

580

T

580

FILE NO. 580.

PROPOSED FERRY LANDING - LITTLE SHOAL BAY.

VARIOUS.

580

T

580

FILE NO. 580.

PROPOSED FERRY LANDING - LITTLE SHOAL BAY.

VARIOUS.



580

COPY

26th May, 1944.

SEE ALSO SECRETARY'S FILE

Harvey Turner, Esq.,  
C/- Turners & Growers Ltd.,  
City Markets,  
AUCKLAND. C.1.

Dear Sir,

Board's Policy re Northcote Wharf.

The Board's policy is, and has always been, to provide and maintain ferry facilities when they may be required. It is not however always a simple matter to decide just when they are required.

Northcote Wharf was built about 50 years ago and extended in 1912 to its present form, old piles and timber from Queens Wharf (which was then being re-built) being used for the extension.

Birkenhead Wharf was built about 1910 as a combined passenger and vehicular terminal.

Northcote vehicular ferry landing was installed and first used in 1913.

Northcote Wharf is directly exposed to westerly gales which are a feature of the Auckland weather, the wind sometimes remaining in this quarter for weeks on end, under which conditions it is a very uncomfortable wharf to work. This applied more particularly to the vehicular landing installed in 1913 and there were frequent occasions when vehicular ferry boats had to cut out their visits to the Northcote landing and proceed direct to Birkenhead.

Even for passenger boats, berthing is difficult and, when in 1930, the question of the reconstruction of the Northcote Wharf was under review, it was considered that the districts of Birkenhead and Northcote could be served to much better advantage by a central combined passenger and vehicular ferry terminal in sheltered water in Little Shoal Bay with a dredged channel to provide the necessary access from the harbour. It would have been the responsibility of the Boroughs to provide the necessary road approaches to such a terminal.

The Board offered to proceed with the proposed central terminal if the Boroughs would undertake to make the road connections thereto.

P.T.O.



As no agreement could be reached between the Boroughs the Board continued to maintain the respective terminals at Northcote and Birkenhead until in 1939 the vehicular service to Northcote was discontinued by the Ferry Company. Since that date, at Northcote, the passenger landing only has been maintained.

Repeated efforts on the part of the Borough Council to have the vehicular service to Northcote restored finally resulted in a conference being convened in November 1941 by the Hon. R. Semple, Minister of Transport, at which the Northcote and Birkenhead Borough Councils, the Ferry Company, the Harbour Board and other interested parties were present. The Northcote Borough expressed its complete agreement with the Little Shoal Bay project and the Minister, after viewing the plans and hearing the discussion, expressed the view that the Board's proposal was the obvious and complete solution of the ferry problem for the combined district. He promised his support in endeavouring to obtain help from the Government towards the cost of roads and embankment which would, in all probability, be classed as a main highway.

Efforts have since been made repeatedly by the Northcote Borough Council to obtain some pronouncement from the Minister as to the extent of Government help which would be available but, although he originally advised the Borough to proceed with the road work, it was not until early this month that he wrote officially stating that, while he was still of the opinion that the Little Shoal Bay scheme must ultimately be proceeded with, in view of the heavy commitments for War, it was considered desirable to postpone the major work in the meantime and carry on with existing facilities.

The Board has therefore taken steps to re-condition the vehicular landing at Birkenhead, the pontoon of which is urgently in need of repair and the service thereto will be suspended temporarily as from Wednesday, 7th June, to enable the bridge to be removed and the pontoon placed on the slipway. In the meantime some strengthening and general repairs are being effected to the Northcote pontoon to enable that landing to be put back into service for limited loads until the Birkenhead landing is able to be re-opened.

In the meantime, provided the ultimate decision is not deferred so long that it is impossible to do so, the Board will continue to maintain the existing passenger landing at Northcote until appropriate alternative accommodation is provided elsewhere.

Yours faithfully,

Superintendent and Engineer.

DH.MIJ



WORKS COMMITTEE.

TUESDAY, 23RD MAY 1944, AT 2.18 P.M.

PRESENT:- The Chairman (Mr. W.F. McCallum), Messrs. J.H. Kinnear, E.J. Phelan, J.H. Frater, T.A. Bishop, A.S. Sutherland and E.V. Sutherland. (Mr. H.R. Mackenzie was also present.)

MINUTES of previous meetings of Committee dated 1st May 1944 (copy of same having been forwarded to each Member) were taken as read and were confirmed.

The following matter was considered:-

PROPOSED CENTRAL FERRY WHARF -  
LITTLE SHOAL BAY - NORTHCOTE VEHICULAR PONTOON.

Letter from Hon. Minister of Works, 4.5.1944, re proposed Central Ferry Wharf - Little Shoal Bay; report of Superintendent and Engineer, 11.5.1944, thereon; letters from Northcote Borough Council, 11 and 18.5.1944, requesting that, before the Birkenhead landing was closed for overhaul, the Northcote stage be repaired sufficiently to allow the service to be carried on without a break; report of Superintendent and Engineer, 18.5.1944, stating that a careful examination of the Northcote stage indicated that the deck could be sufficiently strengthened to enable it - for a limited period - to carry loads not exceeding 5 tons, and that he had arranged for the temporary strengthening of the pontoon to be put in hand at once; together with letter from Manager, Devonport Steam Ferry Co.Ltd., 22.5.1944, setting out reasons why he did not consider the Northcote Vehicular Landing should be recommissioned, and repeating his request that a suitable punt be placed temporarily at the more sheltered Birkenhead Landing; also stating that, in any case, the Company would not accept any responsibility with regard to the temporary facilities in respect of weight of vehicles should the weight of any vehicles be brought into dispute.

The Chairman moved:-

That the Superintendent's report of 18.5.1944 be adopted; Superintendent to reply in detail to the letter from Devonport Steam Ferry Co. Ltd.

Carried.

CONFIRMED:

CHAIRMAN.

REPORT ADOPTED BY BOARD at Special Meeting held on Tuesday, 23rd. May, 1944.

-----



# Auckland Harbour Board

---

18th May, 1944.

The Chairman,  
A.H.B.

---

## BIRKENHEAD VEHICULAR FERRY LANDING.

As a partial substitute to enable a limited service to be maintained during the slipping of the pontoon and the general re-conditioning of the Birkenhead vehicular ferry landing it will be possible, after carrying out certain strengthening of the pontoon and re-conditioning of bridge and flap at Northcote to re-open the latter landing for a limited time and for restricted loads.

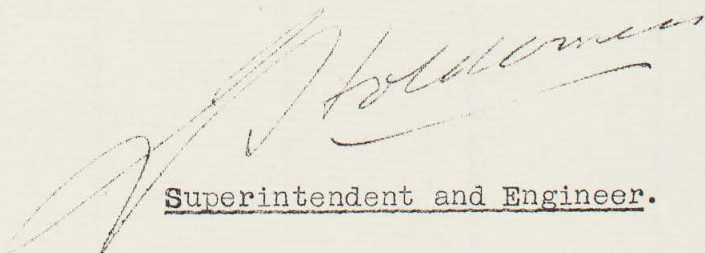
This pontoon is now forty years old and, as stated in my report dated 11th instant, is incapable of being re-conditioned to make it safe for modern wheeled traffic.

A careful examination indicates, however, that the deck can be sufficiently strengthened to enable it - for a limited period - to carry loads not exceeding 5 tons gross.

The strengthening proposed will be carried out with the pontoon still water borne and in its present position since its subjection to the stresses involved in slipping would inevitably create the necessity for widespread repairs before the pontoon could again be rendered safe for launching.

While the limiting of loads to 5 tons gross will create some inconvenience and involve all heavier traffic travelling via Devonport until the Birkenhead landing is once more in commission, there is no practicable alternative and officials of the Ferry Company, with whom the matter has been discussed, consider the temporary re-opening of the Northcote landing in this manner will be of great assistance in enabling the North Shore traffic to be coped with.

It is essential that the overhaul of the Birkenhead pontoon should be completed before the traffic begins to increase after the winter and I have consequently arranged for the temporary strengthening of the Northcote pontoon to be put in hand at once.

  
Superintendent and Engineer.



240  
MONDAY, 15TH MAY 1944.

VEHICULAR FERRY SERVICE TO BIRKENHEAD AND NORTHCOTE

A deputation consisting of Messrs. E.J. Osborne (Mayor of Birkenhead), E.C. Fowler (Mayor), Pearne (Councillor) and Kilhem (Town Clerk, Northcote), J. Guiniven (Mayor of Takapuna), R.G. May (Mayor of Devonport), James Forbes (Manager of Devonport Steam Ferry Co. Ltd.) and E.J. Price (representing the Carriers' Association and Carriers) waited on the Deputy Chairman, Mr. J.H. Frater, and the Chairman of the Works Committee, Mr. W.F. McCallum, at 11.45 a.m. on the above date. The Superintendent and Secretary were also present.

The Chairman stated that he understood the deputation was to discuss the question of the Vehicular Ferry Service to Birkenhead which it was proposed to close on Monday, 22nd May 1944, in order to carry out urgent repairs to the bridge and pontoon.

Mr. May: Motoring public at Devonport were very perturbed at Board's decision to close the vehicular stage at Birkenhead as it was a serious inconvenience and caused congestion by having one outlet only, viz Devonport. They had asked him to protest strongly against sharing the vehicular landing at Devonport by the closing of the Birkenhead stage. He considered Board should provide a second outlet.

Mr. Frater: The time had been selected as the most convenient and which was considered would <sup>cause</sup> ~~cost~~ least inconvenience to the public.

(Mr. May then retired, 11.48 a.m.)

Mr. Forbes: The Company was the buffer between the Board and the user of the facilities. He considered re-conditioning of the stage and pontoon were necessary and had known for some time that this was so. Now was the best time of the year for doing the work as it was the slackest period, i.e. during winter months. Vehicular ferry service looked on as a part of the highway across the Harbour and the difficulties in using one landing were more obvious to the Company than perhaps to the Board. Congestion would be unavoidable if one landing only was in use. He asked consideration of a temporary landing at Birkenhead with restricted loads and stated consideration should be given also to repairing the bridge first which he thought had no serious defect and could be reconditioned while still in position. The pontoon was in a bad condition and he requested consideration of the suggestion of a temporary pontoon and lip at Birkenhead. The use of Northcote landing was, in his opinion, a secondary consideration and he would not suggest using this pontoon until it had been taken out, examined and thoroughly re-conditioned. Board should endeavour somehow to keep the Birkenhead landing in commission. If a fault developed at Devonport which was unlikely although possible, the whole system of transport to the North Shore would be put out of commission. The whole matter required serious consideration.

Mr. Fowler: He had been approached in Northcote by local motorists and stressed shortage of petrol and tyres. The Carriers were very concerned. He thought it was too serious a matter to trust the whole North Shore transport to one landing, particularly in view of the large amount of foodstuffs and supplies that had to be transported across the harbour daily. The position of having one stage only should not have been allowed to have arisen. He suggested a temporary stage as an alternative and asked for the serious consideration of the Board to this suggestion.

Mr. Guiniven: It was new to him to learn that the repairing of the stage would put the whole of the service out of commission and he considered that some alternative should be possible. It was a cardinal point in <sup>endeavouring</sup> ~~endeavouring~~ that facilities requiring repairs should not be totally held up as there should always be a way out. If there was any possible way out the Board should seriously consider it. One route only was not in the best interests of the Boroughs.

Mr. Osborne: Endorsed remarks of <sup>as</sup> ~~previous~~ speakers. Inconvenience was not the only matter to consider but the added cost on account of benzine and tyres as well as time had to be considered also. The Board should not have allowed the position to arise that had now risen as he considered



a spare pontoon should have been available. The Ferry Company had to have spare boats and the same thing should apply to the pontoon in order to keep the Birkenhead route open. Suggested question of new landing or new pontoon at Birkenhead be considered before the service was closed.

Mr. Prico: Stated he was representing the Carriers' Association and the Carriers. The proposal now being considered would create considerable inconvenience to the commercial carrying community. Devonport Carriers were already complaining of congestion and the position would be impossible if one landing only was in operation. He referred also to the extra cost and use of petrol and tyres and was in full agreement with other speakers that an alternative should be provided.

Mr. Peam: Supported the previous speakers and drew attention to the Board's promise not to cease maintenance to the pontoon at Northcote. He considered there was time yet to put the Northcote pontoon into repair and use it during the time the pontoon at Birkenhead was out for repairs. He referred also to the time lost by using Devonport as well as to the added cost of petrol and tyres.

Mr. Frater: Thanked deputation for the suggestions individually and collectively put forward and stated that he was glad of the opportunity of hearing their views on the matter. The question was a very important one and would be fully gone into by the Board and the representations of the deputation fully considered. Valuable suggestions had been put forward as an alternative to the closing of the service. The future, however, was in the melting pot as the Shoal Bay scheme had been deferred in the meantime although not abandoned.

Superintendent: At the request of Mr. Frater the Superintendent spoke and stated that the present <sup>position</sup> ~~suggestion~~ with regard to the pontoon and lack of a spare might justify public criticism without the knowledge that the Board considered the pontoon system <sup>was opp. of date</sup> for dealing with the volume of traffic now using the ferries, and had hoped that the new modern suspended type suggested in Shoal Bay scheme would have been gone on with. In view of the possibility of this scheme being proceeded with the Board had not deemed it desirable to provide a spare pontoon and he thought criticism of the Board's policy not to provide a spare required this qualification. The slipway was fully engaged most of the year and an opportunity had now arisen to place the pontoon on the slip but if the Deputy Chairman and the Chairman of the Works Committee were agreeable to the present opportunity of slipping the pontoon being lost the notice to close the pontoon on Monday, 22nd May 1944, while an alternative was being sought could be cancelled. The cancellation of the closing of the service was agreed to by the Deputy Chairman and the Chairman of the Works Committee who stated that every effort would be made to meet the wishes of the deputation.

