

881/1

1087-308-622

T

FILE NO. 881/1

CONVEYOR PLANT EXPORT WHARF.

CONTRACT NO. 1190

881/1 ERECTION  
INCLUDES PROPOSALS FOR RIGGING BELTS.

FROM 26-3-44

TO

22 5. 69

881/1

107-328-622

T

FILE NO. 881/1

CONVEYOR PLANT EXPORT WHARF.

CONTRACT NO. 1190.

REFER FILE NO. 881/2 FOR ERECTION  
INCLUDES PROPOSALS FOR REVERSING BELTS.

FROM 26-3-44

TO

22-5-69

To: the Deputy Chief Engineer

No. 1

22/5/69

Bledisloe Wharf - Conveyor Bridge

The bridge was inspected on the 20<sup>th</sup> May by the foreman plumber and myself.

Condition

Internal inspection shows that the main steel structure is in good condition, but the external sheeting requires attention. At the wharf end of the bridge, roof sheets have rusted through and twelve number sheets need replacing to make the structure watertight.

External inspection was carried out from the wharf shed roof. Externally the roof sheeting is in poor condition, and in addition to the abovementioned sheets with holes rusted through them, all sheet ~~laps~~ laps are rusting where the bituminous coating has lifted from the iron.

The side sheeting is not showing any sign of corrosion but the bituminous coating has apparently been painted, at some stage, with a spirit based paint which has attacked the protective coating causing it to "orange peel."

The guttering, both eaves gutter and lower gutter, needs complete replacement.

(2)

Recommendations

Work needing to be done immediately includes replacement of some roof sheets, and all guttering, and repainting of the walls. It is the opinion of the foreman plumber, that when the roof sheets are removed to replace the rusted sheets it will be found that most of the sheets have rusted in the vicinity of the top joints. This could necessitate complete re-roofing. Discussion with the foreman plumber indicates that to do any work on the roof will require external scaffolding.

If scaffolding is erected it would then seem desirable to re-sheet the whole structure in a material such as aluminium, of suitable composition for marine exposure, for, while the life of the existing sheeting could be prolonged by re-coating, it would seem prudent to re- clad the entire structure while a scaffold is in place and retain all good sheets of R.P.H. for use in more accessible positions. If aluminium sheeting is used the guttering should be of the same material, or, some inert material such as PVC.

The use of suitable aluminium sheeting on the conveyor bridge would give a semi permanent cladding and would also minimise heat transfer to the inside of the structure.

D.W. Allen 22/5/65

To Mr N. Seagar

18/6/69

Bledisloe Wharf - Conveyor Bridge

Please find attached an estimate, for re-cladding the conveyor bridge in aluminium, as requested by you, following my initial report dated 22/5/69

The total price for the job is ten thousand dollars (\$10,000) and this includes all labour, materials, and scaffolding. The estimated time for the job is four (4) weeks

J Walker 18/6/69

7/7/69

Following discussion with the foreman Plumber the labour content of the estimate is to be increased as shown on the new estimate.

The total price is now \$12,000 twelve thousand dollars.

J Walker 7/7/69

30/6/65

Bledisloe Wharf Butter Conveyor

Job No. Recladding in Aluminium

Bill of Quantities  
Sheet No.

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward				\$		c
<u>Labour</u>							
	Remove RPM sheeting						
	6 men 7 days @ \$18/day/man				756		-
	to place wire netting on roof						
	6 men 2 days @ \$18/day/man				216		
	to place sk 30/30 on netting						
	6 men 2 days @ \$18/day/man				216		
	to place matthead on side rails						
	6 men 2 day @ \$18/day/man				216		
	to place aluminium sheeting						
	6 men 10 days @ \$18/day/man				1080		
	to place gutters & down pipes						
	6 men 2 days @ \$18/day/man				216		
					2700		
				plus 10%	270		
					2970		
				say	\$3,000		⊕
<u>Materials</u>							
	wire netting						
	3 rolls @ \$10/roll				30		-
	SK 30/30						
	4,320 sq ft @ \$1.50/1000 sq ft				65		-
	Matthead						
	one roll @ \$6.23				7		-
	Aluminium cladding						
	11,300 sq ft @ \$42¢/sq ft				4746		-
	miscellaneous Clips, screws etc		Imp Sum		100		-
	gutters						
	750 ft @ 40¢/ft				300		
	down pipe						
	320 ft @ 40¢/ft				130		
					5378		
				plus 10%	\$5915		
				say	\$6,000		⊕

30/6/69

Bladistoe Wharf Butter Conveyor

Job No.

Redcladding in Aluminium

Bill of Quantities

Sheet No. ....

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward						
	<u>Scaffolding</u> to supply and erect complete with working planks hire for six weeks disassemble and remove		Lump Sum		3000		
	<u>Totals</u>		Labour		3000		
			Materials		6000		
			Scaffolding		3000		
					<u>\$ 12,000</u>		
					1800		
					<u>13,800</u>		
					2070		
					<u>\$ 15,870</u>		
	<u>10/7/70</u> plus 15% for last 12 months						
	plus 15% for next 12 months						
	Carried Forward				£		

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To MR McCOMISH

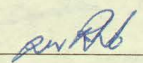
Date 16 May 1969

Subject BLEDISLOE WHARF - CONVEYOR BRIDGE

I am given to understand that the sheeting on the bridge is leaking and could be in poor condition.

Will you please arrange with D. Walker and Foreman Plumber for a complete inspection and report on condition with recommendations for repair or replacement as considered desirable.

NS:RB



CHIEF ENGINEER TO THE BOARD.

**(This Form to be filled up & returned to Engineer's Office immediately on completion of Work)**

This work was completed on \_\_\_\_\_ at a cost of:—

Labour	-	-	:
Material	-	-	:
Total \$	_____		:

REMARKS: \_\_\_\_\_

Signature \_\_\_\_\_



16th. December, 1966

The Secretary,  
Eagle Wire Products Ltd.,  
P.O. Box 9130,  
NEWMARKET.

Dear Sir,

QUOTATION NO. 65/5.

BLREDISLOE WHARF CONVEYOR GUARDS.

I am pleased to inform you that your quotation for £132-15- 0.  
for this work is accepted.

This letter is in confirmation of our works order No. 205P  
which has been forwarded to you under separate cover.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

EM:NG

The Secretary,  
Faulkner Collins Ltd.,  
P.O. Box 27030,  
Mount Roskill,  
AUCKLAND.

2nd December, 1966.

The Secretary,  
D. Mount Ltd.,  
P.O. Box 9083,  
Newmarket,  
AUCKLAND.

The Secretary,  
Wire Specialties Ltd.,  
9 Earle Street,  
Parnell,  
AUCKLAND C.4.

Dear Sir,

QUOTATION NO. 66/5

BLEDISLOE WHARF CONVEYOR GUARDS

Thank you for your quotation for manufacturing the above guards but I wish to advise you that your firm has not been successful on this occasion.

Yours faithfully,

HEW:GML

CHIEF ENGINEER TO THE BOARD.

## Auckland Harbour Board

## MEMORANDUM

1st December, 1966.

FROM

TO

ASSISTANT MECHANICAL ENGINEER.

THE CHIEF ENGINEER.BLEDISLOE WHARF CONVEYOR GUARDSQUOTATION 66/5

Quotations for the manufacture of the conveyor guards were invited from ten of the principal wire mesh manufacturers in Auckland. Of these, four replies were received. Three quotes were close to the original estimate of £250 total but the fourth quote was very much below this figure.

Details are as follows:-

- (1) Eagle Wire Products Ltd.  
 14 swg, galv., 1" square mesh on  $\frac{1}{4}$  galv., frame.  
 Silver Paint Finish.  
 Price: £132.15. 0.  
 Delivery: 10 Weeks.
- (2) D. Mount Ltd.
- |     |                                 |             |
|-----|---------------------------------|-------------|
| (a) | 12 swg., galv., 1" square mesh. | £197. 0. 0. |
|     | Hot dip galv., finish.          | £ 37. 0. 0. |
|     | Price:                          | £234. 0. 0. |
|     | Delivery: Before Christmas.     |             |
- |     |  |             |
|-----|--|-------------|
| (b) | 14 swg., galv., $\frac{1}{2}$ " square mesh. | £238.13. 0. |
|     | Hot dip galv. finish.                        | £ 44. 8. 0. |
|     | Price:                                       | £283. 1. 0. |
- (3) Faulkner Collins Ltd.  
 14 swg., galv.,  $\frac{1}{2}$ " square mesh on  $\frac{1}{4}$ " galv. frame.  
 Hot dip galv. finish.  
 Price: £263.11.0.  
 Delivery: 8 Weeks.
- (4) Wire Specialities Ltd.  
 12 swg., x  $1\frac{1}{2}$ " square mesh on 5/16" frame.  
 Hot dip galv. finish.  
 Price: £267.12. 0.
- |  |  |  |
|--|--|--|
|  | 16 swg., galv., $\frac{1}{2}$ " square mesh. |  |
|  | Hot dip galv. finish.                        |  |
|  | Price: £342.17. 3.                           |  |
|  | Delivery: 12 Weeks.                          |  |

The factory of Eagle Wire Products Ltd., has been inspected and their workman-ship found to be satisfactory. I therefore recommend that the quotation from the above firm for a total price of £132.15. 0. be accepted and request your confirmation of the requisition enclosed.

*E. L. Swales*

ASSISTANT MECHANICAL ENGINEER.

RDW:CML

APPROVED

*J. Rodan*

CHIEF ENGINEER

-1. DEC. 1966

# D. MOUNT LIMITED

**Manufacturing Wire Workers**  
**Wire Stockists**  
**Steel Merchants & Importers**

*"The Craftsmen of the Wire Industry"*

WIRE CLOTH WEAVERS • WIRE WORKERS • WIRE STRAIGHTENING and CUTTING • APEX QUARRY SCREENS • ENGINEERS

CROWHURST STREET  
NEWMARKET AUCKLAND

TELEPHONE 53-059 (4 Lines)

P.O. BOX 9083 NEWMARKET  
AUCKLAND S.E.1

BULK STORE: PENROSE  
Telephone 595-426  
598-915

24th November, 1966

The Auckland Harbour Board,  
Engineers Department,  
Quay Street,  
AUCKLAND C.1.

Re QUOTATION NO.66/5.

Dear Sir,

We are pleased to submit our quotation to supply square mesh wire safety guards for the Bledisloe Wharf Conveyors as the drawing No.S 1174/5.

Please note that our quotations are based on the following measurement 1-7" inside and the sides being 7" in lieu of 9" as agreed with Mr. Winiata.

1.  $\frac{1}{2}$ " sq.mesh 14 G. Wire similar to sample submitted.  
47 Guards manufactured to lengths specified from galvanised wire - £238.13.0 delivered Nett  
If hot dipped galvanised after manufacture the extra cost will be - £44. 8. 0 Nett.
2. As above but 1" sq. woven mesh 12 G. galvanised - £197. 0. 0 delivered Nett  
If hot dipped galvanised after manufacture the extra cost will be - £37. 0. 0 Nett

We have not quoted on the 1-1/2" square mesh 12G .wire because we consider this mesh unsuitable for this type of work.

If our tender is acceptable we will endeavour to deliver before Christmas if ordered in reasonable time.

Assuring you of our best services.

We are,

Yours faithfully,  
D. MOUNT LIMITED.

LASR/MC



Director

AUCKLAND HARBOUR BOARD

Engineer's Department,  
Quay Street.  
AUCKLAND C.1.

QUOTATION FORM

Quotation No. 66/5

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Description of Work	Amount
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SEE ATTACHED SCHEDULE

Woven wire mesh Safety guards.  
Mesh.  $\frac{1}{2}$ "  $\times$   $\frac{1}{2}$ " 4 kg. galv wire.  
Frame  $\frac{1}{4}$ " m.s steel wire.  
Finish. Hotdip galv.

Lump Sum Tender £ 263-11-0

I/We hereby guarantee to complete the work in accordance with Specification No. 66/5..... for the price quoted hereon within 8.....weeks of acceptance of this Quotation.

SIGNATURE  Faulkner, Collins, Ltd.

ADDRESS Box 27030.....

Mount Roskill.....

DATE 23-11-66.....

---

Completed Quotation must be enclosed in a sealed envelope endorsed " BLEDISLOE WHARF CONVEYOR GUARDS....." and addressed to the Chief Engineer.

QUOTATIONS CLOSE AT NOON ON 25th ~~18th~~ FRIDAY ~~18th~~ NOVEMBER, 1966.....

AUCKLAND HARBOUR BOARD.

Engineer's Department,  
Quay Street,  
AUCKLAND C.1.

Description of Work

Woven wire mesh Safety guards  
Mesh.  $\frac{1}{2}$ " x  $\frac{1}{2}$ " + 14 gauge galv. mesh.  
 $\frac{1}{2}$ " MS FRAME

Make and Deliver -

Square mesh wire safety guard for  
Bledisloe Wharf Conveyors to Drawing  
No.S.1174/5.

NO. OFF	LENGTH	INDIVIDUAL RATE	AMOUNT
2	9'-4"	10-11-0	21-2-0
7	6'-8"	7-3-0	50-1-0
6	6'-2"	6-19-0	41-14-0
3	6'-0"	6-16-0	20-8-0
3	5'-0"	5-13-0	16-19-0
3	4'-8"	5-13-0	16-19-0
14	3'-2"	4-2-0	57-8-0
1	2'-11"	4-0-0	4-0-0
6	2'-8"	4-0-0	24-0-0
2	4'-5"	5-10-0	11-0-0
47	221'-5		<u>£ 263-11-0</u>

Prices to be quoted for 16swg.,  $\frac{1}{2}$ " x  $\frac{1}{2}$ " mesh. Alternative prices may be quoted for more open mesh, provided that the limit shall be  $1\frac{1}{2}$ "sq. mesh of 12 swg. wire on  $\frac{5}{16}$ " diameter frame.

Guards are to be protected against corrosion, (preferably hot dip galvanised after guards have been made up).

Details of offers and of alternatives to be clearly stated. & \_\_\_\_\_.

State time for completion and delivery to Bledisloe Wharf.

15 NOV 1966

	TO SEE	DATE	INIT.
	KRE	✓	/
C 101	JS		
B/ PTO			
FILE FC/	SS		

AUCKLAND HARBOUR BOARD

Engineer's Department,  
Quay Street.  
AUCKLAND C.1.

QUOTATION FORM

Quotation No. 66/5

Description of Work	Amount
---------------------	--------

SEE ATTACHED SCHEDULE

Lump Sum Tender £ 342-17-3

I/We hereby guarantee to complete the work in accordance with Specification No. 511.74/5... for the price quoted hereon within 12...weeks of acceptance of this Quotation.

SIGNATURE *Wise Specialties Ltd*  
*R. M. Linder Director*  
ADDRESS *9, Park St*  
*Parnell C.4.*

DATE 23-11-66

Completed Quotation must be enclosed in a sealed envelope endorsed " BLEDISLOE WHARF CONVEYOR GUARDS....." and addressed to the Chief Engineer.

QUOTATIONS CLOSE AT NOON ON 25<sup>th</sup> ~~18<sup>th</sup>~~ FRIDAY NOVEMBER, 1966.



AUCKLAND HARBOUR BOARD.

Engineer's Department,  
Quay Street,  
AUCKLAND C.1.

Description of Work

Make and Deliver -

Square mesh wire safety guard for  
Bledisloe Wharf Conveyors to Drawing  
No.S.1174/5.

NO. OFF	LENGTH	INDIVIDUAL RATE	AMOUNT
2	9'-4"		29-4-3
7	6'-8"		72-5-3
6	6'-2"		56-17-9
3	6'-0"		27-13-6
3	5'-0"		23-1-3
3	4'-8"		21-10-6
14	3'-2"		<del>69</del> -3-6
1	2'-11"		4-12-3
6	2'-8"		24-12-0
2	4'-5"		<u>13-16-9</u>
47	221'-5		<u>£ 342-17-3</u>

*10/39 ft.  
(Not dipped after  
fabrication)*

Prices to be quoted for 16swg.,  $\frac{1}{2}$ " x  $\frac{1}{2}$ " mesh. Alternative prices may be quoted for more open mesh, provided that the limit shall be  $1\frac{1}{2}$ "sq. mesh of 12 swg. wire on  $\frac{5}{16}$ " diameter frame.

Guards are to be protected against corrosion, (preferably hot dip galvanised after guards have been made up).

*( $1\frac{1}{2}$ " x 12g mesh  $\frac{5}{16}$  Frame Not Dipped.)*

Details of offers and of alternatives to be clearly stated. £ 267-12-0.

State time for completion and delivery to Bledisloe Wharf.

AUCKLAND HARBOUR BOARD

Engineer's Department,  
Quay Street.  
AUCKLAND C.1.

QUOTATION FORM

Quotation No. 66/5

Description of Work	Amount
14 Gauge 1inch mesh. Galvanised Wire. 1/4 Frame Galvanised Silver Paint finish after fabrication.	
SEE ATTACHED SCHEDULE	

Lump Sum Tender £ 132 - 15 - 0

I/We hereby guarantee to complete the work in accordance with Specification No. .... for the price quoted hereon within .....weeks of acceptance of this Quotation.

**EAGLE WIRE PRODUCTS LTD.**

*10 weeks delivery approx.  
29.11.66 P. Simata*

SIGNATURE *John Berry*  
ADDRESS *298-300 Khyber Pass Rd  
Wharfedale*

DATE *18th November 1966*

Completed Quotation must be enclosed in a sealed envelope endorsed " BLEDISLOE WHARF CONVEYOR GUARDS " and addressed to the Chief Engineer.

QUOTATIONS CLOSE AT NOON ON <sup>25th</sup> ~~18th~~ FRIDAY ~~18th~~ NOVEMBER, 1966.

AUCKLAND HARBOUR BOARD.

Engineer's Department,  
Quay Street,  
AUCKLAND C.1.

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Description of Work

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Make and Deliver -

Square mesh wire safety guard for  
Bledisloe Wharf Conveyors to Drawing  
No.S.1174/5.

---

NO. OFF	LENGTH	INDIVIDUAL RATE	AMOUNT
2	9'-4"	5 11 0	11 2 0
7	6'-8"	4 0 0	28 0 0
6	6'-2"	3 14 0	22 14 0
3	6'-0"	3 12 0	10 16 0
3	5'-0"	3 0 0	9 0 0
3	4'-8"	2 16 0	8 8 0
14	3'-2"	1 18 0	26 12 0
1	2'-11"	1 15 0	1 15 0
6	2'-8"	1 12 0	9 12 0
2	4'-5"	2 13 0	5 6 0
<hr/>	<hr/>	<hr/>	<hr/>
47	221'-5		£132 15 0

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Prices to be quoted for 16swg.,  $\frac{1}{2}$ " x  $\frac{1}{2}$ " mesh. Alternative prices may be quoted for more open mesh, provided that the limit shall be  $1\frac{1}{2}$ "sq. mesh of 12 swg. wire on  $\frac{5}{16}$ " diameter frame.

Guards are to be protected against corrosion, (preferably hot dip galvanised after guards have been made up).

Details of offers and of alternatives to be clearly stated. £\_\_\_\_\_.

State time for completion and delivery to Bledisloe Wharf.

List of Firms to whom  
Quot. for Bled. Whf are to  
be sent to.

R. D. Winiata  
15<sup>th</sup> Nov.

10 Firms Addresses given below.

1) Eagle Wire Products Ltd.  
P.O. Box 3 9130 Newmarket

2) Faulkner Collins Ltd.,  
142 Stoddard Rd,  
Auckland, S. 3.

3) Lotus Manufacturing Co. Ltd.,  
P.O. Box 27-129 Mt. Roskill.

4) D. Mount Ltd,  
1 Crowhurst St,  
Newmarket.

5) D. M. Sharp,  
77 New North Rd.

6) Sphurise Manufacturing Co. Ltd.  
19. Garfield St,  
Parnell.

7) Wire and Steel Products Ltd,  
Karaka St,  
Auckland, C. 2.

8) Wire Ware Ltd,  
33 Woodside Ave,  
Northcote.

9) Ulmich Industries Ltd,  
725 Gt. South Rd,  
Otahuhu, S.E.7.

10) Wine Specialities Ltd,  
9 Earle Street,  
Parnell.

AUCKLAND HARBOUR BOARD

Engineer's Department,  
Quay Street.  
AUCKLAND C.1.

QUOTATION FORM

Quotation No. 66/5

---

Description of Work	Amount
---------------------	--------

---

SEE ATTACHED SCHEDULE

Lump Sum Tender £ \_\_\_\_\_

I/We hereby guarantee to complete the work in accordance with Specification No. .... for the price quoted hereon within .....weeks of acceptance of this Quotation.

SIGNATURE .....

ADDRESS .....

.....

DATE .....

---

Completed Quotation must be enclosed in a sealed envelope endorsed " BLEDISLOE WHARF CONVEYOR GUARDS....." and addressed to the Chief Engineer.

QUOTATIONS CLOSE AT NOON ON .. FRIDAY 25th ~~18th~~ .. NOVEMBER, 1966. ....

AUCKLAND HARBOUR BOARD.

Engineer's Department,  
Quay Street,  
AUCKLAND C.1.

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Description of Work

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Make and Deliver -

Square mesh wire safety guard for  
Bledisloe Wharf Conveyors to Drawing  
No.S.1174/5.

---

NO. OFF	LENGTH	INDIVIDUAL RATE	AMOUNT
2	9'-4"		
7	6'-8"		
6	6'-2"		
3	6'-0"		
3	5'-0"		
3	4'-8"		
14	3'-2"		
1	2'-11"		
6	2'-8"		
2	4'-5"		
<hr/>	<hr/>		
47	221'-5		£ _____

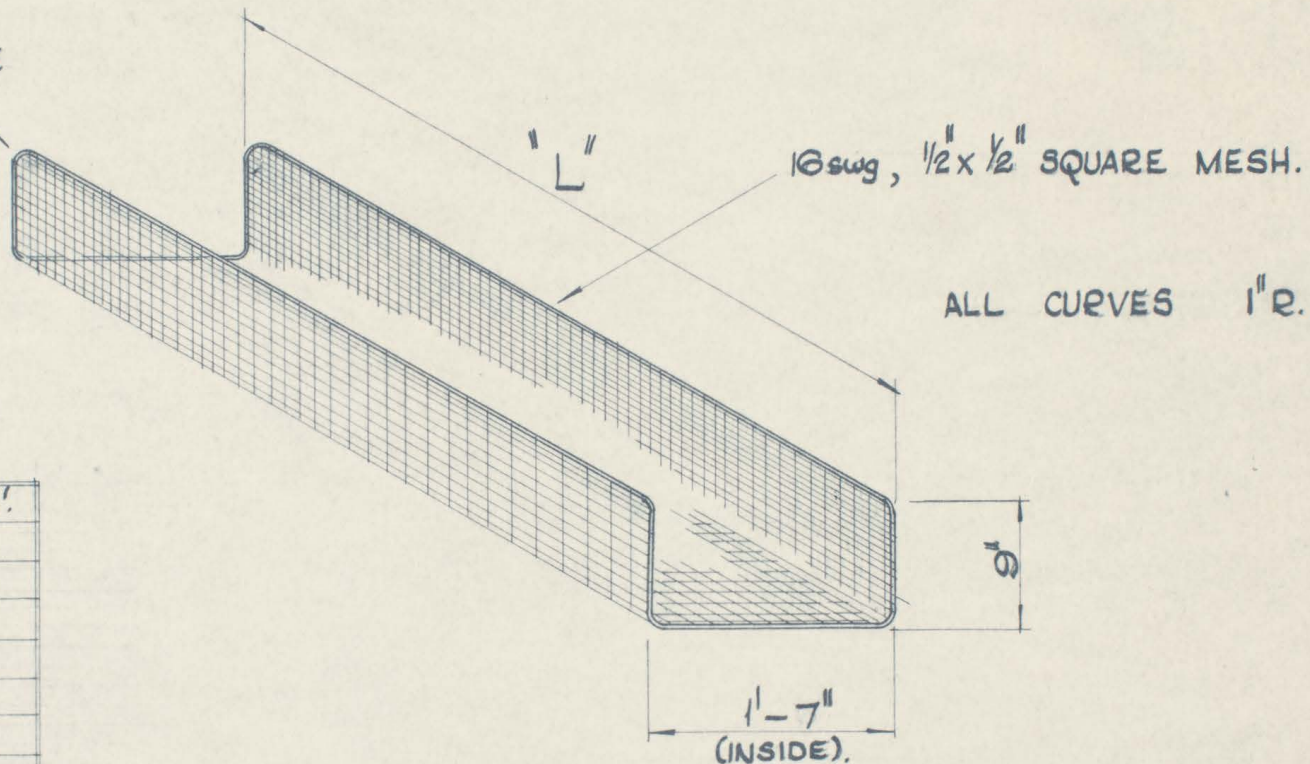
Prices to be quoted for 16swg.,  $\frac{1}{2}$ " x  $\frac{1}{2}$ " mesh. Alternative prices may be quoted for more open mesh, provided that the limit shall be  $1\frac{1}{2}$ "sq. mesh of 12 swg. wire on  $\frac{3}{16}$ " diameter frame.

Guards are to be protected against corrosion, (preferably hot dip galvanised after guards have been made up).

Details of offers and of alternatives to be clearly stated. £ \_\_\_\_\_.

State time for completion and delivery to Bledisloe Wharf.

1/4" D. FRAME



ALL CURVES 1" R.

Nº REQD.	LENGTH 'L'
2	9'-4"
7	6'-8"
6	6'-2"
3	6'-0"
3	5'-0"
3	4'-8"
14	3'-2"
1	2'-11"
6	2'-8"
2	4'-5"
4	3'-9"
6	2'-0"
6	2'-3"

TOLERANCES : ON LENGTHS ,  
ALL OTHER DIMENSIONS ,

+0"  
-1/2"  
± 1/4"

AUCKLAND HARBOUR BOARD	
BLDISLOE WHARF CONVEYOR GUARDS.	
DRAWN R.D. Winiata	51174/5
DATE 26th Sept 1966	



AUCKLAND HARBOUR BOARD

Engineer's Department,  
Quay Street.  
AUCKLAND C.1.

QUOTATION FORM

Quotation No. 66/5

---

Description of Work	Amount
---------------------	--------

---

SEE ATTACHED SCHEDULE

Lump Sum Tender £ \_\_\_\_\_

I/We hereby guarantee to complete the work in accordance with Specification No. .... for the price quoted hereon within .....weeks of acceptance of this Quotation.

SIGNATURE .....

ADDRESS .....

.....

DATE .....

---

Completed Quotation must be enclosed in a sealed envelope endorsed " BLEDISLOE WHARF CONVEYOR GUARDS....." and addressed to the Chief Engineer.

QUOTATIONS CLOSE AT NOON ON <sup>25th</sup> ~~18th~~ FRIDAY, NOVEMBER, 1966. ....

AUCKLAND HARBOUR BOARD.

Engineer's Department,  
Quay Street,  
AUCKLAND C.1.

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Description of Work

---

Make and Deliver -

Square mesh wire safety guard for  
Bledisloe Wharf Conveyors to Drawing  
No.S.1174/5.

---

NO. OFF	LENGTH	INDIVIDUAL RATE	AMOUNT
2	9'-4"		
7	6'-8"		
6	6'-2"		
3	6'-0"		
3	5'-0"		
3	4'-8"		
14	3'-2"		
1	2'-11"		
6	2'-8"		
2	4'-5"		
<hr/>	<hr/>		
47	221'-5		£ _____

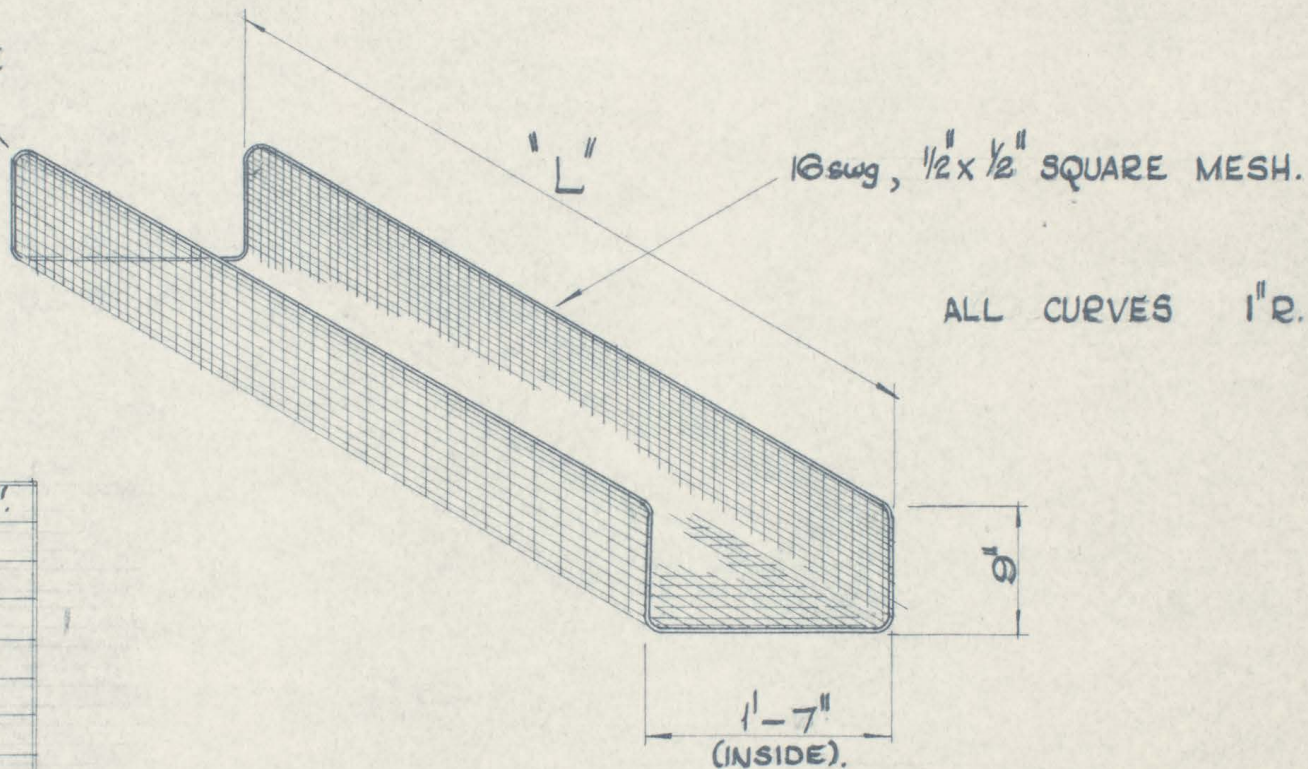
Prices to be quoted for 16swg.,  $\frac{1}{2}$ " x  $\frac{1}{2}$ " mesh. Alternative prices may be quoted for more open mesh, provided that the limit shall be  $1\frac{1}{2}$ "sq. mesh of 12 swg. wire on  $\frac{5}{16}$ " diameter frame.

Guards are to be protected against corrosion, (preferably hot dip galvanised after guards have been made up).

Details of offers and of alternatives to be clearly stated. £ \_\_\_\_\_.

State time for completion and delivery to Bledisloe Wharf.

1/4" D. FRAME



Nº REQD.	LENGTH 'L'
2	9'-4"
7	6'-8"
6	6'-2"
3	6'-0"
3	5'-0"
3	4'-8"
14	3'-2"
1	2'-11"
6	2'-8"
2	4'-5"
4	3'-0"
6	2'-0"
6	2'-0"

TOLERANCES : ON LENGTHS,  $+0''$   
 $-1/2''$   
 ALL OTHER DIMENSIONS,  $\pm 1/4''$

AUCKLAND HARBOUR BOARD

BLDISLOE WHARF  
 CONVEYOR GUARDS.

DRAWN R. D. Winita

DATE 26th Sept 1966

S1174/5

Mr R Washam,  
Copy for Engineers File  
RCP

The Stores Officer

2 Nov 66

Wire-mesh guards for Conveyors

Herewith draft Quotation Form for 47  
guards in 10 different ~~size~~ lengths.

Will you please call quotations for the  
supply & delivery of these guards.

I suggest that at least the following firms  
be invited to quote: —

Faulkner Collins Ltd 142 Stoddard Rd 53  
Totus Manufacturing Co Ltd POB 27129, Mt Roskill.  
D. Moxart Ltd 1 Crowhurst St Newmarket  
Wire Ware Ltd 33 Woodside Ave, Portchester.

A proposal to use  $1\frac{1}{2}$ " mesh of 12 SWG  
for ~~these~~ guards was approved by the Marine Dept  
but a closer mesh of finer gauge as shown  
on Dwg (S) 1170/5 ~~might~~ would be better  
and (I understand) might be cheaper.

I therefore think it best to invite the  
firms to make alternative offers which  
may suit their stock of wire and  
their particular ability to handle different  
gauge and mesh size.

A copy of the Chief Engineers Memo to the EM seeking  
approval & dated 12 Oct 66 was sent to you for information.

The EM approved this expenditure 28<sup>th</sup> Oct 66

R Pemberton

(Copy to Engos file)

PS Please advise how many  
copies of Dwg you require. & herewith RCP

**AUCKLAND HARBOUR BOARD**  
**STORES DEPARTMENT, 4 Quay Street**

AUCKLAND, C.1.

**QUOTATION FORM**

To.....

Please fill in on this sheet prices and terms for the following articles, delivered to  
 \_\_\_\_\_, and subject to the conditions prescribed on back hereon.

DESCRIPTION OF MATERIALS, Etc.	Quantity	Rate		AMOUNT	Discount
		At	Per		
Square mesh wire safety guards for Bledisloe Wharf Conveyors to Drg. No 1174/5					
<u>N<sup>o</sup> off</u>	<u>Length</u>				
2	9'-4"				
7	6'-8"				
6	6'-2"				
3	6'-0"				
3	5'-0"				
3	4'-8"				
14	3'-2"				
1	2'-11"				
6	2'-8"				
<u>2</u>	<u>4'-5"</u>				
47	Total length 221'-5"				
Prices to be quoted for 16 SWG, $\frac{1}{2}$ " x $\frac{1}{2}$ " mesh. Alternative prices may be quoted for more open mesh provided that the limit shall be $1\frac{1}{2}$ " mesh of 12 SWG wire on $\frac{7}{8}$ " diam. frame. Wire to be galvanized, (preferably hot-dipped after guards made up.) Details of offers & alternatives to be stated. State time for completion & delivery to Bledisloe Wharf.					
If the prices quoted are <b>plus Sales Tax</b> this must be clearly stated					
QUOTATIONS CLOSE AT NOON O'N.....					
Completed quotation must be enclosed in sealed envelope marked					
"Quotation For....."					
and addressed to "Stores Officer."					

