</small> 2:18.6	332	30359	
16	66	8½	<small>86 100 76</small> 4:36.2	338	<small>86 100 76</small> 4:36.2	336	30721	
17	64	8½	<small>86 100 76</small> 4:36.2	342	<small>86 100 76</small> 4:36.2	340	31083	
18	65	8½	<small>86 100 76</small> 4:36.2	346	<small>86 100 76</small> 4:36.2	344	31445	
19	64	8½	<small>86 100 76</small> 4:36.2	350	<small>86 100 76</small> 4:36.2	348	31807	
20	64	4½	<small>100 86</small> 2:18.6	352	<small>100 86</small> 2:17.6	350	31983	
22	64	8½	<small>100 76 86</small> 4:36.2	356	<small>100 86 76</small> 4:36.2	354	32345	
23	65	8½	<small>100 76 86</small> 4:36.2	360	<small>100 86 76</small> 4:36.2	358	32707	
24	64	8½	<small>100 76 86</small> 4:36.2	364	<small>100 86 76</small> 4:36.2	362	33069	
25	64	8½	<small>100 76 86</small> 4:36.2	368	<small>100 86 76</small> 4:36.2	366	33431	
26	64	8½	<small>100 76 86</small> 4:36.2	372	<small>100 86 76</small> 4:36.2	370	33793	
27	64	4½	<small>100 76</small> 2:17.6	374	<small>100 86</small> 2:18.6	372	33979	
29	64	8½	<small>100 76 86</small> 4:36.2	378	<small>100 86 76</small> 4:36.2	376	34341	
30	65	8½	<small>86 100 76</small> 4:36.2	382	<small>100 76 86</small> 4:36.2	380	34703	
December 1	65	8½	<small>86 100 76</small> 4:36.2	386	<small>100 86 76</small> 4:36.2	384	35065	
2	65	8½	<small>86 100 76</small> 4:36.2	390	<small>100 86 76</small> 4:36.2	388	35427	
3	66	8½	<small>86 100 76</small> 5:43.2	395	<small>100 86 76</small> 4:36.2	392	35789	
4	65	4½	<small>100</small> 1:00	396	<small>100</small> 3:24.6	395	36035	
6	66	8½	<small>86 100 76</small> 4:36.2	400	<small>100 86 76</small> 3:27.6	398	36311	
7	69	8½	<small>86 100 76</small> 4:36.2	404	<small>100 86 76</small> 4:36.2	402	36673	
8	69	8½	<small>86 100 76</small> 4:36.2	408	<small>100 86 76</small> 4:36.2	406	37035	
9	69	8½	<small>86 100 76</small> 5:43.7	413	<small>100 86 76</small> 4:36.2	410	37397	
10	69	8½	<small>86 100 76</small> 4:36.2	417	<small>100 86 76</small> 5:43.7	415	37759	75
11	69	4½	<small>100</small> 2:17.6	419	<small>100</small> 2:18.6	417	37945	75
13	69	8½	<small>86 100 76</small> 4:36.2	423	<small>100 86 76</small> 3:26.2	420	38207	75
14	69	8½	<small>86 100 76</small> 4:36.2	427	<small>100 86 76</small> 5:43.7	425	38644	75
15	69	8½	<small>86 100 76</small> 4:36.2	431	<small>100 86 76</small> 4:36.2	429	39006	75
16	69	8½	<small>86 100 76</small> 5:43.7	436	<small>100 86 76</small> 4:36.2	433	39368	75
17	69	8½	<small>86 100 76</small> 4:36.2	440	<small>100 86 76</small> 5:43.7	438	39805	75
18	69	4½	<small>86 100</small> 2:18.6	442	<small>100</small> 2:17.6	440	39981	75