Mr. Fowler expressed appreciation of the Superintendent's explanation as to the need of haste and the reason why a spare pontoon was not available. This he considered was entirely feasible and probably the right thing to do.

Mr. Forbes stated that, if the Board decided to carry out the present suggestion with regard to repairs, he would ask that it be done during the winter season which was the slack period.

The Superintendent drew attention to the fact that both stages on the southern shore of the harbour could be used which would relieve the position slightly. This was agreed to by Capt. Forbes who stated that the main difficulty would be at Devonport.

The deputation thanked the Chairman and the Chairman of the Works Committee for the very sympathetic hearing granted to them and withdrew at 12.25 p.m.



11th May, 1944.

The Chairman,  
A.H.B.

---

PROPOSED CENTRAL FERRY WHARF - LITTLE SHOAL BAY

Letter from Minister of Works, 4.5.1944.

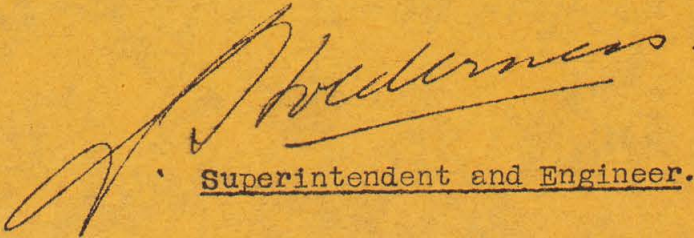
In response to the Board's enquiry the Minister of Works, Hon. R. Semple, states that the Government is not in favour of work proceeding at present on the proposed ferry terminal and its road approaches and asks the Board to take whatever steps are necessary to keep the existing Birkenhead and Northcote ferry services in operation until the time is opportune to provide more adequate facilities.

The Minister has undertaken to instruct his Departmental officers to make detailed surveys and estimates of the road approaches which would be necessary and this, in any case, is the first essential step towards the prosecution of the work.

There is now no justification for further delay in slipping the pontoon and overhauling the vehicular landing at Birkenhead and I have advised the Devonport Steam Ferry Co. Ltd. that from and including Monday, 22nd May, the landing will be closed to traffic until further notice.

Until the extent of repairs necessary has been ascertained after the pontoon has been placed on the slipway it cannot be stated when the service will be restored but it is anticipated the work will take from two to three months and the Northcote and Birkenhead Borough Councils should be advised accordingly.

When the vehicular ferry service to Northcote was discontinued in 1939 the Board advised the Council that it had then no intention of removing the pontoon and bridge. There is now no purpose to be served in leaving them in position. They are not, and are incapable of being made safe for traffic, and they impose an unnecessary strain on the main wharf. I recommend that the Northcote Borough Council be advised that it is intended permanently to demolish the vehicular landing when carrying out necessary strengthening work at the wharf in the near future.

  
Superintendent and Engineer.



# Auckland Harbour Board

---

C O P Y

---

OFFICE OF MINISTER OF WORKS.  
WELLINGTON.

4th May, 1944.

PROPOSED CENTRAL FERRY WHARF, SHOAL BAY.

The Secretary,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND.

Dear Sir,

In reply to your letter of the 20th April, I have to advise that after studying all the information available, and giving careful consideration to all aspects of the question, I am satisfied that the time is not opportune to proceed with this work.

Although admittedly the present facilities are not in good repair, they can be kept going for some time yet at comparatively small cost, and it is considered that expenditure on a new ferry wharf and approach roads is not justified under war conditions as long as it can be avoided.

It is realised that further consideration of the proposals cannot be postponed indefinitely, and as the estimate for the approaches is only an approximation arrived at without surveys, I am arranging for my Department to make detailed surveys and estimates, so that when the time arrives for reconsideration of the matter, accurate estimates will be available. The approaches on the present estimate comprise half the total cost of the work, so that further information on this aspect of the proposals is clearly necessary.

The Government is unable to agree that the construction of the new ferry wharf should proceed at present, and I should therefore be glad if your Board would take whatever steps are necessary to keep the existing Birkenhead and Northcote ferry service in operation until the time is opportune to provide more adequate facilities.

Yours faithfully,

(Sgd.) R. SEMPLE

Minister of Works.

(Please turn over).



11th May, 1944.

The Chairman,  
A.H.B.

PROPOSED CENTRAL FERRY WHARF - LITTLE SHOAL BAY

Letter from Minister of Works, 4.5.1944.

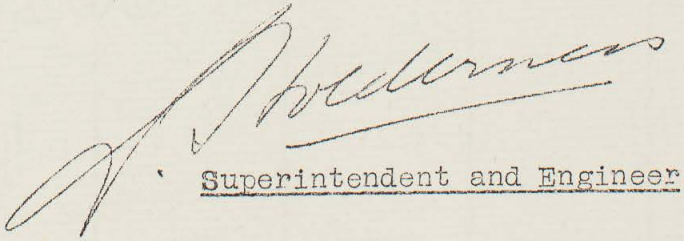
In response to the Board's enquiry the Minister of Works, Hon. R. Semple, states that the Government is not in favour of work proceeding at present on the proposed ferry terminal and its road approaches and asks the Board to take whatever steps are necessary to keep the existing Birkenhead and Northcote ferry services in operation until the time is opportune to provide more adequate facilities.

The Minister has undertaken to instruct his Departmental officers to make detailed surveys and estimates of the road approaches which would be necessary and this, in any case, is the first essential step towards the prosecution of the work.

There is now no justification for further delay in slipping the pontoon and overhauling the vehicular landing at Birkenhead and I have advised the Devonport Steam Ferry Co. Ltd. that from and including Monday, 22nd May, the landing will be closed to traffic until further notice.

Until the extent of repairs necessary has been ascertained after the pontoon has been placed on the slipway it cannot be stated when the service will be restored but it is anticipated the work will take from two to three months and the Northcote and Birkenhead Borough Councils should be advised accordingly.

When the vehicular ferry service to Northcote was discontinued in 1939 the Board advised the Council that it had then no intention of removing the pontoon and bridge. There is now no purpose to be served in leaving them in position. They are not, and are incapable of being made safe for traffic, and they impose an unnecessary strain on the main wharf. I recommend that the Northcote Borough Council be advised that it is intended permanently to demolish the vehicular landing when carrying out necessary strengthening work at the wharf in the near future.

  
Superintendent and Engineer.



EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 18th. APRIL, 1944.

1. COMBINED FERRY AND VEHICULAR WHARF -  
LITTLE SHOAL BAY.

Question of construction of Combined Ferry and Vehicular Wharf in Little Shoal Bay; together with letter from Town Clerk, Northcote, 13.4.1944, and your report, 17.4.1944, recommending that a letter be sent to the Minister stressing the necessity for an early decision and asking for a statement as to how the matter stands at the moment.

That the report be adopted.

---



580

17th April, 1944.

The Chairman,  
A.H.B.

---

PROPOSED COMBINED FERRY LANDING - LITTLE SHOAL BAY

The Northcote Borough Council is still awaiting advice from the Minister of Works as to what assistance (if any) the Government will give to the re-location of roads and highways to serve the proposed combined vehicular and passenger ferry terminal in Little Shoal Bay.

The Council states it has done all that it reasonably can do in the matter and suggests that the Board may be able to do something to expedite a decision.

I recommend that a letter be sent to the Minister stressing the necessity for an early decision and asking for a statement as to how the matter stands at the moment.

Superintendent.

DH:MIJ



24th January, 1944.

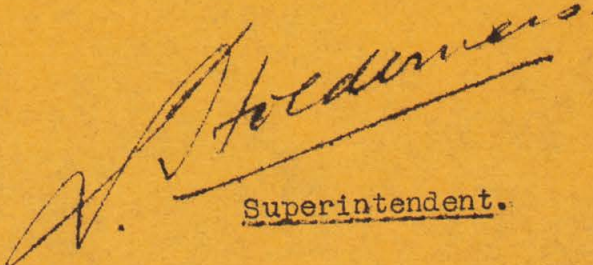
The Chairman,  
A.H.B.

PROPOSED FERRY TERMINAL - LITTLE SHOAL BAY  
Letter 21.1.1944 from The Automobile Association.

The Automobile Association forwards copy of a resolution carried by the Council of the Association expressing general disapproval of the proposal to construct a combined passenger and vehicular ferry terminal in Little Shoal Bay and suggests that the Birkenhead vehicular landing be put out of commission during the time necessary for reconditioning the existing pontoon, bridge and machinery.

The Board has already decided that, failing satisfactory arrangements being made at an early date for the provision of the necessary land approaches to enable a combined landing in Little Shoal Bay, if constructed, to be adequately served, the latter alternative of reconditioning the Birkenhead landing will have to be proceeded with.

The time which the Board has allowed the Northcote Borough Council to reach finality with the Government in this matter has already been extended to March 14th and I recommend that further consideration of the matter be deferred until that time.

  
Superintendent.

BOARD'S RESOLUTION OF TUESDAY, 8th FEBRUARY, 1944.

That the matter be referred to the  
Board in Committee.

-----



EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 14th. DECEMBER, 1943.

1. PROPOSED CENTRAL WHARF  
IN LITTLE SHOAL BAY.

Letter from Northcote Borough Council, 6.12.1943, re proposed Central Wharf in Little Shoal Bay, stating that, in response to a request for information as to what the Government was prepared to do in the matter, a reply had been received that it was hoped to let the Council have a decision at an early date; your report thereon, 13.12.1943, recommending that, for reasons given, consideration be deferred for a further three months.

That the Superintendent's report  
be adopted.

---



13th December, 1943.

The Chairman,  
A.H.B.

---

PROPOSED FERRY TERMINAL - LITTLE SHOAL BAY

Letter from Northcote Borough Council 6.12.1943.

---

On 14th September 1943 the Board adopted a resolution to the effect that it was prepared to entertain the provision of a combined passenger and vehicular ferry terminal in Little Shoal Bay provided the Northcote Borough Council and the Main Highways Board could arrive at mutually satisfactory arrangements for the construction of road access thereto. The Board urged the Council to expedite negotiations with the object of obtaining and submitting to the Board a decision before 14th December.

The Northcote Borough Council has received a reply from the Minister of Works dated 1st instant stating that he hopes to let the Council have a decision at an early date but obviously until this is received, the Council cannot give the decision asked for.

Under the circumstances I recommend that consideration be deferred for a further three months. In the meantime the Northcote Borough Council should be requested to press the Minister for a definite decision so that this matter, which is becoming more urgent as time passes, may be finally settled at an early date.

Superintendent.

DH.MIJ



13th December, 1943.

The Chairman,  
A.H.B.

---

PROPOSED LITTLE SHOAL BAY FERRY TERMINAL

Letter from Waitemata Harbour Bridge Assn. 9.12.1943.

The Association writes stating that, during the next few days, a deputation is being taken by the Harbour Bridge Association and the Automobile Association to the Hon. R. Semple in Auckland and invites the Board to send a member.

Presumably the deputation is to urge upon the Minister the early construction of a Harbour Bridge. If the Board were represented on the deputation it would - presumably - be as an advocate of the proposals - details of which are unknown - to be put forward by the deputation.

On 8th June 1943, in reply to a request from the Waitemata Harbour Bridge Association that the Harbour Board should urge upon the Rehabilitation Board the construction of the Auckland Harbour Bridge as a National Rehabilitation Scheme, the Board resolved that, while not wishing to retard development in the provision of alternative methods of trans-harbour transport, the Board considered it would be outside its functions specifically to support any proposal which, before adoption, must inevitably be subject to close investigation and possible veto by the Harbour Board in fulfilling its duty of protecting the navigational interests of the Port.

For the reasons set out in that resolution I consider it is not desirable for the Board to agree to the Association's request to send a member with the deputation to wait on Mr. Semple.

The Association also asks the Board to defer any decision as to the commencement of the Proposed Little Shoal Bay ferry terminal for a further period of three months.

I have already recommended that this be done because the Northcote Borough Council has not yet received the necessary information from the Minister of Works.

Superintendent.



EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 14th. SEPTEMBER, 1943.

3. REPORT OF BOARD IN COMMITTEE.

Report of Board in Committee, dated 7.9.1943.

That the report be adopted.  
(Extract below).

-----

2. CENTRAL FERRY & VEHICULAR WHARF - LITTLE SHOAL BAY.

Letters from Clerk of Conference, Northcote and Birkenhead Borough Councils, 26.8.1943, re proposed Central Ferry and Vehicular Wharf in Little Shoal Bay, stating that, in view of the non-committal reply received from the Minister of Works re construction of the Harbour Bridge and financial assistance by the Government to the road approaches, the Conference, at its second meeting on 24th. idem, decided to refer the matter back to the two Councils for individual action and to request the Board to defer action in the meantime; and Northcote Borough Council, 26.8.1943, re proposed Central Ferry and Vehicular Wharf in Little Shoal Bay, stating that the second Conference held on 24th. idem. had referred the matter back to each Council to take individual action, and requesting the Board to give consideration to proceeding with the plan; also report of Superintendent and Engineer, 9.8.1943, (referred back by Board); together with further report of Superintendent, 2.9.1943, recommending that, under the circumstances, further action by the Board be deferred for say three months.

Recommended:-

- (a) That the letter from the Conference, Northcote and Birkenhead Borough Councils, be received.
  - (b) That a reply be sent to the Northcote Borough Council that the Board is prepared to entertain the provision of a combined Passenger & Vehicular Ferry Terminal in Little Shoal Bay provided the Northcote Borough Council and the Main Highways Board can arrive at mutual satisfactory arrangements for the construction of road access thereto, and the Board urges the Borough Council to expedite negotiations with the Government with the object of obtaining and submitting to the Board a decision before 14th. December, 1943.
-



# Auckland Harbour Board

1  
580

2nd September, 1943.

The Chairman,  
A.H.B.

