

861/2



861/2

1937 - 1945

FILE NO. 861/2.

FLYING BOAT BASE - PAN-AMERICAN AIRWAYS.

- CONSTRUCTION OF LANDING AND FACILITIES, E. RECLAMATION -

(includes survey facilities re Survey Flight).

VARIOUS.

Now Fergusson Wharf

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- CONSTRUCTION OF LANDING AND FACILITIES, E. RECLAMATION -

(Includes: Temporary facilities re Survey Flight).

VARIOUS.

Now Fergusson Wharf

Auckland Harbour Board

Nº 14927

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

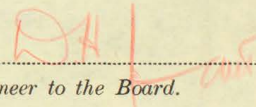
To The Foreman of Works

Date 25th July, 1945.

Subject TRANSPORT PUNT & TOWAGE,
REPAYABLE, PUBLIC WORKS DEPT.
(Works Order No.175731).

Please arrange for a transport punt and launch
to lay moorings at Air Base, Mechanic's Bay on 26th instant,
as required by the Public Works Department.

Report cost for charging as usual.


Engineer to the Board.

RECEIVED
SECRETARY'S OFFICE
READ - 2 AUG 1945
ACK



[P.W.—1500.

In replying

P.W. 8
86 / 5.

please quote these numbers.

ADDRESS REPLY TO

"THE.....ENGINEER,
PUBLIC WORKS DEPARTMENT.

PUBLIC WORKS DEPARTMENT,

P.O.Box 46,

AUCKLAND, C.1.

N.Z. 26th July 1945.

Placing of Braby Pontoon-Mechanics Bay:

The Superintendent,
Auckland Harbour Board,
Quay Street,
AUCKLAND.

Dear Sir,

The R.N.Z.A.F. have requested this Department to arrange for the permanent mooring of an American Pontoon in the position now occupied by the Pan American Airways barge.

A plan showing the mooring layout of the new pontoon is attached.

It is requested that the laying of these moorings be carried out by your Staff. Tentative arrangements for the work have already been made with your Mr.Lock.

Yours faithfully,

O.G. Thornton
District Engineer.

N.L.

Encl:

not attached

not done 26/27 July 45
3.8.45

14927

Auckland Harbour Board

Nº 12284

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

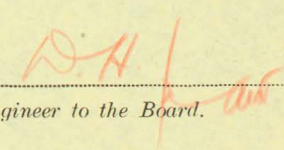
To Foreman of Works.

Date 12th. January 1943.

Subject LIFTING GANGWAY AT P.A.A. BASE - MECHANICS BAY.
Repayable, U.S. Naval Air Transportation System (formerly
Pan American Airways)

Please arrange for a Transport Punt to lift ashore the gangway at Pan American Base at Mechanic's Bay at approximately 9 a.m. on Monday, 17th. instant, and replace same on Wednesday, 19th. instant.

Report cost for charging as usual.


Engineer to the Board.

Auckland Harbour Board

Nº 11744

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Foreman of Works.....

Date..... 28th July, 19 42.

Subject REPAIRS TO P.A.A. PONTOON - REPAYABLE -
PAN AMERICAN AIRWAYS.

Please slip and overhaul pontoon belonging to Pan American Airways which is at present moored near the Slipway, to the requirements of Mr. Bilger of Pan American Airways. Mr. Bilger has indicated to Clare exactly what he requires.

Report cost for charging as usual.

DAH
.....
Engineer to the Board. *ant*

Auckland Harbour Board

16th January, 1942.

The Chairman,
A.H.B.

PAN AMERICAN AIRWAYS.

The entry of Japan and of the U.S.A. into the war has involved Pan American Airways in certain obligations which necessitate the temporary closing of their base at Mechanics Bay and the discontinuance of their service to Auckland.

It will be recalled that the site occupied by Pan American Airways at Mechanics Bay was rented to them for two years from 1st November 1937 at an annual rental of £400 and that they were to be allowed to renew their tenancy for four further periods of two years, making a total of 10 years unless, in the meantime, other permanent air port provision had been prepared elsewhere in the Auckland Harbour. A license to lay moorings and to construct landing facilities in the harbour adjacent to the area was also granted for which an annual license fee of £10 was to be paid.

Subsequently, the Air Department established an Air Base immediately adjacent to the Pan American installation and the land and harbour area for this purpose were granted rent free.

More recently the facilities at the Air Department administrative building have been enlarged and the control arrangements altered so as largely to amalgamate the control of the two operating Companies, Pan American Airways and Tasman Empire Airways Ltd., and the propriety of continuing to charge rental and license fees to Pan American Airways while similar facilities are provided free for the Air Department has become more questionable.

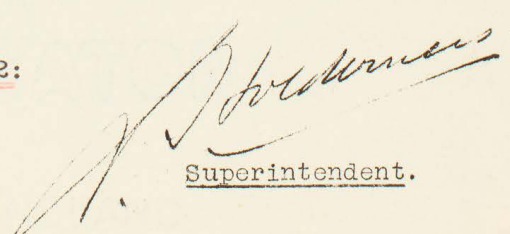
Pan American Airways have paid rent and all charges up to 31st March 1942. Their stores and material have been placed in their building and left in charge of their Agents, Henderson & Macfarlane Ltd.

In advising the Board of the altered situation, Mr. Mullahey, Pan American Airways Manager at Auckland who has now departed to his new assignment states, "Whatever adjustments or revisions to the terms of our lease we leave to your good judgment and discretion."

I recommend that, as from 1st April 1942 and until the service is re-established or the Base is re-staffed, the rental be reduced to a nominal figure of £10 per quarter and that, the moorings having been lifted, the license fee be cancelled as from the same date.

BOARD'S RESOLUTION, 3.2.1942:

That the Superintendent's report be adopted.


Superintendent.

Auckland Harbour Board

Nº 11205

861
92

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Foreman of Works.

Date 14th January, 19 42.

Subject STORAGE OF PAN AMERICAN AIRWAYS PONTOON.

The Pan American Airways Base at Mechanic's Bay has now been dismantled and their pontoon has been taken and moored near the Slipway pending resumption of their operations.

I have promised them to keep an eye on this and so that it is not overlooked, please include a special report on the condition of this pontoon in each of your quarterly reports.

DAH
.....
Engineer to the Board *115*

AUCKLAND HARBOUR BOARD
MEMORANDUM

Nº 4817

From

FOREMAN OF WORKS

Copy Pan American Airways

To

7th May, 1941

*The Engineer,
H. H. B.*

SIR,

I beg to report that

The cost of demolition of old jetty at Air here is:-

Labour:- (19th March)

2 hrs. @ 2/4 2 = 4. 9.

charge money = 2

+ 5% = 2 5. 1

Punt Transport No. 2 1 1/2 days @ £9/2/6 11. 8. 2

Launch "Ore" 1 1/2 hrs. @ 1/16 1. 1. 10

12. 15. 1

Less Credit :- 1119 Sup. fl. @ 3d/- = 16. 15. 8

6/27' pile @ 2/6 = 20. 5. 0 37. 0. 8

Total Credit £24. 5. 7

(Covering Report)

Timber supplied to P. A. A. as under £3. 13. 10

Further charges:-

Material (bolts) in April 1941 7. 0

Timber. 12x3 - 5/21' B. B. 6. 12. 4

9x2 - 4/16' B. B. 2. 0. 4 8. 12. 8

Carriage 9. 0

£9. 8. 8

C. M. Baty FOREMAN OF WORKS

86 1/2

Pan-American Airways

Cost of Constructing new jetty westward
of existing jetty. 5 to 19 Feb 1941.

Labour		77	10	5	
Material - Including Timber & Piles at Cost.		97	2	10	6
Cartage		5	10	6	
Use of Workshops Machinery					1 4 8
" " Transport No. 2 edge of 9/2/6 day					36 10 0
Launch "Ours" 4 hrs @ 17/6					13 1
Use of Jaws Tools					5 4 9
" " Boards Works Car					10 0
		183	17	7	
10% Est. Ch.		18	7	9	
A.I.P.		2	6	4	
					204 11 8
					= 248 14 2

Plus Cost of demolition of old jetty.

Transport No. 2 edge of 9/2/6	= 11.8.2
Labour	5.5
"Ours" 4 hrs @ 17/6	1 1. 10
	5.5
10% Est. Ch.	.7
A.I.P.	3
	6.3

12 16 2
261 10 5

Less Credit for
Timber Received
Piles

16.15.8
20.5.0

37 0 8
224 9 9

9/6/83

Jack to report

To Plans K 477/1
30' x 21.6"
(12 piles total)

1070 sq ft
10 piles not charged 40

6200
say 61 sq ft.

HR.
14/1/41

Auckland Harbour Board.

MEMORANDUM

From

The Foreman of works
A.H.B.

To

THE ENGINEER

March 13th 1941.

Repayable. Pan American Airways. - Jetty.

Instruction 10111.

Cost of removing Jetty from 5th Feb to 19th February
is as follows.

abstract

Labour.

Transport No 2.

Material

Machinery No 104

Gears Tools Eng Dept.

Gas blow No 2.

Cartage

Launch Ores

£	s	d.
71	14	11
36	16	0
94	10	7
	4	11
5	4	9
	10	0
5	10	6
	13	1
<hr/>		
214	18	9

(Preliminary charge See BR. 4458
Pattern make + bleats. £3-16-9)

9/6/83

W. Batey
Foreman of works.

Auckland Harbour Board.

MEMORANDUM

From

12th March

1941.

The Foreman of Works
A.H.B.

To

THE ENGINEER

Pan American Airway - Jetty. Inst. ~~1011~~ 10111.

	Hrs.	Rate.	£	s.	d.		
<u>Labour.</u>							
Carpenters	407	2/9 3/4	57	4	8		
do Charge money.				15	11		
do Supervision			1	13	8		
Joiners asst.				4	9		
Blacksmith	7	2/9		19	3		
" "	2 1/2	2/10		7	1		
" " asst.	9 1/2	2/5 1/4	1	3	2		
		+ 40%		19	9		
Sawyer	2	2/7 1/2		5	3		
" asst.	2	2/4 1/2		4	9		
Labourer	14	3/6 3/4		10	6		
" Charge money.	4	2/4 1/2		9	6		
Boiler maker	1	2/9		2	9		
" Gas.					5		
"	1 1/2	2/9 3/4		4	2		
" asst.	2 1/2	2/6 1/2		5	11		
" Supervision	1/2 d	1/10 p.		15	0		
Fitters asst. (Bolts)	9	2/5 1/4	1	1	11		
Fitter Sheave pins	4	4/2 7/8		16	10		
" " "	4	2/9		11	0		
" Apprentice.	1/4 d	8/-		2	0		
		+ 5%		3	5	10	71 14 11
Carried forward.							71 14 11

Foreman of Works

6483

Auckland Harbour Board.