Date.	No. of Men Working	Total Hours Worked	No. of Scoops & c. yds. Loaded During day	Total No. of Scoops Loaded	No. of Scoops & c. yds. Discharged During day	Total No. of Scoops Discharged	Total No. of c. yds. Dumped on Embankment.
September 4	54	4 1/2	D 1-76	180	C 100 R 86 2-186	119	11109
" 6	54	8 1/2	H 100 G 86 D 76 4-362	124	D 76 H 100 G 86 R 100 3-276	122	11385
" 7	61	8 1/2	H 100 G 86 R 100 D 76 4-362	128	R 86 H 100 G 86 D 76 4-362	126	11747
" 8	64	8 1/2	H 100 G 86 R 100 D 76 4-362	132	R 86 D 76 H 100 G 100 4-362	130	12109
" 9	63	8 1/2	H 100 G 86 R 100 D 76 4-362	136	R 86 D 76 H 100 G 100 4-362	134	12471
" 10	66	8 1/2	H 100 G 86 R 100 D 76 4-362	140	R 86 D 76 H 100 G 100 4-362	138	12833
" 11	66	4 1/2	30 yds to Oullage Sock Punt 19 H 100 1-189	144	R 86 D 76 Punt 19 2-182	140	12995
" 13	66	8 1/2	C 100 R 86 H 100 D 76 4-362	148	H 100 G 86 R 100 D 76 3-305	143	13300
" 14	66	8 1/2	C 100 R 86 H 100 D 76 4-362	149	H 100 G 86 R 100 D 76 4-362	147	13862
" 15	63	8 1/2	C 100 R 86 H 100 D 76 4-362	153	H 100 D 76 R 86 G 100 4-362	151	14024
" 16	64	8 1/2	C 100 R 86 H 100 D 76 4-362	157	H 100 D 76 R 86 G 100 4-362	155	14386
" 17	64	8 1/2	C 100 R 86 H 100 D 76 4-362	161	H 100 D 76 R 86 G 100 4-362	159	14748
" 18	63	4 1/2	G 100 1-100	162	H 100 D 76 2-176	161	14924
" 20	65	8 1/2	R 86 H 100 C 100 D 76 4-362	166	C 100 R 86 H 100 3-286	164	15210
" 21	64	8 1/2	R 86 H 100 C 100 D 76 4-362	170	C 100 D 76 R 86 H 100 4-362	168	15572
" 22	64	8 1/2	R 86 H 100 C 100 D 76 4-362	174	C 100 D 76 R 86 H 100 4-362	172	15934
" 23	64	8 1/2	R 86 H 100 C 100 D 76 4-362	178	C 100 D 76 R 86 H 100 4-362	176	16296
" 24	64	8 1/2	R 86 H 100 C 100 D 76 4-362	182	C 100 D 76 R 86 H 100 4-362	180	16658
" 25	64	4 1/2	R 86 H 100 C 100 D 76 2-186	184	C 100 D 76 R 86 H 100 2-176	182	16834
" 27	62	8 1/2	R 86 H 100 C 100 D 76 4-362	188	C 100 D 76 R 86 H 100 4-347	186	17181
" 28	61	8 1/2	R 86 H 100 C 100 D 76 4-362	192	C 100 D 76 R 86 H 100 4-362	190	17543
" 29	62	8 1/2	R 86 H 100 C 100 D 76 4-362	196	C 100 D 76 R 86 H 100 4-362	194	17905
" 30	62	8 1/2	R 86 H 100 C 100 D 76 4-362	200	C 100 D 76 R 86 H 100 4-362	198	18267
October 1	62	8 1/2	R 86 H 100 C 100 D 76 4-362	204	C 100 D 76 R 86 H 100 4-362	202	18629
" 2	62	—	—	204	H 100 R 86 2-186	204	18815
" 4	62	8 1/2	R 86 H 100 C 100 D 76 4-362	208	C 100 D 76 R 86 H 100 2-176	206	18991
" 5	62	8 1/2	R 86 H 100 C 100 D 76 4-362	212	H 100 G 86 R 86 D 76 4-362	210	19353
" 6	62	8 1/2	R 86 H 100 C 100 D 76 4-362	216	H 100 G 86 R 86 D 76 4-362	214	19715
" 7	62	8 1/2	TRANSPORT 3.60 D 76 H 100 C 100 R 86 3-236	219	H 100 D 76 R 86 C 100 3-262	217	19977
" 8	62	8 1/2	R 86 H 100 C 100 D 76 4-362	223	C 100 D 76 R 86 H 100 3-286	220	20263



DAILY REPORTS ON RANGITOTO QUARRIES.

Sheet 2

Stone Towed to and Dumped on Western Wharf Reclamation Embankment.

Date	No. of Men Working	Total Hours Worked	No. of Scows & c.yds. Loaded During day	Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During day	Total No. of Scows Discharged	Total No. of c.yds. Dumped on Embankment
August 2 <sup>nd</sup>	48	8 1/2	3-286	49	2-200	47	4357
" 3 <sup>rd</sup>	48	8 1/2	2-186	51	2-186	49	4543
" 4 <sup>th</sup>	48	8 1/2	2-200	53	2-186	51	4729
" 5 <sup>th</sup>	(Wet) men not working	—	—	53	2-200	53	4929
" 6 <sup>th</sup>	43	8 1/2	2-186	55	1-86	54	5015
" 7 <sup>th</sup>	43	4 1/2	1-100	56	1-100	55	5115
" 9 <sup>th</sup>	43	8 1/2	3-256	59	3-256	58	5371
" 10 <sup>th</sup>	48	8 1/2	G 100 R 86 M 100 = 3-286	62	H 100 S 100 = 2-200	60	5571
" 11 <sup>th</sup>	48	8 1/2	G 100 R 86 = 2-186	64	R 86 M 100 S 100 = 3-286	63	5857
" 12 <sup>th</sup>	48	8 1/2	H 100 G 100 R 86 = 3-286	67	R 86 H 100 G 100 = 3-286	66	6143
" 13 <sup>th</sup>	47	8 1/2	H 100 G 100 R 86 = 3-286	70	R 86 H 100 = 2-186	68	6229
" 14 <sup>th</sup>	47	4 1/2	H 100 = 1-100	71	G 100 R 86 = 2-186	70	6515
" 16 <sup>th</sup>	47	8 1/2	G 100 R 86 H 100 = 3-286	74	H 100 G 100 = 2-200	72	6715
" 17 <sup>th</sup>	47	8 1/2	G 100 R 86 H 100 = 3-286	77	R 86 H 100 G 100 = 3-286	75	7001
" 18 <sup>th</sup>	48	8 1/2	G 100 R 86 = 2-186	79	R 86 H 100 G 100 = 3-286	78	7287
" 19 <sup>th</sup>	48	8 1/2	H 100 G 100 R 86 = 3-286	82	R 86 H 100 = 2-186	80	7473
" 20 <sup>th</sup>	48	8 1/2	H 100 G 100 = 2-200	84	G 100 R 86 H 100 = 3-286	83	7759
" 21 <sup>st</sup>	47	4 1/2	R 86 H 100 = 2-186	86	G 100 = 1-100	84	7859
" 22 <sup>nd</sup>	48	8 1/2	G 100 R 86 = 2-186	88	R 86 H 100 G 100 = 3-286	87	8145
" 24 <sup>th</sup>	48	8 1/2	H 100 G 100 R 86 = 3-286	91	R 86 H 100 = 2-186	90	8431
" 25 <sup>th</sup>	47	8 1/2	H 100 G 100 R 86 = 3-286	94	R 86 H 100 = 2-186	92	8617
" 26 <sup>th</sup>	48	8 1/2	H 100 G 100 = 2-200	96	G 100 R 86 H 100 = 3-286	95	8903
" 27 <sup>th</sup>	47	8 1/2	H 100 G 100 = 3-286	99	G 100 R 86 H 100 = 3-286	98	9189
" 28 <sup>th</sup>	47	4 1/2	R 86 = 1-86	100	G 100 = 1-100	99	9289
" 30 <sup>th</sup>	49	8 1/2	H 100 G 100 R 86 ID 76 = 4-362	104	R 86 H 100 G 100 = 3-286	102	9575
" 31 <sup>st</sup>	54	8 1/2	H 100 G 100 R 86 D 76 = 4-362	108	R 86 H 100 G 100 = 4-362	106	9937
Sept. 1 <sup>st</sup>	54	8 1/2	H 100 G 100 R 86 ID 76 = 4-362	112	R 86 H 100 G 100 = 4-362	110	10299
" 2 <sup>nd</sup>	54	8 1/2	H 100 G 100 R 86 = 3-286	115	R 86 H 100 G 100 = 4-362	114	10661
" 3 <sup>rd</sup>	54	8 1/2	ID 76 H 100 R 86 = 4-362	119	R 86 H 100 ID 76 = 3-262	117	10923
" 4 <sup>th</sup>	54	8 1/2	H 100 G 100 R 86 = 4-362	123	R 86 H 100 G 100 = 4-362	121	11285