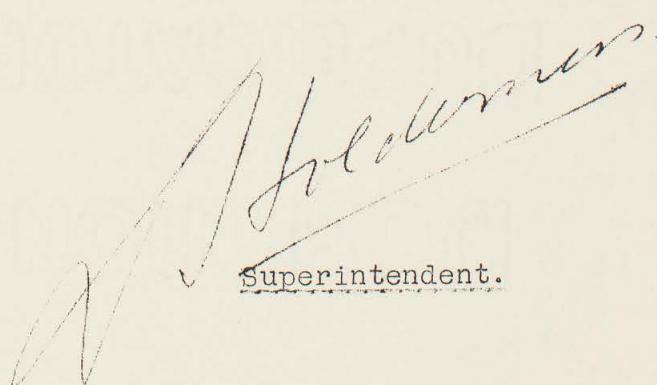
Proposed Ferry Terminal - Little Shoal Bay.

Letters from Conference of Birkenhead  
and Northcote Boroughs and from the  
Northcote Borough Council 26.8.43.

The Birkenhead and Northcote Boroughs acting in conference state that they have been unable to obtain from the Minister any reasonable or definite answer to questions put to him regarding the construction of a Harbour Bridge and the Board's proposal to provide a ferry terminal in Little Shoal Bay. They ask therefore that the Harbour Board should defer any further action in the meantime.

The Northcote Borough Council states independently however that "it is still of opinion that the work should proceed and strongly supports the proposal, provided only that suitable financial arrangements can be made and that satisfactory approaches are provided", and asks the Board to give consideration to proceeding with the plan. The Council states further that it is now in communication with the Government with reference to obtaining the co-operation of the Main Highways Board and the Public Works Department regarding the financing and construction of approach roads.

It is possible that more satisfactory progress can be made with the Government by one Borough actively in support of the proposals than by two, one of which is for and the other against them and under the circumstances I consider that further action by the Board should be deferred for say three months. In the meantime the Northcote Borough Council should be urged to use every endeavour to reach finality with the Government so that the Board may be assured that there will be adequate road access provided in the event of a ferry terminal being constructed in Little Shoal Bay.

  
Superintendent.

DH. IMB.



EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 31st. AUGUST, 1943.

1. PROPOSED CENTRAL FERRY & VEHICULAR WHARF -  
LITTLE SHOAL BAY.

(a)

Letter from Clerk of Conference, Northcote and Birkenhead Borough Councils, 26.8.1943, re proposed Central Ferry and Vehicular Wharf in Little Shoal Bay, stating that, in view of the non-committal reply received from the Minister of Works re construction of the Harbour Bridge and financial assistance by the Government to the road approaches, the Conference, at its second meeting on 24th. idem, decided to refer the matter back to the two Councils for individual action and to request the Board to defer further action in the meantime.

That the letter be referred to the Board in Committee; Superintendent to report.

(b)

Letter from Northcote Borough Council, 26.8.1943, re proposed Central Ferry & Vehicular Wharf in Little Shoal Bay, stating that the second conference held on 24th. idem. had referred the matter back to each Council to take individual action, and requesting the Board to give consideration to proceeding with the plan.

That the letter be referred to the Board in Committee; Superintendent to report.

-----



9th August, 1943.

The Chairman,  
A.H.B.

BIRKENHEAD VEHICULAR LANDING.

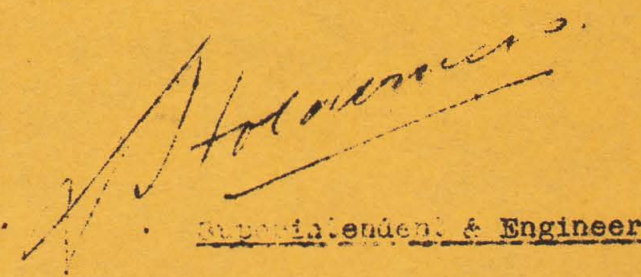
With further reference to my report of 23rd March and subsequent proceedings, the three months in which the local authorities and other interested organisations were to have reached a decision, expired on 13th July.

No progress appears to have been made towards a solution and I must therefore remind the Board that the Birkenhead Pontoon is long overdue for a complete overhaul, the only justification for its retention in commission being the hope that a new landing would be completed before the time arrived when the pontoon could no longer be kept afloat.

I recommend that a further communication be sent to all those invited to attend the conference held in May, stating that as no decision appears to have been reached, the Board proposes on the first suitable opportunity to put the Birkenhead Vehicular ferry landing out of commission for slipping and repairing the pontoon.

This will leave the Devonport landing only available for a period of approximately two months required for the overhaul.

I consider the Board should indicate also that after this re-conditioning has been undertaken the Board will not be prepared to incur additional capital cost on the construction of new facilities for a period of at least six years or until it is again necessary to contemplate a major overhaul of existing equipment.

  
Superintendent & Engineer.

BOARD'S RESOLUTIONS OF TUESDAY, 17th. AUGUST, 1943.

Your report 9.8.1943, re Birkenhead Vehicular Landing.

That the matter be referred to the Board in Committee.

-----



# Auckland Harbour Board

## REPORT OF WORKS COMMITTEE.

### ADJOURNED MEETING HELD ON

TUESDAY, 6<sup>TH</sup> MAY 1943 AT 11.30 A.M.

PRESENT:- The Chairman (Mr. W.F. McCallum), Messrs. A.S. Sutherland, J.H. Frater, H.R. Mackenzie and J.H. Kinnear.

The Committee, when Mr. E.J. Phelan was also present, visited Birkenhead Wharf on 30th March 1943 and inspected the existing stage and the site suggested by the Engineer for the new terminal.

Report of Superintendent and Engineer, 23.3.1943, re vehicular ferry terminal for the Western Marine Suburbs was considered, when the following recommendations were made:-

1. That the new mechanically operated flap be installed at the first available opportunity without docking the pontoon.
2. That the Minister of Transport, Main Highways Board, the Boroughs of Birkenhead and Northcote, the Devonport Steam Ferry Co.Ltd. and the Automobile Association be advised that a final decision regarding vehicular and passenger ferry access to the Western Marine Suburbs and districts north of Auckland cannot be postponed until after the war but must be made within the next three months, as the pontoon of the Birkenhead vehicular ferry landing has not been docked since 1935 and cannot be kept in service for an indefinite period without complete overhaul, involving closing the landing for possibly three months.
3. That the Committee endorses the previous decision of the Board that the construction of a joint passenger and vehicular ferry terminal in Little Shoal Bay to serve the combined districts of Birkenhead and Northcote, with embankment and road approaches to be built by the appropriate authorities, is desirable.
4. That, in the meantime, the major work at Birkenhead suggested by the Engineer be not proceeded with, as, in the opinion of the Committee, this work and the heavy expense entailed is justified only if the present site is to be retained as the permanent landing.

(Sgd.) W.F. McCALLUM

CHAIRMAN.

BOARD'S RESOLUTION OF TUESDAY, 13th. APRIL, 1943.

Report of Works Committee, adjourned meeting held on 6th. April 1943.

That the report be adopted.



19th. April, 1943.

The Chairman,  
A.H.B.

NORTHCOTE WHARF.

The Northcote Borough Council asks for the Northcote Vehicular Ferry Landing to be re-conditioned and maintained in working order so that it will be available for use at times when the Birkenhead landing is under repair.

The letter crossed one from the Board inviting the Northcote Borough Council to attend a conference at which it is proposed to discuss the early prosecution of a combined passenger and vehicular ferry terminal to serve both Boroughs.

I recommend that the Council be advised as to the position and that no action be taken in the meantime.

BOARD IN COMMITTEE RESOLUTION, 20.4.1943:

That the report be adopted.

Superintendent.



# Auckland Harbour Board

23rd March, 1943.

The Chairman,  
A.H.B.

## BIRKENHEAD VEHICULAR FERRY LANDING.

Immediate consideration must be given to the future of vehicular ferry traffic to the Western Marine Suburbs.

Military requirements have increased both the volume and unit weight of traffic to the Birkenhead terminal which is the only remaining pontoon type of landing operating in the harbour and unsuited to modern conditions and traffic loads.

Two factors have combined to hamper the making of a clear cut decision on what should be done. These are, first, the popular demand for a trans-harbour bridge or other form of direct communication and its attendant period of time for consideration and construction, and second, but inter-related to the first, the location for a more modern and adequate vehicular ferry terminal in the event of bridge or tunnel access not being available for a considerable time to come.

When it was decided to discontinue the use of one or other of the landings at Birkenhead and Northcote, Birkenhead was selected for preservation because of its physical advantages, although somewhat further from the Auckland terminal.

Modern traffic, more particularly military traffic which to-day forms such a large proportion of the total, is entirely different from that for which these old pontoon landings were designed. This applies especially to the hinged flap or gangway attached to the pontoon for lowering on to the deck of ferry boats to enable vehicles to transfer from one to the other. The existing original gangway which is manually operated has given trouble for some years past and a new gangway, electrically operated with appropriate structure for fastening to the pontoon has been constructed in the Board's workshops and is now ready for installation. It is anticipated that, when installed, this will represent a considerable improvement on existing conditions.

The difficulty now presenting itself is this. Whilst there were two landings operating in the area there was relatively little inconvenience caused by closing one landing, even for considerable periods, to enable the pontoon to be taken out, placed on the slipway, cleaned, repaired, painted and returned to its position. Since its closing, the Northcote vehicular pontoon landing has further deteriorated so that it cannot now be utilised to permit a thorough overhaul and re-conditioning of the Birkenhead landing.

The Birkenhead pontoon was last slipped in June 1935 and is long overdue for complete renovation, but to do this would put the landing out of commission for probably two months at least which, under present circumstances, is out of the question.

It appears to me as unlikely that a bridge or tunnel to give direct access between the Northern and Southern Shores of the harbour will be among the earlier of the major works put in hand after the war and that it must be a good many years before such access will be available for general use.

(Please turn over)



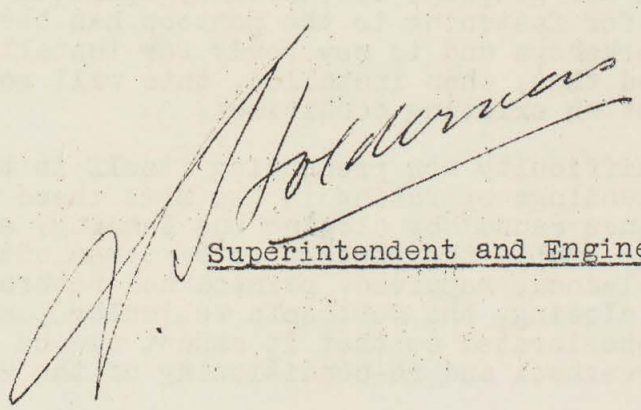
23rd March, 1943.

If this view is accepted, the Board should immediately undertake the construction of a modern vehicular terminal of the portal type similar to those on the southern shore and at Devonport, keeping the existing Birkenhead pontoon landing in as good repair and uninterrupted use as possible until the new terminal is available for traffic. It would then be reasonable to take the risk of installing the new gangway without slipping the pontoon, an operation which could be accomplished with only three days closing down of the ferry traffic. If, however, the Board decides against the building of a new terminal to be in operation within say 18 months, there is no alternative but to proceed without delay to execute a major overhaul of the pontoon.

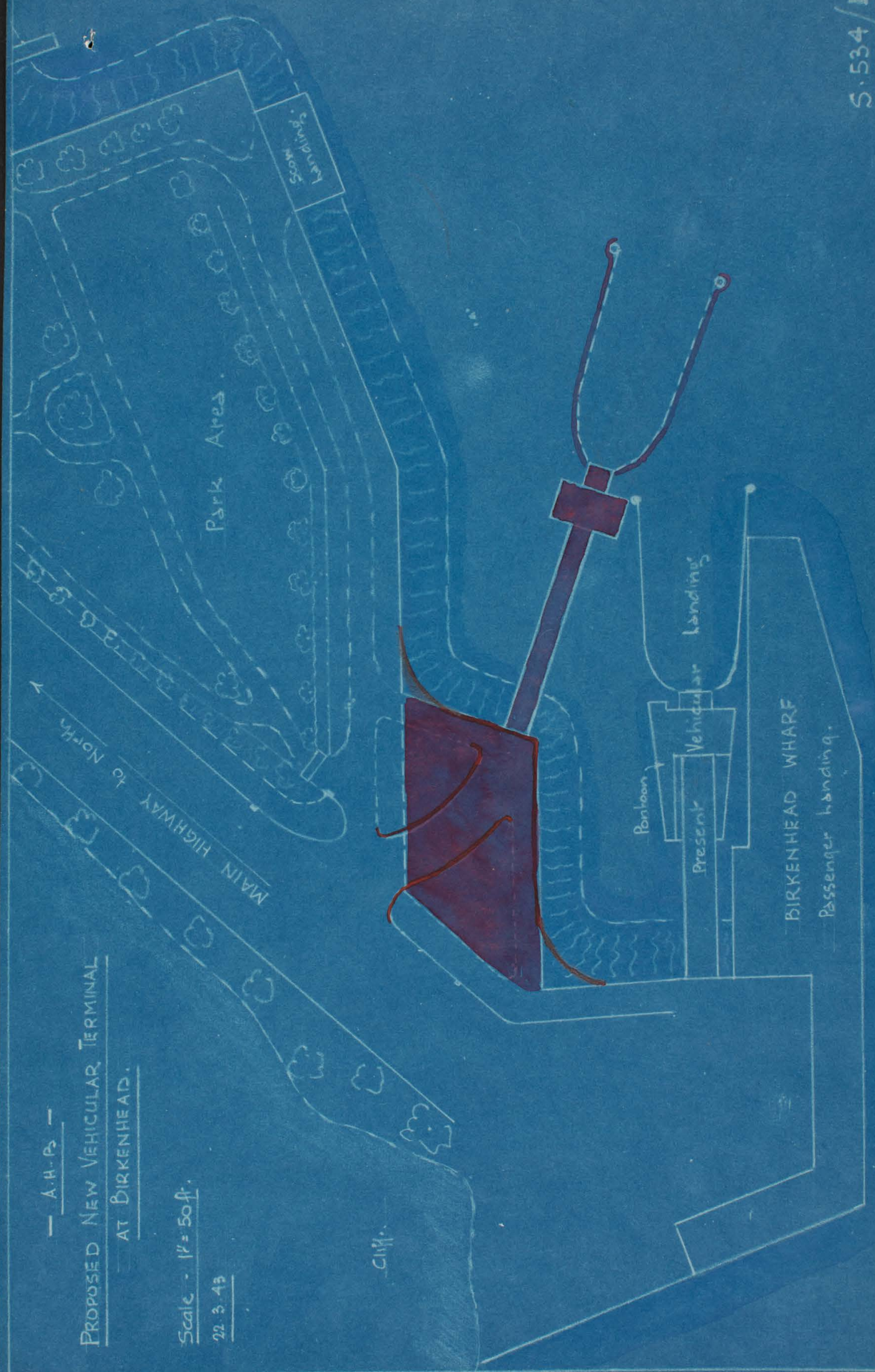
If it is decided to build a new terminal the question of location must be settled. No progress appears to have been made in the consideration of the proposal submitted for a joint passenger and vehicular terminal in Little Shoal Bay and here again it would seem that a long time must elapse before effective action could be taken.