MEMORANDUM

From

The Foreman of Works
A.H.B.

To

THE ENGINEER

12th March 1941.

Inst. 10111.

<u>Material</u>	Bwt. Forward.	71	14	11.
Timber. 879 Sft. Brush Box.	18 - 0 - 5			
936 Sft.	15 .3 1			
236 Lft. Old T Piles	29 10 0			
2 - 45ft. New T.P. piles	18 - 15 - 0			
1 22ft. T.P. Timber 12"x6"	2 15 5			
1 - 8ft. 12"x6" Tallow wood	1 .4. 0			
29ft. Red. Mahogany.	12 . 11			
Electrodes. 2 only.				4.
Grease 4 lbs.				1 .11
Dogs. 20 lbs.				10 .10
Flat Iron 16 lbs.				4 .4
Round Iron 131 lbs.	1 17 5			
Malthead 28 ft.	12 .3			
Galv. Clouts. 2 lbs.	1 6			
Deck Spikes 52 lbs.	2 - 6			
C.I. Sheaves 2 only.	8 - 8			
Round Steel 22 lbs.	4 .3			
Flat Steel. 50 lbs.	9 .2			
Bolts. 130 lbs.	1 14 .11			
Cutter pins.				1.
Bolts. Engineers. 8 only. 8" x 3/4".	6 3			
Washers. 5 lbs.	2 .1			
Bolts, Carriage, 31 lbs.	12 .4.			
Hexagon Nuts. 10 lbs	5 .6			
Nails, Galvanized, 28 lbs.	15 5 7/94 .10 = 7			
	Balanced Forward.			7166 - 5 - 6

Foreman of Works

G. 6083

Auckland Harbour Board.

MEMORANDUM

From

The Foreman of Works
A.H.P.

To

March, 12th. 1941.

THE ENGINEER

Repair Pan American airway - Jetty. Inst 10111.

Punt Transport No 2.

4 days @ 9. 2-6 day. 36 10 0. ✓

Launch "Ore" 3/4 Hr @ 17/6.

13 1. ✓

Machinery Workshops. + 60% 19/9

4 11 ✓

Gear & Tools.

5 4 9 ✓

Gas Chev. No 2.

10 0 ✓

Cartage.

5 10 6 / 48-13 = 3

~~7 10 0~~

£ 214 18 = 9

Preliminary charge See B.R. No 4488 ✓

Pattern maker & cleats £ 3-16-9
which is not included in above charge.

C/S 6483

Foreman of Works

The piles, stringers, handwalks of old
jetty have to be demolished and
credit given to P.A.H., with costs of
demolishing against

Decking handrails etc. were used in the
transfer

John D. Doherty

AUCKLAND HARBOUR BOARD
MEMORANDUM

Nº 4488

From

FOREMAN OF WORKS

To

12 Dec 1940

The Engineer
A.H.B.

Repair Pan American airway
New landing, pattern & casting.

Inst.

SIR,

I beg to report that

on 15" x 16" set cost of making pattern & casting is:-
(Preliminary charge)

Labour

Pattern Maker. 8 hrs @ 2/11 1-3-4
+5% 1 2 1-4 6

Material

8 only C.I. Chats 2-9 6
4 sq ft F.C. Kauri 2 9 2 12 3
3-16 9

Com Batey

Hold up for further
charges.

9/6/85

FOREMAN OF WORKS

! 861/2
- C O P Y -

AUCKLAND HARBOUR BOARD.

No. 10347.

INSTRUCTIONS TO FOREMEN & INSPECTORS.

3rd February, 1941.

Foreman of Works.

NEW LANDING JETTY -
REPAYABLE A/C. PAN AMERICAN AIRWAYS.

Further to previous instructions regarding the above, the piles are to be driven in accordance with Plan E477/7, except that the two raker piles in the outer bay are to be omitted.

Headstocks are to be fitted as shown on the same plan but stringers and decking only for the centre walkway 8 feet in the clear between hand rails. Timber decking to be left in its natural state without the concrete covering and all additional work shown on the plan to be omitted.

The existing jetty is to be demolished and all materials which are not used in the new structure are to be taken into stock and credited to the job.

D. Holderness
ENGINEER TO THE BOARD.

Per: A.N.T.

- C O P Y -

AUCKLAND HARBOUR BOARD.

No.10111/3.

INSTRUCTIONS TO FOREMEN & INSPECTORS.

8th October, 1940.

Foreman of Works.

MECHANIC'S BAY AIR BASE.

REPAY. A/C. T.E.A.L. AND P.A.A.

Herewith copy of plan E.477/7, showing alterations to be made urgently at the Air Base, Mechanic's Bay.

Construct new landing and drive fender piles for the new position of gangway pontoon in the position shown for T.E.A.L., and construct new jetty for P.A.A. in the position shown.

Dredge flotation by grab for the Braby pontoon in new position.

The existing P.A.A. jetty is to be left in position, but the gangway and pontoon will be removed to the new site.

When the Braby pontoon is removed to its new site, the old landing and fender piles are to be removed.

Moorings for Braby pontoon are to be altered as required for the new position of the pontoons.

Remove the fence and gate across the quay between T.E.A.L. and P.A.A.

Continue the paving of the quay to the western end of the new site for the Braby pontoon and extend the fencing to enclose this area.

Keep all costs separate and in detail, and these will be borne as under:-

A.H.B.

Paving quay and fencing and dredging for Braby pontoon.

P.A.A.

New jetty (estimate £500).

Air Department.

New landing and fender piles for gangway punt and alterations to moorings of Braby pontoon (estimate - Landing and fender piles £370, alterations to moorings £60).

There will doubtless be other costs in moving winches, fairleads, etc., but no arrangement has yet been made about these, and they may possibly be carried out by the P.W.D.

Keep in touch with Mr. Angus on this work.

D. Holderness.

ENGINEER TO THE BOARD.

Per: A.N.T.

86/2

C O P Y

AUCKLAND HARBOUR BOARD.

No. 9879.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

4th July, 1940.

Foreman of Works.

PONTOON - REPAY. PAN-AMERICAN AIRWAYS.

Remove the pipe and chocks from one of the Suction Dredge pipeline punts and supply this punt to Pan-American Airways.

They have been advised that the cost of preparation and delivery will be approximately £5/-/- to £6/-/- and they will be charged a weekly rent of £3/-/-.

Report cost for charging.

D. Holderness.

ENGINEER TO THE BOARD.

per: A.N.T.

AUCKLAND HARBOUR BOARD
MEMORANDUM

Nº 4102

From

FOREMAN OF WORKS

To

July 11th 1940

The Engineer

A.H.B.

Repay. Pan American Airways.

Pontoon & Suction Dredge

Inst. 9879

SIR,

I beg to report that

on 8th & 9th July cost of removing pipe & chocks
from suction dredge pipeline punt is as follows,
also towing punt Shoal Bay to Slipway & to P.A.A.

Labour.

8th July. 4 pumpers 17 Hours @ 2/10³ 2-8-11 2. 8. 11

Labour Te Hauraki

8th July. Tow punt Shoal Bay to slip, & back punt to Hoaraka,
2 Hrs @ 17/6. 1. 15. 0

9th July. Tow punt to air ways

1 Hour @ 17/6.

17. 6 2. 12. 6

5-1-5

Q 5738

McBain

FOREMAN OF WORKS

861
2

10th April, 1940.

The Traffic Manager,
A. H. B.

PAN AMERICAN AIRWAYS.

Please note that I have given authority to Pan American Airways to install an electrically operated mooring winch on the quay adjacent to their landing jetty.

This is part of the equipment originally contemplated when their lease was arranged and there will be no additional charge for rent of site.

DH. IMH.

Superintendent.

- C O P Y -

AUCKLAND HARBOUR BOARD.

No. 9678.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

10th April, 1940.

Foreman of Works.

AIR BASE

Please note authority has been given to Pan American Airways to instal an electrically operated mooring winch on the quay adjacent to their landing jetty.

D. Holderness
ENGINEER TO THE BOARD.

Per: A.N.T.

10th April, 1940.

Mr. A.L. Lewis,
Pan American Airways Ltd.,
Mechanics Bay,
AUCKLAND, C.I.

Dear Sir,

Confirming our conversation this morning authority is given for your Company to instal an electrically operated mooring winch on the quay adjacent to your landing jetty.

Yours faithfully,

Superintendent.

DH. IMH.

23rd November, 1939.

Mr. Don Walker,
The Airport Manager,
Pan American Airways,
Chaytor Street,
AUCKLAND. C. 1.

Dear Sir,

For the purpose of excluding unauthorised persons from the quay adjacent to the Flying Boat Base I am arranging for the gate leading to the Harbour Board quay in front of the area leased by your Company to be locked permanently.

It is appreciated that from time to time you will require access through this gate for vehicles etc. and I am supplying you with a key to the lock so that you may open the gate when your business requires it without having to make application to this Office.

This key is supplied on condition that you lock the gate whenever you have finished with it and particularly that you should ensure that it is left locked every evening.

Yours faithfully,

Superintendent.

DH.MIJ

Auckland Harbour Board

11th July, 1938.

The Chairman,
A.H.B.

OVERSEAS AIR SERVICES.

In connection with the establishment of the Waitemata Harbour as an Aerodrome and the provision of facilities at the Breastwork Mechanics Bay for the landing and embarkation of cargo and passengers, conversations have taken place from time to time with the Civil Aviation Branch of the Air Department as to the occupation of an area of land in close proximity to the breastwork for the establishment of a Meteorological Station.

At the present time the Air Department is unable to give an indication to the Board as to what permanent or semi-permanent buildings and landing facilities will be required to deal effectively with the services which are likely to develop to Auckland, but when such a building is erected it will then be desirable to have the Meteorological Station and staff accommodated in that building, and the present request is for an area of land for temporary occupation only.