I/We hereby agree to supply the items  
 quoted for at the prices stated and  
 deliver in accordance with the conditions  
 hereon.

Signature.....

Date.....

QUOTATION FORM

GENERAL CONDITIONS

- 1 Quotations must be properly filled in, both as regards quantities and rates, and must be signed by the tenderer. All figures or other information inserted on any quotation sheet must be plainly stated.
- 2 The quotation is to state, when applicable, whether the material is of British or foreign manufacture, and the maker's name, brands and trade numbers to be given wherever possible.
- 3 If any quotation on receipt is found to be incomplete or irregular, it may be rejected.
- 4 Any stores supplied not to the satisfaction of the Board's authorised representative or being in any respect contrary to the quotation, will be rejected, and the removal of such stores shall be made by the tenderer at his own risk and expense immediately upon receiving notice of rejection.
- 5 Whenever a quotation is invited for the supply of stores according to sample, it is necessary that those intending to quote will, in order to prevent any misunderstanding, take the opportunity of examining the sample before furnishing quotation.
- 6 Each item will be considered a separate quotation, and the schedule may accordingly be dealt with line by line.
- 7 The prices quoted are to include all charges for packing and delivery.

COPY TO: MECHANICAL ENGINEER - FOR INFORMATION.  
" " : STORES OFFICER - " "

21st October, 1966.

THE CHIEF ENGINEER.

THE GENERAL MANAGER.

BLEDISLOE WHARF

CONVEYOR GUARDS

The Programme of Works 1965-66 in Appendix B Item 6 included the sum of £500 for Bledisloe Wharf conveyor guards. (Code 773-001-30 to 39, - Engineer's Instruction No. 5551A dated 16th June, 1966).

At the time of preparation of this year's (1966-67) estimates it had been expected that this work would be finished before the end of the financial year. However, owing to pressure of other work, this has not been achieved.

The drawing of the remaining guards has now been completed and authority is sought to obtain quotations for their manufacture and delivery to Bledisloe Wharf. Installation will be by the Board's staff or, if necessary, by Mason Bros. Ltd. under Contract 1849 or 1851 (Miscellaneous Engineering Services).

On 3rd October, 1966 only £172 had been spent. Judging by figures obtained from wire-working firms in July 1966, it appears that the remaining sum of £328 should be sufficient for the manufacture and installation of the wire-mesh guards to complete the work.

Provision of these guards was again requested by the Marine Department's Surveyor at the time of his annual inspection and it is most desirable that we should complete the work as soon as possible.

May financial provision please be made from the contingency sum and authority be given to call quotations?

BCP:GML

CHIEF ENGINEER TO THE BOARD.

Copies to : ASSISTANT MECHANICAL ENGINEER.  
INSPECTOR OF MACHINERY.

881/

Auckland Harbour Board

5551 A

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To MECHANICAL ENGINEER

Date 16th. June, 1966

Subject BLEDISLOE WHARF.  
CONVEYORS.

773/050/30-39

Please install extra guards on these conveyors as detailed on my letter to the Marine Department of 10th. February, 1965 namely :

1. Overhead guards on all three east-west crossovers at positions shown on the print of Drawing 1174/1 herewith.
2. Gates to discourage walking between the conveyors at the south crossover only.

The overhead guards to cover bottom and sides of the conveyors will consist of a 7' 6" dia. wire frame covered with 1½" mesh 12 s.w.g. wire, as shown on the sketch, Drawing 1174/2 herewith. These guards should be a minimum of 7' long and fitted where any conveyor belt is lower than 6' 6" high.

The gates will be 1" dia. pipe frame 3' 3" high covered with 2" mesh 12 s.w.g. wire. They will not restrict access to the emergency stop buttons.

This item is provided in the annual estimates under Appendix E., Item 6., and carries priority No. 1.

ENCL : 2 copies S.1174/1 & 2.  
ELS:NKG

*[Signature]*  
Chief Engineer to the Board.

(This Form to be filled up & returned to Engineer's Office immediately on completion of Work)

This work was completed on \_\_\_\_\_ at a cost of:—

Labour	-	-	:	:
Material	-	-	:	:
Total £	_____		:	:

REMARKS: \_\_\_\_\_

Signature \_\_\_\_\_



Auckland Harbour Board

MEMORANDUM

11th September 1965

FROM THE GENERAL MANAGER

TO THE CHIEF ENGINEER

AUCKLAND BUTTER CONVEYOR

Letter from the Overseas Shipowners' Committee dated 2nd September refers.

I am anxious that the Board is in a position to submit a scheme in sufficient detail to demonstrate how best we can extend the existing conveyor system. I propose, subject to there being sufficient details available, to arrange for discussions with these people for the purpose of exchanging ideas on a scheme to fully mechanise the conveyor system. This is preferable at this stage than having to put the matter in writing.

Would you please therefore arrange for the assembly of as much detail as possible of the designs prepared so far, together with your comment on same.

Please advise me when you are in a position to discuss the matter with the Officers concerned.



*Abblate*  
GENERAL MANAGER

*See by Rcl discussed with A.G.M.  
Also the T.M. discussed this matter  
with you - see G.M. memo. 22 March.  
Are there plans illustrating the proposal  
& prepared in sufficient detail & general  
outline to enable the scheme to be discussed  
with outside interests?*

*J.S.*  
*See File 149*

RTL:JB

TELEPHONE 21-656

EXTENSION



PLEASE QUOTE

Marine 2549

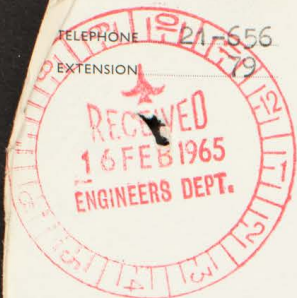
HC:KR

OUR REFERENCE

M2/8/1

YOUR REFERENCE

881/1



**MARINE DEPARTMENT.**

P.O. Box. 1254,  
AUCKLAND. C. 1.

15th February, 1965

The Chief Engineer,  
Auckland Harbour Board,  
Box. 1259,  
AUCKLAND.

Dear Sir,

BLDISLOE WHARF CONVEYORS.

I thank you for your letter of 10th February 1965 together with drawings Nos S1174/1 & 2 and advise that the proposed guarding is approved.

Yours faithfully,

*C.H. Cambridge*  
(C.H. Cambridge)  
Senior Engineer Surveyor.



*RCR*

881/1.

Chief Engineer Surveyor,  
Marine Department,  
AUCKLAND.

10th. February, 1965.

Dear Sir,

BLEDISLOE WHARF CONVEYORS.

In the past, surveyors of the Marine Department have criticised the lack of guarding of Bledisloe Wharf conveyors.

It has been agreed that these conveyors are so extensive and numerous that complete guarding is out of the question. Moreover, the conveyors are very light and slow moving and present no real hazard to personnel throughout most of their length. However, a practical guarding solution which has been discussed, is the provision of overhead guards at the three main crossovers and gates to deter unauthorised persons from walking along the spaces between conveyors.

The proposals have now been reviewed and discussed on site with Mr. Wendan. To cover the whole conveyor gallery about 50 gates would be required, but this provision is unnecessary. Provision of gates at the south crossover only is now recommended since this passage is the only one commonly used.

I therefore submit the following proposals for your consideration and approval.

1. Overhead guards on all three east-west crossovers at positions shown on the print of Drawing 1174/1 herewith.
2. Gates to discourage walking between the conveyors at the south crossover only.

The overhead guards to cover bottom and sides of the conveyors will consist of a  $\frac{5}{16}$ " dia. wire frame covered with  $1\frac{1}{2}$ " mesh 12 s.w.g. wire, as shown on the sketch, Drawing 1174/2 herewith. These guards should be a minimum of 7' long and fitted where any conveyor belt is lower than 6' 6" high.

The gates will be 1" dia. pipe frame 3' 3" high covered with 2" mesh 12 s.w.g. wire. They will not restrict access to the emergency stop buttons.

Would you please signify your approval of the above proposals.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

ENCL: Drawings 1174/1 and 2.

RCP:MJC

General Information

Number of A.F.F.C. conveyors Lines 7

" " A.H.B. " " 8

" " " conveyor Belts 20

Speed of Conveying 80-90 f.p.m.

conveyor Belting 14" wide, 3 ply. Rubber

Number of Electric Motors:-

B - 2 H.P. Geared to 80 r.p.m.

18 - 1/2 H.P. " " "

Electric Supply 460 Volts DC.

Conveyor Carrying Capacity per line:-

Highest Recorded 1265 boxes per hr.

Average " " 1007 " " "

Unloading Points @ "B"; "C"; "D" & "E."

Length of Conveyor Gallery 510'-0"

Width " " 34'-0"

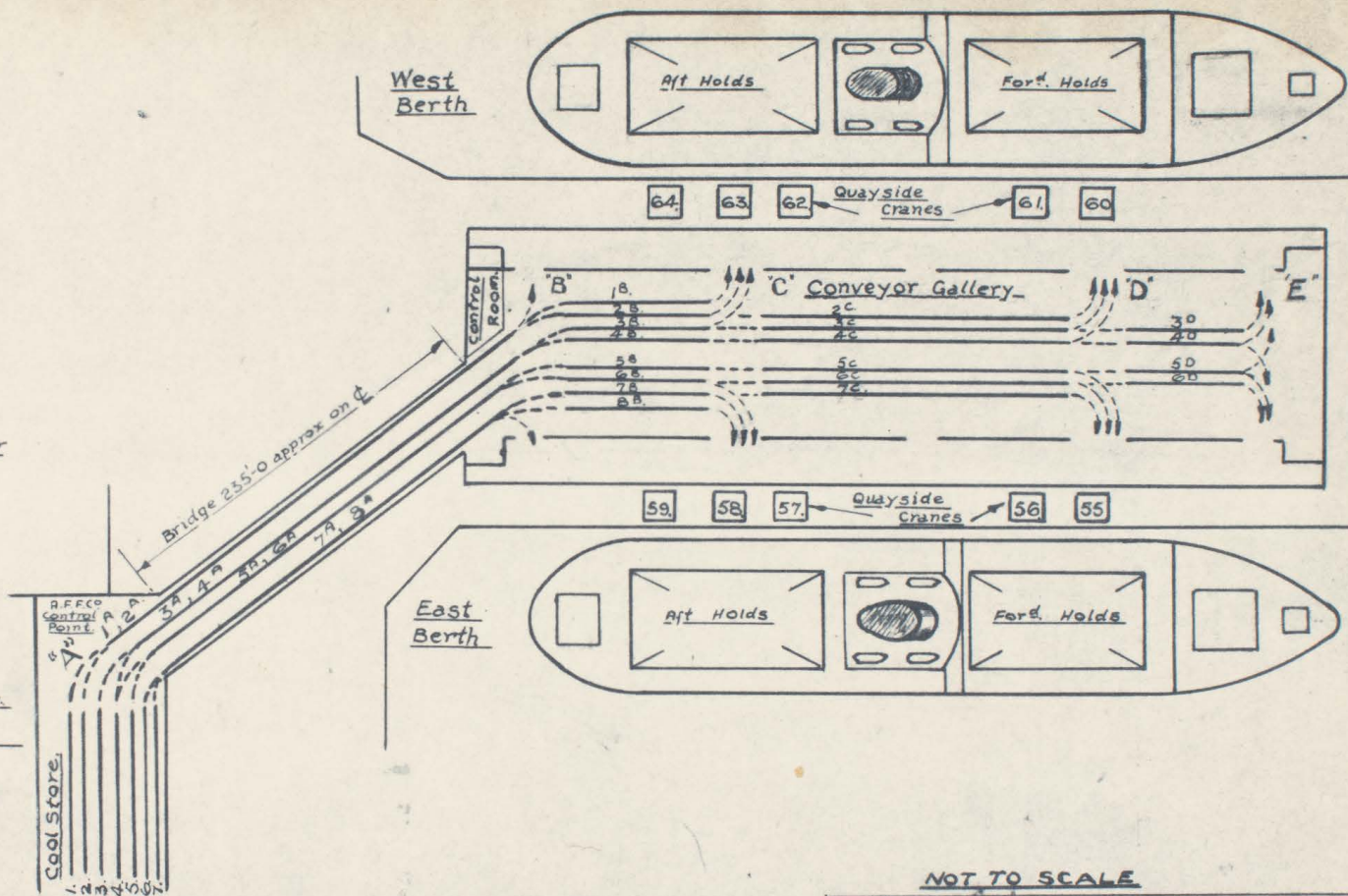
Distance Between Unloading Points:-

B-C = 127'-6"; C-D = 180'-0"; D-E = 127'-6"

Door Openings "B" = 14'-8"; "C" = 29'-9"; "D" = 29'-9"; "E" = 14'-8"

Weight of Butter Carton 56 lbs nett.

Number of Quayside Cranes per Berth :- 5.



NOT TO SCALE

**AUCKLAND HARBOUR BOARD**

Bledisloe Wharf Butter Conveyors  
General Information & Flow Diagram.

DRAWN J. S.

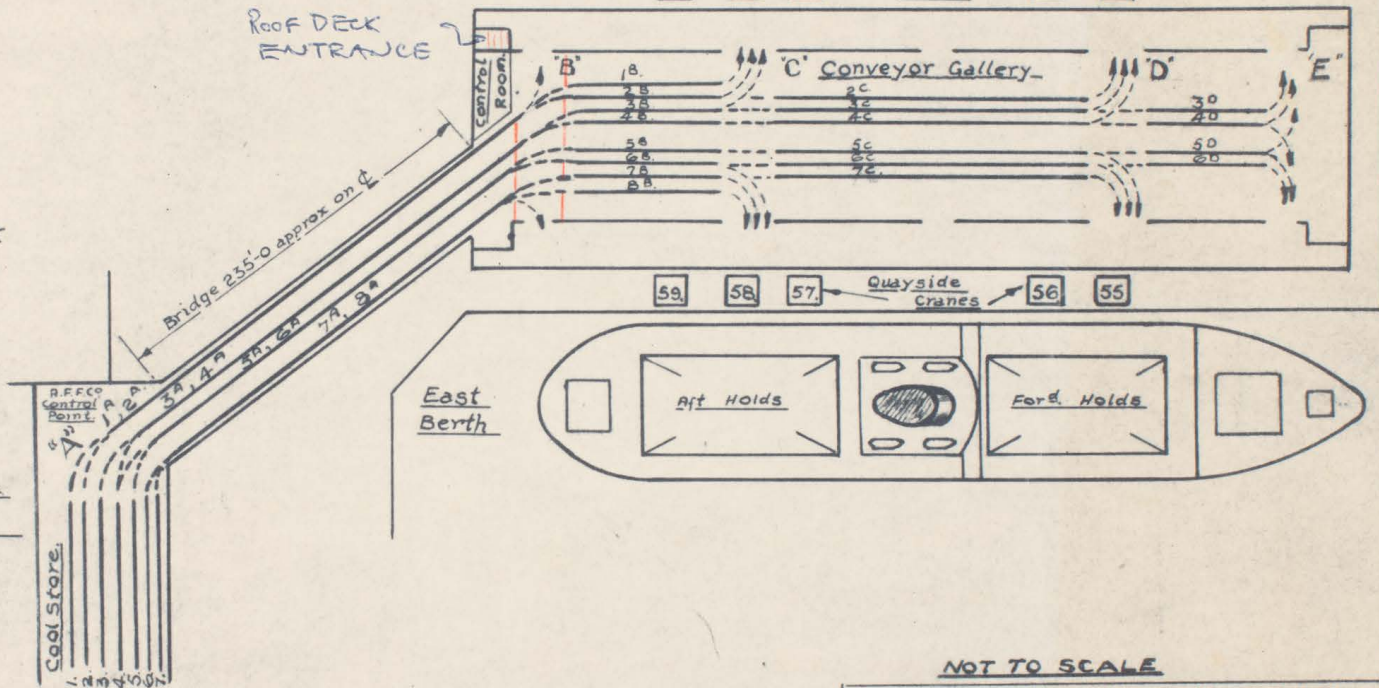
DATE 9-9-'37

S 1174/11.

— OVERHEAD GUARDS  
 - GATES.

General Information

- Number of A.F.F.C. conveyors Lines 7
- " " A.H.B. " 8
- " " conveyor Belts 26
- Speed of Conveying 80-90 f.p.m.
- conveyor Belting 14" wide, 3 ply. Rubber
- Number of Electric Motors :-
- B - 2 H.P. Geared to 80 r.p.m.
- 1B - 1 1/2 H.P. " " "
- Electric Supply 460 Volts DC.
- Conveyor carrying Capacity per line :-
- Highest Recorded 1265 boxes per hr.
- Average " 1007 " " "
- Unloading Points @ "B"; "C"; "D" & "E."
- Length of Conveyor Gallery 510'-0"
- Width " " " 34'-0"
- Distance Between Unloading Points :-
- B-C = 127'-6"; C-D = 180'-0"; D-E = 127'-6"
- Door Openings "B" = 14'-8"; "C" = 29'-9"; "D" = 29'-9"; "E" = 14'-8"
- Weight of Butter Carton 56 lbs nett.
- Number of Quayside Cranes per Berth :- 5.



NOT TO SCALE

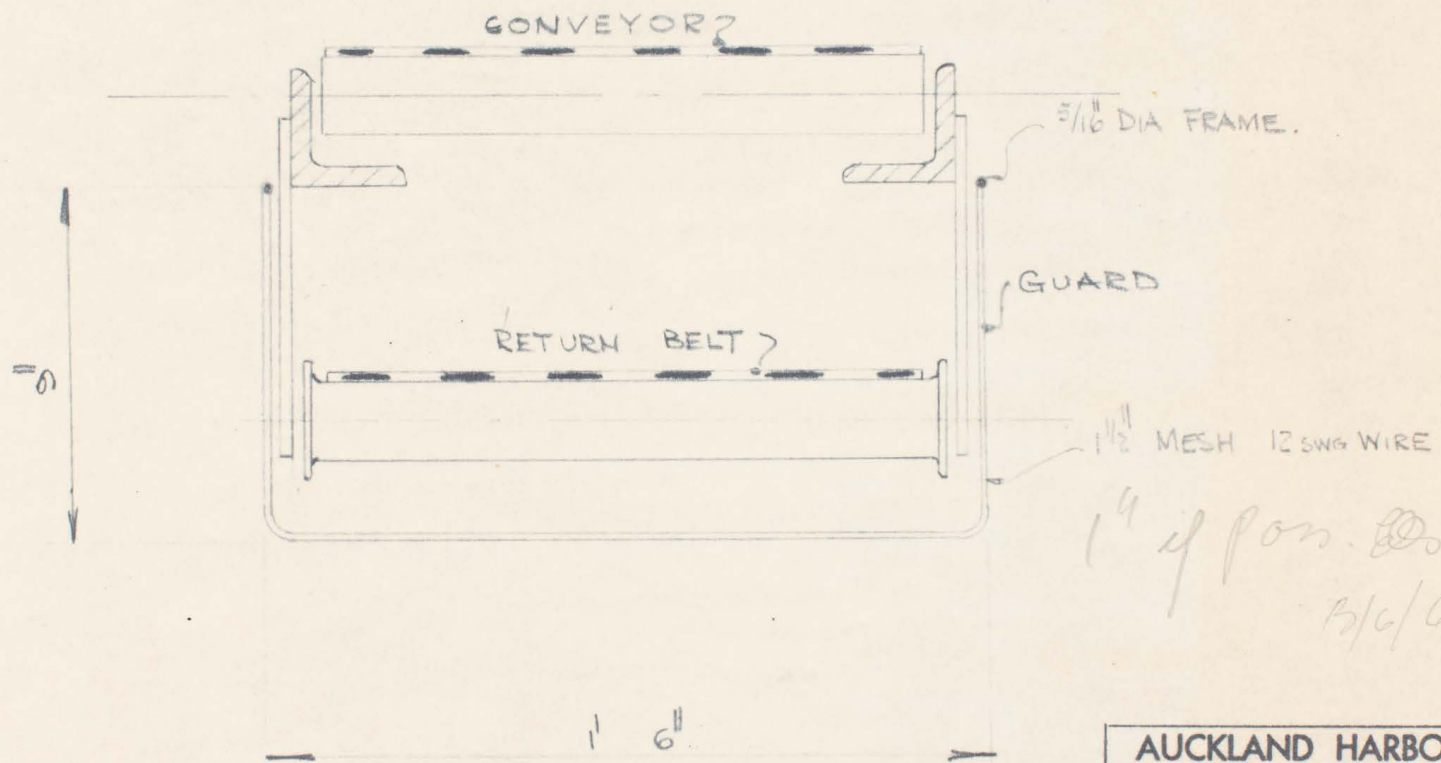
**AUCKLAND HARBOUR BOARD**

Bledisloe Wharf Butter Conveyors  
General Information & Flow Diagram.

DRAWN J. S.  
 DATE 9-9-'57

S 1174/11.

CSW 11/1/61



<b>AUCKLAND HARBOUR BOARD</b>	
TYPICAL SECTION THRO'	
BLEDISLOE CONVEYOR GUARD	
DRAWN M KIRKBRIDE	S 1174/2
DATE 5 <sup>th</sup> FEB 1965	

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 3rd October

19 61

Subject BLEDISLOE WHARF - CONVEYOR GALLERY

CODE NUMBER

218/001/40-49

Please undertake maintenance painting to the structural steel frame and gutters as suitable wet weather work.

Suggest use of K16 on steel gutters.

Copy to Construction Engineer.

Chief

Engineer to the Board.

(This Form to be filled up & returned to Engineer's Office immediately on completion of Work)

This work was completed on \_\_\_\_\_ at a cost of:—

Labour - - : :

Material - - : :

Total £ : :

967 A

REMARKS: \_\_\_\_\_

Signature \_\_\_\_\_

14 Oct 58

Mr R A J Smith

Bledisloe Wharf Conveyors  
Extension for loading into Ship's Hold.

Herewith screed on the above subject.  
 Will this do to start the ball rolling?

RCP

Back from RASS 19 June 59. to RCP

To ELS 8 Jan 60 (for consideration as opportunity offers)  
 No action by Aug 61.

Still no progress 20 June 1963 when RASS brought up the  
 subject again & I summarised action <sup>then</sup> required

Still no progress 6 Apr 64 when RASS asked me  
 for an alternative scheme by 20<sup>th</sup> Apr 64.

Some Progress Apr 1964. — Discussed with RASS 28 Apr 64

Borrowed data from DES Mason 5 May 64. — Proceeding with further ideas RCP



Bledisloe Wharf Conveyors.Extension of conveyor system to load right into ships' holds.

Captain Jenkins's paper and discussion at the NZIE Conference on the Handling of Export Produce 21 Aug 58 suggest that the problem of mechanical handling of butter from the Bledisloe Wharf conveyors right into the ships' holds should be re-considered.

Earlier suggestions about this matter were answered by —

- (a) Mr D Holderness's letter to BinLeward & Co dated 14 May 48 (File 881/1)
- (b) Chief Engrs. Memo to GM of 9 Nov 55 (RCP's Memo & Questionnaire) (" " /1)
- (c) For elaborate gear a further answer might be obtained from Mr DE S Mason's coats of his retractable gantries & conveyors at Bluff (Proceedings of NZIE Conference p 41)

Details of the present conveyor system are summarised in the new Plant Book.

Requirements of additional equipment.

- 1 Lightness, for economy, for handling by jib crane, or for Capt Jenkins's suggestion of hanging off the crane hook.
- 2 Safety — to Marine Dept requirements.
- 3 Range of working — To collect butter from gravity conveyors through shed doors, bring to loading points convenient to any particular ships hatches, (space out cartons for regular feeding to "vertical" conveyor) and deliver into hatch at any position <sup>within the hatch</sup> & any level out any state of tide or draft of ship.
- 4 Weatherproof. Weather protection should be provided from shed doors into ships hold — incl cover over hold.

- 5 Reduction of Labour — Eliminate or considerably reduce number of men on roof deck (now employed for loading trays): some of these men might be needed in the hold.
- 6 Damage Carts must not be dented, scuffed or otherwise damaged. They must therefore either roll or be carried, sliding on chutes would cause damage. Every transfer from one carrier to another is liable to cause damage.
- 7 Stowing of Gear. Conveyors should be readily stowed when not in use.
- 8 Economy Conveyors should be easy to rig, stow, operate and maintain and should be economical in first cost.
- 9 Parties to Satisfy AHB, AFFCO, <sup>Dairy Products</sup> ~~Export~~ Marketing Board, Shipping Coys, Stevedores, AHB Union, Cargo workers.

10 Types of Conveyor possible.

The following types of plant are worth considering —  
 Inclined belts, ribbed belts, plate/belt; — escalator type; —  
 Lunk system — Donald type, horizontal tray, gravity bucket, lift bucket; —  
 Parallel pairs of belts with pneumatic bag gripping carton both sides;  
 Ropeway system.

May this matter please be re-examined. I have not the staff available to tackle this problem.

R. C. Pemberton

881/1

23rd September, 1958.

The Production Director,  
Empire Rubber Mills Ltd.,  
c/- Post Office,  
Woolston,  
CHRISTCHURCH

Dear Sir,

SURFACE TREATMENT OF CONVEYOR  
BELTS

Thank you for your letter of 17th September giving information of availability and cost of "Linatex".

On Bledisloe Wharf the Board has 9,000 linear feet of 14" wide belt. This of course gets only intermittent use and requires surfacing only to prevent dirtying of cartons.

It is therefore obvious that for the Board's purpose "Linatex" would hardly be an economical proposition.

However, I am glad to have the information and thank you again for your reply.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

# Empire Rubber Mills Ltd.

CABLES & TELEGRAMS : "INFLA"

Factory : - 69-089

After Hours: G. J. INGLIS 35-534

F. W. RICHARDSON 64-102

CUMNOR TERRACE · WOOLSTON

PLEASE ADDRESS CORRESPONDENCE TO POST OFFICE · WOOLSTON · CHRISTCHURCH

AUCKLAND HARBOUR BOARD 17th September, 1958.

22 SEP 1958

Auckland Harbour Board,  
C.P.O. Box 1259,  
AUCKLAND.

Attention: Chief Engineer to the Board.

Dear Sirs,

We acknowledge your letter of the 15th inst.,  
Ref. 881/1 addressed to Skellerup Industries Ltd.,  
concerning surface treatment of conveyor belts.

Linatex is pure plantation-made crepe rubber  
in which vulcanising ingredients have been incorporated  
in the liquid latex and the crepe submitted to long  
periods at moderate temperatures to vulcanise it.  
Being free from carbon black and all other fillers and  
extremely hard wearing it would not only prevent the  
marking you mention, but would provide a very long wear-  
ing surface on your belts. You will understand that  
this sheet rubber has to be applied to the surface of  
your belts with special adhesives, either by our operators  
or by yours under our instructions.

Our licence is very limited, but we have been  
promised that if a genuine demand exists a further licence  
will be granted.

The Linatex itself is available in thicknesses from  
1/8" upwards. It would cost somewhere in the region of  
10/- per lb and 5/8 lb. of Linatex 1/8" thick covers one  
square foot. Without knowing what area of belt has to be  
covered we are unable to say whether our present stock of  
thin Linatex is sufficient or whether a further import  
licence will be necessary.

Yours faithfully,  
EMPIRE RUBBER MILLS LTD.

*G. J. Inglis*  
G. J. Inglis

Production Director



*Erg.*

*dr Pemberton*

GJI:LMH.

LEADING MANUFACTURERS OF INDUSTRIAL & MILKING MACHINE RUBBERWARE

16th September, 1958.

The Superintending Engineer,  
The Auckland Farmers Freezing Co. Ltd.,  
P.O. Box 90,  
AUCKLAND C.1.

Dear Sir,

SURFACE TREATMENT OF CONVEYOR  
BELTS

Thank you for your letter of 1st August, advising on your success at Horotiu with BALM Preparakote 651106.

I have now had replies from both the Dominion Laboratory and the Natural Rubber Development Board.

Dominion Laboratories suggest we try the following:-

- (a) Isocyanate Laquer - (Mr. Scannell, Industrial Finishing Company, 3 Tully Street, Wellington.)
- (b) Epoxyresin paint with a high ratio of polyamide to give greater flexibility and "stretchability".

The Natural Rubber Development Board suggest the application of a layer of "Linatex" rubber to the belt surface. I have written to the Agents of this material for further details.

We have recently treated one belt with "Tinex" Plastic Paint, Emulsion coating, Protective Resin, Clear Glaze. So far results with this product look reasonably satisfactory.

Yours faithfully,

15th September, 1958.

The New Zealand Representative,  
The Natural Rubber Development Board,  
P.O. Box 309,  
LOWER HUTT

Dear Sir,

SURFACE TREATMENT OF CONVEYOR BELTS

Thank you for your letters of July 31st and August 11th advising on methods of treatment of Conveyor Belt surfaces.

As regards your three questions relating to your advice:-

- (1) There is no contact of the rubber surface by butter fat.
- (2) There should be no high abrasion factor but there is undoubtedly some abrasion from the methods of cleaning used and some slight abrasion at the discharge from driven belts which push the cartons around bends and along horizontal gravity roller sections.
- (3) The belts are about 12 years old and, although not exposed to direct sunlight, they are exposed to light and are subject to Auckland summer conditions.

I have written to the Agents of Linatex asking for further details.

Once again I express my sincere thanks for your advise.

Yours faithfully,

RCP:HEB

CHIEF ENGINEER TO THE BOARD

15th September, 1958.

Messrs. Skellerups Industries Limited,  
c/- Post Office,  
Woolston,  
CHRISTCHURCH

Dear Sirs,

SURFACE TREATMENT OF CONVEYOR BELTS

On Bledisloe Wharf, my Board has a conveyor system which carries butter in 56 lb cartons from the Auckland Farmers Freezing Company's store to the ships' side. Before use the belts are cleaned by tying clean sacks containing sawdust on each of the conveyor frames and running the belts underneath. Brooms to remove dust are also permanently fixed on the bottom (return) side of the belt. During humid weather, if cartons of butter are allowed to stand for a few minutes on some belts during short stoppages, the cartons sweat and their bottoms sometimes pick up carbon black from the vulcanised rubber belts.

When asked for advice on suitable treatment, the Natural Rubber Development Board suggested treating the belts with an application of a layer of Linatex rubber for which product I understand you are the agents.

Would you please advise me on the details of this treatment, availability of materials, method of application and cost?

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

15th September, 1958.

The Director,  
Dominion Laboratory,  
P.O. Box 8023,  
Government Buildings,  
WELLINGTON C.1.

Dear Sir,

SURFACE TREATMENT OF CONVEYOR BELTS  
(Your ref. AE1863)

Thank you for your advice on suitable treatment materials for vulcanised rubber belts. I am arranging for these materials to be tried.

You may be interested to know that one of the freezing companies has used BALM Preparakote 651106 under somewhat similar conditions and has found it satisfactory.

Thank you again for your advice.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB





## DOMINION LABORATORY

(DEPARTMENT OF SCIENTIFIC AND INDUSTRIAL RESEARCH)

P.O. Box 8023, Govt. Buildings, WELLINGTON, C.1.

29 August 1958

The Chief Engineer,  
Auckland Harbour Board,  
P.O. Box 1259,  
A U C K L A N D.

Dear Sir,

SURFACE TREATMENT OF CONVEYOR BELTS

(Your ref. 881/1)

I refer to your enquiry of 25th July regarding surface treatment of black vulcanised rubber conveyor belts to prevent the marking of butter cartons.

An isocyanate lacquer is the type of paint most likely to have the flexibility and adhesion to rubber necessary for service on a conveyor belt. The raw materials for isocyanate lacquers are in New Zealand in development quantities and Imperial Chemical Industries, the importers, recommend that you get in touch with Mr Scannell, Industrial Finishing Co., 3 Tully Street, Wellington E.3, who could make up a small quantity for you.

An alternative paint which has been used on rubber is the Epoxy type based on epoxy resins imported by the Shell Company. These paints are cured by addition of a polyamide resin and it is stated that for use on rubber a high ratio of polyamide to the epoxy resin will give greater flexibility and stretchability, although at the loss of some hardness and abrasion resistance. Epoxy resins are freely available and a paint of this type could be supplied by most manufacturers.

The abrasive conditions you describe are likely to limit the life of any paint coating, but <sup>trial</sup> with the above two paints would be worthwhile.

Yours faithfully,

*F. J. T. Grigg*  
*for*

F.J.T. Grigg  
DIRECTOR

*Mr. Robertson*

# THE NATURAL RUBBER DEVELOPMENT BOARD

INCORPORATED IN  
ENGLAND  
TELEPHONE 64399 (3 LINES)  
P. O. BOX 309

TELEGRAMS & CABLES: RUBADEV. LOWER HUTT  
CODES - BENTLEYS SECOND PHRASE  
A. B. C. 7<sup>TH</sup> EDITION

ANDREWS AVENUE,  
LOWER HUTT,  
NEW ZEALAND.  
August 11, 1958

Mr J.D. Sutton,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND

Dear Mr Sutton,

## Surface Treatment of Conveyor Belts

With further reference to your letter of the 25th July, there are a number of points which would be worthy of consideration at this stage.

The problem that you pose is not a new one and several methods of treatment have been adopted in other countries. Three factors however require consideration. (1) Is there any contact of the rubber surface of the belt by butter fat due to leakage or breakage of the cartons resulting in a pick-up not only of carbon black but of degenerated black rubber from the belt surface? (2) If there is no deterioration of the belt surface due to leakage of butter, is there a fairly high abrasion factor resulting in the surface of the belt wearing quickly? (3) Is the belt subject to light ageing during the periods when it is in use or when it is not?

If the main cause of the trouble is a breakdown of the surface due to fat absorption, you would have little choice but to use a synthetic rubber maintenance coating, and the suggested material would be Neoseal Neoprene maintenance coating N.7 (aluminium) marketed by Dunlop. This material may be applied by spraying or brushing and is quite resilient. Dunlop would no doubt advise the best method of preparing the belt and applying the coating.

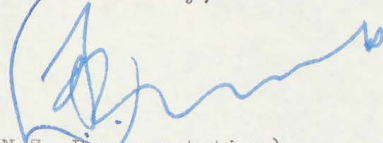
Should the belt surface not be affected by butter fat, it could probably be best treated by the application of a layer of Linatex rubber to the surface with which the cartons come in contact. Linatex, although a pure rubber, has good resistance to abrasion and its slightly rough surface prevents slipping of the cartons. It is used a good deal in the lining of sand and shingle equipment. It would need to be attached with a solution and I understand that Skellerups in Christchurch are the New Zealand agents and should be able to advise on its use.

*dr Lamberton*

With regard to the suggestion made concerning chlorinated rubber paint it is not considered that this would be very satisfactory as it would not have sufficient flexibility for your purpose.