I therefore submit for the Board's consideration a proposal to erect a new vehicular terminal at Birkenhead which probably presents the most practical solution under all the circumstances. This is shown on the accompanying plan No. S-534/1.

The estimated cost of the new landing complete is £ <sup>27,500</sup> and it is considered, in spite of the difficulties associated with the prosecution of works in these days, that work could be completed in approximately 18 months during which time the traffic would continue to use the existing pontoon landing. It is probable that the existing pontoon could be kept in service for that time without immediate slipping and that leaks or other defects which might develop could be kept under reasonable control.

  
Superintendent and Engineer.





— A.R.P. —  
 PROPOSED NEW VEHICULAR TERMINAL  
 AT BIRKENHEAD.

Scale - 1" = 50 ft.  
 22.3.43

Cliff.

Pontoon

Present

Vehicular landing

BIRKENHEAD WHARF

Passenger landing.

Park Area

MAIN HIGHWAY to North

Skew Landing.



Date 23rd March 1943.

**Estimate** for Proposed NEW VEHICULAR LANDING (Bridge & Portal Type)  
at BIRKENHEAD: to layout Plan S. 534/1

Based on Cost of Eastern Vehicular Landing as returned by J.R. Sutton: Built 1928-29.

Description	Quantity	Item	Rate	£	s.	d.
<u>RE. WORK.</u>						
Bridge abutment	£260	+ 40% <u>Allowed.</u>	£ 360			
" Portal	1480	+ 45%	2150			
Winch House:	344	+ 40%	480			
Balance weights.	155	+ 30%	200	£ 3190.		
further increase as for work at Birkenhead.		10%	320	£ 3,500.		
<u>STEEL BRIDGE, FLAP, + Winch.</u>						
Labour	£ 1642	+ 40%	£ 2,300			
Steel. bolts @ 13/6.	786.	bolts @ 45/6.	2,700			
Other materials	1012	+ 60%	1,600			
Plant.	323	+ 25%	400.	£ 7,000		
main winch, auxiliary winch + fees, etc.	1175	+ 200%.	£ 3,500	£ 10,500.		
<u>VEHICULAR SLIP.</u>						
Labour	£ 433	+ 40%	£ 600			
Material	1970	+ 100%	3,940			
Plant.	510	+ 25%.	640.	£ 5,200		
<u>ELECTRIC INSTALLATION.</u>						
Labour + plant	£ 320	+ 40%	£ 450			
Material.	375	+ 100%.	750	£, 1,200		
<u>Miscellaneous.</u>						
Plans, Supervision. + Other charges.	£ 960.	+ 50%.		£ 1,500.		

(Compare with E.V.L. Total £ 14,050 as + 51%.  
 " " W.V.L. " £ 11,500 as + 90%.)

<u>Reclamation:</u>						
Stone toe bank.	$\frac{6 \times 15 \times 180}{2 \times 27} = 300 \text{ yds}^3$	400	yd <sup>3</sup> 30/.	600		
Stone facing	36' slope x 180' length.	720	yd <sup>2</sup> 25/.	900		
Reclamation - selected fill.	6600 sq. ft x 20' high.	5,000	yd <sup>3</sup> 15/.	3,750		
includes for Roadway Ramp.						
Road formation.		300	yd <sup>2</sup> 20/.	300	£ 5,550	
					£ 27,450.	

Sufficient allowance is made for contingencies.  
 SAY £ 27,500.

Extra for Dredging (Small amounts necessary.)  
 + for Removal of Existing Vehicular Landing.

W. J. Angus  
 See Book S. 54.  
 1943



# Auckland Harbour Board

1  
580.

20th March, 1942.

The Chairman,  
A.H.B.  
-----

## NORTHCOTE WHARF.

Letter from Northcote Borough Council, 13.3.1942.

The Northcote Borough Council has discussed with the Birkenhead Borough Council the prospect of providing the necessary shore approaches to enable a new passenger and vehicular ferry terminal with dredged approach to be constructed in Little Shoal Bay to serve the combined district and to replace the present terminals at Northcote and at Birkenhead.

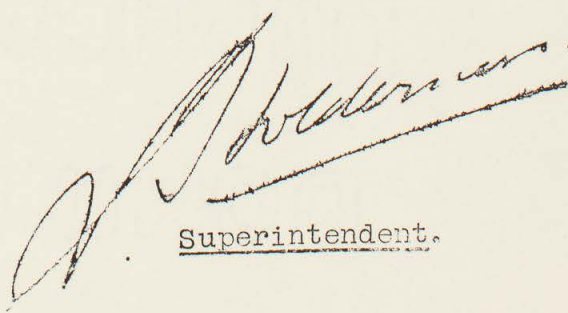
The Birkenhead Borough is of the opinion that the matter will have to be postponed until after the war and, on the assumption that this inevitably will be the case, the Northcote Borough asks for the restoration of a vehicular service to Northcote and repeats its request for a sheltered passenger way between the berth and the foot of the wharf.

## VEHICULAR SERVICE.

It is generally admitted that only one vehicular terminal is justified for the two Boroughs, but the Northcote Borough has always objected to the selection of the Birkenhead terminal as the one to be retained. The only argument in favour of Northcote is the somewhat shorter distance to be run but this is more than offset by the fact that the vehicular landing at Birkenhead is capable of carrying heavier traffic, is in much better general condition, and is less subject to interruption by bad weather. It would be a costly matter to reconstruct the Northcote landing for permanent use and this request should be declined.

## PASSENGER SHELTER.

This matter was reported on in November last when it was pointed out that, owing to the general lay-out of the wharf which is used for cargo purposes as well as for ferry traffic, a continuous shelter could not be provided. Two lengths of covered footway to provide shelter for passengers over the approach and the outer end were estimated to cost £750 but, in view of the limited value of such shelter the expense was not felt to be justified. Apart from the cost, there would be difficulty in obtaining both materials and labour under present circumstances and I recommend that no action be taken.



Superintendent.

DH. MIJ

REPORT ADOPTED BY BOARD AT MEETING HELD ON 31.3.1942.



EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 17th. MARCH, 1942.

3. NORTHCOTE WHARF ETC.

Letter from Town Clerk, Northcote, 13.3.1942, re provision of central wharf for the Birkenhead and Northcote District and repairs to existing Northcote Wharf.

That the matter be referred to the Board in Committee, Superintendent to report.

-----



# Auckland Harbour Board

## REPORT OF BOARD IN COMMITTEE.

TUESDAY, 2ND DECEMBER 1941, AT 3.0 P.M.

PRESENT:- The Chairman (Mr. Hendry Luke),  
Messrs. T.A. Bishop, F.H. Gifford, J.H.  
Kinneary, J.R. Fow, W.B. Darlow, H.R.  
Mackenzie, E.V. Sutherland, J.H. Frater,  
W.F. McCallum, J. Sayegh, J.B. Donald and  
A.S. Sutherland.

Your Committee has the honour to report as follows:-

### 1. ACCOUNTS.

Recommended:-

That Accounts as per Accounts for Payment Book  
(folios 290 to 295 inclusive) amounting to  
£23,730.17.10, be passed for payment as follows:-

General Account	23,444. 9. 5
Loan Account No.18	158.18.11
Contractors' Deposit A/c.	25. 0. 0
Reserve Funds	31.17. 8
Accident Insurance Fund	70.11.10

Total £23,730.17.10

### 2. VEHICULAR FERRY SERVICE - BIRKENHEAD AND NORTHCOTE DISTRICT.

Report of Chairman, 24.11.1941, reporting on the Conference called by the Hon. Mr. Semple, Minister of Transport, on Thursday, 20th November 1941, in connection with the vehicular ferry service - Birkenhead and Northcote District.

Recommended:-

That the Birkenhead and Northcote Borough Councils be notified that, provided the Boroughs were prepared to undertake, possibly with Government assistance, the construction of all necessary road and embankment work, the Board will give favourable consideration to the construction, when the time is opportune, of a combined passenger and vehicular wharf on the site suggested in Little Shoal Bay in 1930; the whole question of the provision of such new facilities being influenced by the question of the proposal to construct a bridge across the Waitemata Harbour and also by the available supplies of material and labour.

### NEW VEHICULAR WHARF - NORTHCOTE.

Letter from Northcote Borough Council, 28.11.1941, forwarding copies of petitions signed by (1) 221 business firms, and (2) 256 motorists or lorry operators serving the North Shore and using the vehicular ferry service, such petitions urging that a new vehicular wharf be constructed by the Board at Northcote on the south of the existing passenger wharf; report of Superintendent and Engineer thereon, 2.12.1941, stating that the small population of the Northcote and Birkenhead Boroughs and the necessity, under modern conditions, for rapid transport of both passengers and vehicles made it more and more obvious that the district could only be served effectively by one central combined passenger and vehicular ferry terminal and that, until this was decided upon, the existing vehicular

(Please turn over)



2nd December, 1941.

service must continue to operate to Birkenhead in preference to Northcote as the latter terminal was more exposed to bad weather and the landing facilities were older and of considerably smaller capacity.

Recommended:-

That a reply be sent in terms of the Superintendent's report.

3. NORTHCOTE FERRY WHARF.

Report of Superintendent, 26.11.1941, re provision on the Northcote ferry wharf for protection of passengers from the driving rain when traversing the wharf from bus to boat or boat to bus.

Recommended:-

That consideration be deferred pending a decision being come to on the question of a new combined passenger and vehicular landing in Little Shoal Bay.

4. REMOVAL OF SAND FROM BEACHES MANUKAU HARBOUR -  
BOARD V PETERSON.

Report of Superintendent, 26.11.1941, re progress of case against Peterson for removal of sand from beaches, Manukau Harbour.

Recommended:-

That the report be received.

5. STORAGE OF BARLEY - J.B. O'LOGHLEN & CO.LTD.

Letter from J.B. O'Loughlen & Co.Ltd., 27.11.1941, asking if the Board could see its way to provide storage accommodation for approximately 4,000 sacks of barley ex "Karitane" on account of the Internal Marketing Board; Superintendent's report thereon, 2.12.1941, stating that storage of 2,000 sacks only was now required as Mr. O'Loughlen had arranged accommodation for the other 2,000 sacks, and recommending that, as the Traffic Manager was able to accommodate this barley, it be stored on the top floors, Queens Wharf sheds, at the rate of 2d per ton per week provided it was stacked to the Traffic Manager's requirements.

Recommended:-

That the Superintendent's report be adopted.

(Signed) HENDRY LUKE

CHAIRMAN.

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 9.12.1941.

Report of Board in Committee, dated 2.12.1941.

That the report be adopted.

-----



580

2nd December, 1941.

The Chairman,  
A.H.B.

---

BIRKENHEAD - NORTHCOTE VEHICULAR FERRY SERVICE.

Letter from Northcote Borough Council 28.11.1941.

---

The Northcote Borough Council forwards copies of petitions addressed to the Devonport Steam Ferry Company by a number of business firms and by motorists urging a restoration of the vehicular ferry service to Northcote.

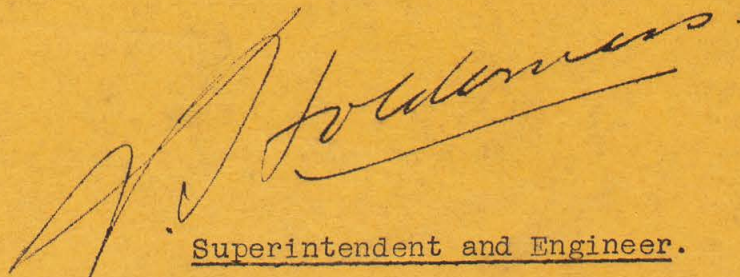
These documents would appear to be those from which the Mayor of Northcote was quoting at the Conference convened by the Minister of Transport on Thursday, 20th ultimo.

The petitions urge that a new wharf be constructed by the Harbour Board at Northcote on the south of the existing passenger wharf.

The Borough Council, in forwarding these copies, requests the Board to "facilitate the vehicular ferry service being run to Northcote, pending the construction of up-to-date facilities for traffic."

The construction of any new ferry terminals to serve the Northcote - Birkenhead area should be undertaken only after full investigations have been made and agreement reached on the proper location of such facilities and the method of providing road approaches etc.