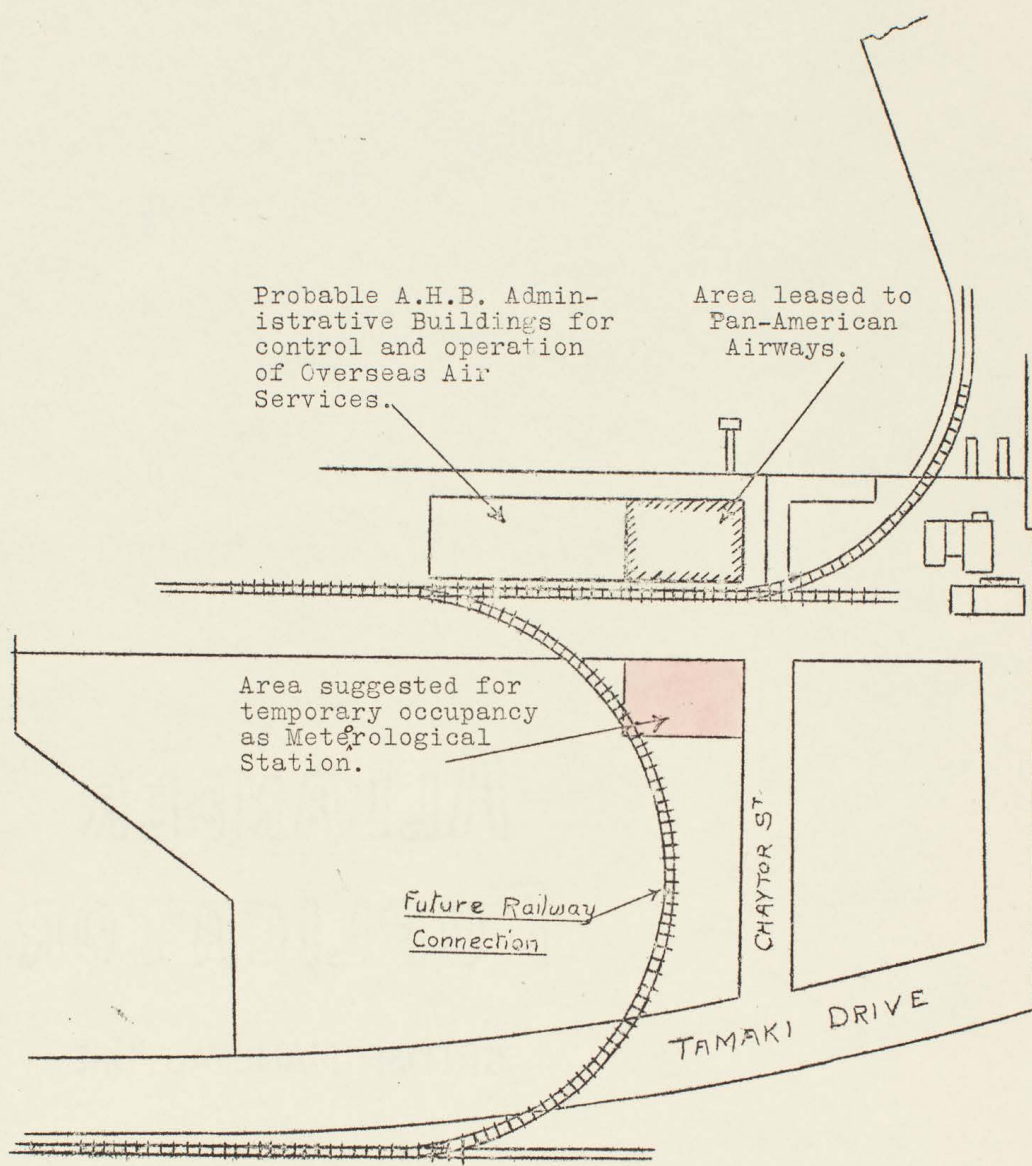
A suitable area for the purpose, having a frontage of 150 ft. to Haig Street and 100 ft. to Chaytor Street, is indicated in the attached sketch.

The rentals fixed for the leasing of allotments facing Haig Street in Block XX11 and XX111 considerably nearer the centre of the city are based on £2. - - per foot frontage, and on this basis the rental for area in question would be £300. per annum.

In view of the fact that the area is required temporarily only and by a Government Department for the establishment of a service intimately connected with the Board's activities, I think it would be reasonable to considerably reduce the rental and I would recommend that the Board offer a temporary tenancy of this area until such time as space is available elsewhere at a rental of say £200. per annum.

When details of the eastern connection to the railway yard are finalised and the sidings are actually laid it may be necessary to encroach to some small extent on the area proposed and provision should be made to do this if necessary and if the station has not already been moved to more permanent quarters.


Superintendent.



Probable A.H.B. Administrative Buildings for control and operation of Overseas Air Services.

Area leased to Pan-American Airways.

Area suggested for temporary occupancy as Meteorological Station.

Future Railway Connection

CHAYTOR ST.

TAMAKI DRIVE

1

- C O P Y -

AUCKLAND HARBOUR BOARD.

No. 8953.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

20th. June, 1939.

Foreman of Works.

LAYING OF MOORINGS - MECHANICS BAY.

- REPAY. PAN-AMERICAN AIRWAYS -

Please arrange for one of the transports to lay moorings at Mechanics Bay for Pan-American Airways.

The moorings are at present stored on the area in front of the P.A.A. Building at Mechanics Bay.

Co-operate with Mr. Walker, Airport Manager, re this.

If possible, they would like the work carried out on Thursday, 22nd. instant.

D. Holderness

ENGINEER TO THE BOARD.

per: A.N.T.

Built December, 1937.

J E T T Y

for

PAN-AMERICAN AIRWAYS.

Length = 49 feet 7 inches

Width = 8 " 0 "

Area = 396.67 square feet.

Cost per square foot = 9/8.43d.

Details of Cost:

Labour:		
	Carpenters, Labourers, etc.	42. 6. 9
	Office Labour, Draughtsmen, etc.	3.18. 6
Material		93.11. 5
Cartage		7. 2. 6
Hire of Plant:		
	Punt Transport No.2	28.10. 4
	Launch "Orere"	1. 6. 3
	" "Te Waka"	10. 0
Gear and Tools		3. 6.11
Workshops Machinery		1. 5. 5
		<u>146.19. 2</u>
	10% Estab. Charge	14.13.11
	Acc. Ins. Premium	<u>1. 7. 9</u> <u>163. 0.10</u>
		<u>£197.19. 9</u>

(See Engineer's C/s. No.3198.)

Cost per square foot = 9/8.43d.

Auckland Harbour Board.

MEMORANDUM

From

86/2

The Foreman of Works
A.H.B.

To

THE ENGINEER

Dec. 21st 1937.

Repayable Pan American Airways

= *Inst. 7613-*

Construction of Piled Approach. *Nov 10th to 6th Dec.*

Completed 23rd December 1937

Labour.

carpenters.	205 hrs @ 2/6 ²	26	1	2			
"	Charge money.		5	3			
"	Supervision	1	8	0			
"	22 hrs @ 7/9 ³ / ₄ .	3	1	11			
Sawyers.	6 " " 2/7 ³ / ₄ .		15	9			
	6 " " 2/3 ³ / ₄ .		13	11			
Ball matts.	1 " " 2/4		2	4			
Painters	15 " " 2/6	1	17	6			
Blacksmiths	3 @ 2/8.		8	-			
	3 @ 2/5 ¹ / ₄ .		7	4			
	2 @ 2/6.		5	0			
	2 @ 2/4.		4	8			
	40% of B/Smith	=	10	0	36	0	10
X <u>Leas & Tools.</u>	November only.	2	18	5	2	18	5
+ <u>Cartage</u>	November "	5	17	6	5	17	6
<u>Transport No 2.</u>	3/8 day @ 9.2.6	28	10	4	28	10	4
<u>Workshop machinery</u>			15	5	15	5	
<u>Launch Orep</u>	1 1/2 @ 17/6.	1	6	3			
" <u>Te Waka.</u>	1 @ 10/-		10	0	1	16	3
# <u>Material</u>	details attached.	63	6	2	63	6	2
		26	5	0	26	5	0

Note.

(Labour up to 6 Dec 1937)
rather small charges to come in
December for G.T., material, cartage
etc.

#0 Plans.

165	9	11
3	12	0
169	21	11
7	8	X
8	6	X
4	19	9
1	5	0
4	0	3
190	3	1

alter

Dec 9 2 hrs @ 2/10 = 7/8 ✓
X Dec 9 Leas & Tools = 4/6 ✓
O Painters 36 @ 2/9 + cartage ✓
+ cartage
Plans

95 3198

Comptrolr

Foreman of Works

Auckland Harbour Board.

MEMORANDUM

From

Dec 27

1937

Repay Pan American Airway
Piled Approach.

To

THE ENGINEER

Details of material.

Inst. 7613

1 lb Galv. Clouts.			6
16 " Round iron		3	5
34 " flat iron		6	8
c. a the			
1. 2 10 bolts	}	3	13 7
99 lb bolts.			
23 " Camage "		15	11-
2 lb Hex Nuts.		-	10
2 1/2 " washers.		-	9.
5 lb Deck spikes		1.	3.
28 lb Wire Nails }	}	10	3.
3 lb Galv " }		10	10.
35 ft malthoid		15	10.
4 galv creosote.		6	2
1134 ft Brush Box Timber		21	11 0
1/20' 6/18' 12" x 6" Jun Bark.		14	8. 0.
412 ft Tallow wood		8	19 3
3/20 8 x 6 Tallow wood		5	4 5
6 - 15' 10 x 15 T.P.		6	7 6
6, 35' T.P. old Pils @ 2/6 ft.		63	6 2
		26	5 0
		89	11 2 ✓

See also

6 lbs galv nails
14 lbs iron
Sandpaper
1 lb Black Lead
1 1/2 lbs Tarsolite
White lead galv
Boiled oil 1 1/2 gals
Raw oil 1 1/2 gals

2 2
5 10
P
6 2
1 10
2 11 0
6 7
6 6

4-0-3 ✓

9/3198

M. B. Bates
Foreman of works.

- C O P Y -

AUCKLAND HARBOUR BOARD.

No.7613.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

6th. November, 1937.

Foreman of Works.

REPAYABLE PAN-AMERICAN AIRWAYS.

Construct piled approach to landing for
Pan-American Airways in accordance with plan E.477/1
herewith.

Return cost for charging.

D. Holderness
ENGINEER TO THE BOARD.
per: A.N.T.

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 9th. NOVEMBER, 1937.

6. PLAN - LANDING FACILITIES, PAN- AMERICAN
AIRWAYS COMPANY.

Report of Superintendent, 5.11.1937, submitting for the Board's approval and for submission to the Marine Department for the approval of the Governor-General in Council, plans of landing facilities for Pan-American Airways Company, Mechanic's Bay.