6766



DAILY REPORTS ON RANGITOTO QUARRIES.

Stone Towed to and Dumped on Western Wharf Reclamation Embankment.

Date	No. of Men Working	Total Hours Worked	No. of Scows & c.yds. Loaded During day	Total No. of Scows Loaded	No. of Scows & c.yds. Discharged During day	Total No. of Scows Discharged	Total No. of c.yds. Dumped on Embankment
1926							
June 29 <sup>th</sup>	29	4	1/2 - 43	—	—	—	—
" 30 <sup>th</sup>	31	8 1/2	1 1/2 - 143	2	—	—	—
July 1 <sup>st</sup>	31	8 1/2	1 - 86	3	2 - 186	2	186
" 2 <sup>nd</sup>	31	8 1/2	1 - 100	4	1 1/2 - 136	3 1/2	322
" 3 <sup>rd</sup>	32	4 1/2	1 - 86	5	1/2 - 50	4	372
" 5 <sup>th</sup>	30	8 1/2	2 - 186	7	2 - 186	6	558
" 6 <sup>th</sup>	31	8 1/2	2 - 186	9	2 - 186	8	744
" 7 <sup>th</sup>	31	8	2 - 186	11	2 - 186	10	930
" 8 <sup>th</sup>	30	8 1/2	2 - 186	13	2 - 186	12	1116
" 9 <sup>th</sup>	30	8 1/2	2 - 186	15	2 - 186	14	1302
" 10 <sup>th</sup>	30	4 1/2	—	15	1 - 86	15	1388
" 12 <sup>th</sup>	30	8 1/2	2 - 186	17	1 - 100	16	1488
" 13 <sup>th</sup>	32	8 1/2	2 - 186	19	2 - 186	18	1674
" 14 <sup>th</sup>	32	8 1/2	2 - 186	21	2 - 186	20	1860
" 15 <sup>th</sup>	32	8 1/2	1 - 100	22	1 - 86	21	1946
" 16 <sup>th</sup>	32	8 1/2	2 - 186	24	2 - 186	23	2132
" 17 <sup>th</sup>	32	4 1/2	1-75 for acc.	24	1 - 100	24	2232
" 19 <sup>th</sup>	33	8 1/2	2 - 186	26	1 - 86	25	2318
" 20 <sup>th</sup>	36	8 1/2	2 - 186	28	1 - 75 for acc. 2 - 186	27	2504
" 21 <sup>st</sup>	36	8 1/2	2 - 186	30	2 - 186	29	2690
" 22 <sup>nd</sup>	36	8 1/2	2 - 186	32	2 - 186	31	2876
" 23 <sup>rd</sup>	39	8 1/2	2 - 186	34	2 - 186	33	3062
" 24 <sup>th</sup>	39	4 1/2	1 - 86	35	1 - 100	34	3162
" 26 <sup>th</sup>	40	8 1/2	1-75 for acc. 1 - 100	36	2 - 186	36	3348
" 27 <sup>th</sup>	43	8 1/2	2 - 186	38	1-75 for acc. 2 - 186	38	3534
" 28 <sup>th</sup>	48	8 1/2	2 - 186	40	1 - 86	39	3620
" 29 <sup>th</sup>	48	8 1/2	3 - 251	43	2 - 165	41	3785
" 30 <sup>th</sup>	48	8 1/2	2 - 186	45	3 - 286	44	4071
" 31 <sup>st</sup>	48	4 1/2	1 - 100	46	1 - 86	45	4157
					4157		



552/T

30th. January 1927.