There is one matter that I should have mentioned in connection with Neoseal No.7. It has been stated that the material could impart taste on prlonged contact. I do not think that this would be a serious objection but it would be desirable to keep it in mind.

Yours sincerely,

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke extending to the right.

(N.Z. Representative)

# THE AUCKLAND FARMERS' FREEZING CO. LTD.



ADDRESS- CORRESPONDENCE TO THE SECRETARY

TELEGRAPHIC AND CABLE ADDRESS: "AFFCO"  
CODES: BENTLEY'S, NEW STANDARD

TELEPHONE: 34-830 AUCKLAND

WORKS:  
AUCKLAND, HOROTIU, SOUTHDOWN, MOERWA

P.O. Box 90

AUCKLAND, C.I

NEW ZEALAND

AUGUST 1

1958

THE CHIEF ENGINEER TO THE BOARD,  
AUCKLAND HARBOUR BOARD  
AUCKLAND, C.1

Dear Sir :

SURFACE TREATMENT OF CONVEYOR BELTS  
YOUR REF. 881/1

Many thanks for the copy of letter on this subject which you sent me on 25th inst.

We have done a certain amount of further work recently at Horotiu, and our Chief Engineer writes as follows -

" PAINTING RUBBER BELT CONVEYORS - B A L M WHITE  
\* PREPARER COAT is the paint now used. Black rubber belt is thoroughly cleaned with White Spirits and then painted in position in Freezer Chambers.

Three belts were painted nearly twelve months ago and are still in excellent condition. There is no chipping or flaking.

The longitudinal freezer conveyor belt shows just a normal even wearing on paint surface.

Of the two in "H" room, one has had very little use and is as new. The other has taken the bulk of work and, of course, has some wear on the paint surface. I would say this belt would not need repainting for some months yet.

This paint has stood the test under extreme temperature conditions and constant hard usage. I have no hesitation in recommending this paint for our particular work. "

*dr Pemberton*

Yours faithfully,  
For - THE AUCKLAND FARMERS' FREEZING CO., LTD.

*John Quinn*  
SUPERINTENDING ENGINEER

WJS-MW  
\* BAIM PREPARAKOTE 651106

# THE NATURAL RUBBER DEVELOPMENT BOARD

INCORPORATED IN  
ENGLAND  
TELEPHONE 64399 (3 LINES)  
P. O. BOX 309

TELEGRAMS & CABLES: RUBADEV. LOWER HUTT  
CODES - BENTLEYS SECOND PHRASE  
A. B. C. 7<sup>th</sup> EDITION

ANDREWS AVENUE,  
LOWER HUTT,  
NEW ZEALAND.

July 31, 1958

Mr J.D. Sutton,  
Chief Engineer,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND

Dear Sir,

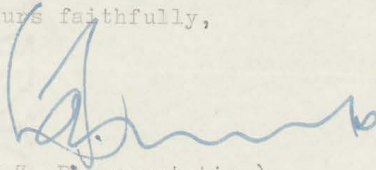
Surface Treatment of Conveyor Belts (Your Ref: 881/1)

I received your letter of the 25th July referring to a problem which you are experiencing with your belt conveyor system at the Bledisloe Wharf, as it affects the conveying of butter cartons between the freezing company's store and the ship's side.

On the face of it, the chlorinated rubber paint that you mentioned could be the solution but I am making some further enquiries into the matter and will let you have as much information as I can concerning your recommended course of action.

I shall write you again.

Yours faithfully,



(N.Z. Representative)

*dr Pemberton*

Copy to Mr. W.J. Syme, Auckland Farmers Freezing Co. Ltd  
" " Mechanical Engineer

88/1

25th July, 1958.

The Director,  
Dominion Laboratories,  
P.O. Box 8023,  
WELLINGTON

ALSO: Mr. L.V. Phillips,  
Natural Rubber Development Board,  
P.O. Box 309,  
LOWER HUTT

(For Attention Mr. Sinclair)

Dear Sir,

SURFACE TREATMENT OF CONVEYOR BELTS

On Bledisloe Wharf Auckland Harbour Board has a conveyor system which carries butter in 56 lb cartons from the Auckland Farmers Freezing Company's Store to the ships' side.

Before use the belts are cleaned by tying clean sacks containing sawdust on each of the conveyor frames and running the belts underneath. Brooms to remove dust are also permanently fixed on the bottom (return) side of the belt.

During humid weather, if cartons of butter are allowed to stand for a few minutes on belts during short stoppages, the cartons sweat and their bottoms sometimes pick up carbon black from the vulcanised rubber belts.

We are seeking your advice on the most suitable "paints" or other surface treatment materials which will protect the cardboard cartons from direct contact with the black belts.

Replacement of the belts is not a practical solution since the Board has in total "miles" of conveyor belting.

One suggestion is treatment with a chlorinated rubber based paint such as "Colonex". There may well be more suitable and less expensive materials available.

The surface must be flexible, smooth but not excessively slippery. It should be light in colour, durable to stand repeated cleaning and be of such material that it will have no ill effect on the butter cartons.

I would be grateful if you would please give this problem some consideration and advise me of the most suitable materials to use.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

20th December, 1957.

Mr. J.T. Jensen,  
15 Manning Street,  
NEWTON C.3

Dear Sirs,

BLEDISLOE WHARF GANTRY

Thank you for your offer of 18th December  
to paint the R.P.M. sheeting of this gantry.

I regret, however, that after careful con-  
sideration of all the circumstances, I do not think I  
would be justified in waiving the practise of calling  
for quotations in the normal manner.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

AL:HEB

15 Manning Street,  
NEWTON, C.3.

18th December, 1957

The Chief Engineer,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND, C.1.

Dear Sir,

Reference: BLEDISLOE WHARF

I have observed the paint on the sheeting of the Bledisloe Wharf conveyor gantry peeling off. Two years ago I unsuccessfully tendered for this work which then included the entire steel work of the gantry. I am now prepared to undertake the work of painting all R.P.M. sheeting of this gantry -

Cleaning and removing all loose paint, dirt, etc., and paint one coat Silvershield Bituminous Aluminium paint or any other paint you may think best.

In performing this work I undertake to do the same without any obstruction whatsoever of the wharf approaches as approved by the Chief Scaffolding Inspector. The time required for the job would be three weeks and the price £675.14.4d.

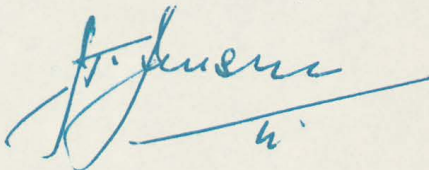
In view of the fact that the wharf will be comparatively quiet during the Christmas vacation, it is thought that it would be a suitable time for the work to be undertaken.

Your early reply would be appreciated.

Yours faithfully,

12000 sq. ft. = 1333 sq. yds.

approx 10/- per sq. yd.

  
F. J. Jones



345

Conveyors  
File

AUCKLAND HARBOUR BOARD

INSTRUCTIONS TO FOREMEN & INSPECTORS

No. 24771

THE FOREMAN OF WORKS

11th June

57

LOCAL DISPUTES COMMITTEE - CONVEYOR -  
BLUESHORE WHARF

Fitter employed on Butter Conveyor, Blueshore Wharf

Please note the Committee's decision -

"That fitter (J. Downie) be re-directed to conveyor attendance meantime to observe the principle of the "status quo" and that fitters report to the yard at 7.a.m. when required for a 7.30.a.m. start on the conveyors. The Employer to reserve the right to allocate this work to such fitters and at such times as considered appropriate."

Please arrange accordingly.

Copy to Cargo Plant  
Supervisor.

*J. Dutton*  
Chief Engineer to the Board

RD

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To THE ELECTRICAL ENGINEER

Date 5th November 19 56

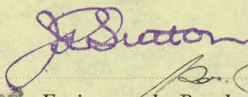
Subject TELEPHONES FOR CONVEYORS - BLEDISLOE  
WHARF

With reference to your Memorandum dated 31st October, 1956, approval is granted for additional manual telephones as recommended for communication between the ship and tally clerk on the wharf gallery.

Please therefore arrange for the purchase of four additional instruments at an estimated cost of £10. 0. 0. each.

Approval is also granted for the installation of some permanent wiring at an approximate cost of £20. 0. 0.

WJT:HEB

  
Chief Engineer to the Board.

Auckland Harbour Board  
MEMORANDUM

FROM

The Electrical Engineer

To

31st October, 1956

THE ENGINEER


TELEPHONES FOR CONVEYORS - BLEDISLOE WHARF

In addition to the telephone system installed at Bledisloe Wharf between the various conveyor control points, extra manual telephones have been found necessary for communication between the ship and the tally clerk on the wharf gallery.

This requirement has been met by using spare instruments from the conveyor system, but the number is not sufficient when both berths are working, and I therefore recommend the purchase of four additional manual telephones at an estimated cost of £10. 0. 0d each.

I also propose to instal some permanent wiring to minimise the necessity for trailing leads. This would cost approximately £20. 0. 0d.

RELA/AWJ

  
Electrical Engineer

  
1.11.56

8811

C  
O  
P  
Y

NO 3753

18th May, 1956.

From the GENERAL MANAGER

To the ENGINEER

LOCAL DISPUTES COMMITTEE ITEM : BUTTER CONVEYOR OPERATION  
EXPORT WHARF - AGREEMENT AS TO MEAL HOURS FOR  
CRANEMEN

The Union claimed that on recent occasions when the operation of the conveyer has been interrupted, the cranimen have reverted to their ordinary mealhour 12 noon - 1 p.m. and paid accordingly in contravention of the agreement made with the Board as to working conditions.

The agreement was made in 1953 but is not closely defined. The Board undertook to observe the same conditions at meal hours as apply to cargo workers. It was confirmed that under the agreement with the cargo workers and the Port Employers' Association that when the workers actually commence work on the conveyer between the hours of 8.a.m. and noon they are guaranteed employment until 12.20.p.m. and similarly between 1.p.m. and 5.p.m. until 5.20.p.m.

I quote the applicable paragraph of the agreement -

" 4. Orders for Meal Hour Work:

This Clause is subject to the Employers' right under Clause 15 of the Principal Order No. 24 to order labour back when it is standing by on account of bad weather without payment for the intervening time. When a gang actually commences work loading butter ex conveyer between the hours of 8.a.m. and noon the workers concerned shall be guaranteed employment until 12.20.p.m. and in the case of a gang which actually commences work loading butter ex the conveyer between 1.p.m. and 5.p.m. the men concerned shall be guaranteed employment until 5.20.p.m. Each period is to be taken separately and a gang which qualifies in respect to the morning for the guarantee until 12.20.p.m. under this Clause does not qualify for the guarantee of employment until 5.20.p.m. unless the gang actually loaded butter ex conveyer during the period from 1.p.m. to 5.p.m."

Please therefore give effect to the Local Disputes Committee decision and adjust retrospectively to cover the recent occasions when payment has not been made accordingly. The decision is

"That the existing agreement matching conditions as to meal hours to those of cargo workers be followed."

(Sgd) A.C. Clarke

GENERAL MANAGER



AUCKLAND HARBOUR BOARD  
=====

CONTRACT NUMBER...1547.....  
FOR PAINTING OF CONVEYOR BRIDGE,  
EXPORT WHARF.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER.....2..... DATE.....2nd May, 1956.....

I hereby certify that the sum of... One thousand two hundred and...  
~~seventy seven pounds three shillings and~~ <sup>eleven pence</sup> ..... ( £ 1277 - 3 - 11 ..... )  
is due to Messrs..... John Henderson Ltd..... on Account of  
Contract Number..1547.....

VALUE OF WORK TO DATE	30/4/56 (completed)	£ 1652. 3.11.
LESS RETENTION	£.....NIL.....	
LESS PREVIOUS PAYMENTS	£..375. 0. 0.	£ 375. 0. 0.
AMOUNT NOW CERTIFIED		£ 1277. 3.11. +=====

I hereby certify that the work covered by this Contract including the maintenance period was completed to my satisfaction on 24th April, 1956.

All outstanding moneys, including Contractor's deposits may now be paid.

ACTING CHIEF

*J. Dutton*  
.....  
ENGINEER TO THE BOARD

# Auckland Harbour Board

## MEMORANDUM

From

2nd. May, 1956.

Construction Engineer.

To

THE ENGINEER

### PAINTING OF CONVEYOR BRIDGE - EXPORT WHARF.

Contract 1547.

Herewith claim from the Contractor for £ 1,152. 4. 11. on account of work completed under above Contract up to 31.3.56.

I certify that the total value of the work completed up to 30.4.56 under Contract 1547 for which payment may now be claimed in terms of the Contract is:-

£ 1,652. 3. 11.

(One thousand six hundred and fifty two pounds three shillings and eleven pence).

Maintenance period expired	24.4.56.
Total value to 30.4.56.	£ 1,652. 3. 11.
Less retention	N I L
	<hr/>
	£ 1,652. 3. 11.
Less previous payments	375. 0. 0.
	<hr/>
Progress payment No. 2.	£ 1,277. 3. 11.
	<hr/>

*John Reed  
JRW  
2/4/56*

*Seagar*

ESTABLISHED 1860

A 7496

D.P. to

M

The Auckland Harbour Board,  
Quay St.,  
AUCKLAND.

PHONE 30-113

24th April, 1956

# JOHN HENDERSON *Limited*

DECORATORS • SIGNWRITERS • GLAZIERS • PAINTERS OF SHIPS

CORNER OF SWANSON & FEDERAL STREETS  
AUCKLAND

TERMS CASH

ESTIMATES FREE

RE PAINTING TO CONVEYOR BRIDGE AT EXPORT WHARF.

31/3/56

To painting work carried out in accordance with  
our estimate of 19/12/55

1,841. 7. 0. ✓

Less adjustment of Provisional sum for replace-  
ment of gutters and downpipes -

Sum allowed £200. 0. 0. ✓

Less charge ex - W.A. Chenery Ltd.

£9.17. 2. ✓

(copy attached)

Plus Contractor's profit.

@ 10%

19. 9. ✓

10.16.11.

189. 3. 1. ✓

1,652. 34.11. ✓

Less Progress Claim

500. 0. 0.

Nett. £1,152. 34.11.



John Henderson Ltd.,  
7 Federal Street,  
AUCKLAND.

C O P Y

RD inv. 1268.

6/3/56.

DR TO W.A. CHENERY LIMITED,  
Plumbing Contractors.

Export Wharf Conveyor

Renewing downpipes as required.

48' 3" downpipe

2 lbs. solder

Sundry items

Labour Journeyman 10 hrs. @ 11/-  
Cartages and fares

1/4 1/2	3.	6.	0 ✓
5/7	11.	2	✓
	2.	6	✓
	5.	17.	6 ✓
	9.	17.	2 ✓

NETT.

# AUCKLAND HARBOUR BOARD

*file copy*  
31 MAR 1956

THE AUCKLAND HARBOUR BOARD  
P.O. BOX 1259

Dr. to

ENGINEERS Department

JOHN HENDERSON LTD.,  
CNR. SWANSON & FEDERAL STREETS,  
AUCKLAND.

For the undermentioned: (Name of Claimant)

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL
		<u>EXPORT WHARF CONVEYOR BRIDGE M/A</u>						
		First Progress Payment on account of Contract No. 1547 - Painting Conveyor Bridge - in accordance with Engineer's Certificate No. 1 dated 16th March, 1956, attached.			500	0	0	
		Value of work 28/2/56			125	0	0	
		Less Retention 25%	<i>Septon</i>					375 0 0
		DUPLICATE						

PASSED BY COMMITTEE

Chairman

Member

Date

Costing Code			Amount
Dept.	Clas.	H.E.	
104	094	49	375 0 0
		£	375 0 0

Discount

NET TOTAL

Signature of Claimant

Address

I CERTIFY, that to the best of my belief and knowledge the foregoing account is true and correct in every particular.

*Septon*  
ACTING CHIEF ENGINEER TO THE BOARD.

Received on the ..... 195 , from the Treasurer of the Auckland Harbour Board, the sum of ..... Pounds ..... and ..... Pence in full payment of the above Account.

=====

AUCKLAND HARBOUR BOARD

=====

CONTRACT NUMBER.....1547.....

FOR.....PAINTING CONVEYOR BRIDGE.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER.....1.....

DATE.....16th March, 1956.....

I hereby certify that the sum of.....Three hundred and seventy  
five pounds.....(£ 375 - 0 - 0)  
..... is due to Messrs.....John Henderson Ltd..... on Account of  
Contract Number.....1547.....

VALUE OF WORK TO DATE	28/2/56	£	500. 0. 0.
LESS RETENTION 25%	£ 125. 0. 0.		
LESS PREVIOUS PAYMENTS	NIL	£	125. 0. 0.
AMOUNT NOW CERTIFIED		£	375. 0. 0.

=====

*J. S. Dixon*  
.....  
ACTING CHIEF ENGINEER TO THE BOARD

ESTABLISHED 1860

A 7266

D.P. to

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

PHONE 30-113

**JOHN HENDERSON** *Limited*

28th. February 1956

DECORATORS • SIGNWRITERS • GLAZIERS • PAINTERS OF SHIPS

CORNER OF SWANSON & FEDERAL STREETS  
AUCKLAND

TERMS CASH

ESTIMATES FREE

RE - EXPORT WHARF CONVEYOR:- JOB B970.

28/2/56 To Progress Claim on above job

£500 0 0

# Auckland Harbour Board

## MEMORANDUM

From

Construction Engineer.

13th. March, 1956.

To

THE ENGINEER

### PAINTING CONVEYOR BRIDGE.

Contract 1547.

Herewith claim from the Contractor for £ 500. 0. 0.  
on account of work completed under above Contract up to 28.2.56.

I certify that the total value of the work completed  
up to 28.2.56 under Contract 1547 for which payment may now be  
claimed in terms of the Contract is:-

£ 500. 0. 0.

(Five hundred pounds).

Total value up to 28.2.56.

Less retention 25%

Less previous payments

Progress payment No. 1

£ 500. 0. 0.

125. 0. 0.

£ 375. 0. 0.

N I L

£ 375. 0. 0.

Voucher prepared  
John

Seagan

NS.DMW.

Construction Engineer's Office,  
22nd. February, 1956.

The General Manager,  
John Henderson Ltd.,  
C.P.O. Box 2836,  
AUCKLAND, C. 1.

Dear Sir,

PAINTING CONVEYOR BRIDGE - CONTRACT 1547.

In reply to your letter of 17th. inst. and request  
for an extension of time on this Contract.

Your request is approved and completion date will  
be Monday 19th. March.

Yours faithfully,



N. Seagar.

NS.DMW.

*hated  
you*

EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE

14 FEB 1956

7. CONTRACT NO. 1547 - PAINTING OF CONVEYOR BRIDGE AT EXPORT WHARF.

Report of Acting Chief Engineer to the Board, 21.12.55, stating that two lump sum tenders only had been received for Contract No. 1547 - Painting of Conveyor Bridge at Export Wharf, those of John Henderson Ltd. for £1,841.7.0d. and J.T. Jensen for £2,402.10.4d.; that although Mr. Jensen offered to complete the work earlier than John Henderson Ltd., the paint proposed by Mr. Jensen was not recommended for painting R.P. M. whereas that offered by John Henderson Ltd. should be satisfactory; he recommended acceptance of the lower tender of John Henderson Ltd., for the sum of £1,841.7.0d.; the General Manager recommended accordingly and the Chairman of the Committee had authorised the acceptance of the tender.

Recommended:-

That the action taken be confirmed.

FINANCIAL PROVISION  
MADE 14 FEB 1956

ADOPTED BY BOARD  
21 FEB 1956

Costs. Eng. to superior

ESTABLISHED 1860

PHONE 30-113  
C.P.O. Box 2836

# JOHN HENDERSON *Limited*

DECORATORS • SIGNWRITERS • GLAZIERS • PAINTERS OF SHIPS

CORNER OF SWANSON & FEDERAL STREETS  
AUCKLAND

February 17th, 1956.

Chief Engineer,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND, C.I.

Dear Sir :- Re Painting Conveyor Bridge at Export Wharf.

Our contract time for the painting of the conveyor bridge at Export Wharf expires next Wednesday, the 22nd. February.

I regret very much that it is necessary to apply for an extension of time of four weeks, owing to delays in the rigging of the scaffolds due in considerable measure to the intervention of the Christmas Holidays and a shortage of rigging labour.

I feel that we will probably not require the full four weeks to complete the job, but to guard against possible weather interruptions, I would appreciate it if this extension could be given.

Yours faithfully,  
JOHN HENDERSON LTD.

  
M. F. Bunker.  
General Manager.

B/McC.

*Copy of reply attached*

*AS.*

*22.2.56.*



Copy for file

ACAV

Construction Engineer's Office,  
6th. February, 1956.

John Henderson Ltd.,  
C.P.O. Box 2836,  
AUCKLAND. C. 1.

Dear Sirs,

CONTRACT 1547 - PAINTING  
CONVEYOR BRIDGE.

Thank you for your quotation for renewing gutters  
and downpipes.

I have to advise you that it has been decided not  
to proceed with this at this stage.

Yours faithfully,

  
For Construction Engineer.

ECLO.DMW.

MADE IN NEW ZEALAND

ESTABLISHED 1860

PHONE 30-113  
C.P.O. Box 2836

# JOHN HENDERSON *Limited*

DECORATORS • SIGNWRITERS • GLAZIERS • PAINTERS OF SHIPS

CORNER OF SWANSON & FEDERAL STREETS  
AUCKLAND

3rd February, 1956.

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

*Contract 1247.*

FOR ATTENTION MR. OTWAY PLEASE.

Dear Sir,

RE PROPOSED RENEWAL OF SPOUTING AND DOWNPIPES TO  
THE CONVEYOR BRIDGE AT EXPORT WHARF.

As requested we have pleasure in submitting the following estimates for the renewal of spouting, downpipes and brackets to the Conveyor Bridge at the Export Wharf:-

Estimate No.1 - 22 Gauge Copper,

FOR THE SUM OF: £797.16.0. (seven hund. & ninety-seven  
pds. sixteen shllgs.)  
Nett.

This estimate is made up as follows:-

W.A. Chenery Ltd.	£584. 0. 0.
Certified Concrete Ltd. for scaffolding charges	£141. 5.10.
	£725. 5.10.
Contractor's Profits 10%	£72.10. 2.
	<u>£797.16. 0.</u>

Estimate No. 2 - 24 Gauge Copper.

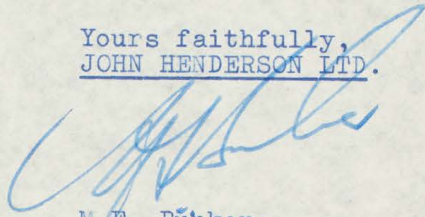
FOR THE SUM OF: £693.6.0. (six hund. & ninety-three pds.  
six shllgs.)  
Nett.

This estimate is made up as follows:-

W.A. Chenery Ltd.	£479. 0. 0.
Certified Concrete Ltd. for scaffolding	£141. 5.10.
	<hr/>
	£630. 5.10.
Contractor's profit 10%	£63. 0. 2
	<hr/>
	£693. 6. 0.

Your further instructions would be appreciated.

Yours faithfully,  
JOHN HENDERSON LTD.



M.F. Bunker,  
GENERAL MANAGER.

MB/LP

*MB*  
3.2.36.

Auckland Harbour Board

Nº 23047

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CONSTRUCTION ENGINEER

Date 16th January, 19 56

Subject CONTRACT NO. 1547 - REPAINTING CONVEYOR BRIDGE.

Please arrange to administer and supervise this Contract which has been awarded to Messrs. John Henderson Ltd. for the lump sum Contract price of £1,841/7/-.

This price includes for painting the underside of the timber floor which was not mentioned in the Board's specification. This extra work is approved.

Encl: Copy of John Henderson's letter and Priced Bill is forwarded herewith.

RCP:MY.

ACTING CHIEF

J. R. SUTTON

*Dev*  
Engineer to the Board. *[Signature]*

16th January, 1956.

Messrs. John Henderson Ltd.,  
27 Federal Street,  
AUCKLAND. C.I.

Dear Sirs,

CONTRACT NO. 1547 - REPAINTING CONVEYOR BRIDGE.

The supervision and administration of the above Contract will be under the control of the Board's Construction Engineer, French Street.

Will you please get in touch with him and arrange with him all matters relating to the Contract.

Yours faithfully,

ACTING CHIEF ENGINEER TO THE BOARD.

RCP:MY.

COPY TO

Construction Engineer

23rd December, 1955.

Messrs. John Henderson Ltd.,  
P.O. Box 2836,  
AUCKLAND.


Dear Sirs,

I have to inform you that your tender for Painting of Conveyor Bridge at Export Wharf has been accepted for the sum of £1,841.7.0d. in terms of Specification and Conditions of Contract No. 1547 and your letter of 19th December, 1955, white road marking paint to be used.

Contract Agreement is accordingly enclosed and I shall be pleased if you will have this signed and returned to me at your earliest convenience.

Receipt for Deposit - £25.0.0d. - is attached.

Yours faithfully,

  
SECRETARY

JMM.  
ENCL: Contract Agreement  
& Receipt.

21st. December, 5.

THE GENERAL MANAGER.

CONTRACT NO. 1547.

PAINTING OF CONVEYOR BRIDGE AT EXPORT WHARF.

Two lump sum tenders only were received as follows : -

John Henderson Ltd.	£1,841. 7. 0d
J.T. Jensen.	£2,402.10. 4d

Although Mr. Jensen offers to complete the work earlier than John Henderson Ltd., the paint proposed by Mr. Jensen is not recommended for painting R.P.M. whereas that offered by John Henderson Ltd., should be satisfactory.

Hendersons also include for painting the underside of the floor to conform to the colour of the steelwork.

John Henderson Ltd., were awarded the Contract for painting Central Wharf Sheds on the occasion of the Queen's visit and carried out the contract in a very satisfactory manner.

I recommend acceptance of the lower tender of John Henderson Ltd., for the sum of £1,841. 7. 0d.

RCP:BH

ACTING CHIEF ENGINEER TO THE BOARD.

C  
79/6. O P  
Y

21st December, 1955.

The General Manager,  
AUCKLAND HARBOUR BOARD

CONTRACT NO.1547

PAINTING OF CONVEYOR BRIDGE AT EXPORT WHARF

Two lump sum tenders only were received as follows -

John Henderson Ltd.	£1,841. 7. Od.
J.T. Jensen	£2,402.10. 4d.

Although Mr. Jensen offers to complete the work earlier than John Henderson Ltd., the paint proposed by Mr. Jensen is not recommended for painting R.P.M. whereas that offered by John Henderson Ltd., should be satisfactory.

Hendersons also include for painting the underside of the floor to conform to the colour of the steelwork.

John Henderson Ltd., were awarded the Contract for painting Central Wharf Sheds on the occasion of the Queen's visit and carried out the contract in a very satisfactory manner.

I recommend acceptance of the lower tender of John Henderson Ltd., for the sum of £1,841. 7. Od.

The Chairman,  
Works & Traffic Committee,  
AUCKLAND HARBOUR BOARD.

(SGD) J.A. GOODSIR

Recommended. for ACTING CHIEF ENGINEER TO THE BOARD

(SGD) A.C. CLARKE. 22.12.55

Approved by Chairman  
Works & Traffic Committee - (SGD) G.E. CARR

22.12.55



C O P Y

JOHN HENDERSON LIMITED  
Swanson & Federal Streets,  
Auckland.

19th December, 1955.

The Chairman,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND. C.1.

Dear Sir,

RE PROPOSED REPAINTING OF CONVEYOR BRIDGE AT  
EXPORT WHARF FOR THE AUCKLAND HARBOUR BOARD.

We would be pleased to undertake the painting work to the Conveyor Bridge at Export Wharf for the Auckland Harbour Board in accordance with your supplied specification,  
FOR THE SUM OF: £1,841.7.0. (One thous. eight hund. & forty one pds. seven shllgs.)  
Nett.

If the R.P.M. roof and wall sheathing are treated with aluminium in lieu of roadmarking white, we would be pleased to carry out the work,  
FOR THE ALTERNATIVE SUM OF: £1,856.8.0. (One thous. eight hund. and fifty-six pds. eight shllgs.)  
Nett.

Enclosed is tender form and documents, together with cheque for £25.0.0., representing deposit.

You will notice that we have undertaken to complete the work within six weeks of acceptance of tender, excluding the Christmas and annual holiday close down period which ends on 11th January.

Your further instructions would be appreciated.

Yours faithfully,  
JOHN HENDERSON LTD.

MB/LP

M.F. Bunker, General Manager.

Auckland Harbour Board.

TENDER

FOR CONTRACT No. 1547 for REPAINTING CONVEYOR BRIDGE.

TO THE CHAIRMAN OF THE AUCKLAND HARBOUR BOARD. December, 19 55

Sir:—

I, We, the undersigned, do hereby Tender and offer to execute and perform the several works and provisions named, described and alluded to in the Specifications for the

and under and in conformity to the General Conditions stipulated, for the sum of

and I, We, annex hereto the Schedule of Prices upon which this Tender is based and calculated.

I, We, enclose herewith cheque payable to Treasurer, Auckland Harbour Board (or cash) for £ 25. 0. 0 (Twenty-five Pounds)

Should this tender be accepted I, We, undertake to execute a Contract and Bond embodying the aforesaid Specifications and Conditions within three days of the date of acceptance, and undertake to deposit with the Treasurer of the Auckland Harbour Board, a further sum of £ deposited, making a total of £ 25. 0. 0 (Twenty-five Pounds)

Name

Address

The within Tender is accepted by the Auckland Harbour Board, Auckland.

The Common Seal of the Auckland Harbour Board was hereto affixed at a meeting of the Board held on the

day of

by and

two of

the members of the Board, in the presence of

Chairman

Members

Secretary A.H.B.

AUCKLAND HARBOUR BOARD.

CONTRACT NO. 1547

SPECIFICATION FOR

WORK TO BE DONE AND MATERIAL TO BE USED IN THE PAINTING OF  
CONVEYOR BRIDGE - EXPORT WHARF.

1. TENDERS: Tenders addressed to "The Chairman", Auckland Harbour Board, and endorsed on the envelope "Painting Conveyor Bridge" will be received up till 12 noon on Monday, 19th December, 1955 for painting the Conveyor Bridge between Export Wharf and the Auckland Farmers Freezing Co. Building in accordance with this specification.

Tenders accompanied by the necessary deposit may be submitted by telegraph, only provided proof is available that the completed tender has been posted in New Zealand not later than the sending of the telegraphic tender.

2. INTERPRETATION  
OF TERMS:

In this specification, wherever they may occur, the terms : -

"Board" shall mean "The Auckland Harbour Board".

"Secretary" shall mean the person for the time being acting as Secretary to the Board.

"Engineer" shall mean the person for the time being acting as Engineer to the Board, or his authorised representative.

"Contractor" shall mean the person or persons whose tender for construction of the works to which this specification refers shall be accepted, and who shall sign the necessary Contract, and it shall include the executors, administrators and permitted assigns of such person or persons.

"Works" shall mean all the works, materials, acts, matters and things mentioned and described in the specification and also such other works, materials, acts, matters and things as are contracted to be performed by the Contractor.

"Approved" shall mean approved by the Engineer or his representative.

3. DEPOSIT WITH  
TENDER:

Each tender shall be accompanied by cash or cheque for Twenty-five Pounds (£25. 0. 0.) deposited against the due execution of the Contract documents and performance of the contract. Should any tenderer withdraw his tender after the advertised time for the closing of tenders or should he in the event of its acceptance by the Board refuse or neglect or fail to carry out the provisions of Clause 4 of this Specification, then the amount of the deposit accompanying such tender shall be forfeited absolutely to the Board as and for liquidated damages and the Board may call on any of the other Tenderers to sign and carry out the Contract.

The deposits lodged by unsuccessful Tenderers and which have not become forfeited to the Board will be returned as soon as the necessary Contract has been signed.

4. FURTHER DEPOSIT AND EXECUTION OF CONTRACT:

The successful Tenderer shall, within three clear days of notification of acceptance of his tender, execute a legal contract embracing all the clauses of this specification. The deposit of £25. 0. 0. deposited against the due performance and completion of Contract, will be returned only after satisfactory performance and completion of the Contract as certified by the Engineer.

5. SCOPE OF CONTRACT:

This Contract shall be for the provision of all labour, material, plant, and other things necessary for the carrying out and completion of the works described or implied in this specification and enumerated in the schedule included herewith, and shall include all works incidental thereto and the maintenance of the said works for a period of Thirty-one (31) days from date of their completion the whole to be done in accordance with the true intent and meaning of this specification and to the entire satisfaction of the Engineer.

6. INSPECTION OF SITE:

Tenderers shall make a careful inspection of the locality of the proposed work and satisfy themselves as to the nature and extent of the work to be undertaken and of their ability to carry out the contract in accordance with the true intent and meaning of this Specification.

The Contractor shall be held to have complied with this clause and no allowance will subsequently be made for any claim on account of insufficient information.

7. TENDER FORMS AND SCHEDULES:

Tenderers shall submit a lump sum price for completion of the Contract in accordance with this Specification.

Tenderers shall also submit with their tenders the Schedule of Quantities and Prices duly completed showing how the lump sum price has been arrived at.

8. TIME OF COMPLETION AND DAMAGES FOR DELAY:

Early completion is desired and tenderers shall state in the accompanying Schedule the time within which they are prepared to guarantee completion of the whole of the works in accordance with this specification. Should the works remain uncompleted at the expiry of the time within which the Contractor has guaranteed completion, then the Contractor shall pay to the Board, as and for liquidated damages the sum of Twenty Pounds per week for each and every week during which completion is delayed beyond the due date. Any such sums payable to the Board by the Contractor may be deducted from any moneys that may be payable or may become payable to the Contractor by the Board or may be sued for as a debt.

9. COMPLETION & MAINTENANCE:

The care and maintenance of all works under this contract shall remain with the Contractor until the completion of the contract.

When in the opinion of the Engineer, the works shall have been substantially completed and have been taken over from the Contractor by him in clean condition and first class order he shall issue a certificate of completion in respect of the works and the Period of Maintenance shall commence from the date of such certificate.

The period of Maintenance shall be Thirty-one (31) days and the Contractor shall maintain the whole of the works in thorough repair and first class order throughout this period.

If the Contractor does not so maintain the works to the satisfaction of the Engineer such maintenance as the Engineer considers necessary shall be carried out by the Board at the expense of the Contractor.