That the plans be approved and be forwarded
to the Marine Department for the approval of
the Governor-General in Council.

5th. November, 1937.

F. McKenzie, Esq.,
Pacific Divisional Airport Engineer,
Messrs. Pan-American Airways,
AUCKLAND. C.I.

Dear Sir,

I enclose herewith print of E.477, showing details of Landing for Seaplanes at Mechanic's Bay.

As requested by you, an immediate start will be made on the construction of the approach spans.

An account for the cost of this work will be rendered on completion.

Yours truly,

SUPERINTENDENT & ENGINEER.

5th. November, 1937.

The Chairman,
A.H.B.

FACILITIES - PAN-AMERICAN AIRWAYS.

Herewith plan in duplicate of proposed landing and embarkation facilities to be constructed and installed at the Mechanic's Bay Breastwork for use by Pan-American Airways.

Plans have been prepared, and it is proposed to carry out the work by the Board's staff on behalf of the Company.

The Board's approval is required and the plans should be submitted for the approval of the Governor-General in Council.

Superintendent.

DH/EC.

PAN-AMERICAN AIRWAYS

AGREEMENT WITH NEW ZEALAND GOVERNMENT.

Clause

2. Company to commence service not later than 31.12.1936, or by consent of Minister of Transport time may be extended to 31.12.1937.
 3. Company to maintain service continuously for period of TEN YEARS from date of commencement.
 4. Despatch from each terminus of at least two Aircraft each calendar month, not more than two in every week.
 9. Not permitted to run internal service in New Zealand or dependencies.
 10. Company may not sublet or transfer rights except on special conditions.
 11. Only one aerodrome to be used in New Zealand.
 12. Reciprocal rights to be granted to British Companies if demanded.
 16. Company to comply with Air Navigation, Customs, Health, Land & Income Tax, Post & Telegraph, and all other Acts and regulations thereunder.
 21. Three months' notice to comply with provisions of Agreement.
-

Auckland Harbour Board.

MEMORANDUM

From

20th October 1937

The Drawing Office

To

THE ENGINEER

Removal of Spoil from Mechanics Bay
by Winstone Ltd & J. J. Craig Ltd.

The work was commenced on 24th Sept. 1937 and completed on 7th October 1937

Winstone Ltd used a $\frac{3}{4}$ yd power shovel and 5 trucks on 12 days.

J. J. Craig Ltd used a $\frac{1}{2}$ yd shovel and 5 trucks on 4 days.

Almost the whole of the finished surface is below the required level by amounts of up to 12".

The total quantity of spoil excavated down to the required level was 3705 yds.³ of which Craig removed 984 yds.³ and Winstone 2721 yds.³

*Mr Taylor
Pursuant to instructions for 2721 Cuyds
to Winstone for 984 Cuyds
of Craig was advised by Capt
rate of 4/7
4.10.37
Sent 4.10.37*

R. Young
Orders Sent to -
Winstone Ltd.
8.10.37. A 63. 1600 Cuyds
22.10.37 A 1121 "
2721 "
J. J. Craig Ltd
22.10.37. A 984 Cuyds.

4th. October, 37.

The Secretary.

Please note that on 24th. September 1937, the joint quotation of Messrs. Winstone Limited. and J.J. Craig Limited, of 4/7d per cubic yard, was accepted for the excavation of surface spoil from Campbell's Point Reclamation and tipping of same at Nelson Street Reclamation.

This will be allocated between the two works as follows:-

Allotments - Eastern Reclamation No.2,	2/1d)	per
)	cubic
Reclamation - Nelson Street,	2/6d)	yard.

SUPERINTENDENT & ENGINEER.

24th. September, 1937.

(Copy sent to each.)

Messrs. J.J. Craig Ltd.,
and Winstone Ltd.,
Queen Street,
AUCKLAND. C.I.

Dear Sirs,

Your quotation dated 22nd. instant, for the excavation of not less than 4,000 cubic yards of spoil in terms of enquiry dated 17th. instant, at 4/7d per cubic yard has been accepted.

Please proceed with the work immediately and leave the site smooth and even to correct levels and grades which will be set out by Mr. Young.

Yours truly,

SUPERINTENDENT & ENGINEER.

22nd September, 1937.

The Superintendent,
The Auckland Harbour Board,
Quay Street,
AUCKLAND. C.I.

Dear Sir,

QUOTATION FOR THE EXCAVATION OF SURFACE SPOIL
FROM CAMPBELL'S POINT RECLAMATION, AND TIPPING
AT NELSON STREET RECLAMATION

We, the undersigned, have pleasure in quoting for the excavation of four thousand yards or more of spoil from Campbell's Point and for its transport to, and dumping at the foot of Nelson Street, at the rate of -

4/7 per cubic yard, solid material

The limited time available for the carrying out of the work, requires the united plant and transport of both our Companies in order to give you the requisite service.

It is noted that the Board reserves the right to call upon the contractor to carry out any additional excavation in the same area, and we are agreeable to this, subject to our being advised of the additional quantities before the completion of the main contract, enabling the work to be carried on continuously.

The excavation will be undertaken by mechanical excavators, and it is presumed that the approximate levels reached by these machines will be agreeable to your Board.

At this moment of tendering, we are in a position to commence the work within two or three days from date of instructions.

Yours faithfully,

Approved. acceptance
Wm J. Craig

WINSTONE LIMITED. Per *Engle...*

J.J. CRAIG LIMITED per *Hanna*

JLH/FE

22-9-37.

Auckland Harbour Board

Engineer's Office,

17th. September, 1937.

EXCAVATION OF SURFACE SPOIL FROM CAMPBELL'S
POINT RECLAMATION AND TIPPING AT NELSON ST.
RECLAMATION.

Quotations will be received until 4.30 p.m. on Wednesday, 22nd. September 1937, for the excavation of not less than 4,000 cubic yards of spoil from Campbell's Point Reclamation, and for its transport to and dumping in the reclamation at foot of Nelson Street.

TIME OF COMPLETION: The excavation is being carried out to enable buildings to be erected on the site, and the whole of the 4,000 cubic yards is to be removed within fourteen days from date the order is given. Any further excavation required shall be carried out expeditiously and at approximately the same rate of progress.

SITE TO BE LEFT EVEN AND CORRECT LEVEL: Pegs will be driven to the finished levels and grades, and the Contractor shall leave the site smooth and even to correct levels and grades between the several pegs.

PRICES: The price quoted shall be at per cubic yard of solid material removed as determined by careful leveling before and after excavation of the site.

ADDITIONAL QUANTITIES: The Board shall have the right to call upon the Contractor to carry out any additional excavation in the same area and under the same conditions, at the price quoted.

(Sgd.) D. Holderness.

SUPERINTENDENT & ENGINEER.

QUOTATIONS CLOSE AT 4.30 P.M. ON WEDNESDAY 22nd. SEPT., 1937.

Engineer's Office,

17th. September, 1937.

EXCAVATION OF SURFACE SPOIL FROM CAMPBELL'S
POINT RECLAMATION AND TIPPING AT NELSON ST.
RECLAMATION.

Quotations will be received until 4.30 p.m. on Wednesday, 22nd. September 1937, for the excavation of not less than 4,000 cubic yards of spoil from Campbell's Point Reclamation, and for its transport to and dumping in the reclamation at foot of Nelson Street.

TIME OF COMPLETION: The excavation is being carried out to enable buildings to be erected on the site, and the whole of the 4,000 cubic yards is to be removed within fourteen days from date the order is given. Any further excavation required shall be carried out expeditiously and at approximately the same rate of progress.

SITE TO BE LEFT EVEN AND CORRECT LEVEL: Pegs will be driven to the finished levels and grades, and the Contractor shall leave the site smooth and even to correct levels and grades between the several pegs.

PRICES: The price quoted shall be at per cubic yard of solid material removed as determined by careful leveling before and after excavation of the site.

ADDITIONAL QUANTITIES: The Board shall have the right to call upon the Contractor to carry out any additional excavation in the same area and under the same conditions, at the price quoted.

(Sgd.) D. Holderness.

SUPERINTENDENT & ENGINEER.

QUOTATIONS CLOSE AT 4.30 P.M. ON WEDNESDAY 22nd. SEPT., 1937.

17th. September, 1937.

The Secretary.

EASTERN RECLAMATION NO.2.

Please advertise, one insertion only, in "Herald"
and "Star" for Saturday 18th. instant, as under:-

TO EXCAVATION AND CARTAGE CONTRACTORS.

Quotations will be received, closing 4.30 p.m. Wednesday, 22nd. instant, for the excavation of not less than 4,000 cubic yards surface spoil from Reclamation Campbell's Point, and its removal to and depositing in Reclamation at foot of Nelson Street.

Further particulars from Engineer's Office.

Secretary,
Auckland Harbour Board.

AUCKLAND HARBOUR BOARD.

H. 18/9/37. Secretary's Office,
Quay Street,
September 17, 1937.

REMOVAL OF SPOIL—EASTERN
RECLAMATION, No. 2.

Quotations will be received by the Engineer from Excavation and Cartage Contractors, up till 4.30 p.m. on WEDNESDAY, September 22, 1937, for the Excavation of not less than 4000 cubic yards of Surface Spoil from Reclamation, Campbell's Point, and for its removal to and depositing in Reclamation at foot of Nelson Street.

Further particulars may be obtained at the Engineer's Office, Quay Street.

W. B. SMITH,
Secretary.

ENGINEER TO THE BOARD.

Auckland Harbour Board

TUESDAY, 14th. SEPTEMBER, 1937.

At 3.15 p.m. the Board went into Committee to consider:- (a) Accommodation for Pan-American Airways Company, and (b) Question of Airport for Auckland. (Committee had power to act re (a).

PRESENT:- The Chairman (Hon. T. Bloodworth), Messrs. E.J. Phelan, C.G. Macindoe, J. Sayegh, W.F. McCallum, J.B. Donald, H. Turner, H. Luke, H.R. Mackenzie, R.T. Reid, A.S. Sutherland, T.A. Bishop, A.J. Parker and W.B. Darlow.