The small population of these two Boroughs and the necessity, under modern conditions, for rapid transport of both passengers and vehicles make it more and more obvious that the district can only be served effectively by one central combined passenger and vehicular ferry terminal. Until this is decided upon the existing vehicular service must continue to operate to Birkenhead in preference to Northcote as the latter terminal is more exposed to bad weather and the landing facilities are older and of considerably smaller capacity.

  
Superintendent and Engineer.



# Auckland Harbour Board.

---

24th November, 1941.

From THE CHAIRMAN To THE MEMBERS, A.H.B.

---

On Wednesday, 19th instant, a request was received from the Hon. Mr. Semple, Minister of Transport, for a conference to be held the following day in the Board's Office between representatives of the Transport Department, the Northcote Borough Council, Devonport Steam Ferry Co. Ltd. and myself as Chairman of the Board to discuss matters in connection with the ferry service to Northcote. Mr. Darlow, Member for the district, was invited and came down from Wairakei to attend.

Until the conference opened at 2.30 p.m. on Thursday, 20th instant, no indication had been given of the matters to be discussed but it then transpired that the Northcote Borough Council had complained to the Minister about the cancellation, some two and a half years ago, of the vehicular service to the Northcote Wharf and the Minister had agreed to investigate the matter when in Auckland. Negotiations leading to the cancellation of the service were outlined by Mr. Darlow who had been Chairman of the Board at the time. Mr. Fowler, Mayor of Northcote, gave his Council's reasons for claiming an injustice had been done to his Borough and maintained that the motorists had not been benefitted by the altered arrangements. He contended that the Harbour Board had not given appropriate consideration to the convenience of the travelling public.

Complete agreement with the policy of running the vehicular service to one wharf only was expressed by the Northcote representatives but, in their opinion, that wharf should have been at Northcote.

At my request the Superintendent then explained the technical reasons for the selection of Birkenhead where the bridge is more modern and of considerably greater capacity and where, even in the worst weather, it is still possible to operate, whereas in heavy westerly squalls it is frequently impossible to utilise the Northcote landing.

The Superintendent produced plan prepared by the Board in 1930 and correspondence with the Northcote and Birkenhead Borough Councils in which it was indicated that the Board had been prepared to build a modern combined passenger and vehicular ferry terminal in Little Shoal Bay with dredged channel approach, which would allow for an unlimited improvement in both time-table and comfort to passengers, provided the Boroughs would undertake the formation of the necessary embankment and road approaches. This scheme had been condemned by the Northcote Borough Council as being "premature".

The Minister expressed the view that the Board's proposal was the obvious and complete solution to the ferry problem for the combined district and promised his support in endeavouring to obtain help from the Government towards the cost of roads and embankment which would, in all probability, be classed as a main highway.

(Please turn over)



24th November, 1941.

The Mayor of Northcote stated that there had been a complete change of Members since 1930 and expressed ignorance of the existence of this plan and proposal. He thought the present Council would favourably consider the matter if the Board was prepared to renew its offer. The Ferry Company's representative stated that the Company was strongly in favour of the proposed new wharf in the bay.

At the conclusion I stated that the Board would be prepared at any time to give further consideration to the matter and that I would report the questions discussed at the conference to the Board at an early date.

*Henry Luke*  
CHAIRMAN.

DH.MIJ



4

COPY

SEE ALSO SECRETARY'S FILE

21st November, 1941.

The Town Clerk,  
Northcote Borough Council,  
NORTHCOTE.

Dear Sir,

Herewith copy of Drawing E.431, shewing the proposal for a new Passenger and Vehicular Ferry Wharf in Shoal Bay to replace both Northcote and Birkenhead Ferry Wharves.

This is a copy of the plan previously submitted to your Council in 1930, about which was considerable discussion at the conference with the Minister in the Beard's office yesterday, 20th instant.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH. OM



EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 22nd. AUGUST, 1939.

6. REPORT OF BOARD IN COMMITTEE.

Report of Board in Committee, 15.8.1939.

That the report be adopted. (Extract below).

-----

2. VEHICULAR FERRY LANDING - NORTHCOTE.

Letter from Mayor of Northcote, 9.8.1939, forwarding copy of resolutions passed at a protest meeting held in Northcote on 7th. instant to discuss the elimination of the vehicular ferry service to Northcote; together with letter from Town Clerk, Northcote, 9.8.1939, stating that the new time-table to Birkenhead was not considered to be an improvement, and requesting that, as the main reason given for the discontinuance of the service is the difficulty in berthing, the Board provide a suitable landing on the southern side of Northcote Wharf.

Recommended:-

That the letters be received and the request be declined.

-----



580

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 27th. JUNE, 1939.

3. BOARD IN COMMITTEE.

Report of Board in Committee, dated 20.6.1939.

That the report be adopted. (Extract below).

-----  
4. VEHICULAR FERRY LANDINGS - NORTHCOTE & BIRKENHEAD.

Report of Superintendent & Engineer, 13.6.1939, re permanent closing of one or other of the Northcote or Birkenhead vehicular ferry landings; together with letter from Birkenhead Borough Council, 6.6.1939, asking that the vehicular ferry landing at Birkenhead be retained; also petition from 381 residents, ratepayers and motorists of Birkenhead asking the co-operation of Members of the Board in maintaining the present vehicular service to Birkenhead. A deputation, consisting of His Worship the Mayor of Northcote (Mr. R. Martin) and Messrs. Fowler (Councillor) and Hoare, waited on the Committee. The Mayor presented a letter signed by 1,564 residents and users of the harbour ferry services, and asked that, if one landing had to be eliminated, the Northcote landing be retained. Messrs. Fowler and Hoare also spoke.

Recommended:-

1. That consideration of the whole question be deferred until such time as a definite pronouncement has been made on the matter of a Harbour Bridge.
  2. That the Chairman & Superintendent be authorised to wait on the Devonport Ferry Company and submit the representations made by the deputation, and ask the Company to consider the question of the putting on of an additional boat with the object of speeding up the service.
-



# Auckland Harbour Board

580

13th June, 1939.

The Chairman,  
A.H.B.

## NORTHCOTE & BIRKENHEAD VEHICULAR FERRY LANDINGS.

I have been instructed to report on the question of the permanent closing of one or other of the Northcote and Birkenhead Vehicular Ferry Landings.

In June 1930 the Board was advised that both these landings had undesirable features and that one landing only for both passenger and vehicular ferries in the centre of Little Shoal Bay was the proper solution for the Birkenhead-Northcote district ferry problem.

In November 1933, the Board was asked to consider the permanent closing of the Northcote landing, but decided in the meantime to continue its maintenance.

The maintenance of two landings in such close proximity to one another is an unnecessary expense to the Board and results in an indifferent service being run to both terminals. I concur in the view that one of them should be closed.

Both of these landings are of the original type adopted in Auckland in 1904, with the seaward end of the ramp supported on a pontoon and with a small hinged flap to give access from the pontoon to the ferry boats. At the time of their installation vehicles were much lighter so that their transfer from boat to pontoon and vice versa had a less disturbing effect on the trim of the pontoon than is the case to-day and electric power was not available to operate the powerful winches which are necessary in the more recent design.

The old pontoon type of landing requires considerably more maintenance attention and from time to time the pontoons have to be removed for slipping and general overhaul. Up to the present, when this has been required at either Birkenhead or Northcote, it has caused relatively little inconvenience, the joint service being discontinued for the time and all traffic being handled at the other landing.

With only one landing for the Birkenhead-Northcote district, all vehicular traffic during periods of overhaul would require to be diverted through Devonport, still further accentuating the congestion which frequently occurs at that landing, and for this reason as well as to make it more suitable for modern conditions, if one landing is to be dispensed with, I would strongly recommend <sup>that</sup> the remaining one should be re-constructed on the lines of the more recently constructed landings on the southern shore and at Devonport, where delays on account of maintenance never exceed a few hours and can usually be performed without interfering with the ferry timetable.

A detailed estimate for this has not been prepared but the cost would be likely to be from £12000 to £15000.



13th June, 1939.

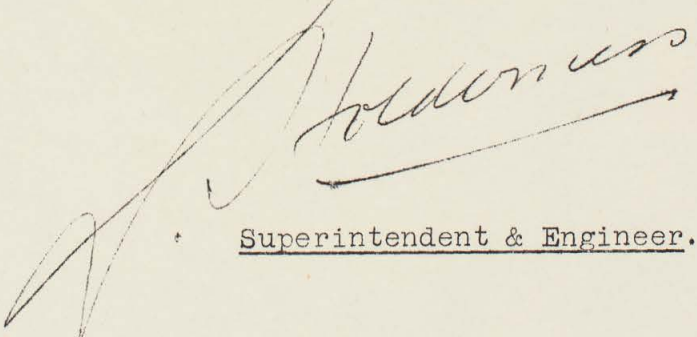
The Northcote landing, although slightly more than half a mile nearer to Auckland, is exposed to the westerly gales which sweep down the harbour with great force and create a nasty sea. It is also subject to a difficult cross current on the ebb tide and even with a new electrically operated landing there would be times, as at present, when it would not be safe for ferry boats to berth.

This would not be the case at Birkenhead which is sheltered from the westerlies, but where at present, due to the liveliness of the pontoon, the vehicular service is occasionally cut out in heavy easterly weather, and it is considered that a new electrically operated landing at Birkenhead would always be operable.

Both the Harbourmaster and the Manager of the Ferry Company agree that, if there is to be one landing only for the district, and the proposed new site in the middle of Shoal Bay is out of the question, that landing should be at Birkenhead, and as the wharf there is of a more permanent nature, built in reinforced concrete, the construction of a new vehicular landing in permanent materials would be more in keeping with the passenger ferry facilities.

I have therefore to recommend -

- (1) That, if one landing only for the Birkenhead-Northcote district is to be retained, it should be at Birkenhead;
- (2) That, in that case, the service should continue to be run to Northcote only during re-construction of the Birkenhead landing;
- & (3) That any action in regard to the discontinuance of either service or re-construction should be deferred until a definite pronouncement has been made on the matter of a harbour bridge.

  
Superintendent & Engineer.

DH.MIJ



580

EXTRACT FROM BOARD IN COMMITTEE'S RESOLUTIONS OF TUESDAY, 6th.

JUNE, 1939.

2. VEHICULAR LANDINGS.

Question of which of the Vehicular Landings is to be discontinued - Birkenhead or Northcote.

That consideration be deferred, Engineer to report.

---

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 13th. JUNE, 1939.

1. VEHICULAR LANDING BIRKENHEAD.

A petition signed by 352 residents, motorists and ratepayers at Birkenhead, asking that the vehicular service to Birkenhead be retained, was presented by the Chairman.

That the petition be referred to the Board in Committee.

---



C O P Y.

AUCKLAND HARBOUR BOARD.

MEMORANDUM.

24th. May, 1939.

The Engineer,  
A.H.B.

At a meeting of the Board in Committee held yesterday the following resolutions were passed:-

VEHICULAR LANDINGS.

Your report, 12.4.1939, re fatal accident Devonport Vehicular Stage; together with question of the removal or otherwise of the Vehicular Landing at either Birkenhead or Northcote.

- (1) That the Superintendent's report be received.
- (2) That this Board is of the opinion that it is desirable that one of the two vehicular landings at Birkenhead or Northcote be abolished and that the matter be discussed at the next meeting of the Board in Committee in order to decide which of the landings is to be discontinued.
- (3) That a special meeting of the Committee be held at 2 p.m. on Tuesday, 30th. May 1939, to consider your report re safeguards to be installed at the vehicular landings.

(Sgd) W.B. Smith.

Secretary.



# Auckland Harbour Board

Copy see  
file no.  $\frac{821}{2}$

12th April, 1939.

The Chairman,  
A.H.B.

## FATAL ACCIDENT AT DEVONPORT VEHICULAR FERRY 11th APRIL, 1939.

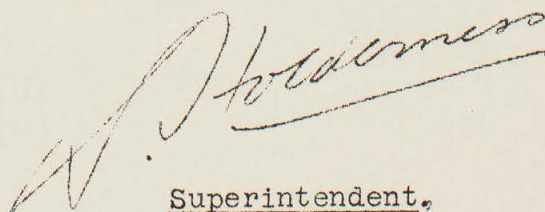
As reported in the newspapers, a motor car on the night of 11th instant ran over the end of the vehicular ferry landing at Devonport into the harbour with the result that two of the occupants were drowned.

There was no ferry boat in the berth and the danger notices were in good order and were displayed, the car actually forcing the lower "Stop" signal to one side as it neared the end of the landing with such force as to break the metal control box.

This is the third vehicle to run over the end of the landing when no boat was in the berth during the twelve years it has been in operation. While with ordinary care there is no excuse for these accidents it is apparent that something more positive than the present safeguards must be installed to ensure complete immunity in the future.

It is proposed to alter the system of control of the hinged auxiliary gangway to enable this to be operated from the deck of the ferry boats and to insist on its being raised to a much steeper angle than is done at present. In addition, the provision of some form of gate or barrier to be closed prior to each ferry boat leaving the berth is being investigated, and while the operation of any mechanism of this description is likely to increase delays at berthing and unberthing, the necessity for preventing a repetition of last night's tragedy makes this a matter of relatively little moment.

I have to call attention to the splendid work of J. Doherty, Foreman Fitter, who, in the absence of the Board's trained diver, and at great personal risk, went down and attached slings for raising the vehicle. Doherty is a small man and the rubber wrist bands of the diving suits could not, during the hurried emergency, be made to fit sufficiently well to keep out the water so that his suit gradually filled with water. This, and the fact that the work was performed at night time and in a strong rush of tide, made the task a difficult one even for a trained diver, and Doherty's perseverance and success under conditions of such acute personal discomfort deserve the highest commendation.

  
Superintendent.



EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 3rd. AUGUST, 1937.