10. CERTIFICATES AND PAYMENT:

1. The Contractor shall submit to the Engineer, after the end of each month a statement showing the estimated Contract value of the permanent work executed up to the end of that month and the Contractor will be paid monthly on the certificate of the Engineer 75% of the value of such work and in addition such amount as the Engineer may consider proper on account of material for permanent work delivered on site.
2. On certified completion of the work 80% of the value of the work done as certified by the Engineer will be paid.
3. Thirty-one days after certified completion of the work and subject to the requirements of the Liens Act 95% of the value of the work done as certified by the Engineer will be paid.
4. The balance of the Contract sum to complete payment will be paid on the Engineer's certificate that the works have been completed and maintained in accordance with this Specification.

11. VARIATIONS AND EXTRA WORKS:

The engineer shall have power to vary, diminish or extend the quantities of work without invalidating the Contract provided always that such variation increase, decrease or change shall be of a nature contemplated by the Contract and the Contract price shall be adjusted in accordance with the Schedule rates. Where the Schedule rates are not fairly applicable to such variations new rates shall be agreed. All variations shall be ordered in writing by the Engineer who will, at the time of issuing such order, decide the method of payment and the time to be added to or deducted from the Contract completion time consequent on such variation.

12. PRIME COST AND PROVISIONAL SUM:

Prime Cost means the nett cost to the Contractor ex Merchants Store after deducting all trade discounts and any discount for cash in excess of  $2\frac{1}{2}\%$ .

Prime Cost P.C. Item appearing in the schedule or specification shall be so priced as to include for the Prime cost plus percentage profit plus carriage and installation.

Provisional Sum means any sum of money fixed by the Engineer and to be included in the Contract price to provide for work not otherwise included or unforeseen contingency.

It shall not be expended except as specifically directed by the Engineer at his discretion and any portion not so expended shall be deducted from the Contract sum.

13. WATCHING AND LIGHTING:

The Contractor shall in connection with the works provide and maintain at his own cost all lights, guards fencing and watching when and where necessary, or required by the Engineer or by any competent statutory or other authority for the protection of the works or for the safety and convenience of the public or others.

14. DAMAGE TO PROPERTIES: (a)

The Contractor shall be liable for, and shall at all times keep the Board indemnified against, all actions, claims and demands in respect of any injury or damage caused by himself, any of his workmen or any other person in his employ or acting under his direction, to land or buildings or person of any third person or persons as a result of the execution of the specified works including the conveyance of materials or persons to or from the site.

(b) Without limiting his obligations and responsibilities under clause 14 (a) hereof the Contractor shall enter into Public Liability Insurance policy in the joint names of himself as Contractor and the Board as Owner for the sum of £10,000.

15. INSURANCES:

The Contractor shall at his own cost, effect and maintain during the continuation of the Contract the following insurances in offices approved by the Board.

1. Fire Insurance: All works comprised in the Contract and all plant and materials brought into or on to the works shall be kept insured against fire for their full insurable value.
2. Worker's Compensation: The Contractor shall effect and maintain an approved insurance such as will protect him and the Board from claims under any Act for the time being in force relating to worker or worker's compensation or employers liability or under any other statutory provision or at common law. Before employing any labour on the works, the Contractor shall lodge with the Board, a certificate that such insurance has been effected and the name of the office concerned.

16. CONTRACTOR TO OBSERVE ALL LAWS BY-LAWS AND REGULATIONS: In executing the Contract, the Contractor shall comply with the provisions of all Acts of Parliament and with all regulations and by-laws of state, local or other authorities that may be applicable to the works and shall pay all fees lawfully demanded by the public authorities for matters in connection with the Contract.
- Where the express approval of the Building Controller is required for any aspect of the work or any material specified to be used such approval will be obtained by the Board.
17. STATUTORY CONDITIONS RELATING TO WAGES: The Contractor shall observe all the provisions of every award or order of the Court of Arbitration and of every Industrial agreement and of every other statute, order or requirement from time to time in force in respect of payment of wages, conditions of labour and other matters relating to the employment of labour.
18. SUBJECT TO LIENS ACT: This Contract shall be subject to the provisions of "The Wages Protection and Contractors Liens Act, 1939" and its amendments.
19. SUB-LETTING AND FACILITIES FOR OTHER CONTRACTORS: The Contractor shall not sub-let the Contract or any part of the Contract without the written approval of the Engineer, such approval not to be unreasonably withheld. Any approval for such sub-letting shall not be deemed to be a waiver of any of these conditions of Contract and shall not discharge the Contractor from the responsibility of ensuring that any part of the Contract so sublet is executed and completed in terms of the Contract.
- The Contractor if so requested by the Engineer, shall afford all reasonable facilities to any other Contractor or his workmen or to workmen directly employed on or near the site on work ancillary to this Contract.
20. SERVICE OF NOTICES: Any notice to be given to the Contractor under the terms of this Contract, shall be served by sending the same by post to or leaving the same at the Contractor's principal place of business (or in the event of the Contractor being a company to or at its registered office).
- Any notice to be given to the Board under the terms of the Contract shall be served by sending the same by post to or leaving the same at the Board's office at Quay Street, Auckland.
21. CONTRACTOR'S REPRESENTATIVE: The Contractor, when he is not personally present on the works shall be represented by a responsible agent approved by the Engineer to receive instructions and to represent the Contractor for all purposes of this Contract.
22. QUALITY OF WORK: All workmanship shall be in accordance with the best practice and all materials shall be the best of their respective kinds and shall be approved by the Engineer or his representative before being used in the work.

23. SANITATION AND CLEARING UP THE SITE: The Contractor shall maintain the works and the site of the works in a sanitary and hygienic condition and shall ensure that spillage and splashing of paint is reduced to the minimum. On completion of the Contract he shall clear the site of all temporary works, surplus plant and materials and debris and leave the works and the site of the works in a clean and tidy state free from paint blemishes, and to the satisfaction of the Engineer.
24. INSPECTION: The whole of the work will be subject to close inspection on behalf of the Board. Any materials which are not approved by the Engineer shall be removed from the site immediately by the Contractor and replaced with approved material. Any work which is not approved by the Engineer shall be made good immediately by the Contractor to the satisfaction of the Engineer. Should the Contractor refuse or neglect or fail to remove from the site any material or to make good any work immediately when instructed by the Engineer so to do, then it shall be lawful for the Board to employ any other person or persons to remove such material or to make good such work and the Board may deduct the cost of doing so from any moneys that may be payable or may become payable to the Contractor by the Board.
25. RIGHT OF BOARD TO TERMINATE CONTRACT: Should the Contractor continue to refuse or neglect or fail to provide materials of a quality satisfactory to the Engineer or to carry out any works in connection with this Contract in a manner to the satisfaction of the Engineer, or should the Contractor refuse or neglect to carry out the works with such despatch as the engineer shall consider necessary for the due completion of the Contract within the time specified, then it shall be lawful for the Board forthwith, without further notice to the Contractor, to terminate the contract so far as it relates to the works remaining to be done and the Contractor shall have no claim whatsoever against the Board as compensation in respect of such termination of Contract.
- In the event of such termination of Contract by the Board the Contractor shall be paid only the value of the work done as certified by the Engineer but the deposit lodged by the Contractor shall be forfeited absolutely to the Board as and for liquidated damages.
26. BANKRUPTCY ETC. OF CONTRACTOR: If the Contractor shall become bankrupt or shall make any assignment for the benefit of his creditors or if the Contractor being a company shall go into liquidation then unless the assignee, trustee or liquidator forthwith makes arrangements satisfactory to the Engineer for the due prosecution of the works then in any such cases the Board may on three days notice exercise all powers conferred as is provided in the case of the right of Board to terminate the Contract.
27. DISPUTES: Should any dispute arise between the Contractor and the Board in the execution of the Contract, it shall be referred to the Engineer for his decision and that decision shall be binding on both parties.
28. THE LOWEST OR ANY TENDER: The lowest or any tender will not necessarily be accepted.
29. HEADINGS: The headings to the foregoing clauses shall not be deemed to be part of the Contract nor explanatory thereof.



30. DESCRIPTION OF WORK: This contract shall be for the cleaning and painting in accordance with this specification of the following parts of the Conveyor Bridge at Export Wharf.
- (a) Exterior surface of R.P.M. roof and sides.
  - (b) All exposed faces of structural steelwork supporting the bridge deck.
  - (c) All exposed faces of the structural steel piers supporting the bridge.
  - (d) All exposed faces of gutters, downpipes, straps, brackets, electric lamp brackets, window frames or other adjuncts to the conveyor bridge.
31. CLEANING: All parts to be painted shall first be thoroughly cleaned and rendered free of dirt, rust, mill scale or other foreign matter. Cleaning may be carried out by washing, chipping, wire brushing or chemical cleaning and tenderers shall state the method of cleaning proposed by them.
32. PAINTING: (A) R.P.M. shall be brush (or spray) painted two coats road marking white of approved manufacture and quality.
- Alternatively - Tenderers may quote for painting R.P.M. with two coats aluminium paint of approved manufacture and quality.
- (B) Steelwork. Shall be brush painted one priming coat "Seakrome" paint of approved manufacture and quality and then brush painted two coats "Ferrodor" grey paint of approved manufacture, colour and quality. Where chemical cleaning is approved the primer shall be the manufacturer's recommendation
- (C) Gutters & Downpipes. Shall be brush painted two coats bitumastic black of approved manufacture and quality.
- All the paint shall be brought onto the work in sealed containers bearing the manufacturers name, trade name and index number. Any paint which is not approved by the Engineer shall be removed forthwith from the site and shall not be incorporated in the work.
33. SCAFFOLDING: All scaffolding, ladders, platforms, stagings etc., shall comply with the Scaffolding Regulations 1935 and its amendments and shall be to the Engineer's approval. Tenderers shall state in their tenders the method of scaffolding or staging they propose to use.
34. PROVISIONAL SUM: Provide the Provisional Sum of Two Hundred Pounds to provide for replacement of gutters and downpipes or unforeseen contingency.

J.A. Goodsir, A.M.I.C.E.  
ACTING CHIEF ENGINEER TO THE BOARD.

AUCKLAND HARBOUR BOARD.

CONTRACT NO. 1547.

PAINTING OF CONVEYOR BRIDGE AT EXPORT WHARF.

SCHEDULE.

Item.	Description.	Amount. £. s. d.
(a)	Cleaning and painting R.P.M. roof and wall sheathing with road marking white as specified.	
(b)	Cleaning and painting in "Seakrome" and "Ferrodor" as specified the structural steelwork supporting the bridge deck.	
(c)	Cleaning and painting in "Seakrome" and "Ferrodor" as specified the structural steelwork in piers.	
(d)	Cleaning and painting gutters, window frames, straps, brackets etc., as specified.	
(e)	Any other work requiring to be done but not enumerated above : - 1. 2. 3. 4.	
(f)	Provisional Sum (see clause 34).	£200. 0. 0

LUMP SUM TENDER:

Alternative to item (a) above : -  
Cleaning and painting R.P.M. roof and sides with aluminium paint as specified.

£

The method of Scaffolding proposed is : -

The method of Cleaning proposed is : -

- (i) R.P.M.
- (ii) Steelwork.

The brands and qualities of paint proposed are as follows :-

- (i) Road Marking White

Manufacturer:

Quality:

SCHEDULE - CONTINUED.

(i) (b) Aluminium.

Manufacturer:

Quality :

(ii) Seakrome Primer.

Manufacturer:

Quality:

(iii) Ferrodor Grey.

Manufacturer:

Quality:

I/We offer to perform the whole of the work under Contract No. 1547 for the amount stated in the above schedule and I/We guarantee to complete the work within \_\_\_\_\_ weeks of acceptance of tender.

SIGNATURE: .....

ADDRESS: .....

.....

DATE: .....

18th. November, 5.

THE GENERAL MANAGER.

EXPORT WHARF CONVEYORS.

(Letter from Dairy Commission 14/11/55)

I have no reason to believe that the belts will not work equally well in reverse.

Whether scuffing will take place will depend rather on the following factors : -

- (a) Condition of boxes before going on to the belts.
- (b) Quality of cardboard in the boxes and stickers.
- (c) Length of time elapsed before it is decided to return butter.

Weather conditions and lack of insulation of the bridge and gallery could have some influence but not to the same extent as (a) to (c).

JAG:BH

ACTING CHIEF ENGINEER TO THE BOARD.

Auckland Harbour Board

MEMORANDUM

17th November 1955

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3846

EXPORT WHARF CONVEYORS

Will you please let me have your comments on the attached letter from the Dairy Commission.

Are there any substantial grounds for the suggestion that damage may result when belts operate in reverse, and if so what action is required to remedy this please?

*J.H. Lyle*

GENERAL MANAGER

ENCL.  
ACC. JB

THE GENERAL MANAGER.

EXPORT WHARF CONVEYORS - EXTENSION.

1. During the early design of Export Wharf an outline scheme was prepared for extending the conveyor system into ships holds. This idea was as shown on Drawing No. A.452. It was abandoned for various reasons.

2. Export Wharf is now adequately equipped with ten quay cranes which can handle all the butter that can be fed onto the conveyors by the Freezing Company and can place loaded pallets at any position within the ships hatch at any level. Whereas a crane can place consecutive pallets at different positions in the hatch to speed working and reduce labour necessary for stowing, a conveyor system into the hold would require either auxiliary conveyors and/or extra labour to provide the same freedom of working.

3. Besides being equipped for rapid handling of butter without employing rail waggons, Export Wharf is equally suitable for cargo other than that for which conveyors would be used. The addition of more plant of highly specialised nature could handicap the use of the cranes, be difficult to store during the long periods when not required for use, and result in the berth being less versatile.

4. Provision of highly specialised loading equipment such as that indicated on Drawing A.452 would cost approximately £150,000. O. O. Even using a more mobile type of equipment it is estimated that the cost to provide for all conveyors would exceed £120,000., and would involve considerable cost in setting up for each use. Much of such plant would be idle for considerable periods and while in operation it is improbable that adjacent cranes could be used. Difficulties would therefore arise if it became desirable to load cargo other than butter simultaneously.

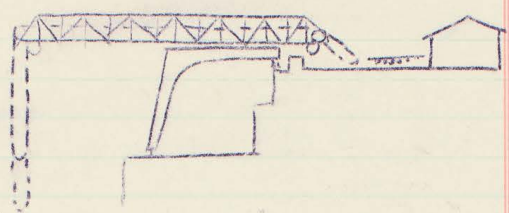
5. Unless the loading of ships, carrying produce for which the conveyor system had been designed, were restricted to such specialist berths the capital costs of the further equipment could not be justified. The holding capacity of the store serving the system would then require very careful examination.

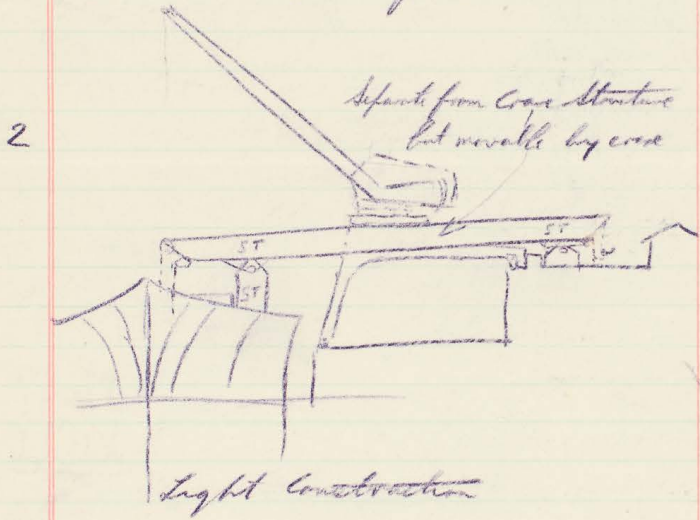
6. Considerable capital has already been spent on the conveyor system and I cannot recommend further large expenditure here until consistent use of the existing conveyors for several years has clearly established the desirability for such further specialisation of the berth.

File with my memo 85/86 of 2/1/55  
 - Reply to G.M. memo to Engineer

Date 8 Nov 55 19

Estimate for Export Wharf Conveyors loading direct to ship's hold

	Description	Quantity	Item	Rate	£	s.	d.
1							
	Portal section say 40 tons @ £250				£10,000		
	Bridge section light strong structure with provision for retraction of 80' long @ 1500 lbs/10ft 5 tons plus @ £300	2000					
	Conveyor belt, rollers, links 340' @ £17 per 1 ft	3000					
	Mech drive unit and tidal adjustment + 1st adjustment	2000					
	Loading & discharging points	1000					
	Covering against weather - say	700					
	Cost each				£18,700		
	Total for 8 items					1	£150,000



Bridge say 20 tons total @ £400	8000						
Belts & rollers etc	3000						
Mech drive - tidal adjustment etc	3000						
Covering against weather	1000						
Cost each					£15,000		
Total for 8 items						2	£120,000

REP

8 Nov 55

Mr Goodwin

Dear Sir

to members. Bledisloe report.

The 6 cases slipping boys  
we again raising the question of the  
extension of these members to the club holds.  
Plans were drawn up originally for this  
as a first step for preliminary discussion  
could you please let me know if  
let me have them for consideration.

2400 cases

7/7/56

Phillips

I believe  
at the  
Details  
known by our



8 Nov 55

Export Wharf Conveyors  
Nº 7 Line.

<u>Time</u>		
8. 4 am	Conveyors started	
8 10	Butter onto top belt	
8 18	" received on quay	
8 22	1st sling	
10. 00	Stopped for smoke	2400 cases
10 20 approx	Restarted.	

Tomorrow is to be the Mataroo I believe using 2 lines on the West side & not the Warrangi as previously thought. Details of which hatches etc are not yet known by our "Mobile Plant".

G.S.

RCP

COPY

4th. November, 1955.

The Engineer,

EXPORT WHARF CONVEYORS.

Reversal of all A.H.B. conveyors was completed and the conveyors were ready for test on Monday, 31st. October. Tests then showed that work was necessary in the Auckland Farmers Freezing Company's section to provide against warm air entering their chambers and this work has now been completed.

A number of tests have now been carried out, some in the presence of Mr. Sherratt representing the N.Z. Dairy Marketing Board. The Board's conveyor system was acknowledged as being completely satisfactory except for minor roughness on some of the side guide rails. All these timber rails are now being checked in detail and smoothed where necessary.

During tests conducted on the 2nd and 3rd November considerable scuffing of cartons occurred on the Auckland Farmers Freezing Company's bends at the top of the bridge section and it was decided to replace these bends using light weight tapered rollers similar to A.H.B. type such as has now been proved satisfactory on one belt, before conducting further tests. This work, which involves some minor modifications of the Board's A belt and section supports, is now in hand.

I understand that the Auckland Farmers Freezing Company have now cancelled their midnight gang, which action required one weeks notice to the men. Without the services of these men during the day the Company would be unable to provide enough labour to feed the conveyors.

It is expected that the replacement of the rejected bends will be completed by mid week after which final tests will be carried out. There now appears to be no reason why the Conveyors should not start loading out butter for export on or about Monday, 14th November, 1955.

R.C. Pemberton (sgd)  
MECHANICAL ENGINEER.

THE GENERAL MANAGER:

This is submitted for information only.

ACTING CHIEF ENGINEER TO THE BOARD.

4 Nov 55

The Engineer

Export Wharf Conveyors

Reversal of all AHB conveyors was completed & the conveyors were ready for test on Monday 31 Oct. Tests then showed that work was necessary in the Auckland Farmers Freezing Coys section to provide against warm air entering their chambers and this work has now been completed.

A number of tests have now been carried out,

presenting the  
ds conveyor system  
thoroughly satisfactory  
some of the  
new rails  
& smoothed

1955-56 cost only  
Balance of Conveyors  
 104-093 10

October Wages	£381. 12 4	
Stores	£17. 7 2	
		£399-16
November Wages	3 57 4 5	
Stores Credit	9. 12 11	£347/11/6
Dec. Al Steel Fabrications	£2741-2 0	
	£3487 15 0	

This cost given to JRN 15/11/55

and 9 3rd Nov  
on the AFFAs  
reaction and it  
leads using  
brass rollers on 1 belt,  
before

... further work. This work, is now  
- which involves some minor modifications of the Boards  
A belt end section supports, - is now in hand.

4 Nov 55

The Engineer

## Report of Conveyors

Revision of all AHB conveyors was completed & the conveyors were ready for test on Monday 31 Oct. Tests then showed that work was necessary in the Auckland Thomas Freezing Coys section to provide against warm air entering their chambers and this work has now been completed.

A number of tests have now been carried out, some in the presence of Mr Allworth representing the Dairy Marketing Board. The Boards conveyor system was acknowledged as being completely satisfactory except for minor roughness on some of the side guide rails. All these timber rails are now being checked in detail & smoothed where necessary.

During tests conducted on 2nd & 3rd Nov considerable scuffing <sup>of cartons</sup> occurred on the AFB's leads at the top of the bridge section and it was decided to replace these leads using <sup>light weight</sup> tapered rollers similar to AHB type <sup>such as has now been proved satisfactory on 1 belt</sup> before conducting further tests. This work, ~~is now~~ which involves some minor modifications of the Boards A belt end section & supports, - is now in hand.

I understand that the Auckland Farmers Freezing Coy have now cancelled their midnight gang, which action required one week's notice to the men. Without the services of these men during the day the Company would be unable to provide enough labour to feed the conveyors.

It is expected that the replacement of the rejected bends will be completed by mid week after which final tests will be carried out. There now appears to be no reason why the Conveyors should not start loading out butter for export <sup>on or</sup> about Monday 14th Nov. 55.

R. Pemberton

G.W.

This is submitted for information only.

J

Acty Ch. Engr.

Auckland Harbour Board

MEMORANDUM

29th October, 1955.

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3846

CONVEYORS - EXPORT WHARF

The Port Employers' Association has requested that consideration be given to the extension of the conveyor system at Export Wharf into ships holds.

It is desired to achieve a covered system to permit all weather operation.

Will you please make some preliminary investigations and discuss with me on return from Dunedin.

*Challinor*

GENERAL MANAGER

*Mr Kimberton,*

*See original schemes*

*G.S.*

ACC.JB

19 Oct 55

The Engineer

Esport Wharf Butter Conveyors.

A trial of Nos 1 and 2 conveyor lines was carried out yesterday using only 12 cartons to check against scuffing.

The Boards part of the conveyors was very satisfactory but the Auckland Farmers Freezing Coy will require to make <sup>minor</sup> adjustments on the bends feeding the Boards A conveyors.

It will also be necessary for the AFF Coy to provide against warm air entering their chambers. In this respect conditions yesterday appeared bad making the necessity for such provision quite obvious.

R. L. Emberton

Mr. Grant.

Copy to G. M. for info.  
 Better type out in fair form for  
 our file. J.

COPY

19th October, 1955.

The Acting Chief Engineer to the Board,

EXPORT WHARF BUTTER CONVEYORS.

A trial of Nos. 1 and 2 conveyor lines was carried out yesterday using only 12 cartons to check against scuffing.

The Board's part of the conveyors was very satisfactory but the Auckland Farmers Freezing Co. will require to make minor adjustments on the bends feeding the Board's A Conveyors.

It will also be necessary for the Auckland Farmers Freezing Co. to provide against warm air entering their chambers. In this respect conditions yesterday appeared bad, making the necessity for such provision quite obvious.

R.C. Pemberton (sgd)

MECHANICAL ENGINEER.

THE GENERAL MANAGER:

Copy for your information.

ACTING CHIEF ENGINEER TO THE BOARD.



# D. McL. Wallace Ltd

EST. 1884

GENERAL AND STRUCTURAL ENGINEERS, MOTOR-BODY BUILDERS, MANUFACTURERS OF FARM MACHINERY

22-079

TELEPHONE 30-133 \* TELEGRAMS 'WALLACE LIMITED'

POST OFFICE BOX 9010, NEWMARKET

428 KHYBER PASS ROAD, NEWMARKET, AUCKLAND SE1, NEW ZEALAND



22nd July, 1955.

The Auckland Harbour Board,  
Quay Street,  
AUCKLAND.

Attention Mr. Goodsir.

Dear Sir,

We would like to quote you for any mechanical engineering work, turning etc. which your Board may wish to let out, at the following rates:

Journeymen engineers, turners, fitters, etc.,  
basic rate:

Ordinary time	13/9 per hour
Time & Half	17/10 "
Double time	£1/ 1/11 "

Machine rates:

Light drills, screwing machine, power hacksaw  
etc. 1/9 per hour  
Lathes, radial drills, milling  
machine 4/6 per hour

Materials at cost plus 10%.

We would be pleased if you would make any inquiries concerning this type of work with our Mr. Dunn.

Yours faithfully,  
D. McL. WALLACE LIMITED.

*Daniel M. Wallace*  
Managing Director.

*Mr Pemberton.*

*Mr Tuckaberry*

*For your information*

*Please return to Engineering office*

*for filing*

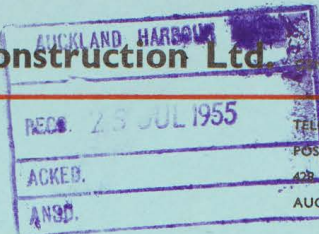
*ROP*

*Note  
4/8/55  
27/7/55*

# D. McL. Wallace Steel Construction Ltd.

EST. 1884

GENERAL AND STRUCTURAL ENGINEERS, WELDERS.



TELEPHONE 30-155 • TELEGRAMS 'McL. WALLACE'  
 POST OFFICE BOX 9010, NEWMARKET  
 428 KHYBER PASS ROAD, NEWMARKET  
 AUCKLAND, S.E.I, NEW ZEALAND

22nd July, 1955.

The Auckland Harbour Board,  
 Quay Street,  
AUCKLAND.

Attention Mr. Goodsir.

Dear Sir,

Further to our letter of the 11th July and your reply of the 15th concerning our charge-out rates for labour and plant on any suitable work which you may have available for us, we understand that you would prefer to have these rates quoted nett with machine hire rates quoted separately. We therefore amend the rate as per our letter of the 11th July to the following rate:

<u>Basic Rate</u>	<u>Tradesmen</u>	<u>Labourers</u>
Ordinary time	15/- per hr.	14/- per hr.
Time & a half	19/9 "	18/- "
Double Time	£1/ 4/5 "	£1/2/- "

Machine Rates

Electric welding sets	10/- per day
Gas welding plants	10/- " "
Portable tools, electric drills etc	5/- " "
Mobile Crane	£2/15/- per hour
" Welder	10/- " "
" Compressor	£2/10/- " "
Cartage, 25 cwt truck	£1/ 2/6 " "
" 3 ton truck	£1/10/- " "

All materials including gas, electrodes etc. at cost plus 10%.

Yours faithfully,  
D. McL. WALLACE STEEL CONSTRUCTION LTD.

*Mr Pemberton,*

*L. Johnston.*

L. Johnston  
Manager.

*File 200*

15th July, 1955.

The Manager,  
Messrs. D. McL Wallace Steel Construction Ltd.,  
P.O. Box 9010,  
NEWMARKET.

Dear Sir,

I acknowledge your letter of 11th July, giving details of your Schedule Rates for labour and plant.

These have been filed for reference and if any suitable work is offering we will communicate with you.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

RCP:PM.

14th July, 1955.

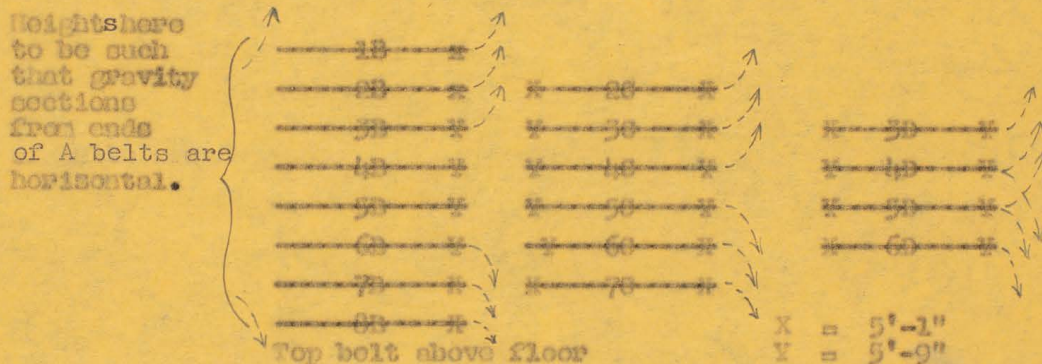
Messrs. Auckland Steel Fabrications Ltd.,  
P.O. Box 3246,  
AUCKLAND, C.I.

Dear Sirs,

ALTERATION TO BUTTER CONVEYORS.

Confirming verbal advice, your schedule rates for this work are accepted. Please proceed with modifications to remaining seven conveyors as already carried out on No. 2. Line and as follows:

1. Alter levels to make gravity sections horizontal, the heights of conveyor ends to be as shown below:



Dotted arrows indicate possible loading out points.

2. Reduce lengths of all gravity sections to approximately that between 2 B and 2C (i.e. 6'-6" with belt tensioning adjustment fully extended).  
Provide for adjustment of belts by fitting a reversed angle (toes outward) and individual detachable rollers.  
Extend driven sections of belts as necessary, using 3 ply belt from one conveyor section. Replace this with four ply belt. (Preferably, 3, 4, 5 or 60.)
3. Provide for loading out from ends of 1A and 8A with minimum horizontal length of gravity rollers.
4. Transfer drives of A Belts from bottom to top end.
5. Provide 18" diameter drive rollers to replace existing lagged 12" rollers and fit snub pulley to achieve maximum angle of contact. Provide and fit new chain gearing to correct belt speed and fit guards.

... ..

6. Extend top ends of A Belts to minimise lengths of gravity sections. Adjust heights of top ends of belts to suit Auckland Farmers Freezing Coy. conveyors.

Auckland Farmers Freezing Coy. will provide and fix horizontal curved sections to link up the two systems.

Details of terminal points at top ends of A belts will be supplied to you as soon as possible.

All Electrical work will be done under the supervision of the Board's Electrical Engineer.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

RCP:PM.

Official Order No L 1165 (14/7/55)

AUCKLAND STEEL FABRICATIONS LIMITED

P.O. Box 3246,  
AUCKLAND, C.I.

12th July, 1955.

The Chief Engineer,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND, C.I.

Attention Mr. Pemberton

Dear Sir,

ALTERATION TO BUTTER CONVEYORS

We have pleasure in submitting scheduled rates for work involved in the alteration to Butter Conveyors as follows:

LABOUR

A. Based on 40 hour week

Tradesmen,	..	13/- per hour
Assistants	..	11/6 per hour

B. Based on 49 hour week

Tradesmen	..	12/6 per hour (paid)
Assistants	..	11/- per paid hour

(These rates include gas and welding monies but do not include other award extras and allowances which may be involved, e.g. dirt monies, meal monies, etc.)

Machines

Portable Welder,	..	7/6 per hour
A.C. Welder	..	4/6 per hour
Gas Burning Equipment	..	1/6 per hour
Small Machines	..	1/6 per hour
Medium Machines	..	3/6 per hour

Materials

Gas	..	3d. per foot
Electrodes	..	2½d. per foot

All other materials at cost plus 10%

Cartage .. 25/- per hour

We would be prepared to commence work on the conveyors on Monday, 18th July and the estimated time of completion would be within 12 weeks, based on a 49 hour week and 15 weeks based on a 40 hour week, of the above date.

The minimum amount of employees assigned to the job would be five tradesmen and three assistants paired off into four gangs. Other employees would be assigned to the job as opportunity permits. The completion dates specified above are based on the four gangs of two men.

When reviewing the Labour Rates quoted, may we point out that our tradesmen are skilled in the class of work involved and that their output is considerably above that normally experienced today consequently the final cost per unit output would be much lower.

We trust that the rates quoted will meet with your approval.

Yours Faithfully, AUCKLAND STEEL FABRICATIONS LTD.

*F. A. Partridge*

*Mr. Gindin, recommend acceptance. Please confirm - then file. Please copy. RCP*

# D. McL. Wallace Steel Construction Ltd.

EST. 1884

GENERAL AND STRUCTURAL ENGINEERS, WELDERS.

TELEPHONE 30-155 • TELEGRAMS 'McL. WALLACE'  
POST OFFICE BOX 9010, NEWMARKET  
428 KHYBER PASS ROAD, NEWMARKET  
AUCKLAND, S.E.I, NEW ZEALAND

11th. July, 1955.

The Auckland Harbour Board,  
Quay St.,  
AUCKLAND. C.I.

- Attention Mr. Goodser -

Dear Sir,

Further to our conversation of the 6th. July, regarding work for the Harbour Board, we set out the rates for labour as follows:-

Tradesman	16/6 per hour
Labourers	15/- " "

These rates include overhead charges and profit but not materials. Gas, electrodes and other materials will be charged as used, at cost, plus 10%. All normal plant used in structural steel work is included in the overhead except Mobile crane, Mobile welder and Mobile compressor, for which additional hourly rates are charged if necessary. The charge out rate for these machines are as follows:-

Mobile Crane	£2.15.0 per hour
Mobile Welder	10.0 " "
Mobile Comp.	£2.10.0 " "

Any turning work that is part of the Structural Steel Jobs could be done at a charge out rate of 18/6 per hour. This rate includes all overhead charges and profit.

Yours faithfully,  
D. McL. WALLACE STEEL CONSTRUCTION LTD.

L. Johnston

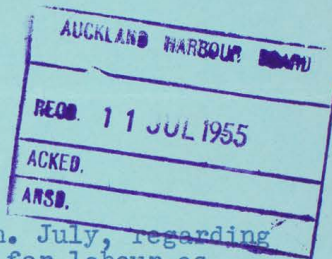
L. Johnston.  
Manager.

*Mr Lambertson,*

*Please note & return to file.  
How do these rates compare  
with O'Brien's?  
LJ.MDN.*

*These rates are higher than those  
of Auckland Steel Fabrication Ltd  
RJD*

*Does the letter need a reply?*



Nº 02

Mechanical Engineer.

5.7.54.

Export Wharf - Conveyors

28 JUN 1955

We have some reversing switches arranged with temporary wiring. Can these be made permanent now? What else is recommended?

In last storm roof over control cubicle leaked. Could plumb be asked if this was attended to?

↑  
yes it was.  
ed

J.P.

re Conveyor System - had now been modified, those modifications portion and the full load had been representatives of the Harbour Board, N.Z. Dairy Port Employers' organisations had the tests and in the same manner; Marketing Commission conveyor system for handling as had been done for system would be used; to the reversal of 1000, conditional being to modify their per recommended that the proposed, and that

ADOPTED BY BOARD

28 JUN 1955

Mr Kimberlow.

This work will have to be put in hand immediately A.F.F. Co. can perform their portion will be done. J.P.