1. ACCOMMODATION FOR PAN-AMERICAN AIRWAYS COMPANY.

The Chairman stated that Members were conversant with the position up to the last meeting of the Board in Committee. Mr. Gatty had referred, when he met Members, of an agreement with the Government. As Members were aware he (The Chairman) had gone to Wellington to attend the Opening of Parliament, and while in Wellington he had taken the opportunity of waiting on the Hon. W. Nash who had been concerned with the negotiations while abroad and who was fully conversant with the whole matter. He had submitted details of the Board's terms to Mr. Nash who had asked that these be put in writing, and this had been done. It was pointed out to Mr. Nash that the Board had no knowledge of the Agreement come to between the Government and Pan-American Airways Company, and Mr. Nash had kindly allowed him to peruse the Agreement. Mr. Nash had promised to bring the Board's proposals before Cabinet and to let the Board have a reply by to-day, but this had not been received. He had not seen Mr. Gatty in Wellington, but he had been informed that a reply had been received from Mr. Gatty's Principals and that certain alterations in the Board's terms had been asked for. As Mr. Gatty was not returning to Auckland for some days he had telephoned him and told him that he and the Superintendent would come down by train on Tuesday night and discuss the matter further with him and the Ministers. A letter was then read from Mr. Gatty dated 13th. September, 1937, stating that his Principals desired to have the terms of the lease altered to the following:- A lease for two years, with the option to renew at the same rental for four additional periods of two years each, and that a clause be inserted to the effect that the Company was relieved of its obligations under the lease if the operating rights of the Company were terminated for reasons beyond the control of the Company; also stating that the Company objected to the imposition of Port Charges and that he was not empowered to sign the lease while this condition was included. The Chairman pointed out that the Agreement between the Government and the Company was for a period of ten years, and that the Government had the right to terminate this Agreement on certain conditions.

14.9.1937.....(2)

1. Accommodation for Pan-American Airways Company (Cont.).

He then moved:-

That the Chairman and Superintendent be authorised to proceed to Wellington with full power to finalise an Agreement with Mr. Gatty in connection with the accommodation to be provided for Pan-American Airways.

The Chairman reiterated that the principle of making a charge on the Air-ships would be safeguarded, and stated that he personally considered that this principle should be established, even if it were only in the form of a letter from the Company conceding the right to charge. If this could be established he was not concerned as to whether a charge was made or not. He would however welcome the opinions of Members on this point.

Members approved the motion and generally supported the principle of a charge per ship being made.

Messrs. Mackenzie and Donald objected to the tenure now asked for, i.e., two years, with four rights of renewal of two years each, and Mr. Donald suggested that a provision should be inserted in the Agreement whereby the temporary accommodation could be moved over to a permanent site, if and when available.

In reply to Mr. Donald the Chairman stated that the service was to ^{have} commenced before December, 1936, and to be carried on with not less than one ship per fortnight. An extension of one year had however been granted by the Government.

Mr. Macindoe supported the Chairman's proposal and also Mr. Donald's suggestion. He thought also that there should be a clause in the lease providing for its annulment in the event of the Company ceasing operations at any time.

Mr. Bishop asked if any charge or landing fee was made for land planes using the various aerodromes. In reply the Chairman stated that he had no knowledge as to whether charges were made or not, but promised to make inquiries.

In reply to a question the Superintendent stated that the accommodation asked for could be provided for a period of ten years without inconvenience or hindrance to the Harbour Development Scheme.

The motion was then put and carried.

2. AIRPORT FOR AUCKLAND.

The Chairman referred to the report of an interview with him which had appeared in "The N.Z. Herald" on 3rd. instant. At this interview he had stated that, in his opinion, the Airport could be efficiently controlled, or administered, by the Board, and the proposal had much to commend it in view of the vast areas of shallow tidal water under its control where a suitable site could be found for both land and sea-planes.

He then read a letter from His Worship the Mayor dated 7th. September, 1937, his reply thereto dated 13th. September, 1937, and a further letter from His Worship dated 14th. September, 1937, in connection with the matter.

14.9.1937.....(3)

2. Airport for Auckland. (Cont.).

It was suggested that the Chairman and the Superintendent should attend a meeting of the Committee set up by the Government to inquire into suitable sites, and submit a scheme for the Committee's consideration. This Special Committee was meeting the Council's Committee next week and any scheme suggested by the Board would receive consideration. The Chairman's idea was that the area above Mangere Bridge was very suitable for reclamation.

At 4.15 p.m. Mr. J.B. Donald vacated his seat.

Members considered that any scheme brought forward should first be considered by them before being brought before the Special Committee set up. It was thought, however, that the Chairman and the Superintendent should attend the Conference.

The Chairman stated that the Conference was to be held next week & the Superintendent & Engineer would not have sufficient time to go into the matter very closely in the meantime.

He then moved:-

That consideration be deferred till next meeting of Committee, the Superintendent to submit such proposals as he is able to prepare in the time available.

The motion having been carried the meeting terminated at 4.25 p.m.

Confirmed -

Chairman.

Auckland Harbour Board

BOARD IN COMMITTEE.

Tuesday, 7th. September, 1937.

The adjourned informal urgent meeting of the Board in Committee was continued at 2.0 p.m. on the above date.

Present:- The Chairman (Hon. T. Bloodworth), Messrs. T.A. Bishop, A.J. Parker, W.F. McCallum, H.R. Mackenzie, M.H. Wynyard, C.G. Macindoe, H. Turner, A.S. Sutherland, W.B. Darlow, R.T. Reid and J. Sayegh.

The Chairman stated that the meeting was a continuation of the informal urgent meeting held on Monday evening, 6th. instant, and read the resolution then come to. He reported that he had had a lengthy conference with the Board's Officers when the question of the basis of charges had been fully gone into. These had been worked out on the basis of a charge per pound of pay load and also from the point of cost of a proportion of the breastwork and of the breakwater. The amount required from the Company worked out at £675 per annum which, assuming one trip per fortnight, equalled £25 per trip. Mr. Gatty, at his request, had attended the Board's office at noon and had conferred with himself and the Board's Officers. Mr. Gatty had been informed that the rent required for the land was £500 per annum and that a charge of £25 per ship per trip would be made as a port charge. Rates amounting to approximately £100 per annum would also require to be paid by the Company. Considerable discussion had taken place with regard to the port charge, but it was explained to Mr. Gatty that the Board's right to make this charge must be established. Mr. Gatty had thought the amount of £25 per trip was too high and, after further discussion, he had agreed to reduce this charge to £10 per ship per trip. The total amount of £1175 per annum was thus reduced to £860 per annum. Mr. Gatty had stated that, although he had full power to negotiate with the Board, he preferred to communicate with the Company in New York in connection with the port charge. It was then agreed, after further discussion, that a recommendation would be made to the Board to reduce the rent to £400 per annum and the port charge to £10 per ship per trip for a period of five years. The matter that had been worrying Mr. Gatty was the principle of charging dues on the ships, this being something new to the Company, as no charge of this kind had been made at any other port where the Company was domiciled. Several matters of a minor nature such as the removal of the Show-boat had been discussed, and Mr. Gatty had been assured that, if it became necessary, the Show-boat would be moved to another position.

Members supported the Chairman's action and congratulated him on the manner in which he had conducted negotiations with Mr. Gatty.

In reply to a question the Superintendent stated that, if any other Company wished to commence similar operations at Auckland, accommodation could and would be found.

Mr. Gatty was present at 2.30 p.m. and the Chairman informed him that the Committee had approved of the rent of the land being fixed at £400 per annum and of a charge of £10 per ship per trip being made, this arrangement to be for a period of five years.

Mr. Gatty stated that he preferred to refer the question of the charges to his Head Office before finally giving a decision and confirmed the Chairman's statement that no charges were made at any other port used by the Company.

In reply to a question he stated also that no special facilities were provided at other ports and that any buildings that had been erected had been constructed by the Company.

Mr. Gatty stated also that he wished to make it clear to his Company the position of Harbour Boards in New Zealand, as at other places the desires of the community had come into it, but in this case he was dealing with the Harbour Board only.

He also referred to the Ports of Charleston, New York, Boston and Baltimore, and stated that at these places the Company had been received with "open arms" and that a free site had been granted the Company on Long Island.

He stated also that it was not essential that the site should be close to the City as a few miles did not make a great difference when passengers had been brought by air for thousands of miles. He thought that the matter should be considered on a different basis than that applied to shipping, and promised to notify his Principals immediately in order to obtain their consent to the Board's terms.

The meeting terminated at 2.40 p.m.

Confirmed -

CHAIRMAN.

Auckland Harbour Board

BOARD IN COMMITTEE

Monday, 6th September 1937.

An informal urgent meeting of the Board in Committee was held at 7.p.m. on the above date for the purpose of meeting Mr. H. Gatty, Australian and New Zealand Representative of Pan-American Airways.

Present:- The Chairman (Hon. T. Bloodworth)
Messrs. W.B. Darlow, C.G. Macindoe, H. Turner,
H.R. Mackenzie, A.S. Sutherland, T.A. Bishop,
A.J. Parker, M.H. Wynyard, J. Sayegh, R.T. Reid,
J.B. Donald and W.F. McCallum.
Apologies for absence were received from Messrs.
E.J. Phelan and H. Luke.

The Chairman stated that he had been in touch with Mr. Gatty in connection with the Pan-American Airways proposed service to New Zealand. Mr. Gatty had indicated to him the accommodation that was required and had pointed out that the present requirements would be temporary only and that nothing in the nature of permanent accommodation would be necessary for probably five years, by which time it was hoped that the service would be stabilised and the Company would be in a position to more clearly indicate its requirements for permanent accommodation. Two further trial flights would be made late in November or early in December, and it was hoped that a fortnightly service would be inaugurated before the end of the year, firstly with Sikorsky machines and later, probably in April, with large 40-ton Boling machines. Mr. Gatty had desired that arrangements be made as soon as possible, and it was for this purpose that the meeting had been called.

At the request of the Chairman, the Superintendent explained that Mr. Gatty had called on him and had asked that temporary accommodation be provided for the use of the Company's flying-boats, and stated that a site could be given the Company inside the Eastern Breakwater which would be eminently suitable. It would mean shifting 35 pleasure boats from this area, but the Harbour Master thought they could be accommodated in a position off the Viaduct between the two shipping protected areas. Several questions were asked by Members and answered by the Superintendent.

At 7.30.p.m., Mr. Gatty was present and set out fully the proposals of his Company, and asked the Board to allocate a water site for the use of the Company, which could be utilised for the mooring of the flying-boats, and for land space for the erection of the necessary buildings for the carrying out of the service. Mr. Gatty stated also that he had full power to conclude negotiations on behalf of the Company, and that, as far as he was concerned, the matter was one of urgency as six technical Officials of the Company would be arriving by the "Mariposa" on her next trip. He also answered several questions asked by Members and the Superintendent.