RANGITOTO QUARRY COSTS.

From 6th. July 1926 to 11th. January 1927.

- After having been closed down since May 1925 -

Output for 6 Months - 44708 cub. yards.

COSTS.

	TOTAL	PER CUB. YARD.
<u>LABOUR</u> , Quarrying, Drilling, Firing, Trucking etc.	£6,379	2/10.24d
<u>LAUNCHES</u>	£152	.82d
<u>STORES</u> , Gelignite, fuse, water etc.	£1,021	5.48d
<u>COMPRESSOR PLANT</u> . Labour & Stores	£353	1.89d
<u>INTEREST &amp; DEPRECIATION</u> on Compressor plant, air drills etc.	£84	.45d
<u>SUPERVISION</u>	£200	1.56d

Cost per cub. yard quarrying only = 3/8.44d

<u>LABOUR</u> , loading scows, repairing boxes and working scows.	£1,813	9.73d
<u>TOWING SCOWS</u>	£2,330	1/0.51d
<u>HANDLING AT AUCKLAND</u>	£1,372	7.36d
<u>STORES FOR CRANES &amp; BOLES ETC.</u>	£717	3.85d
<u>INTEREST &amp; DEPRECIATION</u> , on scows, jetties, cranes etc.	£1,619	8.69d

Cost per cub. yard transporting & dumping = 3/6.14d

Total cost of stone in works £16,130 = 7/2.58d

Cost of re-opening Quarries after 2 years idleness, £912 not included in above costs.

Assuming 200,000 c. yards stone to be quarried, charge for re-opening would be  $\frac{£912}{200,000 \text{ c.yds.}}$  = say 1d.

So that total cost per cubic yard in work would be say -

7/3.58d.



552

T

Auckland Harbour Board No. 10668

INSTRUCTIONS TO FOREMEN & INSPECTORS

13th June, 41.

Secretary.

G.R. WATSON - DECEASED.

Please note that G.R. Watson, previously employed as Clerk in the Foreman of Works Office in the Engineer's Department, and who was recently granted sick leave on pay to 4th July, 1941, died in the Auckland Hospital at approximately 2 a.m. on 12th June, 1941.

SUPERINTENDENT & ENGINEER.

Engineer to the Board

*Handwritten signature*

*Just obituary*

*Watson*

*Handwritten signature*



INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Foreman of Works and Timekeeper.

Date 5th June, 19 41.

Subject SICK LEAVE - G.R. WATSON.

Please note that the Chairman has approved a further months sick leave on pay to G.R. Watson to 4th July, 1941.

Please put his wages through as usual up to and including that date.

*D.H.*  
Engineer to the Board



4th June, 1941.

The Chairman,

A.H.B.

SICK LEAVE - G.R. WATSON.

G.R. Watson, clerk in the Foreman of Works' office, has been on sick leave since 5th May, 1941, and the date of his return to work is uncertain as he is still in the Public Hospital.

I would be glad if you will grant him a further months leave on pay to 4th July, 1941.

APPROVED.

SUPERINTENDENT.

CHAIRMAN.

Yours obediently

G.R. Watson

C. J. [Signature]



Mr. A.V. Taylor

30/4/37.

Enclosed please find certificate from  
Auckland Hospital.

I am feeling much better & if I  
continue shall be at work before  
17<sup>th</sup> - a little sunshine would be  
beneficial.

Yours Truly,

G. Watson.

M.M.O. / nurse  
Hospital.

Yours obediently

G. Watson

G. Watson



State that Mr S. Watson was  
a patient in this hospital from  
28-3-37 until 27-4-37 & that he  
will not be in a safe condition  
to work until 17-5-37. The reason  
for this is that he was suffering  
from a severe attack of lobar pneumonia,  
which in the absence of an adequate  
convalescence is prone to relapse.

G. MacDermid  
M.B. Ch.B.

R.M.O. Public  
Hospital.

Yours obediently

G. Watson



Mr. G.R. Watson,  
Wickham's Camp,  
CLEVEDON.

24th. December, 35.

Dear Sir;

Please report to the Foreman of Works at 8 a.m.  
on Wednesday, 8th. January 1936, in terms of our previous dis-  
cussion.

The rate of pay will be £5/-/- per week.  
You will act entirely under the instructions and  
control of the Foreman of Works.

Yours truly,

*Int. to 30d.  
No. 6176 - 9.1.36  
(Stated on Jan 8th. 1936)*

ENGINEER TO THE BOARD.

*my knowledge of accountancy & general office  
routine would be mutually employed.*

*Yours obediently*

*G.R. Watson*

*C. J. [unclear]*



Mr. G.R. Watson,  
Wickham's Camp,  
CLEVEDON.

16th. November, 35.

Dear Sir;

Your letter of the 12th inst. received.  
As explained at our interview, the vacancy which  
will enable me to offer you employment does not occur until end  
of March next.

I will, however, require you before this to get  
into the run of things and I will write you later about this.

Yours truly,

ENGINEER TO THE BOARD.

my knowledge of accountancy & general office  
routine would be mutually employed.

Yours obediently

G.R. Watson



135.

Wickham's Camp  
Clevedon.

D Holderness Esq.  
Engineer. Auckland Harbour Board.

Sir,

With further reference to the proposed future construction work by the Board and my recent interview with you, I take the liberty of stating that I am still in charge of road formation in above Camp & await your instructions re being employed by the Board on future works.