2. TRANS-HARBOUR VEHICULAR TRANSPORT.

Letter from Town Clerk, Devonport, 13.7.1937, asking for the Board's opinion as to the best method of improving the Trans-Harbour Vehicular Transport, with particular reference to the suggestion that duplication of the vehicular landing stages would be the best means of overcoming the congestion at the vehicular ferries at peak traffic periods. Reports of Superintendent & Engineer, 21.7.1937, and Acting Traffic Manager, 22.7.1937, thereon.

That a copy of the Superintendent & Engineer's report be forwarded to the Devonport Borough Council.

-----



21st. July, 1937.

The Chairman,

A.H.B.

TRANS-HARBOUR VEHICULAR TRAFFIC.

LETTER FROM DEVONPORT BOROUGH COUNCIL.

The construction of either a bridge or a tunnel providing direct communication between the northern and southern shores of the Waitemata would make any expenditure by the Board on additional vehicular ferry terminal facilities useless and unproductive and it would be unreasonable to expect the Board to incur substantial expenditure in this direction until a definite pronouncement has been made regarding the Government's policy in the matter. Any such pronouncement should - if it is unfavourable to the project - place a limit of time before which the matter will be re-considered, so that both the Harbour Board and the Ferry Company may be able to give proper consideration to the amount of further capital to be invested in maintaining or extending existing services.

Should it be decided that the present system of vehicular ferry transport is to continue for say twenty or more years re-organisation of and improvements in the ferry services and terminals will be necessary to meet the growing traffic, more particularly in regard to the vehicular traffic.

This can best be accomplished by the adoption of the proposals put forward in 1930 for the construction of a new passenger and vehicular wharf in Little Shoal Bay to replace the existing terminals at both Northcote and Birkenhead and inaugurating thereto regular vehicular services at least equal to the existing time-table to Devonport.

The provision of these facilities and the adoption of a suitable time-table would, in a very short time, remove the congestion which now occurs at Devonport and give a more suitable distribution of the traffic between the Devonport and the Birkenhead - Northcote terminals.

The estimated cost of the proposed wharf and dredged channel in 1930 was £40,000 which would be increased by subsequent rises in cost of both labour and materials to from £48,000 to £50,000.

The Boroughs of Northcote and Birkenhead would also be involved in the cost of an embankment and road approaches.



The Chairman .....(2)

21/7/1937.

I do not consider that mere duplication of the facilities now existing at Devonport and Mechanics Bay would be a satisfactory solution to the congestion which occurs there at infrequent intervals throughout the year, but the creation of a new terminal at Little Shoal Bay would almost completely remove this congestion and would at the same time considerably improve the distribution of traffic on the main roads on both sides of the harbour.

Superintendent & Engineer.

DH/MJB.



1

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 20th. JULY, 1937.

2. TRANS-HARBOUR VEHICULAR TRANSPORT.

Letter from Town Clerk, Devonport, 13.7.1937, asking for the Board's opinion as to the best method of improving the Trans-Harbour Vehicular Transport, with particular reference to the suggestion that duplication of the vehicular landing stages would be the best means of overcoming the congestion at the vehicular ferries at peak traffic periods.

That the letter be received and referred to the Board in Committee; Superintendent and Traffic Manager to report.

-----



EXTRACT FROM BOARD IN COMMITTEE'S RESOLUTIONS OF TUESDAY, 13.2.34.

That the question of provision of facilities in Little Shoal Bay be deferred and that the Auckland Harbour Bridge Co. be asked for definite information regarding the prospects of building the Harbour Bridge.

-----

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 7th. MARCH, 1943.

7. FERRY WHARF AND FACILITIES - LITTLE SHOAL BAY.

Your report, 24.1.1934, re erection of modern ferry wharf in Little Shoal Bay to serve the Boroughs of Birkenhead and Northcote; together with letter from Auckland Harbour Bridge Co. Ltd., 14.2.1934, in reply to the Board's question regarding the prospects of building the Harbour Bridge; stating that it was the opinion of the Company that a comparatively early commencement of building of the bridge was fully justified.

That consideration be deferred sine die.

-----



24th. January, 34.

The Superintendent.

NORTHCOTE AND BIRKENHEAD FERRY SERVICES.

In connection with the proposed visit of the Board to inspect the Northcote and Birkenhead Ferry Wharves with particular reference to the discontinuance of the use of the Northcote Vehicular Landing, I would suggest that members should again view the site of the proposals set out in my report dated 16th June 1930.

Both the Northcote and Birkenhead Ferry Wharves are badly located from the point of view of service to the districts and comfort of passengers, and a modern wharf and facilities in Little Shoal Bay is the proper solution of the Ferry problem for the two Boroughs.

It is probable that a substantial contribution to the cost of road approaches and embankments which would have to be constructed by the Boroughs would be met from Unemployment funds and an endeavour should be made to make this apply also to the wharf, offices, vehicular landing and dredging.

ENGINEER TO THE BOARD.



January 1934

Birkenhead & Northcote Wharves. (including Vehicular landings)

Birkenhead Wharf.

Northcote Wharf.

Capital Cost (see B. Book, 1932 - p. 19)  
= £ 21,003 - 3 - 6

Capital Cost (see B. Book, 1932 - p. 19)  
= £ 11,670 - 1 - 0

Valuation - 30 Sept 1933. £ . . .  
Wharf Reclamation Timber fill = 19,499 - 8 - 8  
Shed & Waiting Room = 171 - 4 - 9  
Embankment (1896 & earlier) = 51 - 0 - 10  
Electric Installation = 101 - 2 - 5  
= 19,822 - 16 - 8  
30 Sept 1934 = 19,723 - 6 - 8

Valuation - 30 Sept. 1933. £ . . .  
Wharf 1372 - 0 - 6 }  
" Extension 312 - 13 - 7 } 1684 - 14 - 1  
Shed 84 - 15 - 1  
Bookstall 65 - 2 - 5  
Office 25 - 7 - 0  
Vehicular Landing 1499 - 15 - 7  
Electric Installation 70 - 8 - 2  
Wall = 503 - 5 - 10  
30 Sept 1934 = 3732 - 8 - 2

<u>Maintenance</u> (Eng. Dept. Only)	£ . . .	Including Transamin's Requirs for Chaining etc	£ . . .
1924	590 - 8 - 2	670 - 1 - 11	
1925	253 - 7 - 4	478 - 9 - 10	
1926 (9 months)	1336 - 19 - 6	1408 - 18 - 3	
1926-27	253 - 17 - 10	391 - 17 - 1	
1927-28	410 - 14 - 11	533 - 6 - 3	
1928-29	1435 - 4 - 3	1554 - 1 - 4	
1929-30	828 - 4 - 7	950 - 5 - 10	
1930-31	309 - 0 - 7	425 - 15 - 10	
1931-32	487 - 10 - 11	570 - 2 - 3	
1932-33	249 - 7 - 5	327 - 1 - 2	
	= 6155 - 2 - 6	= 7309 - 19 - 9	
1933-34	208 - 16 - 3	291 - 0 - 5	
	= 631 - 5 - 10	= 749 - 15 - 0	
Average 10 3/4 yrs	= 592 - 0 - 0	= 707 - 11 - 4	

<u>Maintenance</u> (Eng. Dept. Only)	£ . . .	Including Transamin's Requirs	£ . . .
1924	564 - 18 - 8	665 - 2 - 11	
1925	1365 - 1 - 7	1486 - 7 - 4	
1926 (9 months)	888 - 8 - 3	964 - 16 - 4	
1926-27	2197 - 18 - 9	2317 - 15 - 0	
1927-28	582 - 9 - 2	700 - 10 - 9	
1928-29	552 - 2 - 0	660 - 12 - 10	
1929-30	440 - 5 - 11	527 - 7 - 5	
1930-31 (1500 days to 1/4 yr)	722 - 11 - 1	828 - 15 - 8	
1931-32	340 - 13 - 11	404 - 6 - 1	
1932-33	195 - 19 - 1	263 - 19 - 7	
	= 7853 - 8 - 5	= 8839 - 13 - 11	
1933-34	1114 - 11 - 3	1453 - 10 - 4	
	= 805 - 9 - 7	= 906 - 12 - 8	
Average 10 3/4 yrs	= 862 - 21 - 10	= 960 - 6 - 10	

Average Cost per annum of Both Wharves = £ 1436 - 15 - 5

or Including Transamin's Requirs for Sweeping & Chaining.

= £ 1656 - 7 - 8

Smoothing mechanical passengers  
Gangway, the cost of maintenance  
& operation of Dumper Passenger  
& Vehicular wharf for past 3 years  
has been £ 929 - 1 - 0  
Saving in operating costs for  
10 years only would be  
this amount 5% int & 1 1/2% sinking fund on say £ 14,000

Spent of maintenance £ 650  
Annual saving £ 1000  
= int & sinking fund on £ 15,384  
say £ 15,000











580

14th. November 30.

Mr. J.P. McPhail,  
Mayor of Birkenhead,  
BIRKENHEAD.

Dear Sir;

As promised to you at the Conference between Members of your Council and myself on 16th. October, I have prepared an approximate estimate of the cost of embankment across Little Shoal Bay and contingent road works including regrading, formation and surfacing of Marama Terrace - Birkenhead and Vincent Road - Northcote, and forming approaches to the embankment from the foot of Marama Terrace and Vincent Road respectively, so as to provide access to and from the passenger and vehicular ferry wharf as shown in A.H.B. drawing No.E.431 to serve the Boroughs of Birkenhead and Northcote.

From the data in my possession, I estimate the whole of the work necessary to give effect to the proposal, but not including wharf and dredged channel which would be a Harbour Board liability, at approximately,.....£70,000.

This figure is obviously approximate only and subject to alteration after detail survey. It does not include any figure for land compensation.

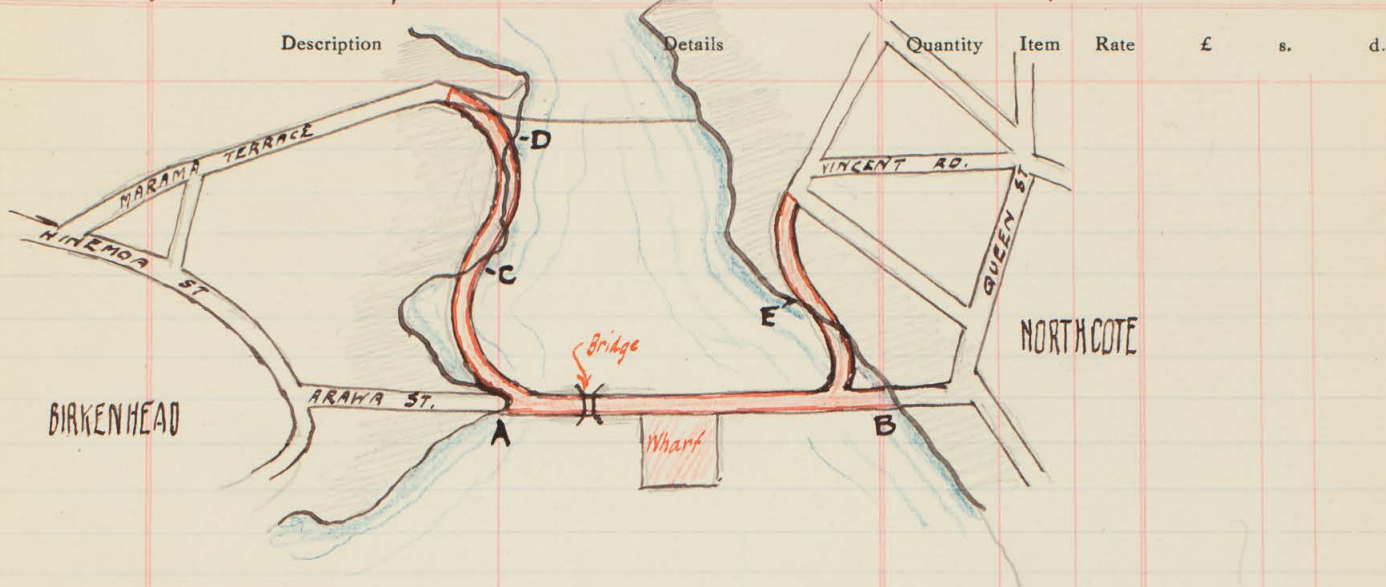
The possibility of obtaining assistance from the Highways Board or any other source has not been touched upon, and these figures are merely supplied as a guide to assist you in comprehending the magnitude of the scheme.

Yours truly,

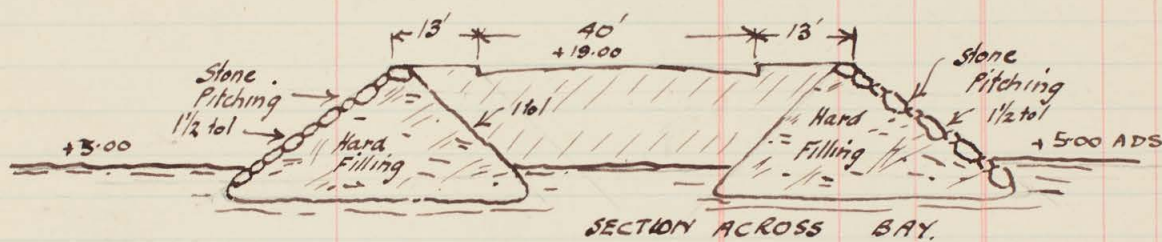
ENGINEER TO THE BOARD.



50 Estimate for. Embankment & Roadway across Little Shoal Bay (see E.431.)  
to give access to proposed new Ferry Landing — Rough Estimate only.



1. Section "A to B." Embankment from foot of Arawa St. to foot of Dalbot St.  
Length 1500 feet. Width of Road 66 feet.  
Average mud level 2 ft above L.W.S.T.



Hard Filling for outside banks.