Mr. Gatty having retired the Chairman moved:-

- (a) That Mr. Gatty be informed that the Board will enter into an arrangement with the Pan-American Airways Company for the use of an area of 500 ft.

of water space west of the Eastern Breakwater, and an area of 150ft. by 100ft. of land space at a rental of £400 per annum for a period of five years; the Company to pay rates.

- (b) That validating legislation if necessary be obtained to enable the Board to grant the lease to the Company.

After further discussion, the motion was carried unanimously. It was agreed also that the meeting of the Board in Committee set down for 3.p.m. on Tuesday, 7th inst., be held at 2.p.m. in order to further consider the matter.

The meeting terminated at 9.10. p.m.

CONFIRMED:

CHAIRMAN

Pan American Airways
Details of Labour

9/5 2489

Date

499

1937

Hoisting Chains & Anchors

Receiving Chain, procuring A.M.B. Chain
from Pearl Bay, Anchoring main Chain.
& A.M.B. Chain, Tarring Chain, Laying &
lifting moorings & placing Pentons in Operation

Date	Category	Hours	Rate	1	2	3	4	5	6
March	13. Shipwrights	1 1/2	2/8 1/2		4	1			
	" Overtime	1	4/0 3/4		4	1			
	Labourers	4 1/2	2/4		10	6			
	" "	3	3/6		10	6			
"	15. Shipwrights	14	2/8 1/2	1	17	11			
"	Labourers - Tarring	8	2/4 1/2		19	0			
"	16. Shipwrights	8	2/8 1/2	1	1	8			
"	19. " "	8	2/8 1/2	1	1	8			
"	Labourers	16	2/4	1	17	4			
"	23. Shipwrights	1	2/8 1/2		2	8			
"	Labourers	1	2/4		2	4			
"	30. Shipwrights	6	2/8 1/2		16	3			
"	Labourers	6	2/4		14	0			
April	12. Shipwright	3	2/8 1/2		8	2			
"	Labourer	6	2/4		14	0			
"	13. Shipwrights	6	2/8 1/2		16	3			
"	Labourers	10	2/4	1	3	4			
"	14. Shipwrights	4	2/8 1/2		10	10			
"	Labourer	4	2/4		9	4	14	3	11

Making four masting ballards, dgying holes
& embedding ballards.

March	16. Carpenters	8	2/7	1	2	0			
	Labourers	8	2/7 1/2	1	1	0			
"	17. Carpenters	32	2/4	3	14	8			
	"	40	2/7 1/2	5	5	0			
	Labourers	8	2/7	1	2	0			
		30	2/4	3	10	0	15	14	8

Making Rigs for Four Buoys.

March	16. Blacksmith	2	2/7		5	2			
"	" 3 male	2	2/4		4	8			
"	17. " "	1	2/7		2	7			
"	" "	1	2/4		2	4			
"	18. " "	2 1/2	2/7		6	5			
"	" "	2 1/2	2/4		5	10	1	7	0

Carried Forward

31 5 7

Brought Forward

31 5 7.

Receiving Old Tyres to Buys etc.

March		Hours	Rate				
18	Shipwright	10	2/8 $\frac{1}{2}$	1	7	1.	
	labourer	8	2/4.	.	18	8.	2 5 9

Yacht Moorings - lifting in order to clear site for Skipper + replacing after Skipper's departure.

March	16	Shipwrights	3	2/8 $\frac{1}{2}$.	8	2	15 19 6
		labourer	6	2/4	.	14	0	
	Shipwrights	24.	2/8 $\frac{1}{2}$	3	5	0		
	labourer	16	2/4.	1	17	4		
	Mooring Supervisor.	62	3/-	9	6	0		
	" "	2	4/6	.	9	0		

Erecting Fence & Gates (to exclude public from mooring basin + landing stage)

March	17.	Pump	1/2	2/7.	.	1	4.	11 2 1
		" 's mate	1/2	2/4 $\frac{1}{2}$.	1	2	
	18	"	1	2/7	.	2	7	
	"	1	2/4 $\frac{1}{2}$.	2	4.		
	19	Carpenter	16	2/7 $\frac{1}{2}$	2	2	0	
	labourer	24.	2/4	2	16	0		
18	Carpenter	16	2/7 $\frac{1}{2}$	2	2	0		
	labourer.	32.	2/4	3	14	8.		

Making Wire Guys to Skidway.

March	22	Rigger	4	2/6 $\frac{3}{4}$.	10	3.	19 7.
		labourer	4	2/4.	.	9	4	

Shift Pontoon

April	5	Shipwright	2	2/8 $\frac{1}{2}$.	5	5.	10 1
		labourer	2	2/4	.	4	8	

Barred Fwd.

62 2 7.

£ 0 0 £ 0 0.

Brought Fwd.

62 2 7.

Work done on board shipper to Mr Thompson's instructions, re-fuelling and cleaning up in general.

Date	Description	Hours	Rate	£	s	d
March 31	labour	24	2/4.	2	16	0.
	" overtime	3/4.	3/6	.	2	7
April 1	"	24.	2/4	2	16	0
	"	3/4.	3/6	.	2	8
" 2	"	24	2/4.	2	16	0
	"	12.	3/6	2	2	0
	" double time	9 3/4.	4/8	2	5	6
	" Sea Marcs	6	1/6	.	9	0
3	" overtime	12	3/6	2	2	0
	" double time	18 3/4	4/8	4	7	6
					19	19 3

March 16. Erecting Temporary Electric lighting and
April 5. Power

Workmen	68	2/6 3/4	8	14	3.
" overtime	2 1/2	3/10.	.	9	7.
" Apprentices	31	8 ^d	1	0	8
Carpenter	5	2/7 1/2	.	13	2.
					10 17 8
<u>General.</u>					
Foreman Carpenter			1	9	2
" Shipwright			.	12	3
" Labourer			1	17	11.
					3 19 4
					£ 96 18 10.

work represented by this

A considerable part of the "above expenditure" would be available for ~~future~~ use in connection with the further survey flights ~~with~~ during the next 2 or 3 months & for such flights using these facilities charges would be correspondingly lighter. This is particularly referable to ~~special~~ installation of special ballasts on shore ~~and~~ ^{for any work} ~~in the~~ area to exclude (if no use for any other purpose) ~~the~~ ^{installation of} electric lighting & power.

Receipts

100.00.00

Expenditure

96.00.00

196.00.00

Balance 4.00.00

Expay^c of Pan-American Airways

for cost of ^{lifting} laying moorings for Clipper, shifting & replacing launch moorings to clear site for Clipper, constructing fence around Enclosure, making & embedding bollards, erecting special lighting, hire of barge, boats & chain etc in connection with survey flight of Pan-American Clipper. March-April 1937.

<u>Labour</u>					
	Fow.	73	15	3	
	Elect	10	8	7	
		<u>84.3.10</u>			
	Penr	3	0	0	
					87 3 10
<u>Material</u>					
	12' x 4' 6" Jate				8 16 1
					10 19 11
					1 5 0
					3 2 0
<u>Cartage</u>					
	El. Current				1 19 7
	Taxi Hire (Wireman to fix lighting)				5 6
<u>Launches</u>					
	" Te Waka "	2 hrs	10%		1 0 0
	" Orere "	1 1/2 "	17%		12 13 9
	" Te Hauaki "	1 1/2 "	17%		17 5 8
	" Rambu " (outside)	2 1/2 "	17%	2 3 9	
	" Ionarero "	1 1/2 "	17%	1 1 10	
<u>Use of gear</u> (Pontoon, 2 Boats, Chain etc)					12 9 8
<u>Use of Timber Yard Machinery</u>					1 8
	10% Est. Charge				10 5 0
	A. I. P.				2 3 8
					116 17 2
					117 13 7
					163 3 11
					162 7 6
<u>Harbour Dept</u>					
	A. Clark's time (includes 10% A. I. P.)				10 19 6
	March-April				124 13 5
					1173 7 0
<u>Less Credit for Materials Recovered</u>					2 1 10
					1172 1 7

C/ 2489-90

Repay² of Pan-American Airways

Cost of laying mowing, constructing fence around Enclosure, making & Embedding bollards, erecting special lighting & hire of barge, boat etc. in Connection with survey flight of Pan-American Clipper.

Labour

69. 12. 6 ✓
 10. 8. 7
 add 80. 1. 1 Amer
 3 0 0

83 1 1 ✓

Material

15' x 4' 6" gate

10 17 11 ✓
 1 5 0 ✓

Cartage

3 4 0 ✓

El. Current.

Taxi Hire (Wireman to fix lighting)

5 6 ✓

1 19 7 ✓

Launch

" Te Waka " 2 hrs 10/-
 " Oure " 1 1/2 " 17/6
 " Te Haueraki " 1 1/4 " 17/6

1 0 0 ✓

12 13 9 ✓

12 13 2 ✓

Use of firm. (Pontoon, 2 Boats, Chain etc)

12 9 8 ✓

Use of Timber Yard Machinery.

98 13 6 ✓

1 2 0 9

10% Est. Charge
 A.S.P.

9 17 4

110 12 5

2 1 7

126 8 5

110 12 5

169 6 2

15 13 10 3

Less Credit for Material Recovered.

2 1 10

167 4 14

157 1 8 5

Estimate

Harbour Dept. Charges (A. Chan-Marks).

(Replacing Yacht & Launch Moorings)

Launched T.P. 30 17/6 2.12.61
 " " 24 1/6 2.8.61 ✓
 " " 4 2 9/6
 10% " 5 13 8
 A.S.P. 7 0

Lifting Clipper Moorings

9 13 8

157 1 8 5

Rs 2489-90

172 1 7

10. 12. 1
 + 10. 12. 1
 6. 6. 6

Auckland Harbour Board.

MEMORANDUM

From

12th April

1937

Electrician's Office

To

THE ENGINEER

PAN AMERICAN AIRWAYS. PLUMER STREET.

REPAYABLE A/C

Transfer of Credits (Material)

Date	Reqn No.	Material		Debit
1937				
17th Mar.	3056 L	1 Pair 2½ Iron Hinges) ¾ Screws. 1 Hasp & Staple)	- -	Public
			£0- 0- 8	Light
17th	3059 L	Carr. Bolts. = 1/12½ x ⅝ - 1/10 x ⅝) " " = 1/8 x ⅝ - 1/9 x ⅝)	- - 1-10 - -	Queens Wharf M/a
18th	3063 L	8 - 3 x ⅜ Coach Screws	9	" "
	3073 L	1 - 1" Water Clamp	6	" "
19th	3079 L	1 - ⅝ Thro' Box 1 - ⅝ Terminal Box	10 11	" "
18th	3084 L	1 - ⅝ Thro' Box 1 - 3 Pin Plug Complete	9 1- 8 <u>7."</u>	" "
17th	3057 L	3 - 10 Amp. Switches	3- 7	Staff
	3073 L	1 - 10 Amp. Ins. Switch 1 - 3 Pin Plug	1- 2 1- 8	Offices Queens
19th	3079 L	2 - 3 Pin Plugs Complete 1 - 10 Amp. Ins. Switch	3- 4 1- 2	Wharf Heating
	3086 L	6 - 3 Pin Plugs 3 - ⅝ Thro' Boxes 2 - ⅝ Terminal Boxes	6- 8 2- 3 1- 7	etc. M/a " " " "
			£1- 9- 6	

Journal 132
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P. Sauvants

Chief Electrician.