Today's "Herald" states your appointment as Superintendent & I offer congratulations.

Whilst awaiting construction work to be authorised I would respectfully request that my services may be utilised in a sphere where my knowledge of accountancy & general office routine would be mutually employed.

Yours obediently

G. Watson

*G. Watson*  

---



*Handwritten notes on a separate sheet of paper, partially visible at the top left. The text is mostly illegible but appears to contain names and dates.*

29th. July, 35

Mr. G.R. Watson,  
Wickham's Camp,  
Relief Works,  
CLEVEDON.

Dear Watson;

Please call on me when next in town.

Yours truly,

ENGINEER TO THE BOARD.

ENGINEER TO THE BOARD.

own.

If I had any opportunity of employing him myself at the present moment, he would not be applying to you for a job. I hope to hear that you are able to take him on.

Trusting you are well, and with kind regards,

Yours faithfully,

*C.H. Dawson*



Mr. G.R. Watson,  
A.H.B.

17th. December, 30.

Dear Sir;

In view of the present state of the Board's works, I am reluctantly compelled to dispense with your services as from the 31st. January 1931.

You will be entitled to seven day's leave on pay, and will therefore be paid up to Saturday 7th. February.

I enclose statement of your service with the Board, which I trust may be of some assistance to you in securing other employment.

Yours truly,

ENGINEER TO THE BOARD.

own.

If I had any opportunity of employing him myself at the present moment, he would not be applying to you for a job. I hope to hear that you are able to take him on.

Trusting you are well, and with kind regards,

Yours faithfully,

C.H. Dawson



17th. December, 30.

TO WHOM THIS MAY CONCERN:

This is to state that G.R. Watson has been employed in the Engineer's Department, Auckland Harbour Board, as a Timekeeper and Cost Clerk from 16th June 1926 to 31st January 1931.

His work has been quite satisfactory, but I am reluctantly compelled to dispense with his services on account of shortage of work.

ENGINEER TO THE BOARD.

own.

If I had any opportunity of employing him myself at the present moment, he would not be applying to you for a job. I hope to hear that you are able to take him on.

Trusting you are well, and with kind regards,

Yours faithfully,

C.H. Lawson



14th. June

26

Mr. G.R. Watson,  
Box 726,  
AUCKLAND.

Dear Sir,

I have considered your application and have decided to engage you for the position of costing and records Clerk, Rangitoto Quarries at the salary agreed upon viz. £4-10- 0 per week.

Please report to Mr. Vickerman at 9 a.m. Wednesday morning, when he will explain your duties to you.

Yours truly,

ENGINEER TO THE BOARD.

own.

If I had any opportunity of employing him myself at the present moment, he would not be applying to you for a job. I hope to hear that you are able to take him on.

Trusting you are well, and with kind regards,

Yours faithfully,

C. H. Lawson



P. O. Box 632,  
Auckland, 11th June 1926.

Meery Chambers.

Drummond Holderness Esq.,  
Auckland Harbour Board,  
AUCKLAND.

Dear Mr. Holderness,

Mr. H. T. Twiss tells me he has an appointment with you tomorrow morning with a view to the possibility of your being able to employ him.

I should esteem it a favour if you will give this man's application and credentials every possible consideration, as I have no hesitation in recommending him for any position for which he may apply, as having employed him myself for over 12 months I know his general character and ability. Furthermore he has had a somewhat bad spin recently through no fault of his own.

If I had any opportunity of employing him myself at the present moment, he would not be applying to you for a job. I hope to hear that you are able to take him on.

Trusting you are well, and with kind regards,

Yours faithfully,

C. H. Lawrence



14th. June 26

The Superintendent.

RANGITOTO QUARRIES.

Clerk

Please obtain the Chairman's approval to the temporary employment of G.R. Watson as clerk, at a weekly salary of £4-10- 0.

ENGINEER TO THE BOARD.





## Auckland Harbour Board

### MEMORANDUM

15th June, 1926.

The Engineer,  
A.H.B.

#### Rangitoto Quarries.

With reference to your Memo. of 14th instant, please note that the Chairman has approved of the temporary employment of G.R. Watson as clerk at a weekly salary of £4-10-0.

Superintendent.

HBB/TVS.



# 552 T Rangitoto Quarries

Comparison of costs as shown in Prime Cost Ledger & in Weekly Returns for month ending 31 March 1927.

## Cost as per Prime Cost Ledger (monthly)

Labour			5508	11	4
Materials, Stone &c			2247	14	9
<u>Plant Allocation</u>					
Timber	32 1/2 km @ 1/44 1/2 hr	39.	6.	0	
Oru	62 1/2 " @ 1/26 "	39.	4.	5	
Ta Kauraki	4 1/2 " @ 1/26 "	2.	19.	5	
Ta Waka	2 1/2 " @ 1/9 "		16.	11	
Transport No. 2	11 1/2 days @ 5 1/2 1/2 day	100.	5.	4	
" No. 3	85 " @ 4 1/2 1/2 "	361.	5.	0	
El. Plant. base.	130 " @ 4 1/2 1/2 "	520.	0.	0	
Saw Rambler	139 days @ 6 1/2 1/2 "	903.	10.	0	
" Havo	141 " @ 6 1/2 1/2 "	916.	10.	0	
" Jamet	141 " @ 6 1/2 1/2 "	916.	10.	0	
Dakle	143 " @ 7 1/2 1/2 "	1108.	5.	0	
Te Kookina		338.	17.	0	
			5247	9	1

N.B. The above rates for Saws include tramps.