EXTRACT FROM MINUTES  
WORKS COMMITTEE  
21 JUN 1955

D. CONVEYOR SYSTEM - EXPORT WHARF.

Report of Chief Engineer to the Board, 10.6.55, re Conveyor System - Export Wharf, stating that No. 2 Conveyor line had now been modified so that it was reversible throughout its length, those modifications involving both the Auckland Farmers' Freezing Co. portion and the Harbour Board's belts; that trial runs under full load had been held on 27th and 30th May, in the presence of representatives of the Auckland Farmers' Freezing Co. Ltd., Auckland Harbour Board, N.Z. Dairy Products Marketing Commission (on 27th) and N.Z. Port Employers' Association (on 30th); that these two latter organisations had now written expressing their satisfaction with the tests and requesting that the remaining belts be modified in the same manner; that it was clear that the N.Z. Dairy Products Marketing Commission would not agree to the general use of the conveyor system for handling butter unless the remaining belts were modified as had been done for No. 2 belt, but that provided that was done the system would be used; he therefore recommended that approval be given to the reversal of the remaining belts at an estimated cost of £7,000, conditional on the Auckland Farmers' Freezing Co. Ltd. agreeing to modify their remaining belts accordingly; the General Manager recommended that the work be authorised subject to the conditions proposed, and that financial provision be made accordingly.  
Recommended:-  
That the reports be adopted.

FINANCIAL PROVISION  
MADE 21 JUN 1955

ADOPTED BY BOARD  
28 JUN 1955

Mr Lambertson.  
This work will have to be put in  
hand immediately A.F.F. Co. confirm  
their portion will be done. J.P.

**Estimate** for Effort Wharf Conveyors.

for making remaining seven lines reversible as now achieved on N<sup>o</sup> 2 line.

	Description	Quantity	Item	Rate	£	s.	d.
a	To taking levels and realigning conveyors to make gravity sections horizontal. Arch Steel Fabricators Account on Time & line	Oct 54			132	6	5
b	To shortening of Gravity sections and transferring drive of 2A belt from bottom to top. Arch Steel Fabricators Account on Time & line.	11-5-55			376	2	3
c	To making & supplying extra jockey roller	17-5-55			11	7	3
d	To readjusting top level, struct & mech work in replacing 12" lagged roller by 18" plain drive roller (Account not yet to hand)				90	11	5
	Boring out & fitting chain wheel & cutting keyways	"	"	"	20	-	Est.
	Roller to replace one borrowed from A F F Co Roller shaft 22, bearings £10, shafting & keyways £8				40	-	-
	Rubber belt 14" (4 ply) to extend driven sections	80'		13/10	55	6	4
	<b>Total Cost of work on N<sup>o</sup> 2 line. Mech &amp; struct.</b>				<b>£725</b>	<b>13</b>	<b>8</b>

N <sup>o</sup> 2 line	Mech & structural	£725					
	Electrical (Electrician estimate £500 for all lines) say	75					
	Extra tensioning gear not yet provided	50					
	<b>Total for N<sup>o</sup> 2 Line</b>	<b>£850</b>			<b>£850</b>		

Remaining Conveyors.

N<sup>o</sup>s 3, 4, 5, 6 have an extra section which will require extension as well as re-locating.  
N<sup>o</sup>s 1 & 8 lines have one less section.

Difficulties in 2 conveyors.	To levelling	£66					
	Supply & fitting belt	£30					
	Shortening gravity sections	£100					
	<b>Total for extra conveyors</b>	<b>£200</b>	(2 conveyors)		<b>£400</b>		
Alterations to 7 lines as on N <sup>o</sup> 2		2	£850		<b>£5950</b>		
Contractor's contingency 10% (Profit already included in schedule rates work on N <sup>o</sup> 2 line)					<b>630</b>		
					<b>£6980</b>		

**Total Estimate for Remaining Conveyors £7000**

Note: If Archland Steel Fabricators the tender for this work their experience to date should result in reduced cost. I should not be surprised to get a tender of about £5000 for their part of the work in which case with electrical work & adjustments the total cost would be approx £6000.

Jr.

Ref. Contractor

10th June, 5.

THE GENERAL MANAGER.

CONVEYOR SYSTEM - EXPORT WHARF.

No. 2. Conveyor line has now been modified so that it is reversible throughout its length, these modifications involving both the Auckland Farmers Freezing Co. portion and the Harbour Board's belts.

Trial runs under full load were held on 27th and 30th May, in the presence of representatives of the Auckland Farmers Freezing Co., Auckland Harbour Board, N.Z. Dairy Products Marketing Commission (on 27th) and N.Z. Port Employers Association (on 30th). These two latter organisations have now written expressing their satisfaction with the tests and requesting that the remaining belts be modified in the same manner.

It is clear that the N.Z. Dairy Products Marketing Commission will not agree to the general use of the conveyor system for handling butter unless the remaining belts are modified as has been done for No. 2. belt, but that provided this is done the system will be used.

I, therefore, recommend that approval be given to the reversal of the remaining belts at an estimated cost of £7,000, conditional on the Auckland Farmers Freezing Co. Ltd. agreeing to modify their remaining belts accordingly.

CHIEF ENGINEER TO THE BOARD.

JAG:PM.

The Engineer

10 June 55

Export Wharf Butcher Conveyors  
Reversal of N<sup>o</sup> 2 Line

The experiments for reversal of N<sup>o</sup> 2 line have now been completed.

The work was done by Auckland Steel Fabrications Ltd at schedule rates and carried out by stages.

① The separate conveyors were altered so that gravity sections were level and the conveyors could operate in either direction. Two objections were then apparent — that the gravity sections were too long and that the drive of the long 2A belt in the bridge section was not sufficiently positive when back loading.

② An estimate was given 20 Jan 55 for overcoming these faults & work was carried out in April & May. Detailed investigation of turnouts after January showed that gravity sections could with advantage be still further shortened and preliminary tests after modification demonstrated that the drive end of N<sup>o</sup> 2A was still not sufficiently reliable.

③ Accordingly a larger diameter unlagged drive roller (borrowed from the Auckland Tenders Trolley Co) was installed and faults in the remainder of the line were remedied.

On 27 May a test was carried out by AHB & APFC staff in the presence of Messrs Phillips (Wellington) and Sherratt (Auckland) representatives of the Dairy Products Marketing Commission who expressed their satisfaction with the result.

On 30th May a further satisfactory demonstration was given in the presence of Shipping Company's representatives. Approximately 17 minutes passed between the first carton touching the Board's 2A belt and this carton leaving the same belt on the return journey — of which time  $3\frac{1}{2}$  minutes were taken in implementing the reversal.

On detailed investigation before work was started and also as the modification proceeded it was found desirable to extend the work for which the estimate was given and there is no doubt that the variations were well justified.

The final cost of the complete modification of No 2 line will be approx £850 which includes the £132-6-5 already paid for stage 1 and an estimate for extra work to completely finish off the present modification.

I estimate that the cost of similarly altering all seven remaining conveyors will be approximately £7000.

I recommend that financial provision for the above sum be made and that tenders be called for carrying out the work.

R. P. Pemberton

TELEPHONE 49-970

TELEGRAPHIC ADDRESS "ROBAL"  
G.P.O. Box 1602

# The New Zealand Port Employers' Association (Inc.)

(AUCKLAND BRANCH)

37 Endeans Building

Queen Street

Auckland,  
C 1

2nd June, 1955.

The Chief Engineer,  
Auckland Harbour Board,  
AUCKLAND.

Dear Sir,

RE BUTTER CONVEYOR - EXPORT WHARF.

Representatives of this Association had the opportunity on Monday last of witnessing the trial with the reversible belt on No. 2 conveyor.

As this trial appeared most successful this Association would request the Board to take early action to have the belts on the remaining seven conveyors made reversible.

We would be pleased to receive your early confirmation that such action will be taken.

Yours faithfully,



SECRETARY

*File meantime &  
bring up when A.F.F. Co.  
reply to letter dated 9 June.  
J.P.*

Auckland Harbour Board.

27.4.55.

Mr. Kimberston.

Please notify as  
soon as belt is ready  
for Dairy Marketing etc.  
to conduct a trial.

J.S.

*Belt now ready.  
At trial today rep of Dairy Marketing  
was present [Phillips] [Hunt] and  
are satisfied. J.S.  
27.4.55.*

Auckland Harbour Board

MEMORANDUM

27th April, 1955.

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3846

BUTTER CONVEYOR

Would you please arrange for the work now in hand on the reversing modifications to No.2 belt, to proceed with all possible haste, and advise as soon as it is possible to carry out a trial with this belt.

Both the Dairy Marketing Commission, and the Auckland Farmers' Freezing Co. are anxious for this trial to take place as soon as possible, and, if successful, for other belts to be modified on the same lines, before the 1955/56 season commences.



GENERAL MANAGER



Auckland Harbour Board

MEMORANDUM

18th March, 1955.

FROM THE GENERAL MANAGER

TO THE CHIEF ENGINEER

3846

BUTTER CONVEYOR

I attach, for your information, letter received today from the Auckland Farmers' Freezing Co. Ltd.

In these circumstances it would appear reasonable that the work on one conveyor belt, in accordance with agreement reached with representatives of the interests concerned, should be proceeded with. Please let me have your views, and further enable me to reply in regard to the painting of the conveyor bridge with reflective paint.

*Mr Kimberlin*

*Millard*

*Yes to both.*

*Painting by contract, but we have missed this season. RD 28 Mar 55.*

GENERAL MANAGER

21st January, 5.

THE GENERAL MANAGER.

EXPORT WHARF CONVEYORS.

(Letter from A.F.F.Co. 6:1:55).

No. 2. Line was altered to see if the packages could be driven backward over the gravity roller sections if these were made horizontal. Tests have shown that this can be done quite satisfactorily, and it would be improved if the length of the gravity-roller sections was reduced. This could be done. The long inclined belt on the bridge section slips when driving its load up-hill in reverse, but this can be corrected by moving the drive to the other end of the conveyor.

It was not intended to go to the expense of lengthening conveyor belts and shortening gravity roller sections, or of transferring the drive of the bridge conveyor to the other end, until there was some assurance that contingent alterations at the cool store end would be made.

I think, therefore, that the discussions referred to should be held now, before incurring any further cost; but if it is desired to do so, No. 2. Line could first be completed at a cost of about £250.

Meantime the position is:

Lines 1, 2, 3, 5, 6, 7, and 8 can be used for loading out.  
Lines 2 and 4 can be used for return to store.  
Lines 3, 5, 6, 7, and 8 can feed to Line 4 for return to store.  
Line 1 would need cartons to be lifted to line 2 for return to store.

CHIEF ENGINEER TO THE BOARD.

20 Jan 55

The General Manager.

Report Wharf Conveyors.a/ Present Situation.

Conveyors N<sup>o</sup> 1, 2, 3, 5, 6, 7 and 8 can now be used for loading out butter.

N<sup>os</sup> 2 and 4 can be used for back loading onto cool store. Both of these lines feed the one line in AFF Coys gallery and they cannot therefore both return butter simultaneously. Neither of these conveyors is yet completely satisfactory.

N<sup>os</sup> 3, 5, 6, 7 and 8 lines can still feed butter for return onto the reversed N<sup>o</sup> 4 conveyor via the turnouts previously provided. However, should there be butter to return from N<sup>o</sup> 1 line, the cartons would have to be lifted onto N<sup>o</sup> 2 conveyor by hand.

b/ N<sup>o</sup> 2 Conveyor Line.

Tests carried out on the modified N<sup>o</sup> 2 conveyor before Christmas indicated that the levelled series of belts can be made to work satisfactorily, the two present objections being that the horizontal gravity sections are longer than desirable and that the long belt in the bridge section slips when carrying the load uphill. (This latter fault also applies to N<sup>o</sup> 4 line.)

Both of these objections can be overcome, the first by lengthening the driven belts at an estimated cost of £60 each belt, and the second by driving the long belt from the top instead of from the bottom.

The estimated total cost of satisfactory completion of the present modification of No 2 conveyor line is £200.

c/ Other Conveyors.

Should the decision then be made to so alter the remaining conveyors, consideration should be given to reinstating a No 4 line for outward working. However, if seven <sup>conveyors</sup> belts are considered sufficient, this reinstatement might be left to a later date as the Auckland Farmers Freezing Co have removed the belt which feeds onto this conveyor.

The estimated cost of the Board's part of complete modification of the remaining seven lines similar to No 2 line is £3500.

d/ Please advise what action is now to be taken.

Chief Engineer

RD

This information given verbally to the  
10<sup>th</sup> Dec

10 Dec 54

The Chief Engineer.

### Export Wharf Conveyors

Although the latest modification to No 2 Line to make it reversible appears satisfactory except in a few details, the A.F.F. Co have raised the following criticism.

All the boxes on the long gravity sections have to be pushed forward by one box as it leaves the feeding conveyor. Under humid conditions the friction between the belt & the box will be reduced, the belt will slip against the underside of the carton and "scuff" it.

Mr Harbours asks that the length of each gravity section be reduced to the minimum required for turnouts. To achieve this the Board would have to extend each conveyor towards the wharf end a distance of about 20 ft or, alternatively, replace  $\frac{2}{3}$  the length of the gravity section by a separate driver belt.

The criticism is reasonable. It takes quite a force to push forward the whole line of boxes. If the cardboard becomes damp the boxes will scuff.

Conveyor Section in Bridge. (2A) At this stage I think we should acknowledge the fact that when returning butter the conveyors are being driven from the wrong end. I have asked Mr Procter to look into the electrical arrangements of putting a motor drive at both ends of this belt.

R Pemberton

Esport Wharf Conveyors

Fri 24 Sept

Discussed with Lynch & hardness.

Mon 27 Sept

Discussed with Vickery & experiment done to determine how much delivery ends can be lowered. 9"

Obtained NLV's approval to operating on No. 2 Belt.

Tues 28 Sept

Discussed with O'Brien on the job. He accepts job. Work to start Tues 5 Oct. Time sheets to be submitted to RCP weekly.

Wed 29 Sept

Level set through gallery by Pat Simpson for O'Brien.

Mr. Miller advised by RCP that 142 conveyors would be out of action for approx 3 weeks.

Millard. A.F.F. Co. Esport Wharf.

Thurs 9 Dec 54

Test carried out - results not bad. The idea could be made to work. See Memo 38 of 10 Dec 54

YARD: 443 RICHMOND RD.  
 Phone 14-671.  
 After Hours Phone 83-858

*Copy*

**INVOICE**

**AUCKLAND  
 STEEL FABRICATIONS  
 LIMITED**

P.O. Box 3246, AUCKLAND, C.I., N.Z.



*AUCKLAND HARBOUR BOARD  
 P.O. Box 1259  
 AUCKLAND C.I.*

INVOICE No. *78*  
 YOUR ORDER No. *323C*  
 DATE *13.10.54.*

W. & H. LTD. - 34956

Ref.	Description	Rate			Nett
<u>EXPORT WHARF CONVEYORS</u>					
<i>To TAKING LEVELS &amp; RE ARRANGING CONVEYOR TO MECH. ENGINEER'S INSTRUCTIONS.</i>					
<u>LABOUR</u>	<u>TRADESMEN.</u>	<i>96 1/2 hrs @ 12/6</i>	<i>60</i>	<i>6</i>	<i>3</i>
	<u>LABOURERS</u>	<i>64 1/2 @ 11/-</i>	<i>35</i>	<i>9</i>	<i>6</i>
<u>MACHINES</u>	<u>PORT. WEAVER.</u>	<i>10 @ 7/6</i>	<i>3</i>	<i>15</i>	<i>-</i>
	<u>HAND TORCH.</u>	<i>17 @ 1/6</i>	<i>1</i>	<i>5</i>	<i>6</i>
	<u>TRUCK.</u>	<i>1 @ 25/-</i>	<i>1</i>	<i>5</i>	<i>-</i>
<u>MATERIALS</u>					
	<i>29' 4" x 2" L</i>				
	<i>34' 2" x 2" x 1/4" L</i>				
	<i>60' 2 1/2" x 2 1/2" x 5/16" L</i>				
	<i>70' 2" x 5/16" MSF</i>		<i>30</i>	<i>5</i>	<i>2</i>
	<i>3' 2 1/2" x 5/16" MSF.</i>				
	<i>6 DOZ. 1 1/4" x 5/8" B/W.</i>				
	<i>300' GAS</i>				
	<i>120' ELECTRODES</i>				
			<i>£ 132</i>		<i>6 5</i>

*OK Rep  
 27 Oct.*

5th October, 1954.

Mr. W. O'Brien,  
Messrs. Auckland Steel Fabrications Ltd.,  
68 Ivanhoe Road,  
AUCKLAND. W.2.

Dear Sir,

EXPORT WHARF CONVEYORS.

Please alter No. 2. conveyor and modify No. 1. conveyor as necessary as discussed with Mr. Pemberton and as summarised below:-

- (1) Lower the discharge on to gravity sections feeding the wharf cranes by 9 inches.
- (2) Slope No. 2B. Conveyor so that its top end is level with the bottom end of the bridge conveyor, No. 2A, and its bottom end height as in (1) above.
- (3) Make remainder of No. 2. conveyor on the wharf run level at the height of (1) above.
- (4) Adjust gravity sections to lie horizontal and join adjacent belts.

The Board's electrical Dept. will co-operate with you as necessary.

Should you have any queries, please contact Mr. Pemberton Ph. 32-670, Ext. 724.

Official Order No. 323.L is enclosed herewith.

Yours faithfully,

RCP:PM.

CHIEF ENGINEER TO THE BOARD.



Auckland Harbour Board

MEMORANDUM

8.9.54.

FROM

Engineer

TO

General Manager

G1

Export Wharf Conveyors. (Letter 30.8.54)

Of the many suggestions for preventing deterioration of packages, reversal of all conveyor lines will meet most satisfactorily the requirements of the loose system of control that appears inevitable.

Provided the gravity roller sections will operate satisfactorily if made horizontal, instead of sloping, this would not be difficult or very expensive.

As the test is said to have been satisfactory I suggest we make one line reversible as set out in the letter.

Do you agree please.

The Engineer

19/54 out.

I agree one line should be tried  
D. Allott

M. Dickenson.

## New Zealand Dairy Products Marketing Commission

P.O. BOX 417,  
WELLINGTON, C.I.

30th August, 1954.

Mr. N.L. Vickerman,  
Chief Engineer,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND. C.I.

Dear Sir,

### EXPORT WHARF - BUTTER CONVEYOR.

Mr. Sherratt has informed us of the discussions he and Mr. Harkness of Auckland Farmers Freezing Co. have had with you on this matter, and we were glad to learn that you were in agreement with us that an improvement to the method of reversal of the conveyors appeared to be the best solution to the difficulties now experienced in returning cartons to Cool Store.

We understand that, at the meeting held on 4th August, it was decided that tests should be carried out to see if the conveyor belts would push the cartons across the horizontal sections and round the approximately 80° bends of the roller conveyors, and, if it was found that this could be done, you would give consideration to the carrying out of the suggested alterations which were as follows:-

1. To alter the heights of conveyors along the shed roof so as to make them parallel with the floor for the full length, shortening the roller sections as much as possible and making them horizontal.
2. To make all motors reversible so that they may be run in either direction.
3. To install an additional short belt conveyor across the end of Auckland Farmers Freezing Company's gallery.
4. To alter conveyor levels in Auckland Farmers Freezing Company's gallery so that their roller sections are horizontal.
5. To lower the height of conveyor belts at point of delivery to gravity roller sections feeding out to wharf gangs.

This should result in eliminating the necessity to check the speed of cartons over this section.

As the above mentioned tests have now been successfully carried out in conjunction with Auckland Farmers Freezing Company, we would suggest that you give consideration to the carrying out of the proposed alterations to one conveyor only, preferably No.1, and if, in practice, it is proved to be completely satisfactory, then the remainder of the system could be similarly altered.

Yours faithfully,

*A. Phillips*

(A. Phillips)  
SENIOR INSPECTOR OF SHIPPING AND TRANSPORT.

DEPARTMENT

Engineers

MEMORANDUM OF INTERVIEW

NAME :

Sherratt, Arkness &

REPRESENTING :

Dairy Board & C.R. Farmers Freezing Coy

Waited on

Vickersman & Goodwin

on

4 / 8 / 19 54

@

10:30 a.m.

at Export Wharf.

p.m.

SUBJECT OF INTERVIEW :

Butter Conveyors.

REMARKS :

Various suggestions for subsidiary stores at end of wharf and for reversing of one or more extra conveyors were considered. It was agreed that a subsidiary store was very unlikely to meet the position for very many reasons.

Finally it was agreed that the only two solutions that would allow of the loose control desired and considered inevitable were:-

(a) Insulation and re-energization of the conveyor gallery, to allow butter to stay anywhere as long as desired. This would be very expensive (much more so than (b))

(b) Reversal of all conveyors, each feeding its own load back to the Farmer's Belts and travelling to a special cross conveyor at the east end of their gallery. (Belts 1 & 2 could be bled of their load if necessary at an intermediate point.)

Dairy Board & Freezing Coy representatives considered there would be no difficulty in operating if belts were regraded to allow of gravity roller sections being horizontal. The only point requiring check was whether boxes (when damp) could be driven around 90° bends between Farmer's & Board's conveyors at South end of bridge. Mr. Sherratt to find out if this can be done satisfactorily, and if so put forward his suggestion



24th May, 4.

THE GENERAL MANAGER.

ACCOUNT FROM AUCKLAND FARMERS FREEZING  
COY. FOR REPACKING BUTTER (dated 31:12:53).

I suggest that the Board agree to pay, without prejudice, the sum of £90 being approximately half the cost of repacking 822 cartons.

On each occasion when damage occurred, a considerable time elapsed between stoppage of work and return of butter to the Cool Store.

No damage occurs unless the cartons are allowed to remain out of Cool Store so long that they become damp and soft, in which condition scuffing on the conveyors is practically inevitable.

Under conditions of high humidity and when delays in loading occur, decisions to return butter to Cool Store should be made much sooner than has been done.

A hygrometer could be of assistance in indicating the degree of humidity, and if it would be used, I suggest one be provided.

CHIEF ENGINEER TO THE BOARD.

NLV:PM.

COPY SENT TO MR. PEMBERTON.

881  
Auckland Harbour Board

Nº 21758

## INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS.

Date 24th May, 1954.

Subject EXPORT WHARF - CONVEYOR BRIDGE.

Due to water entering during storm conditions, water, grit and soot is deposited on the Conveyor belts and soiling butter containers.

Please arrange to clean down all steel-work where soot and grit deposited. This should reduce soiling of containers to a large extent, even though water will still enter under gale conditions.

COPY SENT TO MR. PEMBERTON.

N.S.

*N. L. Vickerman*

Engineer to the Board.

The Chief Engineer.  
Further to my memo 20-23 of 12 May.  
and my draft memo of 17 May.  
Exp'd Wagon conveyors

17 May 54

Today cartons were left on the deck over  
bank hour break. I understand that these  
cartons were quite wet when the decision was  
made to return them to the Foreman's Storehouse.  
117 cartons were returned on No. 2

left in the bridge section. Damage to any of  
these cannot be attributed to the bridge conveyors.

35 cartons were beyond the bridge section  
conveyor and these travelled the complete round

to be returned on No. 4 conveyor. Being quite  
wet they were badly damaged - presumably  
both by the plates at the bottom of gravity  
roller sections, and by the sweeps and  
abrasion of the belts at turnoffs.

Such damage is quite inevitable  
when wet cardboard loaded with 56 lbs  
of buffer is pulled by roller belts or  
by metal:

R. Robertson

Base should not be allowed to stand still in  
the absence of any movement. The same  
to have occurred to the base if they had gone  
on feeding.



The Chief Engineer

201 Engineers file

12 May 54

20

Account for re-cartoning Butter.  
from Auckland Farmers Freezing Co - dated 31 Dec 53

Mr Good of AFFC has advised by telephone that  
the details of this account are as follows.

Port Adelaide	30 Oct	295 cartons
Sydney Star	5 Nov	178 "
" "	10 "	349 "
Total		822 "

While the butter is being conveyed from cool store  
to ship under conditions of high humidity  
condensation occurs on the surface of the cold  
cartons. The damp cardboard and gummed <sup>paper</sup> sealing  
strips are softened and are then particularly  
vulnerable to tearing by any abrasion.

To avert damage to cartons they must be  
kept dry. This requirement <sup>could</sup> be met either  
by air conditioning the whole gallery and  
bridge section to reduce humidity or by  
reducing the time the boxes are out of cool store  
during humid conditions.

In event of stoppage of loading due to rain  
it appears that the reverse conveyor should be  
started and loaded forthwith so that the cartons  
butter does not remain on the outward belts  
any longer than is absolutely necessary.

Port Adelaide 30 Oct 53.

The Auckland Farmers Freezing Co's letter of 8th Dec states that in this instance the boxes were returned after a 1 hour delay on account of rain. The boxes were so saturated that all had to be re-boxed at a cost of about £60. The letter states ~~that~~ further that it took over 1 hour to have these boxes returned by the reversible conveyor.

Sydney Star.

It was reported to Mr Vickery before 10 Nov that the Company intended to claim for 178 cartons damaged on 5 Nov.

Accordingly on the 10th Nov Mr Vickery made a point of visiting the conveyors during back loading. He advises that only a small proportion of cartons he saw appeared to be damaged and that it would therefore appear that the charge against the Board for 349 cartons on this date is somewhat unreasonable.

For the Board's part, instructions have been given for minor work to be done on the main turnround and return conveyor <sup>in any</sup> ~~the~~ attempt to further reduce damage to cartons through abrasion.



Relevant information so far as I have been able to obtain in this investigation is as follows—

Port Adelaide 30-10-53. Lines 7+8, Cartons loaded 732,

Cartons returned 295, damaged 295

Rain 8am-noon, Loading 2-2.30 pm, Butter returned probably about 4 pm.

Mechanics Bay  
Figures

Temperature - Days mean 59.7, Max 61.3, Min 57.5

Humidity - Days mean 93%, Lowest 88%, Approx 94% - 95% most of day.

Rainfall  $\frac{7}{8}$ am  $\frac{8}{9}$   $\frac{9}{10}$   $\frac{10}{11}$   $\frac{11}{noon}$  Noon  $\frac{1}{1pm}$   $\frac{2}{3}$   $\frac{3}{4}$   $\frac{4}{5}$   $\frac{5}{6}$   $\frac{6}{7pm}$   
 .01" .03 .08 .06 .02 Nil .07 .01 Trace .03 .12 .04"

Sydney Star 5-11-53 Lines 1+2 Cartons loaded 12,266.

Cartons returned 178 all repacked.

Loading stopped for some time between 2.30 & 3 pm because of high wind

Butter returned about 4 pm.

Mechanics Bay  
Figures

Temperature Days mean 63.7 Max 72.0 Min 59.1

Humidity Days mean 80.2% 3pm 69%, 4pm 81%, 5pm 77%, 6pm 83%

Rainfall Between 3pm and 4pm only .10 inches.

Sydney Star 10-11-53 Lines 1, 2 and 3. Cartons loaded 14,410

Cartons returned 349 - all repacked.

Butter returned from 4.10 till 4.50 pm.

Mechanics Bay  
Figures

Temperature Days mean 59.5 Max 69.0 Min 53.0

Humidity Days mean 83.9%  $\frac{7}{8}$ am 65%  $\frac{11}{noon}$  89% 1pm 86% 2pm 89% 3pm 87% 4pm 94% 5pm 78%

Rainfall  $\frac{1}{2}$ pm  $\frac{2}{3pm}$   $\frac{3}{4pm}$   $\frac{4}{5pm}$   
 .03" .02" .08" Nil .01" .06"

Auckland Farmers Freezing Co have charged for repacking all the cartons which were on the outward conveyors when work stopped, although many of these apparently had quite superficial tears.

I suggest that the shipping company concerned should accept some of the responsibility for damage to cartons on account of delay in commencing back loading & that the stevedores should arrange with the Freezing Co to tape off the supply onto the belts when stoppage appears probable. A hygrometer mounted in the gallery and easily accessible to the stevedore's foreman <sup>may</sup> should be of assistance.

It is significant that on the three occasions being charged for the humidity was high, and that especially so on the 30th Oct and 10th Nov.

In view of the atmospheric conditions and the fact that lamp cardboard is particularly susceptible to tearing I suggest

- ① That the Board should agree to pay the sum of £70, this being approximately half the cost of repacking the 822 cartons.
- ② That a hygrometer be installed in the gallery.
- ③ That the stevedores be advised to exercise foreight in the future and reduce the delays in <sup>making</sup> decisions to return butter, so shortening the time during which cartons remain out of cool store under conditions of high humidity.

R Pemberton  
Mech Engineer.

Mr Goodwin

85

12 Feb 54

Conveyor System Export Wharf.

- A Painting outside surfaces of conveyor gallery. This is a sound suggestion which has already been considered by us. It is estimated that the work would cost approximately £500.  
The installation of several large adjustable mushroom type ventilators in the bridge section is also being considered.
- B I feel that closing of all large doors would not be satisfactory without air conditioning. This would be quite a major task.
- C While any openings exist it is hopeless to expect to eliminate dust which can only be kept to a minimum by efficient and more frequent sweeping at times when the conveyors are idle, or by the use of vacuum cleaners. I feel that the general standard of cleanliness is not unsatisfactory, could be improved slightly by Traffic Dept at little extra cost but that elaborate arrangements are hardly warranted.

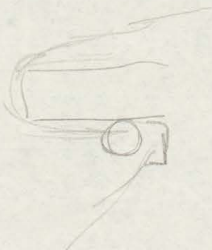
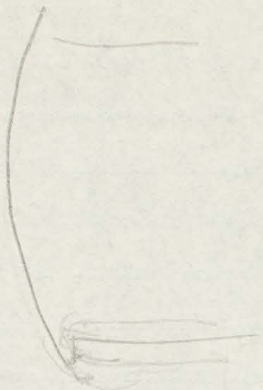
D The return conveyor should operate at a speed not greatly slower than any of the outward conveyors. Its slowness & slip is due to heavy loading. At times in the past the loads from more than one outward conveyor have been carried back simultaneously. This was never intended. Speeding up of the conveyor would require the installation of larger motors with possibly some modification in gearing.

#### Scuffing

Most of the scuffing probably results from dampness of boxes and at times it has been noticeable that the evidence of scuffing (paper at ends of sections of conveyor) is more pronounced nearest the Farmers Freezing Co end of the conveyor system.

"General speeding up of the conveyor system may be possible by attention to control gear. Some experimental work will be necessary to prove this"

R. Pemberton



# Auckland Harbour Board

## MEMORANDUM

25th January, 1954.

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3845

### CONVEYOR SYSTEM : EXPORT WHARF

The Auckland Farmers' Freezing Company have made representations following the recent working of the conveyors for the loading of the "English Star" and the "Port Adelaide". It is the view of the Company that -

- (a) The conveyor, so far, has not come up to expectation in the delivery of butter from store to ship in good condition under normal atmospheric and working conditions,
- (b) When loading is delayed on account of rain it is found, under conditions of high humidity, that boxes sweat so badly that they are unfit to load. On occasion it has been necessary to return boxes to store after one hour's delay on account of rain, the boxes being so saturated that all had to be repacked,
- (c) Further, that it takes over one hour for these boxes to be returned by means of the reversible conveyor.

I have noted personally that there seems to be little supervision during periods of rain and that in some instances boxes have actually been left on the last extension of the conveyor completely exposed to the elements.

The Company suggests, however, that some consideration should be given to the following points -

- A. Painting outside surfaces of conveyor gallery with white or other reflective paint to minimise heating up of the top floor.
- B. The closing of all large doors on this floor and the installation of ports for delivery of butter as from the cool stores of the Company, and that consideration be given to some form of air conditioning to reduce humidity within the shed.
- C. The elimination of dust from the gallery.
- D. Speeding up of the return conveyor. It is stated that this operates at one third of the rate of outward conveyors and that frequently it has to be assisted manually.

It is further alleged that 90% of cartons are so badly scuffed when returned that they have to be repacked at considerable cost.

Finally that the conveyor speeds generally be increased to shorten delays during transport of the conveyor, and to reduce the number of boxes out at any one time in the event of rain or other stoppage involving the return to store.

I shall be glad to have your comments on these suggestions.

*These matters discussed  
at Conference 24.6.54  
No further action on this memo.*

*Shelton*

GENERAL MANAGER

Boices coming down damp.

Bridge section Dip in belt.

G M.

## Conveyor System Export Wharf

(Your memo 25.1.54)

Regarding the several matters put forward by the Auckland Farmers Freezing Company:—

- (a) Under normal atmospheric and working conditions there should be little difficulty in receiving butter at the ship's side in good condition and at an average rate of 1250 boxes per hour per belt. The time taken for a box to travel from the Farmers conveyor gallery to the berth varies from 3 minutes to 9 minutes according to point of discharge, the average at the centre of the berths being 6 minutes. Slight stoppages this should not prejudice the condition of the packages under a fairly wide range of temperature and humidity.
- (b) Delays for rain under conditions of high humidity, well if prolonged cause sweating of the boxes. This can be helped by reducing the temperature and humidity within the conveyor gallery as proposed to below.
- (c) It should not take over an hour for to return 290 boxes to cool store by the reversible conveyor, provided there is proper supervision. Allowing 10 minutes for adjustment of feed rollers and 9 minutes for the boxes to travel the length of the return belt it should be possible to return about 800 boxes within one hour which represents approximately all seven belts fully loaded.

Regarding the suggestions put forward by the Company to improve conditions:—

- (A) Painting the outside surface of the conveyor gallery with reflective paint would reduce the temperature. The estimated cost is about £  
In addition some roof vents in the conveyor bridge would improve conditions.
- (B) Closing of all large doors on the conveyor gallery would be an improvement under some conditions but not necessarily under others. It would be preferable to <sup>first</sup> experiment with some portable canvas screens ~~to~~ placed as required across door openings. Air conditioning could give a complete cure if carried far enough. It would probably require lining of the conveyor gallery and would be very expensive.
- (C) Elimination of dust from the gallery is desirable if practicable but is not a major matter. It would require sealing of all openings which would be done if air conditioning were adopted, but which would make conditions worse for natural ventilation.
- (D) The return conveyor has practically the same speed as the outward conveyors. There has been some belt slip due to this conveyor being driven from the tail end, but this is being corrected by fitting an additional roller to give a greater grip on the driving pulley. The main trouble has been due to overloading the return belt by feeding to it two or more outward belts simultaneously. Outward belts should be



15. Dy-law No. 330 of the Dy-laws of the board adopted on the 8th day of June, 1937 is hereby repealed and the following substituted therefor:-

- 330 Charges payable in respect of the following classes of vessels under 20 tons shall be paid in accordance with the following conditions:
- (a) Such vessels berthed alongside any wharf shall pay for each day or part of a day the charges enumerated in the first column of sub-paragraph (d) hereof.
  - (b) Such vessels berthed alongside any vessel lying at a wharf or berthed alongside a wharf for the sole purpose of repairs or fitting-out or lying off any wharf with a line attached thereto shall pay half the charges payable under the foregoing sub-paragraph (a) hereof.
  - (c) The owner of any such vessel may pay in respect thereof the quarterly charge enumerated in the second column of sub-paragraph (d) hereof, and upon payment to the Board of such charge on or before the first days of January, April, July and October in each year, such charge shall be in lieu of the charges otherwise payable hereunder for the quarter following payment.
  - (d)

	First Column	Second Column.
Launches other than fishing Launches	1/3d.	12/6d.
Fishing Launches	1/3d.	16/-
Other vessels	2/-	20/-

    - (e) Fishing Launches paying the quarterly charge shall be entitled to a supply of fresh water for the tanks and containers of such vessels free of charge, but such water shall not be used for washing down or any purpose other than for consumption on board such launch.
    - (f) A "Fishing Launch" for the purpose of this Dy-law, shall be a vessel under 20 tons licensed for that purpose by His Majesty's Customs.