Auckland Harbour Board.

MEMORANDUM

From

Foreman of Works.
A.A.B.

To

THE ENGINEER

A.A.B.

9th April 1934

Repay? Pan American Airways.

March - April.

Summary of Charges.

(Not including lifting
of masts which
is not yet commenced)

	£	S	D	
Labours	69	12	6	✓
Stores.	24	12	10	✓
Lunch Hire	28	6	11	✓
Gear & Tools.	12	9	5	✓
Cartage.	3	4	0	✓
Bits	1	5	0	✓
Machinery.		1	8	✓
Total.	£139	12	4	

M. Batey
Foreman of Works.

CP 2089-90

Auckland Harbour Board.

MEMORANDUM

From

Foreman of Works
AAB

To

THE ENGINEER
AAB

9th April 1937.

Repay! Pan American Airways.
13th Mar. - 5th April.

Labours.

1hr @ 3/11 ⁴	3 11 ⁴
7. @ 2/6	14 6
28 ¹ / ₂ . @ 3/4 ²	46 2 ¹ / ₂
8. @ 2/3 ²	18 4
1 ¹ / ₂ . @ 2/3 ⁴	3 4 ² / ₄
259. @ 2/3	29 2 9
28 ¹ / ₂ . @ 4/6	6 8 3
6. @ 2/8	2 2 8
80. @ 2/6 ²	10 3 4
74 ¹ / ₂ . @ 2/4 ²	10 3 5 ¹ / ₂
2. @ 2/5 ²	. 4 11 ¹ / ₂
6T.M. @ 1/6	. 9 .
Supervision J.L. 19.2)	
W.C. 11.8)	3 8 9
H.B. 1.14.11)	

£69.12.6

9/ 2489-90

Foreman of Works

Auckland Harbour Board.

MEMORANDUM

From

Foreman of Works
A.H.B.

To

THE ENGINEER
A.H.B.

9th April 1934

Pan American Airways, Repairs 16th Mar - 9th Apr. Stores.

Mar	16 Lb Firewood	10						3 8 5
	Spikes 4 lbs	23	Mar	18 Box Iron only				9
	14 Rb Iron 1 1/2 lbs	33		Plug 3 pin 1"				1 8
	Seizing wire 3 lbs	3		Pile, old to turn 19'				1 16
	Switches 3 only	3 4		Old Lumber 6 x 4 ft				6 4 10
	18 Spikes 10 lbs	4 10		19 Seizing wire 3 lbs				3
	Bolts 2 1/2 lbs	14 1		Wire Nails 6 lbs				1 1
	1/2" Steel Bolts	2		22 Old Lumber 8 1/2 ft				8 2 5
	Screws 1/2 only	2		23 Iron Boxes 3 only				2 3
	Wasp & Staple only	4		Iron " 2				1 9
	Bolts Can 1 1/2 lbs	6		Cable 7.044 1 coil				2 0 7
	Deck Spikes 5 lbs	2 3		" 7.036 1				1 9 11
	Bolts Can 3/4 lbs	1 10		" 3/20 1				1 3 11
	Screws Coach 5 only	9		Black Tape 1"				4
	Bolts 3/8 lbs	5 4		25 Rb Steel 4 lbs				9
	Deck spikes 2 lbs	4		Pots 8 x 5 1/2" ^{old} 1 only				8 4
	3 pin plugs 2 only	3 4	April	10 Amp Switch 1 only				1 2
	Switch 1"	1 2	Sheets	Clamp Water 1 1"				6
	Boxes Iron & Term.	1 9		Plugs 3 pin 6				6 8
	Wire Brails 4 lbs	1 4		Blk Tape 1 Coil				4
	1" Pipe 5'	2 2						25 5 2
	Plug 3 pin 1 only	1 5						12 4
	Bolts Can 3/4 lbs	10						24 12 10
	Offod.	3 8 5						

cut out JL 134

cut out JL 134

Qs 2689-90

Foreman of Works

Auckland Harbour Board.

MEMORANDUM

From

Foreman of Works
A.A.B.

To

THE ENGINEER
A.A.B.

9th April 1934.

Repay: Pan American Airways.
15th Mar. - 5th Apr.
Launch Hire.

March	{	"Le Naka" 2 hrs. @ 10/6	1	0	0
		"Oreel" 12 1/2 " @ 14/6	10	18	9
		"Tehawaki" 6 3/4 " @ 17/6	14	13	1 1/2
		£	26	11	10 1/2
Apr.		"Oreel" 2 hrs @ 17/6	1	15	0
			£ 28.6.11		

Q. 2689-90

Foreman of Works

Auckland Harbour Board.

MEMORANDUM

From

Foreman of Works.
A.H.B.

To

THE ENGINEER
A.H.B.

9th Apr. 1934.

Repay: San American Airways.
March & April.
Gears Tools.

G.I. March	2	5	0
April	2	6	8
	5	11	8
Gear other than G.I.			
March	2	3	6
April	3	14	6
	6	18	0
	£ 12 9 8 ✓		

Details as per G.I. sheet attached.

* Cartage:- £ 3 4 0 ✓

* Already re-allocated on Rob Lewis' sheet.)

Debits:-

1/2' x 4'6" Sawn Jarrah Gate. £ 1 5 0. ✓

Machinery:-

Timber Mill Saw. 2 hr @ 3/3 . . 1 7/2 ✓

Foreman of Works

GEAR and TOOLS

24/3/34
to 24/6/34

Statement of Charges to be made against various Works for the use and depreciation of Gear and Tools used thereon during the month of

Articles (Description)	Docket No.	No. of Items	Total Capital Value			Date Issued	Date Returned or Reported Lost	No. of days Hire	Cost of—						Total Charges			Account to which Cost of Hire, Damage, or Loss is—		Remarks	
			£	s.	d.				Hire for the period			Additional Damage or Loss			£	s.	d.	Debited			Credited
									£	s.	d.	£	s.	d.				£	s.		d.
Auger ch 1/2 S.F.	9082	1	5	8		Shubert	5/4/34	3													
Chain link 4' x 7/16"	9082	1	4	9		"	"	3													
Cyprus Cut Saw 7 lb Hammer	9108	2	1	4	0	"	"	3		1	0										
Spanner 26 1/2"	9125	1	1	5		"	"	3		1	6										
Union Lens.	9126	2	4			"	"	3		3	6										
Screw Shackle 1/2"	9139	4	3	0		"	"	3		1											
Boats No 22 & 25 2 Can	9119	2	26	3	4	"	"	5 1/2	1	7	6									c 157 - Per Walrath	
" No 14 & 31	9119	2	19			"	"	5 1/2	1	7	6									c 157 - " "	
Whulbarrow. Iron No 69 wood No 59	9218	7	4	2	11	"	30/3/34	1/2		7											
a Shovel 2' x 16"	9221	2	2	2	4	"	5/4/34	6	3	8										1 Lerp. found out	
Hammer 9 lb. 3' x 16"	9223	9	1	17	0	"	30/3/34	1/4		3											
a Cyl Pulley	9238	38	1	6	6	"	1/4/34	3		3											
Shoe Canons	9238	38	1	6	6	"	1/4/34	3		3											
Syria Bed.	9083	9	4	6		Shubert	5/4/34	5 1/2		9											
"	9148	16	8	0		"	"	5 1/2	1	3											
Pontoon No 8	9123	1	40	0	0	"	" 2nd	5 1/2	3	4	2									c 707 - Per Walrath	
7/4" Short Link Chain 300'	7119	1	11	13	0	"	9/4	10		8	4									c 579 - Per Walrath	
									2	6	19	2									

Repayable also
for Ammunition
airway

9209-9

S. S. Engineer Dept.

S. S. Dept.

Manning Station
Aval
Driller
and
Pony

Auckland Harbour Board

MEMORANDUM

FROM

Electrician's Office

12th April 1937

To

THE ENGINEER.

PAN AMERICAN AIRWAYS. REPAYABLE A/C

Current Supplied. Lighting etc.

1937

Apl. 1- 5th = 88 Units @ 3d per Unit + 10% = £1- 4- 2 ✓

For Balance of Account = 15/5 see quarterly Office
Tenants a/c as rendered.

Q 2089-90

S. Edwards

Chief Electrician.

Auckland Harbour Board.

PAGE 2.

MEMORANDUM

From

12th April 19 37

Electrician's Office

To

THE ENGINEER

MATERIAL (Continued)

	<u>Reqn. No.</u>		Brought Forward	£1- 3- 2
Mar. 19	3086 L	6 - 3 Pin Plugs		6- 8
		3 - $\frac{5}{8}$ Thro' Boxes		2- 3
		2 - $\frac{5}{8}$ Terminal Boxes		1- 9
22	3103 L	1 Coil 7/18 Wire		2- 0- 7
		1 Coil 7/20 Wire		1- 9-11
		1 Coil 3/20 Wire		13-11
		1 Coil Black Tape		7
Apl. 1	3137 L	1 Coil Tape		<u>7</u>
				£5-19- 5
Apl. 2	3211	Hire of Taxi conveying Wireman from)		5- 6
		Dominion Rd. to Plumer St. Attend. Lighting))		<u>- -</u>
				<u>£6- 4-11</u>

G 2089-90

S U M M A R Y

Labour	=	10- 8- 7 ✓
Hire of Taxi. (Engrs Reqn. 3211)		5- 6 ✓
Material		<u>5-19- 5</u>
	Total =	£16-13- 6
Less Credit for Material as Shown	=	<u>1- 9- 6</u>
	Nett Amount =	<u>£15- 4- 0</u>
(Current supplied 144 Units @ 3d per Unit + 10%)	=	<u>£1-19- 7 ✓</u>
(Account sent to Treasurers Dept.)		

S. Edwards

Chief Electrician.

Auckland Harbour Board.