Sectional Area 864 ft.

$$\text{Quantity} = 864 \times 1500 / 27 = 48,000 \text{ yds}^3 \quad 4/- \quad \pounds 9,600$$

Filling between banks say by suction dredges,  
dragline or similar means.

Sectional Area 644 ft.

$$\text{Quantity} = 644 \times 1500 / 27 = 35,800 \text{ yds}^3 \quad 2/- \quad \pounds 3,580$$

Bluestone Facing.

Length of slope 27'

Area of facing inside & outside embankment.

$$27' \times 1500 \times 2 / 9 = 9000 \text{ yds}^2 \quad 8/6 \quad \pounds 3,820$$

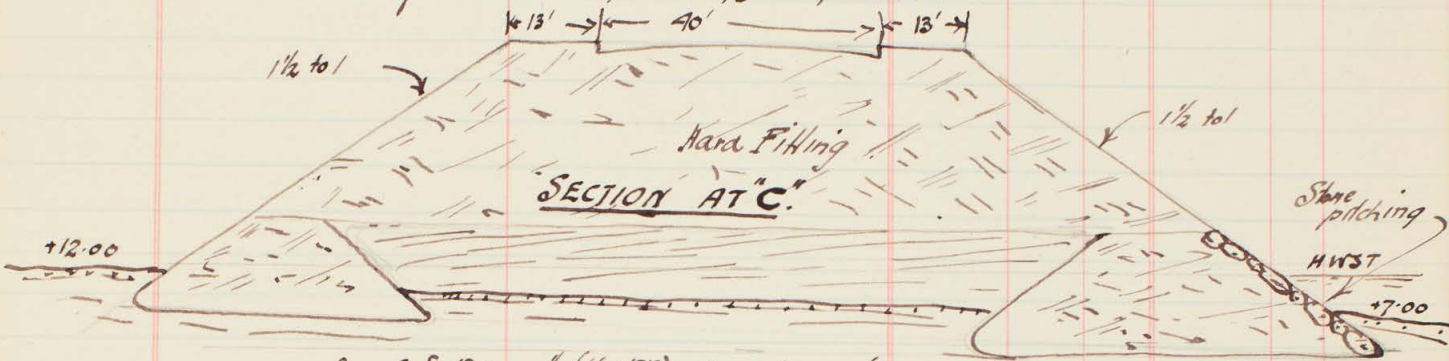
Carried Forward. £ 17,000



Estimate for Embankt. & Roadway across Little Shoal Bay — continued.

Description                      Details                      Quantity    Item    Rate    £    s.    d.

2. Section "A to C."    Embankt. from foot of Chawa St. on a rising grade to edge of cliff — distance 500 feet.  
 Level of road at C =  $47.00 + \frac{500}{18} = 47.00$  A.D.S.

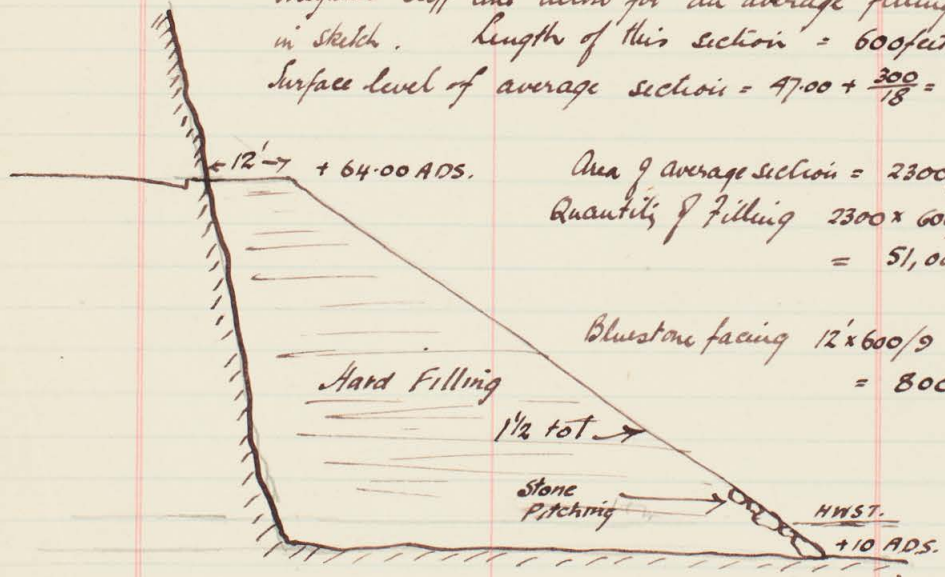


Brought Forward £ 17,000

Area of Section =  $\frac{1}{2}(40+135) \times 43 = 5400$  ft.  
 of which 1350 ft. can be dredged material leaving 4050 ft. of hard filling  
 Quantity of Hard Filling =  $\frac{1}{2}(4050+864) \times 500/27 = 45,500$  yds<sup>3</sup> 3/9 £ 8,500  
 Quantity of Dredged Material =  $\frac{1}{2}(1350+644) \times 500/27 = 18,500$  yds<sup>3</sup> 2/3 £ 2,100

Bluestone Facing, on one side only, length of slope = 18.4  
 Quantity =  $18 \times 500/9 = 1000$  yds<sup>2</sup> 8/6 £ 400

3. Section "C to D." This is mainly cutting in the cliff but on acc of the irregular cliff line allow for an average filling as shown in sketch. Length of this section = 600 feet.  
 Surface level of average section =  $47.00 + \frac{300}{18} = 64.00$  A.D.S.



Area of average section = 2300 ft.  
 Quantity of Filling  $2300 \times 600/27 = 51,000$  yds<sup>3</sup> 3/6 £ 8,900  
 Bluestone facing  $12 \times 600/9 = 800$  yds<sup>2</sup> 8/6 £ 400

4. Section "B to E." from Embankt. at foot of Tallot St on a rising grade to edge of cliff — distance 500 feet.  
 Quantities will be practically the same as for Section "A to C" above.

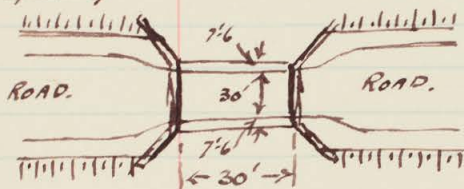
Hard filling 45,500 yds<sup>3</sup> 3/9 £ 8,500  
 Dredged material 18,500 yds<sup>3</sup> 2/3 £ 2,100  
 Bluestone Facing 1,000 yds<sup>2</sup> 8/6 £ 400

Carried Forward £ 48,300



## 50 Estimate for Embankment &amp; Roadway across Little Shoal Bay — continued

	Description	Details	Quantity	Item	Rate	£	s.	d.
						Brought Forward £ 48,300		
5.	Excavation of Cliff and regrading of Marama Terrace & streets at Northcote.	The cost of excavating this material is included in the cost of filling for the embankments and it is assumed that the road will be located sufficiently far in to the cliff face to give enough material for embankments						
6.	Road Surfacing.	Length to be surfaced from Animoa St. to Queen St = including kerbing & channelling.	90	chains	200/ft	£	18,000	
7.	Fencing.	approx 4,600 ft.	4600	lin ft	2/6	£	600	
8.	Lighting			say		£	1,000	
9.	Water supply.			say		£	500	
10.	Bridge opening in embankment. — 30 ft clear width.							



Abutment & wing walls.	Sheet piling	200	lin ft	20/ft	£	4,000
Decking	45 x 30 = 1350	say	1400	sq ft	1/ft	£ 1,400

£ 73,800

Engineering Expenses & Contingencies say 6,200

Estimated Total Cost £ 80,000

Notes:— This amount does not include any allowance for purchase of land or legal expenses etc.

This Estimate is approx. only as no detail survey has been made of the ground and no large scale plans are available.

N.R.



Date 18.10.30 192

Estimate for Embankment &amp; Roadway across Little Shoal Bay.

(4)

Rough Estimate for ALTERNATIVE SCHEME

Description	Details	Quantity	Item	Rate	£	s.	d.	
<u>Alternative scheme to cheapen embankment etc. by reducing width to give 40ft wide carriage way and one footpaths 13ft wide. also to locate the road between "C" and Marama Terrace so as to require no filling on the outside.</u>								
<u>Section "A-B"</u>	Hard filling	48,000	yd <sup>3</sup>	3/6	8,400			
	Dredged material	25,800	yd <sup>3</sup>	1/6	2,000			
	Bluestone facing	9,000	yd <sup>2</sup>	8/-	3,600			
<u>Section "A-C"</u>	Hard filling	39,500	yd <sup>3</sup>	3/3	6,400			
	Dredged material	18,500	yd <sup>3</sup>	1/9	1,600			
	Bluestone facing	1,000	yd <sup>2</sup>	8/-	400			
<u>Section B-E</u>	Hard filling	26,500	yd <sup>3</sup>	3/3	4,300			
	Dredged material	12,500	yd <sup>3</sup>	1/9	1,100			
	Bluestone facing	1,000	yd <sup>2</sup>	8/-	400			
<u>Road Surfacing</u>	Animoa St. to Queen St.	90	chain	190	17,100			
<u>Bridge</u>	thro. embankment			say	4,000			
<u>Miscellaneous</u>	Fencing			say	600			
	Lighting			say	1,000			
	Water Supply			say	500			
					51,400			
	Engineering Expenses & Contingencies			say	5,600			
	<u>Estimated cost of Alternative Scheme</u>					<u>£57,000</u>		

Note:- This does not include any allowance for purchase of land or for legal expenses.

W.C.



580



Auckland Harbour Board

MEMORANDUM

Auckland, N.Z.

22nd. August, 1930.

From

*Superintendent.*  
*The Chairman*

To

The Engineer,  
A. H. B.

9148

NEW NORTHCOTE WHARF.

Please note that the Birkenhead and Northcote Borough Councils are to meet the Board in Committee in regard to the provision of a new wharf in Little Shoal Bay, Northcote, at the Board's Office on Tuesday next, 26th. instant at 11 a.m.

Both Councils have signified their intention to send representatives to the meeting.

HBB/MB.

Superintendent & Secretary.



580

EXTRACT FROM BOARD IN COMMITTEES RESOLUTIONS OF TUESDAY  
12TH. AUGUST, 1930.

2. NORTHCOTE WHARF.

Letters from Birkenhead Borough Council 22.7.1930 and Northcote Borough Council 6.8.1930 stating that they were willing to confer with the Board and the Local Authorities concerned in connection with the proposal to erect a new wharf in Little Shoal Bay.

That the Board in Committee approves the suggested conference and that same be held on Tuesday 26th inst., at 11 a.m.

-----



580  
**NEW WHARF PROPOSED.**

**LITTLE SHOAL BAY.**

*Shar.* 14.8.30.  
**COMMUNITY OF INTEREST.**

**CENTRE FOR TWO BOROUGHES.**

Combined action is to be taken by the Northcote and Birkenhead Borough Councils in approaching the Auckland Harbour Board with a view to having a modern combined passenger and vehicular ferry wharf erected in Little Shoal Bay, one proposed site being near the foot of Talbot Street, on the Northcote side of the indentation. At present the Northcote and Birkenhead boroughs are served with wharves at Northcote Point and Birkenhead respectively. During recent years settlement has spread at the head of the bay, and the general tendency is for the two boroughs to merge.

The site of a new wharf is governed by the fact that the inner portion of Shoal Bay is shallow, and unless a comprehensive dredging scheme is undertaken, a site must be chosen where there is reasonably deep water.

The general opinion of the residents of the two boroughs is that the present wharves at Northcote and Birkenhead should be retained. The former structure has become dilapidated, and is in urgent need of repair.

The Northcote and Birkenhead Borough Councils will meet the Auckland Harbour Board in conference on Tuesday week to discuss the matter.

Referring to the scheme this morning, Mr. J. P. McPhail, Mayor of Birkenhead, said that his council was in favour of it, provided the costs which the council might be called upon to meet for the making of the approaches to the wharf were not excessive. A wharf at the site proposed by the Harbour Board would mean a better service and would also do much towards opening up the district.

Mr. A. E. Greenslade, Mayor of Northcote, said that the matter was still in the committee stage and that he could make no statement.

**NORTHCOTE WHARF.**

*H.* 15/8/30.

**PROPOSED NEW STRUCTURE**

**CHANGE IN SITE SUGGESTED.**

**CONFERENCE OF LOCAL BODIES.**

Following the report of the Auckland Harbour Bridge Commission, which expressed the opinion that the bridging of the harbour was not warranted for the next 20 years, the Northcote Borough Council urged upon the Auckland Harbour Board the need of more up-to-date wharf facilities at Northcote and advocated the provision of a new structure.

Dealing with the application in June last the Harbour Board engineer, Mr. D. Holderness, recalled that he had reported in 1927 that the construction of a new wharf on the present site would add materially to the annual charge for ferry facilities, and the existing wharf could be maintained in a safe condition for a considerable time. Before considering the construction of a new wharf at Northcote, the question of the most suitable site should form the subject of negotiations between the Harbour Board, the Northcote and Birkenhead Councils and the Town-Planning Board. He believed it would be advantageous if a modern wharf were constructed in Little Shoal Bay, joined to an embankment connecting the foot of Arawa Street, at Birkenhead, with the foot of Talbot Road, at Northcote, with graded approaches, not exceeding one in fifteen, to connect Marama Terrace, Birkenhead, and Clarence Street, Northcote. The engineer said this arrangement would admit of an almost unlimited improvement in the existing timetable, whereas the present limitations at Birkenhead and Northcote, particularly in regard to the vehicular service, the time occupied in berthing and turning, imposed very severe restrictions on the capacity and suitability of the wharves.

The position of the present Northcote Wharf is regarded by the harbourmaster, Captain H. H. Sergeant, as most unsuitable from a navigation point of view, whereas the location suggested in Little Shoal Bay, although half a mile further from Auckland for both vehicular and passenger services, would be well sheltered and free from tidal currents, and would be satisfactory for navigation provided a channel 200ft. wide was dredged for a length of 1600ft. with a depth of 10ft. at low-water spring tides.