16. Dy-laws Nos. 331, 337, 339, 341, 380, 381, 390, 391 of the Dy-laws of the Board, adopted on the 18th day of November, 1934, are hereby repealed and the following substituted therefor:-

331. For every vessel not included in the preceding Dy-laws 329 and 330.
- (a) Using any wharf on the south side of the Harbour, there shall be paid one halfpenny per ton per day or part of a day on the tonnage of such vessel; or
  - (b) Using any wharf on the North side of the Harbour, there shall be paid three-eighths of one penny per day or part of a day on the tonnage of such vessel.
337. In addition to the fees payable under Dy-laws 329-331 (inclusive) for every vessel carrying passengers or goods for hire using any wharf westward of Sentinel Rock there shall be paid the sum of One Shilling and three pence per day for each such wharf so used, and in the event of such vessel using more than one of such wharves in any one day the sum of Two Shillings and Sixpence per day for all such wharves so used, PROVIDED that by payment of the sum of Twelve Shillings and sixpence per month, any such vessel may use all such wharves without further payment.
339. (a) Subject to the provisions of Clause (b) hereof, there shall be payable for each vehicle laden or unladen in respect of the use of every vehicular staging the tolls hereinafter stated; provided that when a toll is paid in respect of a staging at the point of departure no charge shall be made in respect of the staging at place of arrival, and the master or owner of each vessel upon which such vehicle shall be shipped or from which it shall be unladen shall pay such toll to the Board.

Scale of Tolls.

In respect of any motor-truck or motor-lorry which with load does not exceed the weights hereafter stated.				CLASSIFICATION			
	S.	D.	S.	D.	S.	D.	RETURN
CLASSIFICATION	SINGLE	RETURN	CLASSIFICATION	SINGLE	RETURN	S.	D.
Up to 2 Tons	4	8	Motor Bus to carry up to 20 passengers	1	5	2	9
2 to 3 Tons	6	1 0	Motor Bus to carry over 20 passengers	1	6	3	0
3 to 4 Tons	1 0	2 0	Motor Hearse	6	1	0	0
4 to 5 Tons	1 2	2 3	Motor Ambulance	6	1	0	0
5 to 6 Tons	1 5	2 9	Trailer up to 15' overall	4	8	1	0
6 to 7 Tons	1 6	3 0	" " " 17'6" "	6	1	0	0
7 to 8 Tons	1 11	3 9	" " " 20' "	1	0	2	0
8 to 9 Tons	2 0	4 0	" " " 25' "	1	2	2	3
9 to 10 Tons	2 3	4 6	" " " 30' "	1	5	2	9
10 to 15 Tons	3 3	6 6	" " " 35' "	1	6	3	0
15 to 20 Tons	4 0	8 0	" " " 42' "	1	11	3	9
Heavy Tractors, Bulldozers etc. (up to 20 Tons).	4 0	8 0	" " " 45' "	2	0	4	0
Motor Cars, etc.	2	4	" " " 50' "	2	3	4	6
Motor Cycle with or without side car.	2	4	Caravan up to 16' "	1	0	2	0
Motor Car under 10'6" overall	2	4	" " " 17'6" "	1	2	2	3
" " 5 Seater	3	5	" " " 20' "	1	5	2	9
" " to carry 6 to 7 Passengers.	4	8	" " " 25' "	1	6	3	0
Horses per head	2	4	" " " 30' "	1	11	3	9
			Horse and Trap	4	8		

(b) In the event of quarterly or twelve trip-concession tickets being issued by the Master or Owner of any vessel in respect of the shipment of motor cycles and motor cars which use any vehicular staging there shall be payable to the Board on the issue of each such ticket the following tolls in lieu of the tolls for such motor cycles and motor cars set out in Clause (a) hereof:-

Quarterly tickets, Motor Cycle, with or without side car	15/-
" " Motor Car under 10' 6" overall	15/-
" " Motor Car, 5 Seater	20/-
Concession Tickets Motor Cycle, with or without side car	2/-
" " Motor Car under 10' 6" overall	2/-
" " Motor Car, 5 Seater	2/6

(c) In any case in which tolls have been paid on any vehicle no wharfage dues shall be payable upon any goods carried thereon.

(d) This Dy-law and the tolls payable hereunder shall not apply to any Motor Ambulance or Motor Vehicle belonging to any Charitable Institution registered or incorporated under or by virtue of "The Religious Charitable and Educational Trusts Act, 1908" or "The Hospital and Charitable Institutions Act, 1926".

341. The owner, master, or agent of any vessel may, on payment to the Board of the fees set out hereunder, make use of the Board's dolphin to adjust such vessel's compasses.
- |   |      |      |   |    |   |
|---|------|------|---|----|---|
| Vessels of 100 gross tons and under             | .... | .... | E | S  | D |
| Vessels of 101 gross tons to 1,000 gross tons   | .... | .... | 1 | 10 | 0 |
| Vessels of 1,001 gross tons to 2,000 gross tons | .... | .... | 2 | 0  | 0 |
| Vessels of 2,001 gross tons and over            | .... | .... | 2 | 10 | 0 |
|   |      |      | 3 | 0  | 0 |

fed in succession, one after the other to the return belt. The boxes fed to the belt at 4 ft intervals will give a delivery of 1250 boxes per hour. Closer spacing of boxes will overload the belt and slow down or stop delivery.

E Scuffing of cartons occurs after delays long enough to allow the cartons to become soft and damp. The position will be examined to try to reduce this. Scuffing is negligible on outwards belts when cartons are in good condition.

F Conveyor speeds could be increased, but would then require more care in handling and would increase the amount of scuffing. Present speeds would need altering and possibly larger motors required. Present speeds are economical and allow of easy handling.

Generally it must be agreed that if work of loading out in the cool store is co-ordinated reasonably with work of stowage in the ship there would be very few stoppages other than for rain and there would be the minimum number of boxes on the conveyors at the time of any stoppage.

# Auckland Harbour Board

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## STAFF COMMITTEE

TUESDAY, 8TH NOVEMBER, 1949 AT 10.0 A.M.

PRESENT:- The Chairman (Mr. W.F. McCallum),  
Messrs. G.E. Carr, F.E. McKenzie, A.G. Wilson  
and T.A. Bishop.

The Chief Executive Officer & Secretary,  
Harbourmaster and Acting Engineer were also  
present.

THE MINUTES of the previous meeting of the Committee dated 25th  
October, 1949 (copy of same having been forwarded to each Member)  
were taken as read and were confirmed.

The following matters were considered:-

### 1. APPELLATION OF TITLE OF CHIEF EXECUTIVE OFFICER AND SECRETARY

Question of appellation of title of Chief Executive Officer and  
Secretary.

Resolved:-

That consideration of the matter be further deferred.

### 2. SUBMISSION OF REPORT ON SALARIES & WAGES.

Report of Chief Executive Officer & Secretary, 2.11.1949, re Submission  
of a report on Salaries and Wages paid to all workers in the employ  
of the Board, together with a record of the service of each worker.

Resolved:-

That consideration of the matter be deferred; The Chief  
Executive Officer and Secretary to supply information to  
the Committee showing in general the numbers of tradesmen  
and others employed under Awards and the Departments in  
which they are employed; Mr. Freeland to be asked to  
attend the next meeting.

The meeting terminated at 12.40 p.m.

CONFIRMED:

CHAIRMAN.

Grand motor 80 R.P.M. Chain reduction  $\frac{1}{3}$ . Driving Pulley 12" dia

Speed of belt  $\frac{3.14 \times 80}{3} = 84$  ft per min.

Distances	Garvey to Wolf S. 230'	Time	2.75 min
	Garvey to Wolf N. 230' + 510 = 740'	Time	8.8 min
	average 485'	average	<u>5.75 min</u>

Spacing of boxes @ 800 per hr. =  $\frac{84 \times 60}{800} = 6.3'$   
1250 " " = 4'  
1375 " " = 3.66'

One belt full @ average 485' @ 800 per hr.  $\frac{485}{6.3} = 77$  boxes  
@ 1250 " " = 121 boxes ~~75~~  
@ 1375 " " = 133 boxes

11. By-law No. 180 of the By-laws of the Board adopted on the 13th day of November, 1934, is hereby repealed and the following substituted therefor :-

TRANSHIPMENTS.

- 180 (1) In this By-law "transhipped" or "transhipment" goods shall mean and include any of the following classes of goods :
- (a) Goods discharged from one vessel directly into another vessel, one of such vessels being alongside a wharf or landing place
  - (b) Goods entered on a ship's manifest as consigned to another port and which are unloaded and reshipped for carriage to such other port
  - (c) Goods which are reshipped to another port to the order of the holder of the Bill of Lading relating thereto or which are reshipped to the original consignee at another port; provided in either case the reshipment is not effected in furtherance of a contract for the sale of the goods made after the berthing of the vessel but shall not include bunker coal and fuel oil
- (2) SUBJECT as hereinafter provided there shall not be payable in respect of transhipped or transhipment goods both inward and outward wharfage dues; but in respect of such goods, if the same have been imported from overseas and reshipped to another port, inward dues as prescribed in By-law 179 shall be payable, and if the same have been received from another port in New Zealand and reshipped back thereto, or to any other port, outward dues as prescribed in the said By-law 179 shall be payable.
- (3) THE foregoing concession in favour of transhipped or transhipment goods shall operate only if notice of intention to tranship (hereinafter called "a transhipment notice") shall have been given in writing to the Secretary :
- (a) Within twenty four hours of the berthing of the vessel carrying the said goods or
  - (b) in the case of goods in respect of which shipping documents require to be sent to any place other than Auckland and to be returned to Auckland before such notice can be given then within seven clear days after the berthing of the said vessel
- AND in default of notice within the prescribed time as aforesaid both inward and outward dues shall be payable in respect of such goods
- (4) PROVIDED HOWEVER that in the case of transhipped butter or cheese the foregoing concession shall operate notwithstanding the failure to give a transhipment notice within the time hereinbefore prescribed and any dues which may have been paid in respect of any transhipped butter or cheese in excess of the dues payable hereunder will be refunded by the Board on satisfactory proof that the said butter or cheese was in fact brought to the Board's wharves by ship and not by road or rail or other than sea transport. For the purpose of recovering any such refund the claimant shall furnish a certificate signed by a responsible officer of the claimant giving full and correct information as to date of inward shipment, the quantities, brands and other distinguishing marks of the said goods and the respective names of the vessels upon which the said goods were brought to and shipped from the Board's wharves and such other information as may be required by the Secretary
- (5) IF any goods notified for transhipment are removed from the wharf or place on or into which the same were unloaded except for direct conveyance to another of the Board's wharves for shipment in the vessel named in the transhipment notice, then and in any such case the foregoing concession shall cease to operate in respect of goods so removed and both inward and outward wharfage dues shall be payable in respect thereof provided however that in the case of perishable goods requiring special storage the same may be temporarily removed with the written permission of the Traffic Manager without forfeiting the benefit of the foregoing concession in favour of transhipped or transhipment goods.

12. By-law No. 187 of the By-laws of the Board adopted on the 13th day of November, 1934 is hereby repealed and the following substituted therefor:

187. (a) All goods shall be charged by measurement or weight as manifested, whichever is the greater, except the goods listed hereunder, which shall be charged according to the following standards, namely :-

Boats, Pulling	Each	= 2 Tons
Butter	35 Dexes	= 1 Ton
Cheese	12½ Cwtes	= 1 Ton
Fuel Oils in Bulk	245 Gallons	= 1 Ton
Launches	Each	= 10 Tons
Livestock, Great	2	= 1 Ton
Livestock, Small	20	= 1 Ton
Metal, Lead	1 Yard	= 1 Ton
Motor Spirit or Kerosene in Bulk	250 Gallons	= 1 Ton
Sand	1 Yard	= 1½ Tons
Shall	1 Yard	= 1½ Tons
Shingle	1 Yard	= 1½ Tons
Skins (Each Bale of 500 lbs or part of 500 lbs)	6 Bales	= 1 Ton
Spawls	40 Bundles or 40 Bags	= 1 Ton
Timber, Hardwoods	1 Yard	= 1 Ton
Timber, Softwoods	320 Super Feet	= 1 Ton
Vehicles: - Motor Lorries, Omnibuses, or M.L. or M.O. Chassis, or M.L. Caravans, or M.L. Trailers	Each	= 8 Tons
Motor Cars, Motor Car Caravans, M.C. Trailers, or M.C. Chassis	Each	= 5 Tons
Horsedrawn, 2 Wheeled ..Each 2 Tons - 4 Wheeled	Each	= 4 Tons
Motor Cycles	Each	= ½ Ton
Motor Cycle, Side Cars	Each	= ½ Ton
..Wool	6 Bales or 40 Bags	= 1 Ton
..Yachts, Keel	Each	= 10 Tons
..Yachts, Other	Each	= 5 Tons

(b) Measurements shall be outside measurement of all packages, and weight shall be gross weight, i.e. including covering.

(c) Measurement shall be 40 cubic feet equal 1 Ton.

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS.

Date 19th October, 19 53.

Subject EXPORT WHARF BUTTER CONVEYORS C/A.

Please arrange as opportunity offers to fit wooden guard rails throughout on the Butter Conveyors.

These guards are intended to eliminate jams caused by cartons twisting or running crooked and should be made similar to those already installed on gravity sections.

The sequence of this work should be as follows:-

1.No. 4 Belt.

- (a) High sections on which work is now proceeding.
- (b) The complete length of No. 4 line (excluding loading points).

2. All Conveyors in the Bridge Gallery.

3. All outward B Belts.

4. -" -" C -"

5. -" -" D -"

*N. L. Vickerman*

Engineer to the Board.

Auckland Harbour Board

Nº 21090

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To MR. PEMBERTON.

Date 22nd September, 19 53.

Subject BUTTER CONVEYOR - EXPORT WHARF:

Please proceed immediately with reversal of one line of Conveyor belts as per detail already given you.

This is wanted for loading "Saxon Star" on 11th October.

Charge to:-

Conveyors, Export Wharf M/A.

*N. L. Vickerman*  
.....  
Engineer to the Board.

Auckland Harbour Board

MEMORANDUM

18th May, 1953.

FROM THE GENERAL MANAGER

TO THE HARBOURMASTER

3846

At a meeting held today to discuss the grit nuisance at Export Wharf, it was agreed that the nuisance has been sufficiently eliminated, and therefore the berths at this wharf may be used from now on as required for the loading of refrigerated cargoes.

*Halliday*

THE ENGINEER

GENERAL MANAGER

*W.C.*

For your information.

*W.C.*

GENERAL MANAGER



9. OPERATION OF EXPORT WHARF.

Report of General Manager, 13.4.53, re Operation of Export Wharf, stating that as a result of urgent demand the State Hydro Electric Department's Kings Wharf Station had recommenced operation in a limited capacity and present indications were that the station would be required to continue operation at least until September next, meanwhile the installation of grit arresters was proceeding; that at a conference of interested parties it was considered the main problems to be resolved to permit full operation of the conveyors were:

- (a) A method of returning to Store butter held on conveyors due to stoppages for weather etc.
- (b) Division of responsibility for butter during transit from store to ship.
- (c) Arrangement as to hours of work - Cargo Workers, Cool Store Workers etc.

It was recommended:-

- (a) That approval be given to the reversal of Conveyor Belt No. 4., at an estimated cost of £600.
- (b) That the work be undertaken immediately assurances are given that the problems of responsibility and hours of work at (b) and (c) above have been resolved.
- (c) That in the initial stages, operation be on a trial basis following which the question of charges for use of conveyors be resolved and agreed, such charges to be levied from date of first user.
- (d) That the interested parties be advised accordingly, and requested to proceed urgently with the settlement of outstanding questions so that operation can commence immediately following the period of observation if satisfactory grit conditions do, in fact, obtain.

Messrs. W.J. Lusty and H. Turner here took their seats.  
The meeting adjourned at 3.1 p.m. to allow for the Meeting of the Board to be held.

The meeting resumed at 3.23 p.m. when the question of Export Wharf was further considered.

The Chairman moved:-  
That the report be adopted.

As an amendment Mr. Donaldson moved:-  
That all reference to Clause "B" be deleted from the report - Lost.

The motion was subsequently put and carried.

ADOPTED BY BOARD IN COMMITTEE

14/4/53

*The matter to remain  
in Committee*

E 521

QUESTIONS.

USE OF EXPORT WHARF.

Mr. Donaldson asked - could the General Manager furnish the Board with a valid reason why Export Wharf was not being used by refrigerated ships.

The Chairman ruled the question out of order as the matter was one for the Shipping Companies concerned.

Mr. Donaldson then asked - could the Board seek the information from the Shipping Companies as to the reason why the wharf was not being used.

USE OF EXPORT WHARF.

The General Manager in reply stated that points of detail were being ironed out and the wharf should be used in the near future.

Mr. Turner asked that a report on the matter be submitted to the next meeting of the Board in Committee. - Agreed to.

(ADOPTED BY BOARD 10 / 3 / 53)

N.F.A.

Jr.  
Ked

25th March, 3.

THE GENERAL MANAGER.

BUTTER CONVEYORS - EXPORT WHARF.

(Your memo 17.3.53.)

Agreement has been reached with the Auckland Farmers Freezing Company on the method of providing for return of butter to cool store should this be necessary.

No.4 belt line is to be altered in grade and made reversible to feed right back to a new hatch that has been made in the wall of the cool store. Provision is also to be made for transfer of butter from the other belt lines to No.4 line as necessary.

= The estimated cost is about £600 and the work could be done in 3 weeks.

NLV.JS.

CHIEF ENGINEER TO THE BOARD.

Date 23 March 1953

Estimate for Reversal of No 4 conveyor Report Work.

Description	Quantity	Item	Rate	£	s.	d.
<i>New Steel. Purchase, cut &amp; drill</i>	<i>14 cuts</i>		<i>£20 1/2</i>	<i>210</i>		
<i>Alterations to existing steelwork</i>	<i>10 cut</i>		<i>200</i>	<i>100</i>		
<i>Electrical work. Reversal of sequence &amp; motor etc</i>		<i>50</i>		<i>50</i>		
<i>Turnouts</i>		<i>60</i>		<i>60</i>		
<i>Relining Belts etc &amp; Contingencies</i>				<i>80</i>		
<i>Total.</i>				<u><i>£500</i></u>		

RCP

T

# Auckland Harbour Board

## MEMORANDUM

.....17th March, 1953.

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3845

### EXPORT WHARF

As you are aware, the question of the use of the conveyors at Export Wharf was raised at the Board meeting, and a report is required for the next meeting of the Board in Committee.

I have already taken steps to raise the matter with the Port Employers' Association and requested them to take immediate steps to settle their problems vis-à-vis the Farmers' Freezing Co. Ltd. in connection with labour questions, working hours etc.

I have further informed the Port Employers Association that the Board is not prepared to spend money immediately on conveyors until there is more evidence ~~of~~ good faith on their part in making use of the conveyors. It is likely however, that some action will be taken promptly and it is possible that these differences may be resolved quickly. We should, therefore, be in a position to undertake the work of reversing one conveyor, as agreed with the Farmers Freezing Co., as soon as this decision is reached, and if necessary should secure any financial authority required at the next Board Meeting.

Will you please therefore let me have your report as to what is involved, indicating also the time required to complete the work of reversing the conveyor.

*estimate of cost £500.*

*This work could be done in 3 weeks from receipt of instructions to proceed.*

*Rd  
25/3/53.*

*W. H. Clarke*  
GENERAL MANAGER

27/1  
26th January, 1953.

OPERATION OF CONVEYORS - EXPORT WHARF

A meeting was held today, attended by the undermentioned to discuss the practical problems arising in connection with the resumption of operation of the conveyors at Export Wharf.

In attendance -

Captain A.W. Jenkyns, Auckland Stevedoring Co.  
Mr. H. Good, Auckland Farmers Freezing Co. Ltd.  
Mr. Sherratt, Dairy Products Marketing Commission.  
Mr. A.C. Clarke, General Manager, Auckland Harbour Board.  
Mr. N.L. Vickerman, Engineer, Auckland Harbour Board.

The three outstanding questions were considered to be -

- (a) A method of returning to store butter held on conveyors due to stoppages for weather etc.
- (b) Division of responsibility for butter during transit from store to ship.
- (c) Arrangement as to hours of work, Cargo Workers, Cool Store Workers etc.

It was agreed that items B and D could not be dealt with at this meeting, but to enable them to be handled quickly a meeting at appropriate level of those interests involved should be called as soon as possible, and that it would be desirable for the Harbour Board to initiate action in this direction.

Very full discussion then occurred on the question of butter held on conveyors and requiring return to store, and the following are the major points which resulted -

1. That since the original discussions prior to the construction of Export Wharf took place, the nature of the requirements of this traffic have materially changed. In particular the change from wooden boxes to carton packing, and also the requirement for large quantities of unsalted butter now being handled for continental countries. The estimates given originally that two hours would be acceptable for holding on the conveyor, must now be materially reduced, and, in the case of unsalted butter, considerable risk arises if delayed more than half-an-hour, therefore a rapid and efficient means of return to the store in emergency has now become essential. It was further pointed out that considerable trouble has to be taken by the Shipping Companies in the stowage of butter in ships holds to ensure its arrival at destination in sound condition.
2. The availability of labour in the store and stowage requirements in the ships, together with the need for shipment of butter from stores other than at Export Wharf, influences to considerable degree the number of conveyor belts which it is considered can operate simultaneously. It was the opinion of all concerned that the possibility of using all eight conveyor belts at one time was remote, and that one conveyor could readily be spared without detriment to over-all operations.
3. That the best means of providing for return of butter to the store would be to reverse a suitable conveyor entirely to suit the new intake Port recently provided at the Cool Store.
4. That a possible alternative was to provide some suitable mechanical means other than the Rowson Piler recently adopted for the purpose of lifting on to belts, and which could be adapted to serve certain existing conveyor belts if partially reversed.

It was agreed to examine these proposals in detail and when results were known, arrangements would be made to convene a meeting to discuss the remaining issues.

AUCKLAND HARBOUR BOARD N<sup>o</sup> 15139  
MEMORANDUM

From

FOREMAN OF WORKS

SIR,

1st Dec. 1952

To

The Engineer.

I beg to report that

Export of

Conveyor Control Room (Notes 19331)  
" 20214

Extra bolts have been fitted and openings sealed up as far as possible to overcome the grit trouble. The position is now being watched to see effects when further measures will be taken if necessary.

*[Handwritten initials]*

Mr. Smith please note.

F.O.W. is still not happy that we have the complete answer.

D. 2.12.52.

Done by RAIS.

F. H. Jackaberry

FOREMAN OF WORKS

Keith

Have given preliminary O.K.  
for photographs in Mr. Goodwin's  
absence.

Please refer to G. M. through J. R. M.

J.P.



Auckland Harbour Board.

MEMORANDUM

FROM

ELECTRICAL ENGINEER

To

26th February 1952

THE ENGINEER

re - Visit of Mr. H.W. Bosworth

This memorandum is to advise that Mr. H.W. Bosworth, Chairman and Managing Director of Lancashire Dynamo Holdings Ltd., is visiting Auckland and is keenly interested in the butter conveyor installation, the motors for which were supplied by his firm. I am taking him to view the installation at 3 p.m. today (Tuesday, 26th February) and the local Agents, Messrs Samuel Brown Ltd. have requested permission to arrange for a commercial photographer to be in attendance.

I should be glad if this permission could be given and to know if it is desired to receive Mr. Bosworth at Head Office.

*L. P. Procter*

Electrical Engineer

Seen by *Mr. Goodsie*  
*[Signature]*

26 FEB. 1952

7th May, 51.

THE GENERAL MANAGER.

EXPORT WHARF - BUTTER CONVEYORS.

Operation of the Butter Conveyors for the period  
17th to 28th April was as follows:-

DATE	LOADING "TROJAN STAR"	LOADING "RANGITIKI"
17th	Line 6 - 6½ hrs.	Line 1 - 3 hrs. Line 2 - 7 hrs. Line 3 - 3½ hrs. Line 4 - 7 hrs.
18th	Line 6 - 5½ hrs.	Line 1 - 6½ hrs. Line 2 - 6½ hrs. Line 4 - 6½ hrs.
19th	Line 6 - 4½ hrs.	Line 1 - 7 hrs. Line 2 - 6½ hrs. Line 4 - 7 hrs.
20th		Line 1 - 7 hrs. Line 4 - 4½ hrs.
24th		Line 4 - 5 hrs.
26th	Line 6 - 7 hrs.	Line 4 - 7½ hrs.
	Total 23½ hrs.	Total 84½ hrs.

NLV.JS.

ENGINEER TO THE BOARD.

# Auckland Harbour Board

## MEMORANDUM

From

2nd. May, 19 51.

CRANE & MOBILE PLANT DEPARTMENT

To

THE ENGINEER

### BUTTER CONVEYOR - EXPORT WHARF

April 17th.	Line No. 1	1/30 - 4/30	3	hours	} S.S. Rangitiki	
	Line No. 2	8/30 - 4/30	7	"		
	A	8/30 - 4/30	7	"		
	Line No. 3	8/30 - 12	3 $\frac{1}{2}$	"		
	A	8/30 - 12	3 $\frac{1}{2}$	"		
	B	8/30 - 12	3 $\frac{1}{2}$	"		
	Line No. 4	8/30 - 4/30	7	"		
	A	8/30 - 4/30	7	"		
	B	8/30 - 4/30	7	"		
	Line No. 6	8/30 - 4	6 $\frac{1}{2}$	hours		} S.S. Trojan Star
A	8/30 - 4	6 $\frac{1}{2}$	"			
B	8/30 - 4	6 $\frac{1}{2}$	"			
April 18th.	Line No. 1	8/30 - 4	6 $\frac{1}{2}$	hours	} S.S. Rangitiki	
	Line No. 2	8/30 - 4	6 $\frac{1}{2}$	"		
	A	8/30 - 4	6 $\frac{1}{2}$	"		
	Line No. 4	8/30 - 4	6 $\frac{1}{2}$	"		
	A	8/30 - 4	6 $\frac{1}{2}$	"		
	B	8/30 - 4	6 $\frac{1}{2}$	"		
	Line No. 6	9 - 3/30	5 $\frac{1}{2}$	hours		} S.S. Trojan Star
	A	9 - 3/30	5 $\frac{1}{2}$	"		
	B	9 - 3/30	5 $\frac{1}{2}$	"		
	April 19th.	Line No. 1	8/30 - 4/30	7		hours
Line No. 2		8/30 - 4	6 $\frac{1}{2}$	"		
A		8/30 - 4	6 $\frac{1}{2}$	"		
Line No. 4		8/30 - 4/30	7	"		
A		8/30 - 4/30	7	"		
B		8/30 - 4/30	7	"		
Line No. 6		8/30 - 2	4 $\frac{1}{2}$	hours	} S.S. Trojan Star	
A		8/30 - 2	4 $\frac{1}{2}$	"		
B		8/30 - 2	4 $\frac{1}{2}$	"		
April 20th.		Line No. 1	8/30 - 4/30	7	hours	} S.S. Rangitiki
	A	8/30 - 4/30	7	"		
	Line No. 4	8/30 - 2	4 $\frac{1}{2}$	"		
	A	8/30 - 2	4 $\frac{1}{2}$	"		
	B	8/30 - 2	4 $\frac{1}{2}$	"		
	C	8/30 - 2	4 $\frac{1}{2}$	"		
April 24th.	Line No. 4	8/30 - 10 & 1 - 4/30	5	hrs	} S.S. Rangitiki	
	A	8/30 - 10 & 1 - 4/30	5	"		
	B	8/30 - 10 & 1 - 4/30	5	"		
	C	8/30 - 10 & 1 - 4/30	5	"		
	Line No. 4	8 - 4/30	7 $\frac{1}{2}$	hours		} S.S. Rangitiki
A	8 - 4/30	7 $\frac{1}{2}$	"			
B	8 - 4/30	7 $\frac{1}{2}$	"			
C	8 - 4/30	7 $\frac{1}{2}$	"			
Line No. 6	8 - 4	7	hours	} S.S. Trojan Star		
A	8 - 4	7	"			
B	8 - 4	7	"			
C	8 - 4	7	"			

Conveyor not in use April 27th & 28th.

*W. P. Vickery*

# Auckland Harbour Board.

## MEMORANDUM

From

30th April, 1951

The Electrical Engineer

To

THE ENGINEER

### EXPORT WHARF CONVEYORS

The following report records briefly operation of the conveyors to date.

Details of stoppages with causes were taken for the first few days as follows :-

<u>Date.</u>	<u>Line No.</u>	<u>Total Boxes per day.</u>	<u>Hours Run per day.</u>	<u>STOPPAGES</u>			<u>Total</u>
				<u>Ship not taking delivery.</u>	<u>Jammed Boxes.</u>	<u>Accidental &amp; Rain.</u>	
4.4.51	7	7,327	5 hrs 42 $\frac{1}{2}$ m.	--	6 $\frac{1}{2}$ m.	--	6 $\frac{1}{2}$ m.
5.4.51	7	8,273	5 hrs 46 m.	--	5 m.	15 m (rain)	20 m.
6.4.51	7	6,829	5 hrs 26 m.	48 m.	--	--	48 m.
6.4.51	8	6,861	5 hrs 34 $\frac{1}{2}$ m.	29 m.	8 m.	$\frac{1}{2}$ m.	37 $\frac{1}{2}$ m.
7.4.51	7	3,120	2 hrs 32 $\frac{1}{2}$ m.	14 m.	10 $\frac{1}{2}$ m.	--	24 $\frac{1}{2}$ m.
7.4.51	8	3,298	2 hrs 52 m.	8 m.	1 m.	15 sec.	9 $\frac{1}{4}$ m.
<u>TOTALS</u>		<u>35,708</u>	<u>27 hrs 53<math>\frac{1}{2}</math> m.</u>	<u>99 m.</u>	<u>31 m.</u>	<u>15<math>\frac{3}{4}</math> min.</u>	<u>2 hr 25<math>\frac{3}{4}</math> m.</u>

There were no stoppages due to ~~electrical~~ faults, and the average rate of boxes per conveyor hour was 1280. The maximum rate observed was 1580 boxes per hour on the second day.

No further detailed observations were taken as it was clear that there was no cause of stoppage, within the Board's control, which could not be readily overcome.

A record of the total number of boxes loaded each day has been kept. The number was greatest on the 18th April when, with four lines working, 21,615 boxes were loaded working from 8.30 a.m. to 4.0 p.m.

On one day, owing to a fault with the Freezing Coy.'s elevator, two gangs were served by means of one belt. At one time the conveyor was working with boxes touching each other for most of the distance. Under this condition there was no visible sign of overloading or distress, either mechanically or electrically.

The electric power consumption is very small. A check from the 16th to 26th April indicated that on an average nearly 1000 boxes were conveyed per unit of electricity.

Rain interrupted work on a number of days, but in each case butter on the belts was taken into the holds.

*On one occasion, owing to completion of work, 66 boxes were returned to store without difficulty using No 2 belt reversed. HAW*

TGP/AWJ

*HAW*

Electrical Engineer



## Auckland Harbour Board

—  
Memorandum

*Auckland, N. Z.*

28th April, 1951.

The Engineer,  
AUCKLAND HARBOUR BOARD.

Sir,

Will you please let me have your report on the operation  
of Export Wharf for the period 17th - 28th April.

*H. L. L. L.*

GENERAL MANAGER

## USE OF BUTTER CONVEYOR

*Herald. 3.4.51.*

### Fair Trial Today

#### SERVICEMEN'S FULL PROGRAMME

The Auckland Harbour Board's £26,000 butter conveyor from the Auckland Farmers' Freezing Company cool stores to Export Wharf will begin its first fair trial this morning, when it will be used to carry butter into one hatch of the Blue Star Line steamer Trojan Star, at the eastern berth at Export Wharf. The butter will be handled on to the conveyor by the freezing company's cool store hands and it will be loaded on to trays for a crane by an Army gang on the Export Wharf roof.

Unique in New Zealand, the produce conveyor was built to carry butter from the top of the six-storey cool store by bridge across the 230ft gap to the wharf roof on eight powered belts. From the shore end of the wharf the gallery housing the conveyor extends for 510ft along the wharf roof. Two ships, one on each side of the wharf, can be loaded together from the conveyor.

#### Brief Run in 1948

For a brief period one morning in December, 1948, the equipment, then completed for only part of the length of the wharf roof, was used to load butter into the motor-ship Durham but it was stopped by a handling dispute. Subsequently the Dairy Products Marketing Commission banned the wharf for export cargoes while the King's Wharf power station grit nuisance persisted and the conveyor has never been used again.

The power station will be on a light load during the loading of the Trojan Star and no grit nuisance is expected. In 1947 the Government approved the expenditure of £30,000 for grit arresters for the station and tenders for the equipment were let early in 1948. They have not yet been installed.

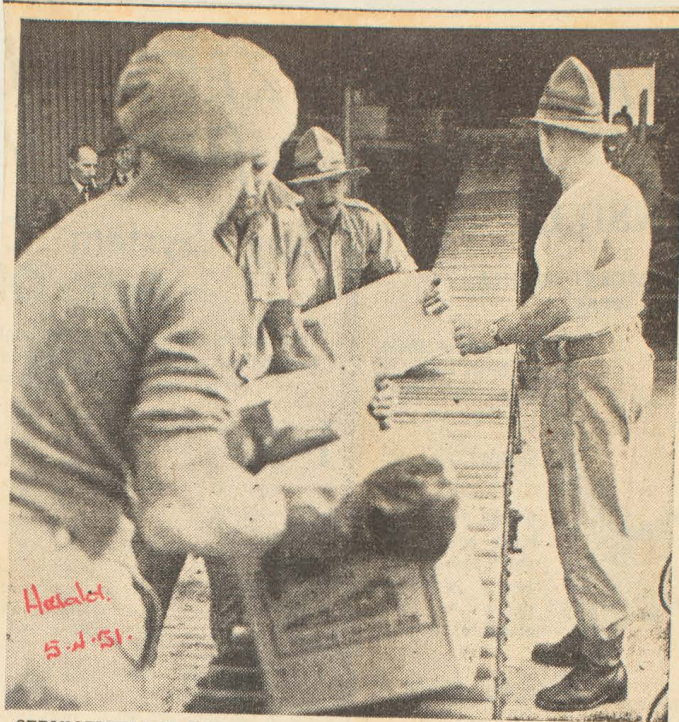
The Chief of the Naval Staff, Commodore F. A. Ballance, D.S.O. R.N., inspected work on the Auckland waterfront yesterday. Visits to the port have now been made by the chiefs of the three Services.