MEMORANDUM

From

12th April

1937

Electrician's Office

To

THE ENGINEER

PAN AMERICAN AIRWAYS. PLUMER STREET.

REPAYABLE A/C

CREDIT MATERIAL

Mar. 17	Reqn No.		
	3056 L	1 Pr. 2½" Iron Hinges. ¾ Screws. 1 Hasp & Staple	0- 8
	3057 L	3 - 10 Amp. Switches	3- 7
	3059 L	Carriage Bolts = 1/12½ x ⅝ - 1/10 x ⅝)	1-10
		" " = 1/8 x ⅝ - 1/9 x ⅝)	- -
18	3063 L	8 - 3 x ⅜ Coach Screws	9
	3073 L	1 - 10 Amp. Switch	1- 2
		1 - 3 Pin Plug	1- 8
	3076 L	1 - 1" Water Clamp	6
19	3079 L	2 - 3 Pin Plugs Complete	3- 4
		1 - 10 Amp. Insulated Switch	1- 2
		1 - ⅝ Thro' Box	10
		1 - ⅝ Terminal Box	11
18	3084 L	1 - ⅝ Thro' Box	9
		1 - 3 Pin Plug Complete	1- 8
19	3086 L	6 - 3 Pin Plugs	6- 8
		3 - ⅝ Thro' Boxes	2- 3
		2 - ⅝ Terminal Boxes	1- 9
Total Material Credit			= £1- 9- 6

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(See separate Memo for Transfer of Credits)

C/ 2089-90

S. Sawwards
Chief Electrician.

Auckland Harbour Board.

MEMORANDUM

From

12th April

19 37

Electrician's Office

To

THE ENGINEER

PAN AMERICAN AIRWAYS. PLUMER STREET.

REPAYABLE A/C.

Temporary Installation Lighting etc.

1937

LABOUR

March 16th	Wiremen 68 Hours @ $2/5\frac{3}{4}$ per Hour	=	£8- 8- 7
to			
April 5th	" 2½ " @ $3/8\frac{5}{8}$ " "	=	9- 3
	Apprentice Wiremen 31 Hours @ 7d per Hour	=	18- 1
	Carpenter 5 Hours @ $2/6\frac{1}{2}$ per Hour	=	<u>12- 8</u>
			<u>£10- 8- 7</u>

MATERIAL

	<u>Reqn No.</u>			
Mar. 16	3054 L	✓ 3 x 2 Kauri = 1/5' 1/8'))	2- 2
		✓ 3 x 3 " = 1/5'))	- -
17	3056 L	✓ 1 Pair 2½" Iron Hinges. $\frac{3}{4}$ Screws. 1 Hasp & Staple		8
	3057 L	✓ 3 - 10 Amp. Switches		3- 7
	3059 L	✓ Carriage Bolts = $1/12\frac{1}{2}$ x $\frac{7}{8}$ - $1/10$ x $\frac{5}{8}$))	1-10
		✓ " " = $1/8$ x $\frac{5}{8}$ - $1/9$ x $\frac{5}{8}$))	- -
18	3063 L	✓ 8 - 3 x $\frac{3}{8}$ Coach Screws		9
	3073 L	✓ 1 - 10 Amp. Switch		1- 2
		✓ 1 - 3 Pin Plug		1- 8
		✓ 1 - 1" Water Clamp		6
	3076 L	✓ 5 Feet 1" Water Pipe		2- 2
19	3079 L	✓ 2 - 3 Pin Plugs Complete Amp.		3- 4
		✓ 1 - 10 Insulated Switch		1- 2
		✓ 1 - $\frac{5}{8}$ Thro' Box		10
		✓ 1 - $\frac{5}{8}$ Terminal Box		0-11
18	3084 L	✓ 1 - $\frac{5}{8}$ Thro' Box		9
		✓ 1 - 3 Pin Plug Complete		<u>1- 8</u>

Carried Forward

£1-3- 2

G 2089-90

AUCKLAND HARBOUR BOARD

Memorandum.

No 1515

From . . .

FOREMAN OF WORKS

14th Apr. 1937.

Repaye San American Airways
(Remove mooring chains.)

To The Engineer A.A.B.

74360

Sir,

I beg to report that the cost of removing mooring chains for the P.A.A. clipper on 12th & 13th is as under:

Labour: $\begin{matrix} 4 @ 7/6 & 10/6 \\ 4 @ 7/6 & 9/6 \end{matrix}$ = £2-5-0
12 @ 7/6 = £1-14-1 1/2

3-19-2.

Launch Hire.

Te Kawakahi. 3 hrs @ 7/6 = 2-12-6.

Sambo 2 1/2 hrs @ 7/6 = 2-3-9

£8-15-5

Cartage -

April & January 1 1/2 hrs @ 7/6

£5-0-0

£9-0-5

Q 2489-90

W. B. Baker
Foreman of Works

Brought Forward - Labour. Foreman of Works Dept.

93 6 7

16 March to 5 April.

Erection of Temporary Electric Lighting & Power.

Workmen	68 hrs	2/6 1/2	8 14 3		
" overtime	2 1/2 "	3/10	. 9 7		
" Apprentices	31 "	8	1 0 8		
Carpenter	5 "	2/7 1/2	. 13 2	10	17 8

Laying & lifting of Slipper Moorings,

" " " Yacht " "
 " " " Buoys.
 (by A. Glave - Yacht Mooring
 Carpenter) - Harbour Dept.

6 1/2 hours
 2 "

3/4	9 6 0		
4/6	. 9 0	9	15 0

Holiday Wages Account.

(N.B. This is a proportion of all labour to make up what is expended by the Harbour Board in payment for holidays to workmen)

£ 2 14 7
 £ 96 18 10

① Pan American Airways Repairs

Date	Men	No	Rate	L	S	D.
Mar 13	Shipwrights	1 1/2	2/4	3	11 1/4	2/8
	" OT	1	3/14	3	11 1/4	4/6 1/4
	Labourers	4 1/2	2/8	10	1 1/2	2/4
	OT	3	3/4	10	1 1/2	
15	Shipwrights	14	2/4	1	16 9	
	Labourers	8	2/3	18	4	
16	Shipwright	8	2/4	1	1	
19	"	8	2/4	1	1	
	Labourers	16	2/8	1	16	
23	Shipwrights	1	2/4	2	4	
	Labr.	1	2/3	2	3	
30	Shipwrights	6	2/4	15	9	
	Labr.	6	2/8	13	6	
April 12	Shipwrights	3	2/4	4	10 1/2	
	Labr.	6	2/8	13	6	
13	Shipwrights	6	2/4	15	9	
	Labr.	10	2/8	12	6	
14	Shipwrights	4	2/4	10	6	
	Labr.	4	2/3	9	15. 14. 5 1/2	

Mooring Chains
 Anchors.
 Receiving Chain
 Procure from
 Shoal Bay,
 Annealing,
 Tarring, Lay
 and Lift
 mooring q.
 & place in position.

Date	Men	No	Rate	L	S	D.
Mar 16	Carpenters	8	2/8	1	1 4	
		5	2/6	1	4	
	Labr.	32	2/3	3	18 0	
17	Camptr.	8	2/6	1	4	
	"	8	2/6	1	4	
	"	8	2/8	1	1 4	
	"	24	2/6	3	1	
	Labr.	30	2/3	3	4 6	L 15. 4. 2

Making & Mooring
 Ballards, dig holes
 for same,

Ballards

Mar 16	Blacksmith	2	2/6	5		
	" make	2	2/3	4	6	
17	"	1	2/6	2	6	
	"	1	2/3	2	3	
18	"	2 1/2	2/6	6	3	
	"	2 1/2	2/3	5	4 1/2	L 1. 6. 1 1/2

Buoys for Marking
 Making rings for
 4 Buoys

Mar 18	Shipwright	10	2/4	1	6 3	
	Labr.	8	2/3	18		L 2. 4 3

Securing Rubber Tyres
 to Above Buoys.

Mar 16	Shipwrights	3	2/4	4	10 1/2	
	Labr.	6	2/3	13	6	
17	Shipwrights	8	2/4	1	1	
	"	16	2/4	2	2	
	Labr.	16	2/3	1	16	L 6. 0. 4 1/2
	Mooring Suspension	62	2/1	9	6	9-15
	"	2	4/6	9		L 15. 15. 11 1/2

Yacht Moorings
 Lifting and re-laying
 Lifting and re-laying

Date	Man	Am	Rate	L	S	D.
Mar 17	Sawyer.	1/2	2/6	1	3	
	" mate	1/2	2/6	1	1 1/2	
18	"	1	2/6	2	6	
	"	1	2/3 1/4	2	3 1/4	
19	Carpenter	16	2/6	2	8	
	Labr.	20	2/3	2	14 0	
18	Carpenter	16	2/6	2	8	
	Labr.	33	2/3	3	12 0	(10. 14. 5 3/4)
Mar 22	Rigger.	2	2/3 1/2	4	11 1/2	
	Labr.	4	2/3	9		13. 11 1/2
Mar 31	Labourer.	20	2/3	2	14 0	
	O.T.	3/4	3/4	3	6	
Apr 1	"	20	2/3	2	14 0	
	O.T.	3/4	3/4	3	6	
2	"	20	2/3	2	14	
	O.T.	13	3/4	2	6	
	Double Time	9 1/2	4/6	2	3 10 1/2	
	Sea Money's	6	1/6	9		
3	Labourers	12	3/4	2	6	
	Double Time	15 1/2	4/6	4	4 1/2	(19. 14. 9 6)
Apr 5	Stowright.	2	2/6	5	3	
	Labr.	2	2/3	4	9	9. 9

Erecting
Fence & Gates.
to exclude public
from mooring lines
& landing stage.

Making wire
Guys for existing
Skid.

Working on
Board Clipper
to Mr. Thomson's
instructions
Refuel & clean
up in general.

Shift Pontoons.

Foreman }
Carpenter } 19 3.
Foreman }
Shipwright } . 11 8
Foreman }
Labourers. } 1 14 11 } 3 18. 9

Summary.

13 14 5 1/2	Mooring Chains & Anchors. &c.
15 4 3	Gallards.
1 6 1 1/2	Guys for marking.
2 4 2 1/2	Rubber Tyres secure.
15 6 0 1/2	Yacht Moorings.
10 14 5 3/4	Fences & Gates.
13 11 1/2	New Guys.
19 5 3	Work on Clipper.
9 9	Shift Pontoons
	Supervision.
3 18 9	
Total. 83 6 6 3/4	Carried Forward.