The erection of a new wharf on either the present position at Northcote or the suggested site in Little Shoal Bay for a combined wharf for Birkenhead and Northcote would involve an expenditure of approximately £40,000. The local bodies would also be required to construct the approaches from the wharf and the embankment over the bay, and this would cost a considerable sum. No detailed scheme has so far been prepared, and to ascertain the views of the local bodies concerned the Auckland Harbour Board has invited the Northcote and Birkenhead Borough Councils to a conference to discuss the matter on August 26, the proceedings to be in committee. As only a skeleton scheme has so far been submitted, the liabilities that the local bodies would require to undertake cannot be estimated.



540  
1

7th. August 30.

The Superintendent.

NORTHCOTE WHARF.

- Resolution of Board in Committee 1.7.30 -

Modern ferry facilities in Shoal Bay including covered passenger landing with electrically operated gangway and two passenger berths, also electrically controlled vehicular ferry landing, all abutting on to embankment to be made by local bodies and not included in this estimate, would cost - including dredged channel 200 feet wide, approximately, .....£40,000.

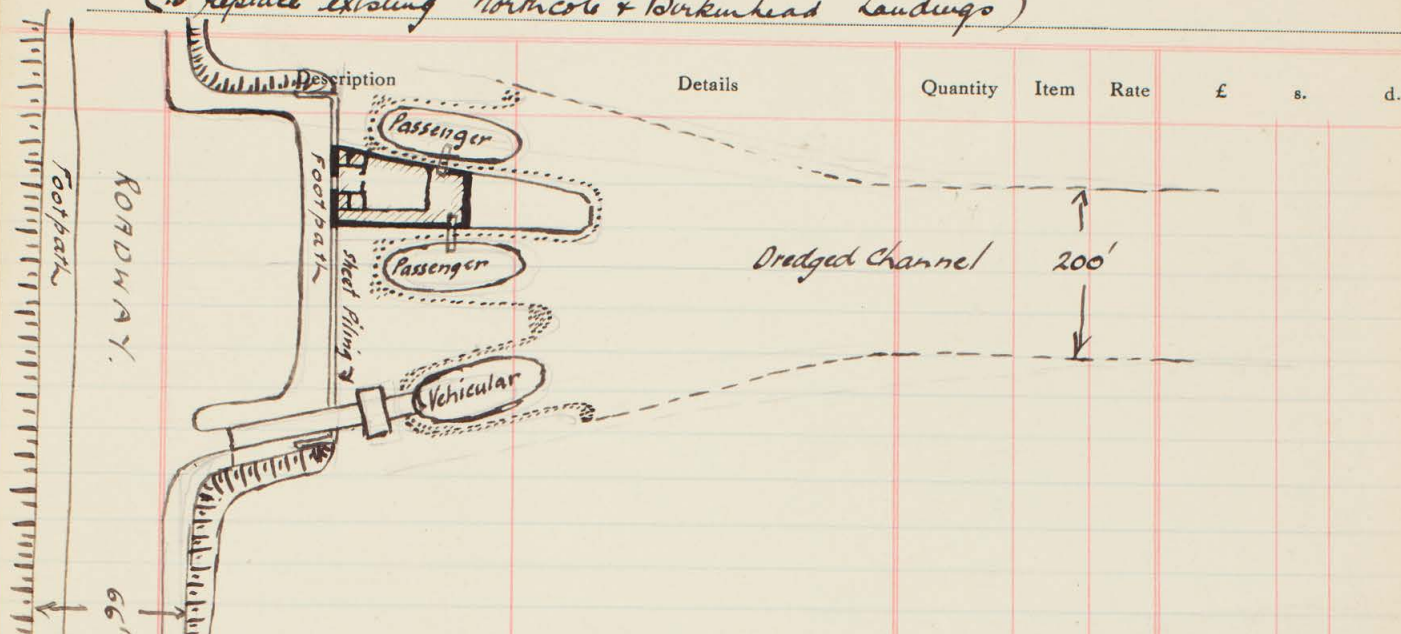
As a comparison, a new wharf on the site of the existing ferry wharf at Stokes Point with similar facilities would cost approximately, .....£37,500.

ENGINEER TO THE BOARD.



Estimate for Proposed Ferry Landing in Little Shoal Bay.

(to replace existing Northcote + Birkenhead Landings)



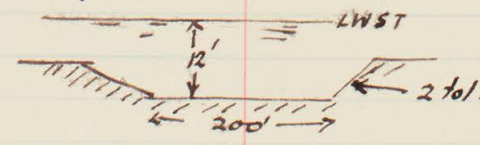
Passenger Wharf.

Description	Quantity	Item	Rate	£	s.	d.
Reinforced Concrete Wharf	9660	ft	12/6	£	6,040	
Roof Covering	6900	ft <sup>2</sup>	6/2	£	2,100	
Offices	3600	ft <sup>3</sup>	1/6		270	
Retrains etc	3200	ft <sup>3</sup>	2/6		400	
Fenders, Kerbing & Belting	600	ft	5/6		3000	
Bollards etc.		say			200	
Water Service		say			200	
Electric installation		say			750	
Gates & Fences		say			300	
Gangway (elect.)		say			1100	
					14,360	
+ Contingencies 10%					1440	
					15,800	

Total for Passenger Wharf say £ 16,000

Vehicular Berth Similar to western Vehic hdy. using present Bkhd. Bridge remodelled and complete with fendering etc. £ 11,500

Sheet pile Breastwork 250 ft long 250 ft 26/1 £ 6,500  
but this down to 160 - 25/1 4,000

Dredging Approach Channel 200' wide  

 165,000 yds<sup>3</sup> 1/6 £ 12,500  
 2/1 8,000  
 £ 46,500

Say £ 40,000

M.R.V.



580  
C O P Y.

AUCKLAND HARBOUR BOARD.

M E M O R A N D U M.

2nd. July, 1930.

The Engineer,  
A. H. B.

The following resolutions were passed by the Board in Committee at a meeting held yesterday afternoon:-

NORTHCOTE WHARF.

Letter from Town Clerk, Northcote, 24.5.1930 asking the Board to consider favourably the question of erecting a new wharf at Northcote; Your report thereon 16.6.1930.

- (1) That the Board is satisfied that the present wharf has considerable life in it with reasonable maintenance, and that the interstices in the planking be closed in by filleting where necessary.
- (2) That copies of the reports of Engineer and Harbourmaster with plan be submitted to the Northcote and Birkenhead Borough Councils for their consideration as to the location of a new passenger and vehicular wharf when the same is considered necessary by the Board; the road approaches and embankment of such wharf to be at the cost of the local authorities.
- (3) That the Engineer submit estimate of cost of proposed wharf and dredging of channel thereto.

Sgd. H.B. Burnett,  
Superintendent & Secretary.  
-----





Auckland Harbour Board

MEMORANDUM

Auckland, N.Z.

26th. June, 1930.

From

*The Superintendent,  
The Chairman*

To

The Engineer,  
A.H.B.

9148

NORTHCOTE WHARF.

Arrangements have been made for the Board in Committee to visit Northcote and Birkenhead on Tuesday next in order to see for themselves the state of Northcote Wharf and to inspect the site recommended by the Engineer for a new wharf.

Cars will leave the Board's Office at 10.45 a.m. sharp for the Western Vehicular Ferry, returning from Northcote at 12.20 p.m.

HBB/MB.

Superintendent & Secretary.



580

EXTRACT FROM BOARD IN COMMITTEE'S RESOLUTIONS OF TUESDAY  
17th. JUNE, 1930.

1. NORTHCOTE WHARF.

Letter from Town Clerk, Northcote, 24.5.1930 asking for provision of a new wharf at Northcote; your report thereon 16.6.1930:-

That inspection be made of Northcote Wharf by the Committee and that in the meantime a copy of the Engineer's report and plan be furnished to Members; and **that** the Harbour Master be asked to report on the matter.

-----



## NEW WHARF FOR SHORE?

### HARBOUR BOARD OFFICER'S SUGGESTION

*Seen — 24/6/30.*  
**BIRKENHEAD-NORTHCOTE**

A modern wharf in Little Shoal Bay on an embankment connecting the foot of Arawa Street in Birkenhead with the foot of Talbot Street in Northcote, is recommended by the engineer to the Harbour Board, Mr. D. Holderness.

He is convinced that such a wharf would be in the best interests of both Birkenhead and Northcote and would meet the request for a new wharf at Northcote.

At a meeting of the board this afternoon Mr. Holderness reported on the request of the Northcote Borough Council for a more up-to-date wharf for the Northcote ferry service.

The engineer pointed out that the subject was dealt with by him in 1927, when he stated that the construction of a new wharf on the present site would add materially to the annual charge for the provision of ferry facilities and that the existing wharf could be maintained in a safe condition for a considerable time to come.

It was forecast that the annual cost of maintenance for the next three or four years would not exceed £700. The actual cost has been:—1927-28, £542; 1928-29, £492; 1929 to date, £297.

#### EXPOSURE TO WEATHER

Before considering the construction of a new wharf at Northcote the question of the more suitable site should form the subject of negotiations between the Harbour Board, the Northcote and Birkenhead Councils and the Town Planning Board, as the present site of the wharf has certain outstanding disadvantages in relation to run of tide and exposure to westerly weather.

In suggesting the construction of a new wharf in Little Shoal Bay to meet the requirements of both boroughs, Mr. Holderness points out that it would appear possible to give grades not exceeding 1 in 15 from the wharf to the business centres of both boroughs. The existing grade reaches 1 in 11 at Birkenhead and 1 in 13 at Northcote.

Such an arrangement as that suggested by Mr. Holderness would admit of an almost unlimited improvement in the existing time-table, whereas the present limitations at Birkenhead and Northcote, particularly in regard to the vehicular service—the time occupied in berthing and turning—imposes very severe restrictions on the capacity and suitability of the wharves.

## NEW FERRY WHARF.

### BIRKENHEAD AND NORTHCOTE

*H. — 25/6/30*  
**SITE IN LITTLE SHOAL BAY.**

The request for a new wharf at Northcote has resulted in a recommendation by the Auckland Harbour Board engineer, Mr. D. Holderness, that any work carried out should take the form of a modern wharf in Little Shoal Bay, based on an embankment connecting Birkenhead and Northcote. The matter is still under consideration and no finality can be reached until consultation has taken place among the several bodies concerned.

Mr. Holderness states in his report to the board that the matter of a more up-to-date wharf for the Northcote ferry service was dealt with by him in 1927, when he stated that the construction of a new wharf on the present site would add materially to the annual charge for the provision of ferry facilities and that the existing wharf could be maintained in a safe condition for a considerable time to come. It was then forecast that the annual cost of maintenance for the next three or four years would not exceed £700. The actual cost had been:—1927-28, £542; 1928-29, £492; 1929 to date, £297.

Before considering the construction of a new wharf at Northcote the question of the more suitable site should form the

subject of negotiations between the Harbour Board, the Northcote and Birkenhead Councils and the Town Planning Board. The present site of the wharf had certain outstanding disadvantages in relation to run of tide and exposure to westerly weather.

In regard to the suggested wharf in Little Shoal Bay, Mr. Holderness pointed out that it appeared possible to give grades not exceeding 1 in 15 from the wharf to the business centres of both boroughs. The existing grades reached 1 in 11 at Birkenhead and 1 in 13 at Northcote. The embankment across the bay would link with Arawa Street in Birkenhead and Talbot Street in Northcote.



The Superintendent.

NORTHCOTE WHARF.

The Northcote Borough Council asks the Board to give favourable consideration to the erection of a more up to date wharf.

This matter was dealt with by me in a report dated 14th October 1927, when it was pointed out that the construction of a new wharf on the present site would add materially to the annual charge for the provision of ferry facilities and that the existing wharf could be maintained in a safe condition for a considerable time to come.

It was forecasted that the annual cost of maintenance for the next three or four years would not exceed .....£700. The actual cost has been:-

1927-8 .....	£542
1928-9 .....	£492
1929 to date .....	£297.

Before considering the construction of a new wharf at Northcote, the question of the most suitable site should form the subject of negotiations between this Board, the Northcote and Birkenhead Councils, and the Town Planning Board, as the present site of the wharf has certain outstanding disadvantages in relation to run of tide and exposure to westerly weather.

I am convinced that it would be in the interests of the Boroughs of Birkenhead and Northcote if a modern wharf were to be constructed in Little Shoal Bay onto an embankment connecting the foot of Arawa Street in Birkenhead with the foot of Talbot Road - Northcote, with graded approaches to connect Marama Terrace and Vincent Road respectively, as shewn on attached plan E.431.

In this way it would appear possible to give grades not exceeding 1 in 15 from the wharf to the business centres of both Boroughs, whereas the existing grade reaches 1 in 11 at Birkenhead and 1 in 13 at Northcote. Such an arrangement will admit of an almost unlimited improvement in the existing timetable whereas with the present limitations at Birkenhead and Northcote, particularly in regard to the vehicular service, the time occupied in berthing and turning imposes very severe restrictions on the capacity and suitability of the wharves.

ENGINEER TO THE BOARD.



EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY 27TH. MAY 1930.

2. NORTHCOTE WHARF.

Letter from Northcote Borough Council 24.5.1930 asking the Board to favourably consider the provision of a new wharf at Northcote.

That the matter be referred to the Board in Committee; Engineer to report.

-----

EXTRACT FROM BOARD IN COMMITTEE'S RESOLUTIONS OF TUESDAY  
10TH. JUNE, 1930.

NORTHCOTE WHARF.

Letter from Town Clerk, Northcote, 24.5.1930 asking the Board to favourably consider the question of erecting a new wharf at Northcote.

That consideration be deferred till next meeting of the Committee.

-----