No new ships are on the Services' priority list for today. Servicemen yesterday began discharging 4700 tons of London cargo from the liner Rangitiki, a small consignment of South African cargo from the Trojan Star and 4500 tons of southern produce from the Waimarino. The crew of the Waimarino refused on Friday to move the freighter to a working berth and were paid off. The steamer was shifted yesterday morning by permanent hands of the company and five Service gangs began work. Her cargo includes flour.

#### Tasks for Today

Services' tasks for today are:—Port Auckland, discharging British cargo, six gangs; Delphic, discharging British cargo, five gangs; Trojan Star, loading and discharging British cargo, five gangs; Waimarino, landing southern cargo, five gangs; Karitane, discharging Australian general, four gangs; Hollypark, discharging Australian general, four gangs; Cufic, loading for Mediterranean and Britain, four gangs; Rangitiki, discharging British cargo, three gangs; Waipori, landing Queensland sugar, two gangs.

The coastal motor-vessels Tiri and Waiotahi will load for the North and the Bay of Plenty respectively and Whakatane produce will be landed from the Clansman. Trimmers will be provided to land coal from the Kartigi.



SERVICEMEN USE BUTTER CONVEYOR: Butter for the food ship Trojan Star coming off the Export Wharf conveyor yesterday morning.

## WHARF RAILWAY TRAFFIC

*Herald. 6.4.51.*

### Cargoes Moving

#### PRODUCE CONVEYOR'S HIGH TALLY

Rakes of refrigerated railway trucks bringing frozen meat and butter and of open waggons to take away general cargo and fertilisers moved to and from the Auckland waterfront yesterday. It was the first day the effects of the decision of the Amalgamated Society of Railway Servants to carry on normal work were reflected in wharf rail traffic. For more than six weeks no locomotives and trucks have been on the cargo wharves.

At Export Wharf butter from the Auckland Farmers' Freezing Company's cool stores was handled for the second day by the produce conveyor to the wharf roof. Cool store hands at one end and soldiers on the roof and in the Trojan Star worked well, and the day's total for one hatch was 8273 boxes, nearly 1000 better than the first day's excellent tally. This morning a second conveyor line will run to a second crane and the two cranes will supply the one large hatch with butter.

#### Keen Supporters

Shipping company and stevedoring representatives are enthusiastic at the conveyor's success. After more than two years of idleness the conveyor is assured of keen supporters when normal waterfront work is resumed.

Three of five gangs on the Trojan Star today will be engaged in loading produce while the remainder discharge South African cargo. At the Port Auckland, discharging British cargo while she is loading for Britain, four of six gangs will be shipping produce.

Servicemen yesterday loaded the motor-vessel Hokiang for the North and, manned by a Navy crew, she sailed in the late afternoon. The Clansman, with a naval crew, left in the morning for the Bay of Plenty. Discharge of coal from the Kaiapoi was completed yesterday morning and naval ratings will join her this morning for a voyage to the West Coast to load another coal cargo.

The next collier to arrive will be the Kaitawa, which left Westport on Wednesday night with a full cargo of about 2900 tons of coal. She is due at the week-end.

Bringing 8000 tons of British cement, the freighter Wellpark is due from Wellington tomorrow morning.

#### Work at Onehunga

The security arrangements which have been imposed on the Auckland wharves since the strike began were introduced at Onehunga yesterday, when soldiers from Papakura Camp were discharging apples and pears brought from Motueka in the motor-vessel Hauturu. They were the first servicemen to work at the port and admission to the wharf was by pass. Discharge will be completed this morning.

Service tasks for today are:—Rangitiki, discharging British cargo, six gangs; Port Auckland, loading and discharging British cargo, six gangs; Delphic, discharging British cargo, six gangs; Trojan Star, discharging South African general and loading for Britain, five gangs; Karitane and Hollypark, landing Australian general, four gangs; Waimarino, discharging southern produce, four gangs; Waipori, landing Queensland raw sugar, two gangs; Maplebank, discharging American sulphur and general, two gangs; Hauturu, discharging fruit at Onehunga, two gangs; Cufic, loading for the Mediterranean and Britain, one gang. A total of 749 men will work the 11 ships.

## RAPID BUTTER LOADING

*Herald. 5.4.51.*

### Conveyor's First Day

At the end of the first day's work it has ever done, the butter conveyor at Export Wharf was judged yesterday to be a complete success. In spite of a number of delays, one belt fed 7327 boxes of butter from the Auckland Farmers' Freezing Company's cool store to an Army loading gang on the Export Wharf roof in about six hours. This total for one hatch in the Trojan Star exceeded the Services' previous best, when trucks were used to carry the butter, by a few hundred boxes.

The loading rate at the start of the day, while the conveyor was under trial, was about 600 boxes an hour, but by the end of the morning it was about 1500. In about three and a-half hours in the afternoon 4683 boxes were loaded from the belt. The boxes were fed on to the conveyor at the sixth floor of the cool store by freezing company workers.

The performance of the conveyor yesterday was considered to be several thousand boxes better than the average under ordinary handling methods by watersiders. Even greater things are hoped for today. Groups of shipping and stevedoring representatives were frequent visitors to the wharf yesterday to watch the equipment in action.

# WHARF BUTTER CONVEYOR

*Herald.*  
**Nearing Completion  
At Last**

*19-10-49.*

## LABOUR PROBLEMS

Delayed two years by late deliveries of steel construction material, the produce conveyor equipment at Export Wharf will be completed within a few months. Unique in New Zealand, the conveyor is a feature of the wharf's construction. It is intended to carry butter from the near-by Auckland Farmers' Freezing Company cool store along the top of the wharf to be loaded by crane into food ships.

The first section of the conveyor was completed toward the end of last year and for a few hours in December it was used to load the Durham. Difficulties which then arose over the co-ordination of working hours and conditions of freezing workers placing the butter on the conveyor at the cool store and of waterside workers taking it on the wharf roof brought work to a standstill. Negotiations have continued for many months, but the chairman of the Auckland Harbour Board's Works Committee, Mr G. E. Carr, reported to the board last week that the difficulty had not been overcome.

### Grit Nuisance Overcome

A second problem affecting the use of the conveyor is the lack of cool space to hold butter when rain or other circumstances interrupt loading. This has also been receiving attention. The nuisance caused by grit from the King's Wharf power station has been overcome by the use of suitable Waikato coal and food ships can use the wharf to load from refrigerated trucks. One steamer, the Napier Star, is now loading for Britain at the western berth.

Supplied and delivered by an English firm at a contract price of £26,655, the conveyor plant is the most modern port facility of its kind in the Dominion. The conveyor belts are carried from the top floor of the six-storey cool store by

a bridge across the 230ft gap to the wharf roof. Eight powered belts, in two levels of four each, cross the bridge.

From the shore end of Export Wharf the gallery housing the conveyor will extend for 510ft to the northern end. Thirty feet at the shore end serve as a control room and another 30ft is set aside at the northern end. The standard conveyors will therefore extend for 450 feet.

The first 11 bays of the gallery, with 150ft of conveyors, have been completed and at the end two of the eight conveyor belts turn off to gravity rollers toward cranes. The steel sections for another ten bays carry on for another 150ft and the early delivery of the last eight pairs of steel rafters will enable the board to complete the housing to the end of the wharf. As the conveyor gear is ready for installation the entire work should be completed about two months after the arrival of the rafters.

Two ships, one on each side of the wharf, can be loaded with butter when the conveyor is finished. If the wharf is extended to provide berths for four ships provision has been made to double the number of supply belts in the existing housing. This will be sufficient to feed four hatches on four ships at once.

### Butter Conveyor *Star, 12-16-49.*

As the problem of synchronizing the working hours and conditions of waterside and freezing workers had not yet been solved, the Export Wharf butter conveyor belt is still idle. This fact was mentioned by the chairman of the works and traffic committee, Mr G. E. Carr, in a report to the Harbour Board yesterday afternoon.

7.12.49.

Conference arranged by Chairman  
on Export Bunker Conveyor Operation.

with: Capt. Jenkins. de Stuedemung Co.

Mr Thomson. A.F.F. Co.

present. also. Taylor.  
Miller.

Agenda:

- 1 Submitted plan showing holding insulated space  
on Export Wharf roof est. cost £12,000.  
Following suggestion made by Capt Jenkins.  
June 1949 - for holding of 2000 boxes per gang  
to cover various steps & night loading =

General discussion around below situation on  
Waterfront -

Interruptions bound to occur thro. requirements  
of loading bulk in ships =

Problem of W.I.C. + new Govt policy relating  
to this =

Capt Jenkins stressed value of local awards  
against national awards for Watersiders =

Capt Jenkins considered it essential to have some <sup>as W. weapons</sup>  
holding space at loading points for 200-300 boxes to  
cover back loading off trays when rain occurred.



Henry Simon Ltd.,  
P.O. Box 31,  
Stockport.

31st. December, 1948.

Dear Sirs,

Owing to the rapid expansion of Henry Simon Ltd. during recent years, it has become desirable to make the following changes in organisation for the sake of administrative efficiency.

The firm has hitherto been both a Holding Company with a number of subsidiaries, and a Trading Company with several departments which are rapidly expanding and whose interest have now become increasingly extensive and divergent. This has been particularly so in regard to the Conveying Department, whose activities extend over a very wide field.

The Board have, therefore, decided that as from the 1st. January, 1949 "Conveying Department" will become a separate Company under the name "Simon Handling Engineers Ltd." and "Milling Department" will continue to operate under the old name Henry Simon Ltd. Both trading companies are owned and guaranteed by the parent company newly named "Henry Simon (Holdings) Ltd." which will control the finance and co-ordinate the general policy.

We are confident that this reorganisation will enable a wider control of our expanding activities by the Boards of the new companies.

We particularly wish to emphasise that this re-organisation involves no change whatever in general policy and personal relationships with clients. The present staff of Henry Simon Ltd. Conveying Department will continue to undertake the execution of all orders and contracts for mechanical and pneumatic business. The Management Board of the present Henry Simon Ltd. will form the Board of Directors of Simon Handling Engineers Ltd. Mr. Hey will be the Managing Director and Mr. F.R. Jolley, M.Sc., M. Inst. C.E. and Mr. J.H. Rowlands, M.I. Mech.E., will join the Board.

We take this opportunity of offering you our sincere thanks for having favoured us with your business in the past; we hope that our organisation will continue to be of service to you.

Yours truly,

for HENRY SIMON LTD.

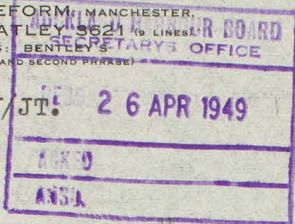
BY AIR MAIL

SIMON HANDLING ENGINEERS LTD.

TELEGRAMS: REFORM, MANCHESTER,  
TELEPHONE: GATLEY 3621 (5 LINES)  
CODES: BENTLEY'S TARYS OFFICE  
(COMPLETE AND SECOND PHRASE)

CHEADLE HEATH,  
STOCKPORT.  
CHESHIRE.

FRJ/JT: 2 6 APR 1949



12th April, 1949.

The Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND, C.I.  
New Zealand.

Dear Sirs,

Contract No. 1190.  
Butter Conveyors - Export Wharf.

We wish to thank you for your letter of the 28th March enclosing duplicate photographs showing general view of the completed bridge and other views showing the interior conveyors. These photographs give us an excellent impression of the job and we wish to thank you for forwarding them to us.

We note that Mr. Vickerman was leaving New Zealand on the 5th April, arriving in England on June 24th, and we note we may expect a visit from him.

We shall be only too delighted to have the opportunity of discussing our contract at Export Wharf and any additional matters regarding cargo handling plant, and look forward to our meeting with Mr. Vickerman.

Yours faithfully,  
for SIMON HANDLING ENGINEERS LTD.

*Ruby Tolley.*

*Seen by  
Chairman*

AIRMAIL

28th. March, 1949.

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
Stockport,  
ENGLAND.

Dear Sirs,

CONTRACT NO. 1190

BUTTER CONVEYORS - EXPORT WHARF

I enclose herewith further photographs (in duplicate) as requested in your letter of 13th. December last.

One pair of photographs give a general view of the completed bridge and are capable of being joined as per contact print accompanying them.

Another shows the interior of the bridge with eight belts installed viewed from Butter Store end ; another the completed part of the gallery from junction point of belts A. and B looking along belt B.

The final two show a trial loading of butter on to ship on 10th. December, 1948, using one belt feeding to loading points of two cranes.

There has been a great deal of delay from one cause or another in getting the installation into general use.

I will however explain these matters to you personally as I shall be visiting England shortly.

I am leaving here on 5th. April via Canada and U.S.A. and will arrive in England on 24th. June.

There are a number of matters regarding cargo handling plant that I would like to discuss with you and I hope to get in touch with you early in July.

Yours faithfully

ENGINEER TO THE BOARD

LV:JWT.

"AUCKLAND HARBOUR BOARD, N.Z."

EXPORT WHARF BUTTER CONVEYOR.

1. BUTTER STORE AND BRIDGE FROM WEST.

"AUCKLAND HARBOUR BOARD, N.Z."

EXPORT WHARF BUTTER CONVEYOR.

2. EXPORT WHARF & BRIDGE FROM WEST.

"AUCKLAND HARBOUR BOARD, N.Z."

EXPORT WHARF BUTTER CONVEYOR

3. INTERIOR OF BRIDGE FROM  
BUTTER STORE END.

*List of Photographs sent  
to Henry Simon Ltd.*

*28 March 1949*

"AUCKLAND HARBOUR BOARD, N.Z."

EXPORT WHARF BUTTER CONVEYOR

4. INTERIOR VIEW OF GALLERY -  
COMPLETED ONLY TO OUTER END OF  
BELTS B.

"AUCKLAND HARBOUR BOARD, N.Z."

EXPORT WHARF BUTTER CONVEYOR

Trial Loading of Butter (One belt only) -  
10/12/48.

5. View of Gallery Interior from  
Junction of Belts A. & B.  
Showing Nos. 1, 2, (Working)  
3 and 4 Belts.

"AUCKLAND HARBOUR BOARD, N.Z."

EXPORT WHARF BUTTER CONVEYOR

TRIAL LOADING OF BUTTER (ONE BELT  
ONLY) - 10/12/48.

6. Loading Ship boards with Butter from  
Gravity rollers outside Gallery -  
2 Cranes feed off one belt. 4  
waterside workers to each loading  
point for crane - other people in picture  
are Shipping Co. Representatives,  
etc. - Watching trial.

BY AIR MAIL

HENRY SIMON LTD.

CHEADLE HEATH.

STOCKPORT.

TELEGRAMS: HENRY SIMON, MANCHESTER.

TELEPHONE: GATLEY, 3621 (9 Lines)

ADDRESSES: BENTLEY'S

(Complete and Second Phrase)

CON/JRR/DMP

REC'D 30 DEC 1948

ACK'D

13th December, 1948.

The Auckland Harbour Board,  
Quay Street,  
A U C K L A N D,  
New Zealand.

Dear Sirs,

Some time ago you kindly furnished us with some photographs showing the erection of the Conveyor Bridge, etc., in progress. We are wondering whether you have available any photographs of the bridge taken after erection was completed.

We know that the constructional work on the roof of the existing sheds is yet incomplete, but we would be most interested to see and be very grateful to receive photographs of the conveyor bridge in its finished state.

We sincerely hope that this request will not cause you inconvenience.

Yours faithfully,  
for HENRY SIMON, Ltd.,

*J. Howlands*

PORTABLE GRAVITY ROLLER TRACKS AND SUPPORTS  
BUTTER CONVEYORS - EXPORT WHARF.

Supplied:

- Roller Track - 8 conveyors - each 7/8' lengths  
Total 56/8' lengths.
- Supports - 8 Sets of 8 stands each Total 64 Stands.  
adjustable from 5'6" to 2'0".
- Curves - 4/90°, 4/60°, 4/45°, 4/30°.  
with stands adjustable between  
6'0" and 4'0".

Plus some 5ft. lengths of roller track.

See Specification accompanying tender  
dated 1/8/45.

-----

FIRST USE of Conveyors

Export Belief Conveyors

Friday 10<sup>th</sup> Dec. 1948.

Log of events

1<sup>st</sup> Run of Butter Conveyors  
 using "Durham" No 3 belt - (2 gangs) off one belt.  
 at end of belt B - used No 2 line (upper)  
 changed over to No 1 line (lower) at 10.5 a.m.

- 8.45. Conveyor started.
- 8.46. First boxes off Farmers conveyors - Farmers gravity feed dropping boxes crookedly on belt in many cases.
- 8.55. Slow down rate of loading at Farmers - boxes jamming at Range one from A-B.
- 9.5. Mr. Proctor asked Farmers to load boxes on flat side (ie top or bottom) because they pivot on the sides.
- 9.15. Conveyors stopped - held up in ship
- 3 MIN STOP.
- 9.18 Start.
- 9.19. Stop. - held up in ship - demand for 6<sup>th</sup> hour for greasy boxes.
- 10 MIN STOP.
- 9.29. Start.
- 9.37 Stop - insufficient <sup>loading trays</sup> pallets. - no empty trays at loading point.
- 2 MIN STOP.
- 9.39 Start.
- 9.46 Stop - jammed on conveyor, ship end of B. - Boxes crooked.
- 1 MIN STOP
- 9.47 Start.
- 9.59. Finished loading at Farmers - "Smoke"
- 10.2. Stop - conveyor emptied.
- 37 MIN STOP.
- 10.25 Rang to enquire reason for delay in re-starting reply "I think our chaps are having a meeting."
- 10.26 Ring from Farmers - meeting over.  
 (message from Mr Angus: Farmers meeting from 10.20 to 10.35) - Mr. Angus watch fast?
- 10.37 <sup>belts running</sup> Ring to say further held up at Farmers.
- 10.39 First boxes at <sup>lower pallet</sup> pallet - supply very erratic.
- 10.42 Marked box on way - check for quantity on belt when loaded
- 10.46 1/2 " " at ship end phone. Number on belt 573.
- 10.53 No butter from Farmers (A+B.)
- 4 MIN STOP
- 10.57 Flow restarted
- 11.13 No butter from Farmers
- 11.14 Rang Farmers - held up with men in chambers, argument.
- 11.16. Shut down for morning - orders of store clove.

1<sup>st</sup> period 8.46-10.2 : 19 trays = 1045 boxes on trays in 1 1/2 hrs  
 i.e. in 84 min. working. No. belt 840 boxes per hour.  
 Max. cp. belt 1050 "

2<sup>nd</sup> period. 10.39-11.16: 10 trays = 550 boxes loaded in 37 min. av. belt. 900 boxes per hour.

1595 .. 96 min. working .. 1000 boxes per hour.

Export Wheat ConveyorsFriday 10<sup>th</sup> Dec.Loading Rate.

Pallet No.	Time.
1	8.53
2	8.54
3	8.57
4	8.59
5	9.4
6	9.7 $\frac{1}{2}$
7	9.10
8	9.14
3 MIN STOP.	
9	9.18
10	9.19
10 MIN STOP	
11.	9.32
12	9.33
2 MIN STOP	
13	9.45
14	9.46
1 MIN STOP	
15	9.51
16	9.54
17	9.56
18	9.58
19	10.1
37 MIN STOP	
20	10.40
21	10.48
22	10.50
23	10.58 $\frac{1}{2}$
24	11.00
25	11.4
26	11.6
27	11.8
28	11.11
29	11.13.
SHUT DOWN.	

Butta flow erratic from Farmers.  
Supplies being shared by two gangs.

Loaded with butta already delivered.  
Partly loaded before conveyer restarted

{ Partly loaded with butta delivered before stop.  
10 worked part of stopped period with boxes from rollers)

Delay caused by erratic supply from Farmers,  
also delivery shared by several gangs.

Partly loaded before stop.  
Load shared by several gangs.

Butta erratic from Farmers  
(Stoppage Farmers end - conveyors not stopped.)

Analysis.

Total number pallets 29

At 55 Boxes per pallet = 1595 boxes.

Gross working time 8.45am - 11.13am = 148 mins.

Stoppages due to Farmers 41 mins

" " " Wheaties 16 "

Total Stoppages = 57 MINS.  
= 91 MINS.

Nett working time

Average rate per hour =  $\frac{1595}{91} \times 60 = 1055 \text{ boxes/hour}$





The AUCKLAND FARMERS' FREEZING Co. Ltd.  
AUCKLAND

7th December  
1948

Dear Mr. Vickerman :

I enclose copy of letter which I have to-day addressed to the Port of Auckland Shipping & Stevedores Asscn., concerning a trial run in the loading of butter at Export Wharf per medium of the Conveyors.

Yours faithfully,

GENERAL MANAGER

MR. N. L. VICKERMAN,  
Chief Engineer to the Board,  
AUCKLAND HARBOUR BOARD

# THE AUCKLAND FARMERS' FREEZING CO. LTD.



ADDRESS CORRESPONDENCE TO THE SECRETARY

TELEGRAPHIC AND CABLE ADDRESS: "AFFCO"  
CODES: BENTLEY'S, NEW STANDARD

TELEPHONE: 32-190 AUCKLAND

WORKS:  
AUCKLAND, HOROTIU, SOUTHDOWN, MOERewa.

P.O. Box 90

AUCKLAND, C.1.

7TH DECEMBER  
1948

THE MANAGER,  
PORT OF AUCKLAND SHIPPING & STEVEDORES ASSCN.,  
ENDEAN'S BUILDINGS,  
AUCKLAND, C.1

Dear Sir :

We are advised this afternoon of the possibility of a trial run in the loading of butter at the Export Wharf per medium of Conveyors. The suggestion is that a commencement will be made with the "DURHAM".

We write to advise that in our opinion, commencement cannot be made until representatives of the Shipping Companies, the Harbour Board and this Company have discussed your proposed Loading Programmes.

You will appreciate that stopping and starting times for the Conveyors will have to be fixed and therefore we would be pleased if you would arrange a Conference a reasonable time prior to any suggested loading date.

Yours faithfully,  
For - THE AUCKLAND FARMERS' FREEZING CO. LTD.,

*[Handwritten signature]*  
GENERAL MANAGER

NT-MW

*[Handwritten notes:]*  
→ (Thomson, Thomas, Donny & 2 others.)  
Conference of AFFCO, ASBA, Shipping Coys & Board. (Angus Brock Sellar, Hammyon Seale)  
on Export Wharf roof, 10.30 am 9.12.48.  
Trial run decided on for 10th for 2 gangs in No 3 batch "Durham" (NZSco. the Donney)  
AFFCO G.M. (Thomson) not satisfied that their loading operations can be made to fit in  
with loading direct to ships by conveyors.

*[Handwritten:]* HSK. 9.12.48

HENRY SIMON LTD.

CHEADLE HEATH,  
STOCKPORT.

FOLLOW COPY.

6th October,

48

CON/JRR/DMP

A. L. Vickerman, Esq.,  
Engineer to the Board,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND,  
New Zealand.

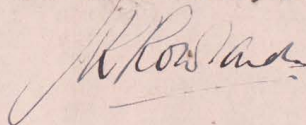
Dear Sir,

CONTRACT No. 1190.  
BUTTER CONVEYORS FOR EXPORT WHARF.

We shall be most interested to learn how the erection of the Conveyor Equipment on the Export Wharf is proceeding. It is now 12 months since we heard that you had found it impossible to complete the installation of the Conveyor Plant, owing to non-delivery of Conveyor Gantry Steel, and we are naturally interested to know what has transpired since that date, and whether the Conveyors have been installed and are giving satisfaction.

Any news you can give us in this connection will be extremely welcome.

Yours faithfully,  
for HENRY SIMON, Ltd.,



AIR MAIL

7th. October, 1948.

Messrs. Henry Simon Ltd.  
CHEADLE HEATH.  
STOCKPORT  
E N G L A N D.

Dear Sirs,

CONTRACT NO. 1190  
CONVEYOR GEAR FOR EXPORT WHARF.

Further to my letter of 4th. September, 1947 I am sorry to have to say that the Conveyor Gear you supplied under this contract is still not in use.

Approximately half of the plant has been installed but it has not been possible to run this under load.

Non-delivery of steel and other materials for construction of the Conveyor Gallery and incidental work has made it impossible to complete the installation, and I am unable to say how soon this can be done. Under the circumstances I have recommended the immediate payment of the balance of the money outstanding and you will receive advice of this from the Treasurer.

When the plant is completed I will let you know the results of its operation and test.

Yours faithfully,

ENGINEER TO THE BOARD.

7<sup>th</sup> October,  
~~30th. August,~~

48.

The Treasurer.

CONTRACT NO. 1190

CONVEYOR PLANT FOR EXPORT WHARF.

This Contract has now been completed to my satisfaction and all outstanding monies due to the Contractor may now be paid.

ENGINEER TO THE BOARD

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No 12369

From

FOREMAN OF WORKS

To

*The Engineer*

*30th Aug 1948*

SIR,

I beg to report that

*Contract No. 1190.*

*Conveyor plant for Export W Inst 16088.*  
*Shipping Specification CON/47/11 ex*  
*Saxon Stear (Cases 1392-1401.)*

*Cases received and contents  
checked and found correct.*

*1105*

*H. A. Teakaway*  
FOREMAN OF WORKS

Auckland Harbour Board  
MEMORANDUM

FROM

The Electrical Engineer

27th August, 1948

To

THE ENGINEER

EXPORT WHARF CONVEYORS

As requested, I have had the electrical equipment in connection with the conveyors checked, and report that all electrical material on Messrs. Henry Simon's Contract has been received in good order and condition.

TGP/AWJ

*C. Proctor*

Electrical Engineer

*AWJ*

Place and Date Cheadle Heath. 27th. October, 1947.

19  
supplied

\*INVOICE OF ELECTRICAL FITTINGS.

by Messrs. Henry Simon Ltd.,

of Cheadle Heath, Stockport.

to The Auckland Harbour Board.,

of Auckland, New Zealand.

to be shipped per ss. Waiwera from London to Auckland.

Order No. 54470.

Contract No. 25.

CON/47/456/AUS.

Country of Origin.	Marks and numbers on packages.	QUANTITY AND DESCRIPTION OF GOODS.	Current domestic values in currency of exporting country. (See pars. 3 and 4 of Certificate.)		Selling Price to Purchaser.	
			@	Amount.	@	Amount.
GREAT BRITAIN.		TO:-				
AUCKLAND.		48 - Half Normal Bends 1"				
A.H.B.		24 - Inspection Normal Bends 1 1/4"				
54470.		120 - Normal Bends 3/4"				
NOS. 1402.		30 - Galv. Tangential Circular Boxes with covers 3/4"				
		30 - Galv. Tangential Circular Boxes with covers 1"				
		6 - Rectangular 3-way Tee Boxes 3/4"				
		6 - Junction Boxes 3/4"				
		30 - Earthing clips 3/4"				
		84 - Feet Flexible Metallic Tubing 3/4"				
				£35. 0. 0.		NO CHARGE.
		1 Case:				
		Gross: 2 cwts. 1 qr. 12 lbs.				
		Nett: 2 " 0 " 6 "				
		Size: 2'8" x 1'8" x 1'4"				



DECLARATION AS TO PACKING MATERIALS USED.

1. ~~No packing materials used for the goods on this invoice.~~  
 2. I hereby certify that the material(s) used as packing for the goods on this invoice is (are) Wood Wool.  
~~I hereby certify that the box, straw or chaff used as packing for the goods on this invoice has been disinfected.~~

Signed: *[Signature]* Signed: *[Signature]*  
 (Medical Officer of Health.)

(This signature is only required when No. 3 declaration is used.)

If all the goods shown on the invoice have the same Country of Origin, such country need not be shown in a separate column, provided that it is clearly indicated in a conspicuous place on the invoice, e.g., "Country of Origin, England."  
 Goods of British origin admissible in New Zealand under the British Preferential Tariff must not be shown on the same invoice as goods not so admissible. Likewise goods the produce or manufacture of countries other than British Dominions and admissible under any Act or other authority free of duty (when otherwise liable to duty under the General Tariff), or at rates lower than those set out in the General Tariff, must not be shown on the same invoice as goods not so admissible. (See subsection (4) of section 7 of the Customs Acts Amendment Act, 1934.)  
 The current domestic values shown above should be the duty-paid current domestic values. (See paragraph 3 of Certificate.) The trade and cash discounts allowed in the domestic market should be shown on the face of the invoice and deducted from the gross values set forth thereon.  
 When drawback or remission of duty is allowable (see paragraph 4 of Certificate) the invoice, if containing more than one item, should indicate to which items such drawback or remission relates, and also the amount allowable in respect of each item.



Printed & Sold by

The Chatsworth Press Ltd. 39, WATERLOO ROAD, CRICKLEWOOD, LONDON, N.W.2. GLADSTONE 5473. 100m. 11/46/8.

Combined Certificate of Value and of origin to be printed or written on Invoices of goods (the produce or manufacture of countries being part of the British Dominions) for exportation to New Zealand and Western Samoa.

I, Eric Hammett, Chief Clerk. of (2) Messrs. Henry Simon Ltd. of (3) Cheadle Heath, Stockport.

- (1) Here insert Manager, Chief Clerk, or as the case may be. (2) Here insert name of firm or company. (3) Here insert name of city or country. (4) These words should be omitted where the manufacturer or supplier himself signs the Certificate. (5) Here insert particulars of any special arrangement.

enumerated in this invoice amounting to NO CHARGE, hereby declare that I [(4) have the authority to make and sign this Certificate on behalf of the aforesaid suppliers and that I] have the means of knowing and do hereby certify as follows:—

VALUE.

- 1.—That this invoice is in all respects correct and contains a true and full statement of the price actually paid or to be paid for the said goods, and of the actual quantity and description thereof. 2.—That no different invoice of the goods mentioned in the said invoice has been or will be furnished to anyone, and that no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the exporter and purchaser, or by anyone on behalf of either of them, either by way of discount, rebate, compensation or in any manner whatever other than as fully shown on this invoice or as follows:—

(5) Inspection Report - 180

3.—That the said invoice exhibits in the column headed "Current Domestic Values in Currency of Exporting Country," the current domestic value of identically similar goods when sold for home consumption for cash in equal quantities in the ordinary course of business in the principal markets of the country from which the said goods are exported to New Zealand at the time when they are so exported.

4.—That the said current domestic value includes any duty leviable in respect of the goods if delivered for home consumption, and that on exportation a drawback or remission of duty amounting to will be allowed by the revenue authorities in the country of exportation.

ORIGIN.

5.—That every article mentioned in the said invoice is wholly the produce of or has been either wholly or partially manufactured in (6) Great Britain.

6.—As regards those articles wholly manufactured [as provided in Regulation 8 of the Customs (Tariff Preference and General) Regulations, 1936] in (6) Great Britain, and all the manufacturing processes involved in making the articles from unmanufactured raw materials [see note (2)] and/or from one or more of the following imported partly manufactured raw materials have been performed in that part of the British Dominions:—

Abrasive materials including corundum, alundum, carborundum, emery and similar materials; Argols, Asbestos, fibre; Asphalt, bitumen, tar and pitch; Barium Sulphate; Bromide and iodine; Camphor, laurel, crude; Carbon-black or gas-black; Cellulose acetate film-base; Cherries in brine; Cork yarn; Cork strip for tipping cigarettes; Dyes and vegetable substances used in making dyes; Earth colours, dry ground; Fibres, natural animal or vegetable, even though sorted, dressed, scoured, or similarly treated including raw silk, organdy, tram silk, grege, pol, crepe, grenadine, and single spun schappe yarn; Graphite, natural or artificial—in powder form; Greenstone and precious stones cut and— or polished; Gums and resins refined; Hides and skins (with or without wool or hair, salted or pickled, tanned, or frozen; Lemon or orange rinds in brine; Liquorice extract, in bulk; Magnesite, calcined; Meats and fish, fresh, chilled, or frozen; Metals in the form of pigs or ingots or in cruder forms (e.g., mattes, concentrates, regulus); mercury; copper or zinc in bars, blocks, cakes, and slabs; Iron or steel blooms, billets, or slabs; Iron bars (Swedish); made from iron puddled with charcoal; ferro-silicon; metal scrap suitable for re-smelting; Nitrocellulose film-base; Oil, essential natural; oil of turpentine. Oils—viz., Whale-oil and fish-oil, crude; Chinese wood-oil, palm-oil; Olive oil, crude or refined; Potassium, chloride and sulphate of; Rags or waste, cotton or linen, for respinning or for paper and pulp making; Rags woolen, for respinning or for making flock; Rubber—viz., crepe rubber, gutta-percha and balata, crude; Sodium nitrate; Sponges, unbleached; Strawboard (of Dutch type); Sugar, unrefined and molasses; Sulphur in blocks; Tanning extracts, vegetable, viz., barks, sumach, gambier, and similar materials, ground or powdered; Timber, hewn or rough sawn; also brian-root or similar blocks rough shaped for making tobacco pipes; Titanium oxide; Waxes, animal, mineral, or vegetable, refined or unrefined. Wood-pulp, chemical or mechanical.

7.—As regards those articles partially manufactured in (6).....

- (a) That the final process of manufacture of each and every article has been performed in that part of the British Dominions; and (b) That the expenditure in material the produce of (7)..... and/or labour performed in (7)..... calculated subject to the qualifications set out in paragraph (c) hereunder, in each and every article is not less than one-half of the factory or works cost of such article in its finished state. (c) That in the calculation of such proportion of expenditure in material the produce of and/or in labour performed in (7)..... none of the following items has been included or considered, viz:— Manufacturers' profit the profit on or remuneration of any trader, agent, broker, or other person dealing in the articles in their finished condition; royalties; cost of outside packages or any cost of packing the goods thereinto; administrative and general office expenses; any cost of conveying, insuring, or shipping the goods or any other charge incurred subsequent to their manufacture.

Dated at Cheadle Heath, this 27th day of October, 1947.