16103 15 2

Interest & Depreciation (not included in P.C. but allowed for in Weekly Returns.

1222 0 0

17325 15 2

## Cost as per Weekly Sheets.

Labour		1840	5	5	
Saving Saws		2967	13	2	
Handling at Buckland		1391	14	5	
Stone used at Quarry		69	1	1	
Int. & Deprec. on Saws, Jetties, Cranes		1579	10	0	
<u>Quarrying Costs</u>					
Labour		6963	10	8	
Launch Trips		147	16	6	
Stone		1160	12	10	
Compressor Plant		347	11	2	
Int. & Deprec. on Compressor Plant		75	0	0	
Supervisor		260	0	0	

17355 15 3  
30 0 1

Difference

Details of saving included in figure of 17325.15.2.

Charged to:	Rangitoto Quarries	219.	11	4
	Saw Jamet	608.	10	7
	" Havo	616.	15	2
	" Rambler	639.	2	4
	" Iron Dakle	841.	5	6
	Transport No. 3	133.	18	6
	Electric Station Crane	74.	15	9
		3133.	19	2

= 0.19%



552 T

FILE NO. 552.

RANGITOTO QUARRIES - REOPENING 1926.

VARIOUS.



552

29th. June

26

Inspector of Quarries,  
Waitemata Chambers,  
Custom Street,  
AUCKLAND.

Dear Sir,

RANGITOTO QUARRIES.

I beg to notify you that the Harbour Board Quarries at  
Rangitoto are being reopened today.

Yours truly,

ENGINEER TO THE BOARD.



Memorandum.

From . . .

FOREMAN OF WORKS

Rangitoto Quarry

Station No 780

To The Engineer

AMB

12 June 1926

Sir,

I beg to report that the following is an estimate for the necessary repairs to the Jetties at Rangitoto Quarries.

Pile	261 lin ft	@ 5 ft/ft	65	0	0
Headstocks/Strings	1000 Sqr ft	@ 20 ft/100	10	0	0
Punchbox Decking	3500	@ 5 ft.	87	10	0
Rolls & Spikes			10	0	0
Other timber			12	0	0
			<hr/>		
			184	10	0
Transport			36	0	0
Towage			10	0	0
Labour			40	0	0
			<hr/>		
			£270	10	0
			<hr/>		

*Just to show*

AMB  
Foreman of Works



# Auckland Harbour Board.

552

## MEMORANDUM

FROM

The Foreman of Works.

A.N.B.

Rangitoto Quarries M/A.

15<sup>th</sup> December 1926

To

THE ENGINEER

Instn No 487.

Sir,

The cost of carrying out repairs to gatties as per our memo 4609. is as follows:-

Labour.

Joiners.	43	7	
Labourers.	41	9	
Sawyers.		8	5
Supervision	112	6	49.9.8

Abstract.

Labour.	49.	9.	8
Material	96.	9	" 4
Plant etc	68.	14.	6
Provisions	7.	7	6
			<u>£ 222 .. 1 .. 3</u>

C.A.

£ 49.9.8



# Auckland Harbour Board.

## MEMORANDUM

FROM

*The Foreman of Works.*

*A. B.*

*Rangitoto Quarries M/A.*

15<sup>th</sup> December 1926

To

THE ENGINEER

*Inst. No 784.*

	<i>£</i>	<i>s</i>	<i>d</i>	
<u>Material.</u>				
2035 ft Saw Timber.		20	7	
7 " Other			25	
12 " Pinn.		4	10	
1 Only Arc Handle			19	
8 Lbs Rd Spikes			2	
1 Only File			1	
3/45' Turp. Pile } 1/35' " " } 1/24' " " } 2/16' " " }	39	13	9	
1/30' Lotara Pile } 1/25' " " } 1/18' " " } 2/16' " " } 1/12' " " }				17 11
16 Lbs Staff Grease			78	
4 2 24 Bolts		8	16	
2 " 0 0 Deck spikes		3	68	
3 Lbs Carr. Bolts			10	
10 " Wire Nails			18	
				96 9 7

*£ 96.*

*9 8*

*C. P. A.*

*£ 145 19 3*



# Auckland Harbour Board.

## MEMORANDUM

FROM

*The Foreman of Works.*

*A. S. B.*

*Rangitoto Quarries*



TO

**THE ENGINEER**

*Instk No 784.*

*15<sup>th</sup> December 1926*

*P. Rd.*

145 19 3

Plant etc.

Transport NO 2. 5 $\frac{1}{2}$ Days	44 11 3
Live Float. 2 $\frac{1}{2}$ Hrs.	2 16 8
Launch "Le Waka" 5 $\frac{1}{2}$ "	1 17 10
" "Le Hauraki" 16 "	11 4 "
" "Orere" 14 $\frac{1}{2}$ "	8 6 9
	68 14 6

Provisions

7 7 6

£ 222-1-3

*C. M. Batley*



Memorandum.

From ...  
FOREMAN OF WORKS

To The Engineer

15 June 1926

Scow Havoc

Instn No 780

AMB

Sir,

I beg to report that

I have inspected the above scow with Wallace & in addition to the minor repairs located yesterday which was estimated to cost £40, more planking in the bow has been found very defective at the seams, some of these will have to be renewed & will take about 10 days & will cost

approx £100 = Total £ 140

is this extra to the £40 or does it include it?

W M Batty  
Foreman of Works

Instn to Jaws  
No 800



# Auckland Harbour Board.

MEMORANDUM

552

FROM

The Foreman of Works,

A.H.B.

Scow. "Havoc"

TO

To

THE ENGINEER

Instr NO 800.

15<sup>th</sup> December 1926.

Sir

Cost of repairs to Scow. "Havoc." is as follows:-

Labour.

Shipwrights		147	5	11
Sawyers		3	1	:
Blacksmiths		18	9	
plus 10%		7	6	3
Labourers			3	9
Painters		2	14	9
Supervision		5	5	9
		159 17 5		

Abstract.

Labour		159	17	5
Material		57	0	10
Machinery alloc.		2	6	
		£ 217 0 9		

O. P. Dalry  
Foreman of Works.

C.A.

£ 159 17 5



# Auckland Harbour Board.

MEMORANDUM

FROM

*The Foreman of Works  
A.H.B.  
Scow "Kavoc"*

TO

To

THE ENGINEER

*15<sup>th</sup> December 1926*

*Insto NO 800*

	<i>B.H.</i>			
<u>Material.</u>				<i>159 17 5</i>
<i>914 Lt Kauri</i>		<i>22 18 6</i>		
<i>845 " " Stoves</i>		<i>24 1 7</i>		
<i>714 " Gumu</i>		<i>6 8 7</i>		
<i>28 Lbs Oxide</i>		<i>10 6</i>		
<i>1/3 Ton Sea Shu Lime</i>		<i>2 2 11</i>		
<i>2 Galls. Boiled Oil</i>		<i>10 7</i>		
<i>28 Lbs Putty</i>		<i>8 2</i>	<i>57 0 10</i>	
 <i>Machinery Allocation</i>				 <i>26</i>
				 <u><i>£ 217 0 9</i></u>



12/6/26

PROGRESS REPORT for Period ending

on

Works.

Rangitoto PlantEstimate of cost for Survey & Repairs.N<sup>o</sup> 1 Steam Crane

Boiler &amp; Engine to open up for Surveyor.

All Valves on boiler to grind in &amp; re-pack.

Pistons &amp; Valves to draw, and examine faces &amp; rings

Slewing clutch and pieces to refit.

Derricking wire to be put through wire compound boiler.

Boiler to clean and wash out.

Labour 2 men. 3 days work. = £6-0-0.

Material.

2-10-0.

£ 8-10-0. approx.

N<sup>o</sup> 2. Steam Crane

Boiler &amp; Engine to open up for Surveyor.

Field Tubes to renew. (Spare set on hand)

Hollows in Tube plate to build up with Electric welder

Boiler to clean &amp; wash out

Cylinder, pistons, valves, pins, bearing and boiler

Valves to open up for Surveyor.

Eccentric's to adjust, also link gear.

Derricking wire to put through wire compound boiler

Fitters. 2½ days. = £4-6-8

Boiler material &amp; mate. 3 days = £6-0-0

Approx. Electric welding plant: = 10-0-0

50 H.P. Gas Engine.

To open up brasses for surveyor to examine pins and gear.

Engine in good repair, and producer &amp; scrubber in good order.

Signature

Date



Auckland Harbour Board.

PROGRESS REPORT for Period ending ..... on .....

Works.

Marine boiler ~~re~~ used as air receiver is leaking at tubes.

This can be rectified by fitting tube stoppers.

Fitters	2 days.	£ 3 - 15 - 0
Boiler water & Ass. 1.	"	1 - 15 - 0
Material.		<u>3 - 10 - 0</u>
		£ 9 - 0 - 0 approx.

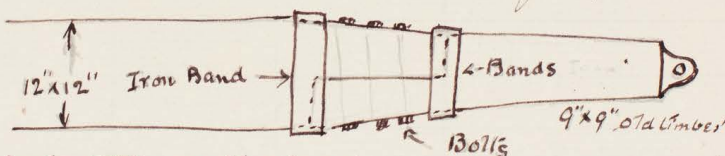
Hand Cranes. Nos 1. to 7.

Five of these cranes are in good order and only want wire's attended to.

No 5 Hand crane.

Jib of this crane was broken with rock when blasting, just before quarries were put out of Commission, and temporary repairs were only made then.

A piece was spliced in about 8 feet from heel thus



Jib is pretty weak at this join and requires angle stiffeners along edge's

Length of jibs are approx 44 feet x 12" x 12" timber.

No 6 Hand crane

Jib is in bad condition on side with rot, and has had 3'-6" cut off one end for same reason - also straps securing legs to King pin are 1/2" slack & pin bent.

Jib being shorter than other's means more frequent shifting into face of Quarry.

Signature .....

Date .....



Auckland Harbour Board.

PROGRESS REPORT for Fortnight ending ..... on ..... Works.

Name of Contractors .....

Approximate Cost

N <sup>o</sup> 1 Steam Crane	£	-	s	-	d
Cost to put in Commission	9	-	0	-	0
N <sup>o</sup> 2 Steam Crane					
" " " "	20	-	6	-	8
Derrick & Hoisting wires	5	-	0	-	0
50 H.P. Gas Engine	9	-	10	-	0
Hand cranes, fitter time only.	5	-	0	-	0
	£ 48 - 16 - 8				

Cost of Transporting men to Quarry, also Board to Add

Boiler maker's at Quarry. 3 days.  
 Fitters. 3 men. 1 week or 8 days.  
 \_\_\_\_\_ " \_\_\_\_\_

Signature D Penman  
 Insp of Machinery

Date .....



552

# Stock Rangitoto Quarries

as at 27<sup>th</sup> June 1926

(1)

## Store

- 6 small truck frames (for unning boxes face to wharf)
  - 36 bags  $2\frac{1}{2} \times \frac{3}{8}$ " Hex Rd Hex bolts.
  - 5 $\frac{1}{2}$  drums 4" nails
  - $\frac{1}{2}$  " 6"
  - 30 gross  $\frac{3}{8}$ "  $\times$   $3\frac{3}{4}$ " carriage bolts.
  - 2 timber jacks.
  - 17 bars.
  - 7 shovels, No 4 round mouth (worn)
  - 11 picks
  - 10 spawl hammers.
  - 1 set block tackle good order.
  - 1 " " " light - fair order
  - 2 mooring lines
  - 2 screws for log scows.
  - 4 coils wire crane rope.
  - 2 short spans.
  - 2 stone grips
  - 1 set slings (Box)
  - $\frac{1}{2}$  bag  $\frac{3}{4}$ " Rly bolts.
  - 1 hawker wire for anchor.
  - 1 bag Rly dogs.
  - 1 bag  $2\frac{1}{2} \times \frac{1}{16}$  fish bolts.
- Store near wharf.

- 6 dog hammer handles.
- 7 shovel handles (short)
- 24 pick handles.
- 1 case 4" nails
- $\frac{1}{2}$  " 3" "
- $\frac{1}{4}$  drum 4" Rly spikes
- 1 endless chain blocks (worn)
- 1 sling chain
- Double block.

## Boxes.

191.



Forge

Forge complete with bellows - bellows worn.

- 2 anvils
- vices 2.
- 3 worn shovels.
- Hand grindstone
- Iron box
- 9 pry tongs, drills etc.
- 3 swedges.
- 1 pair emery wheels.
- 1 Blacksmith drilling machine
- 2 cut waste.
- 1 Jack Hammers.
- 30 lb lead.
- 3 lengths 40" water hose.
- 6 " packing 14 x 1 1/2"
- 4 lb Palmetto packing
- 1 " 1/16" Hookum packing
- 1 " 1/2 " do do
- 6- 14 x 1/2 gauge glasses.
- 3 spare gear wheels for No 2 Steam Crane
- 1 set stocks + dies 3" to 1 1/2"
- 1 " gas stocks " " 4 - 1"
- 1 " " " " 1 1/2" - 3"
- 56 1/2 ft. asbestos tape. 1 1/2"

Cranes.

- 2 shafts.
- 7 cranes at face.



Compressor Plant.

- Complete with 36 HP Gas Engine
- 1- 50 " " Produces.
- 1 Air compressor 10 x 10
- 3 " receivers
- shafting 24' x 2"
- 6 pulleys.
- 25' C/shaft. 6 x 6
- 3- 4' w. iron pulleys.
- 1- Blower Buffalo.

1/2 barrel Lime.

Crusher plant. complete with following spare.

- 4 lb. asbestos packing.
- 25' Balata Belting 3-4 ply.
- 60' 5 x 5 " "
- 46 6 x 6 " "
- 46 6 x 6 " "
- 1 auger bit
- 2 rocking + 1 fixed jaw for 20 x 12 crushers.
- 2 spare toggles for small crushers.
- 12 toggle plate for " "
- 2 large " " " large "
- 1 set fire bars for gas producer.

Sundry.

- Tanks. 1- 1800 gal iron
- " 1- 1200 " "
- " 2- 400
- 8 trucks for boxes (iron)
- 4 wheel barrows
- 1/2 ton smoky coal.
- 1/4 " coke.
- 40 ton steam coal
- 2 new hose - all old hose deteriorated + useless.
- 5 gals Gas Eng oil
- 6 " Engine oil
- 10 " Steam bylines oil
- 4 " Gas Eng oil
- 20 " Castor oil



Sundry (Continued)

5 cases gelignite  
1180 detonators

Rails- 2934 yds. approximately



14th. March 8

The Superintendent.

RANGI TO TO QUARRIES.

Owing to the serious development of a flaw in the crankshaft of the 40 h.p. suction gas engine, it has been necessary to close down the compressor and stop drilling operations.

This has involved the immediate discharge of 22 men and as the St. Mary's Bay Boat Harbour Breakwater is approximately completed and very little stone will be required for other works, it is not proposed to repair the engine at the present time.

The remaining quarry hands will be gradually reduced as the remaining demands for stone are met.

All the Board's works are fully staffed and there is no additional work which can be proceeded with economically at the present time.

In addition to the ordinary maintenance works the following are being constructed out of Loan Account:-

St. Mary's Bay Boat Harbour Breakwater (nearly completed)  
Western Reclamation  
New Devonport Wharf  
Mechanics Bay Breastwork.

The construction of 90ft. road from Kings Drive to proposed Vehicular Ferry in Mechanics Bay will be put in hand as soon as negotiations with the Railway Department have been completed. The construction of the Vehicular Ferry will follow on the Mechanics Bay Breastwork and provision has been made in this years estimates for preliminary work in connection with Viaduct from Princes Wharf to Freemans Bay.

Any movement to speed up these works or inaugurate others would result in works being completed before they are required which would <sup>then</sup> involve the discharge of men specially trained to the Board's work.

ENGINEER TO THE BOARD.