Witness: [Signature] Signature: [Signature]

NOTES (1) Regulation 8 of the Customs (Tariff Preference and General) Regulations, 1936 provides that goods shall be deemed to be wholly manufactured in a country being part of the British Dominions if they are wholly manufactured in such country from unmanufactured raw materials and/or from one or more of the partly manufactured raw materials enumerated in paragraph 6 of this certificate imported into that country. (2) The following are regarded as examples of unmanufactured raw materials for the purpose of this certificate: Natural products (e.g., minerals, animals, plants, shrubs, trees, vegetables or parts thereof such as leaves, barks, fruits, pods, nuts, nut-kernels, or roots) which have not been subjected to any industrial process or processes, except (a) those primary processes whereby natural products are ordinarily obtained from the farm, mine, forest, fisheries, etc., and (b) the processes of cleaning, separating, sorting and drying, and of the killing of animals. For examples:— Bones, hoofs, and horns; Hides (ivory); Cork, unmanufactured; Grain or seeds, cleaned or graded, but otherwise unmanufactured; Logs, unwrought; Oras, metallic; Petroleum, crude; Salt, rock; Skins, raw or sun-dried; Wool, greasy, washed or scoured. (3) Where any article which is regarded as a composite article for the purposes of the Customs Tariff (e.g., a machine containing its own engine or motor) is classified under two or more headings of the Tariff under Section 137 of the Customs Act, 1913, the portion classified under each separate heading of Tariff must be regarded as a separate article for the purposes of this certificate. On the other hand, where an article is not separately classified according to its various component parts (e.g., a clock comprising (a) movement and (b) case), the invoice and certificate must refer to the complete article and not merely to any of the components even if the latter are packed separately.

Place and Date **Cheadle Heath. 6th. October 1947**

State here general nature or class of goods.

\*INVOICE OF **Conveying Machinery Parts.** supplied  
 by **Henry Simon Limited.** of **Cheadle Heath, Stockport.**  
 to **The Auckland Harbour Board.** of **Auckland, New Zealand.**  
 to be shipped per **s.s. "PORT PHILLIP" from London to Auckland.**  
 Order No. **54470.** Contract No: **25.** **CON/47/447/AUS.**

Country of Origin.	Marks and numbers on packages.	QUANTITY AND DESCRIPTION OF GOODS.	Current domestic values in currency of exporting country. (See pars. 3 and 4 of Certificate.)			Selling Price to Purchaser.	
			@	Amount.	@	Amount.	
<b>GREAT BRITAIN</b>	<b>AUCKLAND A.H.B. 54470 No. 1403.</b>	<b>To:- 12 - Slide Rails for Electric Motors previously shipped.</b>	£	<b>15 0 0</b>		<b>NO CHARGE</b>	
		<b>Packed in one case:- Gross Weight: 3 cwt. 3 qrs. 0 lbs. Nett " : 2 " 3 " 8 " Size : 3'2" x 1'11" x 1'6"</b>					

DECLARATION AS TO PACKING MATERIALS USED.

(For packing other than Hay Straw or Chaff.)  
  
(Hay, Straw or Chaff.)

1. No packing material of any kind is used for the goods on this invoice.  
 2. I hereby declare that ~~the packing material used for the goods on this invoice is (are) Wood Wool~~  
 3. I hereby certify that the hay, straw or chaff used as packing material for the goods on this invoice has been ~~used~~ **used** prior to the date of the invoice and that the packing material was ~~not~~ **not** rendered liable for any import duty between the ports of destination and the port of origin.  
 Signed: \_\_\_\_\_ Signed: \_\_\_\_\_  
 (Medical Officer of Health.)  
 (This signature is only required when No. 3 declaration is used.)

If all the goods shown on the invoice have the same Country of Origin, such country need not be shown in a separate column, provided that it is clearly indicated in a conspicuous place on the invoice, e.g., "Country of Origin, England."  
 Goods of British origin admissible in New Zealand under the British Preferential Tariff must not be shown on the same invoice as goods not so admissible. Likewise goods the produce or manufacture of countries other than British Dominions and admissible under any Act or other authority free of duty (when otherwise liable to duty under the General Tariff), or at rates lower than those set out in the General Tariff, must not be shown on the same invoice as goods not so admissible. (See subsection (4) of section 7 of the Customs Acts Amendment Act, 1934.)  
 The current domestic values shown above should be the duty-paid current domestic values. (See paragraph 3 of Certificate.) The trade and cash discounts allowed in the domestic market should be shown on the face of the invoice and deducted from the gross values set forth thereon.  
 When drawback or remission of duty is allowable (see paragraph 4 of Certificate) the invoice, if containing more than one item, should indicate to which items such drawback or remission relates, and also the amount allowable in respect of each item.

# NEW ZEALAND and WESTERN SAMOA—FORM 3.

Combined Certificate of Value and of origin to be printed or written on Invoices of goods (the produce or manufacture of countries being part of the British Dominions) for exportation to New Zealand and Western Samoa.

Printed & Sold by

**The Chatsworth Press Ltd**

39, WATERLOO ROAD  
CRICKLEWOOD  
LONDON N.W.2  
GLADSTONE 5473  
100m. 11/46/B.

I, William Gilpin (1) Manager.  
of (2) Henry Simon Limited.  
of (3) Cheadle Heath Stockport. ~~XXXXXX~~ of the goods suppliers

- (1) Here insert Manager, Chief Clerk, or as the case may be.
- (2) Here insert name of firm or company.
- (3) Here insert name of city or country.
- (4) These words should be omitted where the manufacturer or supplier himself signs the Certificate.
- (5) Here insert particulars of any special arrangement.

enumerated in this invoice amounting to \_\_\_\_\_ hereby declare that I [(4) have the authority to make and sign this Certificate on behalf of the aforesaid ~~XXXXXX~~ suppliers and that I] have the means of knowing and do hereby certify as follows:—

### VALUE.

- 1.—That this invoice is in all respects correct and contains a true and full statement of the price actually paid or to be paid for the said goods, and of the actual quantity and description thereof.
- 2.—That no different invoice of the goods mentioned in the said invoice has been or will be furnished to anyone, and that no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the exporter and purchaser, or by anyone on behalf of either of them, either by way of discount, rebate, compensation or in any manner whatever other than as fully shown on this invoice, or as follows:—

(5) \_\_\_\_\_

3.—That the said invoice exhibits in the column headed "Current Domestic Values in Currency of Exporting Country," the current domestic value of identically similar goods when sold for home consumption for cash in equal quantities in the ordinary course of business in the principal markets of the country, from which the said goods are exported to New Zealand at the time when they are so exported.

4.—That the said current domestic value includes any duty leviable in respect of the goods if delivered for home consumption, and that on exportation a drawback or remission of duty amounting to \_\_\_\_\_ will be allowed by the revenue authorities in the country of exportation.

### ORIGIN.

- (6) Insert Great Britain or name of other part of British Dominions.

5.—That every article mentioned in the said invoice is wholly the produce of or has been either wholly or partially manufactured in (6) Great Britain.

6.—As regards those articles wholly manufactured [as provided in Regulation 8 of the Customs (Tariff Preference and General) Regulations, 1936] in (6) Great Britain. and all the manufacturing processes involved in making the articles from unmanufactured raw materials [see note (2)] and/or from one or more of the following imported partly manufactured raw materials have been performed in that part of the British Dominions:—

Abrasive materials including corundum, alundum, carborundum, emery and similar materials; Argols, Asbestos, fibre; Asphalt, bitumen, tar and pitch; Barium Carbonate; Barium Sulphate; Bromide and iodine; Camphor, laurel, crude; Carbon-black or gas-black; Cellulose acetate film base; Cherries in brine; Coir yarn; Cork strip for tipping cigarettes; Dyes and vegetable substances used in making dyes; Earth colours, dry ground; Fibres, natural animal or vegetable, even though sorted, dressed, scoured, or similarly treated including raw silk, organzine, tram silk, grege, poil, crepe, grenadine, and single spun schaape yarn; Graphite, natural or artificial—in powder form; Greenstone and precious stones cut and polished; Gums and resins refined; Hides and skins, with or without wool or hair, salted or pickled; Isinglass; Lemon or orange rinds in brine; Liquorice extract, in bulk; Magnesite, calcined; Meats and fish, fresh, chilled, or frozen; Metals in the form of pigs or ingots or in cruder forms (e.g., mattes, concentrates, regulus); mercury, copper or zinc in bars, blocks, cakes, and slabs; Iron or steel blooms, billets, or slabs, Iron bars (Swedish) made from iron puddled with charcoal; ferro-silicon; metal scrap suitable for re-smelting; Nitrocellulose film base; Oil, essential natural; oil or turpentine. Oils—viz., Whale-oils and fish-oils, crude; Chinese wood-oil, palm-oil; Olive oil, crude or refined; Potassium, chloride and sulphate of; Rags or waste, cotton or linen, for respinning or for paper and pulp making; Rags woolen, for respinning or for making flock; Rubber—viz., crepe rubber, gutta-percha and balata, crude; Sodium nitrate; Sponges, unbleached; Strawboard (of Dutch type); Sugar, unrefined and molasses; Sulphur in blocks; Tanning extracts, vegetable; Tanning materials, vegetable, viz., barks, sumach, gambier, and similar materials, ground or powdered; Timber, hewn or rough sawn; also brier-root or similar blocks rough shaped for making tobacco pipes; Titanium oxide; Waxes, animal, mineral, or vegetable, refined or unrefined. Wood-pulp, chemical or mechanical.

7.—As regards those articles partially manufactured in (6) \_\_\_\_\_

- (7) Insert Great Britain and/or name(s) of other part(s) of British Dominions.

(a) That the final process of manufacture of each and every article has been performed in that part of the British Dominions; and

(b) That the expenditure in material the produce of (7) \_\_\_\_\_ and/or labour performed in (7) \_\_\_\_\_ calculated subject to the qualifications set out in paragraph (c) hereunder, in each and every article is not less than one-half of the factory or works cost of such article in its finished state.

(c) That in the calculation of such proportion of expenditure in material the produce of and/or in labour performed in (7) \_\_\_\_\_ none of the following items has been included or considered, viz.:—

Manufacturers' profit, the profit on or remuneration of any trader, agent, broker, or other person dealing in the articles in their finished condition; royalties; cost of outside packages or any cost of packing the goods thereinto; administrative and general office expenses; any cost of conveying, insuring, or shipping the goods or any other charge incurred subsequent to their manufacture.

Dated at Cheadle Heath. this 6th. day of October 1947.

Witness [Signature] Signature [Signature]

NOTES (1) Regulation B of the Customs (Tariff Preference and General Regulations, 1936), provides that goods shall be deemed to be wholly manufactured in a country being part of the British Dominions if they are wholly manufactured in such country from unmanufactured raw materials and/or from one or more of the partly manufactured raw materials enumerated in paragraph 6 of this certificate imported into that country.

(2) The following are regarded as examples of unmanufactured raw materials for the purpose of this certificate: Natural products (e.g., minerals, animals, plants, shrubs, trees, vegetables or parts thereof such as leaves, barks, fruits, pods, nuts, nut-kernels, or roots) which have not been subjected to any industrial process or processes except (a) those primary processes whereby natural products are ordinarily obtained from the farm, mine, forest, fisheries, etc., and (b) the processes of cleaning, separating, sorting and drying, and of the killing of animals. For example:—

Bones, hoofs, and horns; tusks (ivory); Cork, unmanufactured; Grain or seeds, cleaned or graded, but otherwise unmanufactured; Logs, unwrought; Ores, metallic; Petroleum, crude; Salt, rock; Skins, raw or sun-dried; Wool, greasy, washed or scoured.

(3) Where any article which is regarded as a composite article for the purposes of the Customs Tariff (e.g., a machine containing its own engine or motor) is classified under two or more headings of the Tariff under Section 137 of the Customs Act, 1913, the portion classified under each separate heading of Tariff must be regarded as a separate article for the purposes of this certificate. On the other hand, where an article is not separately classified according to its various components (e.g., a clock comprising (a) movement and (b) case), the invoice and certificate must refer to the complete article and not merely to any of the components, even if the latter are packed separately.

Place.....Chendale Heath,.....

.....Stockport......

Date.....January 23rd.....1948

\*State here general nature or class of goods.

\* INVOICE of.....CONVERTING MACHINERY PARTS...... supplied

by.....Henry Wilson Ltd.,..... of.....Chendale Heath, Stockport......

to.....The Auckland Harbour Board,..... of.....Auckland, N. Z......

to be shipped per.....s.s. "ROSE HUGH" from London to Auckland......

Order No.....54479...... Contract No.25...... CON/48/63/AUS.

Country of Origin.	Marks and numbers on packages.	QUANTITY AND DESCRIPTION OF GOODS.	Current domestic values in currency of exporting country, (see pars. 3 & 4 of certificate).		Selling Price to Purchaser	
			@	Amount	@	Amount
Great Britain.	AUGLAND. A.M.B. 54479. Nos.1404/5.	To:- 3. Sets of Slide Rails for Geared Motor Units. 60. Inspection Couplers 1" No. G.2704. 18. Inspection Couplers 1" No. G.2884. 12. Reducers 1 1/2" x 1" No.G.2146.	£	40 0 0		No Charge
FREE REPLACEMENT OF SHORTAGES.						

Delete inapplicable paragraphs.

(a) I hereby certify that the hay, straw, chaff or flax rug used as packing material for the goods on this invoice has been disinfected prior to use in a manner approved by the New Zealand Government, and further, that all due precaution was taken to ensure that the packing material so disinfected was not rendered liable to contamination anew between the time of disinfection and packing.

(b) I hereby certify that the material(s) used as packing for the goods on this invoice is (are)

No packing material of any kind is used for the goods on this invoice.

Signature.....[Signature]..... Counter Signature.....[Signature].....

If all the goods shown on the invoice have the same country of origin, such country need not be shown in a separate column, provided that it is clearly indicated in a conspicuous place on the invoice—e.g., "Country of origin: England."  
Goods of British origin admissible in New Zealand under the British Preferential Tariff must not be shown on the same invoice as goods not so admissible. Likewise goods the produce or manufacture of Countries other than British Dominions and admissible under any Act or other authority free of duty (when otherwise liable to duty under the General Tariff), or at rates lower than those set out in the General Tariff, must not be shown on the same invoice as goods not so admissible. (See subsection (4) of Section 7 of the Customs Acts Amendment Act, 1934).  
The current domestic values shown above should be the duty paid current domestic values. (See paragraph 3 of Certificate.) The trade and cash discounts allowed in the domestic market should be shown on the face of the invoice and deducted from the gross values set forth thereon.  
When drawback or remission of duty is allowable (see paragraph 4 of certificate) the invoice, if containing more than one item, should indicate to which items such drawback or remission relates, and also the amount allowable in respect of each item.

NEW ZEALAND AND WESTERN SAMOA.

(SECOND SCHEDULE—Form 3.—The Customs (Tariff Preference and General) Regulations 1936.)

Combined Certificate of Value and of Origin, to be Written, Typed or Printed on Invoice, of Goods for Exportation to New Zealand.

In the case of Goods which fail to qualify for entry under the British Preferential Tariff that portion of the Certificate relating to Origin, should be deleted. (This form is believed to be correct and every effort is made to keep it up to date and to conform to the regulations, but is offered without any liability or responsibility on the part of M. R. & L. Ltd.)

Meredith, Ray & Littler, Ltd., 88/40/42, South King Street, Manchester, 2.

- (1) Here insert Manager, Chief Clerk, or as the case may be. (2) Here insert name of firm or Company. (3) Here insert name of city or country. (4) These words should be omitted where the manufacturer or supplier himself signs the certificate.

I, Eric Bennett, Chief Clerk, of Henry Simon Ltd., Cheadle Heath.

manufacturers suppliers of the goods enumerated in this invoice amounting to manufacturers suppliers hereby declare that I [(4) have the authority to make and sign this certificate on behalf of the aforesaid and that I] have the means of knowing and do hereby certify as follows:—

VALUE.

- 1. That this invoice is in all respects correct, and contains a true and full statement of the price actually paid or to be paid for the said goods, and of the actual quantity and description thereof. 2. That no different invoice of the goods mentioned in the said invoice has been or will be furnished to anyone; and that no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the exporter and purchaser, or by anyone on behalf of either of them, either by way of discount, rebate, compensation, or in any manner whatever other than as fully shown on this invoice, or as follows (5).....

- (5) Here insert particulars of any special arrangement.

- 3. That the said invoice exhibits, in the column headed "Current Domestic Values in Currency of Exporting Country," the current domestic value of identically similar goods when sold for home consumption for cash in equal quantities in the ordinary course of business in the principal markets of the country from which the said goods are exported to New Zealand at the time when they are so exported. 4. That the said current domestic value includes any duty leviable in respect of the goods if delivered for home consumption, and that on exportation a drawback or remission of duty amounting to has been/will be allowed by the revenue authorities in the country of exportation.

ORIGIN.

5. That every article mentioned in the said invoice is wholly the produce of or has been either wholly or partially manufactured in Great Britain.

- (6) Insert Great Britain or name of other part of British Dominions.

6. As regards those articles wholly manufactured [as provided in Regulation 8 of the Customs (Tariff Preference and General) Regulations, 1936: see note (1)] in Great Britain that all the manufacturing processes involved in making the articles from unmanufactured raw materials [see note (2)] and/or from one or more of the following imported partly manufactured raw materials have been performed in that part of the British Dominions:—

Table with 4 columns listing raw materials: Abrasive materials, dressed, scoured or similarly treated, including raw silk, mercury, copper or zinc in bars, blocks, cakes, and slabs; Rubber—viz., crepe rubber, gutta-percha and balata, crude; Sodium nitrate; products are Sponges, unbleached; Strawboard (of Dutch type); Sugar, unrefined, and molasses; Sulphur, in blocks; Tanning extracts, vegetable; Tanning materials, vegetable—viz., barks, sumach, gambier, and similar materials, ground or powdered; Timber, hewn or rough sawn, also briar-root or similar blocks, rough shaped for making tobacco-pipes; Titanium oxide; Waxes, animal mineral, or vegetable, refined or unrefined; Wood-pulp, chemical or mechanical.

7. As regards those articles partially manufactured in (7).....

- (a) That the final process of manufacture of each and every article has been performed in that part of the British Dominions; and (b) That the expenditure in material the produce of (7)..... and/or in labour performed in (7)..... calculated subject to the qualifications set out in paragraph (c) hereunder in each and every article is not less than one-half of the factory or works cost of such article in its finished state; (c) That in the calculation of such proportion of expenditure in material the produce of and/or in labour performed in (7)..... none of the following items has been included or considered, viz.:—

Manufacturer's profit, or the profit or remuneration of any trader, agent, broker, or other person dealing in the articles in their finished condition; royalties; cost of outside packages, or any cost of packing the goods thereinto; administrative and general office expenses; any cost of conveying, insuring, or shipping the goods or any other charge incurred subsequent to their manufacture.

Dated at Cheadle Heath this 23rd day of January 1944.

Witness: Signature

NOTES.—(1) Regulation 8 of the Customs (Tariff Preference and General) Regulations, 1936, provides that goods shall be deemed to be wholly manufactured in a country being part of the British Dominions if they are wholly manufactured in such country from unmanufactured raw materials and/or from one or more of the partly manufactured raw materials enumerated in paragraph 6 of this certificate imported into that country.

(2) The following are regarded as examples of unmanufactured raw materials for the purposes of this certificate:— Natural products (e.g., minerals, animals, plants, shrubs, trees, vegetables, or parts thereof such as leaves, barks, fruits, pods, nuts, nut-kernels, or roots) which have not been subjected to any industrial process or processes except (a) those primary processes whereby natural products are ordinarily obtained from the farm, mine, forest, fisheries, etc., and (b) the processes of cleaning, separating, sorting, and drying, and of the killing of animals. For example:—Bones, hoofs, and horns, tusks (ivory). Cork, unmanufactured. Grain or seeds, cleaned or graded, but otherwise unmanufactured. Logs, unwrought. Ores, metallic. Petroleum, crude. Salt, rock. Skins raw or sun-dried. Wool, greasy, washed or scoured.

(3) Where any article which is regarded as a composite article for the purposes of the Customs Tariff (e.g., a machine containing its own engine or motor) is classified under two or more headings of the Tariff under section 137 of the Customs Act, 1913, the portion classified under each separate heading of the tariff must be regarded as a separate article for the purposes of this certificate. On the other hand, where an article is not separately classified according to its various component parts (e.g., a clock comprising (a) movement and (b) case) the invoice and certificate must refer to the complete article and not merely to any of the components even if the latter are packed separately.

Auckland Harbour Board

N<sup>o</sup> 16944

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To The Foreman of Works,

Date 25th March, 19 48.

Subject CONTRACT NO. 1190.

CONVEYOR PLANT FOR EXPORT WHARF.

Herewith shipping specification No. CON/48/63 for conveyor gear for Export Wharf being supplied under Contract No. 1190 which is arriving on S.S. "PORT HUON":-

One case containing 3 sets of slide rails for geared motor units Nos. 95E613/24074, 95E614/24075, and 95E629/24090.

One case containing 60. inspection couplers 1" No.G.2704.  
18 inspection couplers 1" No. G.2884.  
12 reducers 1 $\frac{1}{4}$ " x 1" No. G.2146.

*N. L. Vickerman*

Engineer to the Board.

# HENRY SIMON, LTD.,

PER  
AIR MAIL

TELEGRAMS:  
"REFORM, MANCHESTER"  
CODES:  
BENTLEYS, WESTERN UNION

CHEADLE HEATH,

STOCKPORT, 2nd December, 1947. 194

CONVEYING DEPT.  
FRJ/JT.

N. L. Vickerman, Esq.,  
Engineer to the Board,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND.  
New Zealand.

Dear Sir,

CONTRACT NO. 1190.  
BUTTER CONVEYORS FOR EXPORT WHARF.

We beg to acknowledge receipt of your letter of the 20th October, and to express our thanks to you for sending us the further set of seven photographs of the conveyor bridge.

Yours faithfully,  
for HENRY SIMON, LTD.

*F. Raby Tolley*  
*per J.T.*

*V.*  
*Rec'd*  
*Hick*

SPECIAL  
MADE IN GERMANY

20th October, 1947.

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
STOCKPORT.

Dear Sirs,

CONTRACT NO. 1190.  
BUTTER CONVEYORS FOR EXPORT WHARF.

I enclose herewith a further set of seven  
photographs of the conveyor bridge, as asked for in  
your letter of 9th September, 1947.

Yours faithfully,

NPA:EERB.

ENGINEER TO THE BOARD.



HENRY SIMON LTD.

CHEADLE HEATH,  
STOCKPORT.

FOLLOW COPY.

17th September, 7.

CONVEYING DEPT.  
JRR/JT.

N.L. Vickerman, Esq.,  
Engineer to the Board,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND.  
New Zealand.

YOUR REF: NLV/EERB.

Dear Sir,

CONTRACT NO. 1190.  
CONVEYOR GEAR FOR EXPORT WHARF.

We are very much obliged by your letter of the 4th instant, and particularly gratified by your expression of satisfaction with the manner in which we have carried out this work for you.

Like you, we do not anticipate any trouble in the installation of the remainder of the plant or the operation of the same, but should anything unsatisfactory arise during the testing of the plant we will use our best endeavours to have it corrected.

We thank you for your advice that you are recommending the immediate payment of the balance of the contract price less £500. to be retained. We very much appreciate your consideration of this matter, and look forward to your further news in due course.

Yours faithfully,  
for HENRY SIMON, LTD.

J.R. Rowlands

11/20  
N.L.

HENRY SIMON LTD.

CHEADLE HEATH,  
STOCKPORT.

FOLLOW COPY.

*Recd. 17.10.47*

CONVEYING JRR/SB.

9th September, 1947.

N.L. Vickerman, Esq.,  
Engineer to the Board,  
Harbour Board Office - Quay St.,  
AUCKLAND,  
New Zealand.

Dear Sir,

Contract No. 1190 - Butter Conveyors For Export Wharf.

Further to our letter of the 2nd. instant, we would esteem it a favour if you would kindly furnish us with a further set of the photographs you sent to us with your letter of the 21st. instant. These would be of assistance to our Publicity Dept.

Thanking you in anticipation of your consideration to this request,

We are,

Yours faithfully,  
for HENRY SIMON LTD.

*McAuliffe*

*Set of 6" x 4" enlargements on hand.*

*Sent 20.10.47*

*hth.*

BY AIR MAIL

HENRY SIMON LTD.

TELEGRAMS: HENRY SIMON, MANCHESTER.

TELEPHONE: GATLEY 3621 (9 lines)

CODES: BENTLEY'S

(Complete and Second Phrase)

CHEADLE HEATH,

STOCKPORT.

CONVEYING FRJ/MW.

2nd September, 1947.

N.L. Vickerman, Esq.,  
Engineer to the Board,  
Auckland Harbour Board,  
Harbour Board Office,  
P.O. Box No. 1259,  
AUCKLAND C.I.,  
New Zealand.

Dear Sir,

CONTRACT NO. 1190 - BUTTER CONVEYORS FOR EXPORT WHARF.

We wish to thank you for your letter of the 21st August enclosing the seven photographs showing the construction of the conveyor bridge at your Export Wharf.

Your description of the method adopted during the course of erection is most interesting, and we are pleased to note that the work came together without creating any difficulty.

We note that you have had certain difficulties in obtaining steel sections in Australia, and that notwithstanding this, you are arranging with your Board to pass payment corresponding to 25% of the Contract Price, and that you will be writing to us in the near future regarding payment of the outstanding balance.

We look forward to receiving this letter, and we hold ourselves at your disposal to assist you should any questions arise when the plant is put into service.

Yours faithfully,  
for HENRY SIMON, LTD.

*Ruby Tolley*

*11/9/47*

4th September,

47.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The whole of this equipment has been received with the exception of six sets of motor slide rails which the makers have arranged to ship.

Non delivery of steel from Australia has delayed completion of the conveyor gallery along the roof of Export Wharf Shed and it will not be possible to erect the remaining conveyor plant for some months.

Under the circumstances it would be unreasonable to withhold the final 25% payment until installation is completed, and I recommend that all outstanding monies less £500 be now paid to the contractor.

NLV:EERB.

ENGINEER TO THE BOARD.

AIR MAIL.

4th September, 1947.

Messrs. Henry Simon Ltd.,  
CHEADLE HEATH.  
STOCKPORT.  
E N G L A N D.

Dear Sirs,

CONTRACT NO. 1190.  
CONVEYOR GEAR FOR EXPORT WHARF.

As I have already advised you, it has been impossible to complete the installation of this conveyor plant owing to non-delivery of steel for the conveyor gallery.

This steel was ordered from Australia two years ago, and though much of it has now been received, some of the principal items are still undelivered.

The specification calls for the final payment of 25% to be made after installation and satisfactory test, but on account of the circumstances outlined above I am recommending the immediate payment of the balance of the contract price less say, £500, to be retained in the meantime.

The eight conveyors already erected appear to be quite satisfactory though they have not yet been tested under load. Materials for the remainder of the plant appear complete and in good order except for the few items to which you are giving attention.

I do not anticipate any trouble in the installation of the remainder of the plant, but I am quite sure that should anything prove unsatisfactory when the plant is finally put under test you will not hesitate to have it put right. I will advise you later regarding the final assembly and test, and also send you some photographs of the plant in operation.

I would thank you for the very thorough way in which you have carried out this contract and the prompt attention you have given to the various matters requiring adjustment.

Yours faithfully,

NLV:EERB.

ENGINEER TO THE BOARD.

( C O P Y )

BY AIR MAIL.

HENRY SIMON LTD.

CHEADLE HEATH.  
STOCKPORT.  
18th August, 1947.

CONVEYING JRR/SB.

The Auckland Harbour Board,  
Quay Street,  
AUCKLAND.  
New Zealand.

For the attention of N.L.Vickerman, Esq.  
Engineer to the Board.

Dear Sirs,

Contract No.1190 - Conveyor Gear for Export Wharf.

We regret to note from your letter of the 4th instant, that a number of slide rails for the motors have been short shipped.

We have had this matter thoroughly investigated and find that the motor suppliers had overlooked these rails. We have also discovered that sundry conduit fittings have yet to be despatched.

According to the information available to us we anticipate being able to ship all these items by the end of this month.

We apologise for any inconvenience you have suffered on this account.

Yours faithfully,  
for HENRY SIMON LTD.

(Signed) J. R. Rowlands.

25/8/47.

Referred to Engineer.

(Signed) A. N. Taylor  
SECRETARY.

Noted.

(Signed) N.L.Vickerman

4/9/47.

AIR MAIL.

21st August, 1947.

Messrs. Henry Simon Ltd.,  
Conveying Department,  
Cheadle Heath,  
S T O C K P O R T.

Dear Sirs,

CONTRACT NO. 1190.  
BUTTER CONVEYORS FOR EXPORT WHARF.

I enclose herewith seven photographs showing the construction of the conveyor bridge. You will note from these that the first section was assembled completely on the ground except for such wall and roof sheeting as was in the way of the crane slings, and the whole structure was lifted into position by the Board's 80-ton floating crane, thereby dispensing with the use of any scaffolding.

A further section of the bridge, approximately 80 ft. in length, was found to be within reach of the 20-ton block of the floating crane, and the skeleton of this section also was rivetted on the ground and lifted into position. This span was then completed with the use of tubular steel scaffolding.

The whole of the structural work came together without difficulty indicating that the work had been done very satisfactorily. The various photographs will give a good indication of the progress of erection. The eight conveyor belts leading from the Cool Store through this bridge have been completed, and no difficulty was encountered in their assemblance.

Unfortunately it has been impossible to obtain the steel sections from Australia which were ordered two years ago for the construction of the conveyor gallery along the roof of the wharf shed. It has therefore been impossible to make any progress with the assembling of the remainder of the conveyor plant. On account of this delay it would be unreasonable for the Board to withhold 25% of the contract price until the plant is completely installed as set out in the specification, and I shall be writing to you shortly regarding a satisfactory arrangement for payment of the balance of the contract price.

P.T.O.

The control panels shipped by the "Largs Bay" to replace those previously broken in transit have been received in good order, and the control equipment is being transferred to the new panels.

I have to thank you for your attention in this matter.

Yours faithfully,

NLV: EERB.

ENGINEER TO THE BOARD.



BY AIR MAIL

HENRY SIMON LTD.

TELEGRAMS: HENRY SIMON, MANCHESTER.  
TELEPHONE: GATLEY 3621 (9 lines)  
CODES: BENTLEY'S  
(Complete and Second Phrase)

CHEADLE HEATH,  
STOCKPORT.

CONVEYING DEPT.  
JRR/JT.

AUCKLAND HARBOUR BOARD SECRETARY'S OFFICE
REC'D 20 MAY 1947
AMSD

12th May, 1947.

The Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND, C.I.  
New Zealand.

FOR THE ATTENTION OF N.L. VICKERMAN, ESQ.

Dear Sirs,

CONVEYING PLANT.

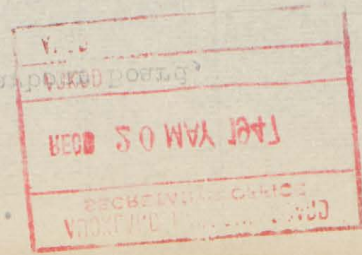
We shall be interested to learn how the erection of the Conveyor Bridge and the Conveying Plant is progressing. During the early stages of the Bridge last year you very kindly sent us a photograph showing one half of the Bridge in position. We are naturally wondering whether this has now been successfully completed, and the installation of the conveyors commenced.

We would very much appreciate hearing from you in this connection.

Yours faithfully,  
for HENRY SIMON, LTD.

*J.R. Rowlands.*  
J. R. ROWLANDS.

1947  
MICKLETHORPE S.T.  
5.0. BOX 1888  
THE WICKLETHORPE



1947 AUG 4

1947  
COMMERCIAL DEPT.

(Complete and second parts)  
CODES: 2017/12.2

STOCKPORT

AIR MAIL.

4th August, 1947.

Messrs. Henry Simon Ltd.,  
CHEADLE HEATH.  
STOCKPORT.  
ENGLAND.

Dear Sirs,

CONTRACT NO. 1190.  
CONVEYOR GEAR FOR EXPORT WHARF.

With reference to shipping specification CON/47/11, no slide rails were provided with the motors in this shipment. We have made locally three sets of rails for 2.1 h.p. motors and this has enabled us to complete the eight conveyors in the overhead bridge.

Non delivery of steel from Australia has unfortunately delayed completion of the conveyor gallery and the erection of the remaining conveyors.

Can you please ship immediately six sets of slide rails for the 1.57 h.p. motors.

Yours faithfully,

NLV:EERB.

ENGINEER TO THE BOARD.

Auckland Harbour Board

MEMORANDUM

FROM

Electrical Engineer's Office.

26th June, 1947

To

THE ENGINEER

EXPORT WHARF CONVEYOR PLANT.

SLIDE RAILS FOR GEARED MOTOR UNITS.  
specifications as follows:-

Attached hereto are copies of shipping

No. CON/46/424, covering five 2.1 H.P. Geared Motor Units, each complete with slide rails.

No. CON/46/497, covering twelve 1.57 H.P. Geared Motor Units, each complete with slide rails: one 2.1 H.P. Geared Motor Unit, without slide rails.

No. CON/47/11, covering seven 1.57 H.P. Geared Motor Units (this includes one spare): three 2.1 H.P. Geared Motor Units.

It will be noted that no slide rails are shown on this shipping specification, and no slide rails have been received for these motors separately packed. *later*

To enable the eight gantry conveyors to be completed, it is proposed to have three pairs of large size slide rails cast locally.

It is requested that a letter may be forwarded to Messrs. Henry Simon Ltd. drawing attention to the short shipment, and requesting that the missing slide rails be forwarded without delay.

It is requested that the copies of the shipping specifications may be returned after perusal.

*L. Hoets.*

Actg. Electrical Engineer.

*Reqd*

*3 sets slide rails for 1.57 HP Geared motor units*

*3 sets 2.1 HP*

16th June,

47.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The shipment of conveyor plant for Export Wharf ex "Saxon Star" (shipping specification No. CON/47/11) has been received in good order and condition and a further payment of 25% (twenty-five per cent) may now be made against this shipment.

NLV:EERB.

ENGINEER TO THE BOARD.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No 11413

10<sup>th</sup> June 1947

From

FOREMAN OF WORKS

To

The Engineers.

SIR,

I beg to report that

Contract No 1190.

Conveyor Plant for Export of Inst 16088.  
Shipping Specification CO14/47/11. etc

"Saxon Star" (cases 1392-1407).

This list has been checked by Electrical Dept and found correct.

It has been noted that some short shipments have been made up in the next shipment and so far there has been no serious shortage but until final shipment it will be difficult to actually check. Erection has been completed it is not possible to give <sup>exact</sup> details of possible shortages or quantities oversupplied.

This was the Annual Shipment List.  
J.H.P.

*Memo to Treasurer  
16/6/47.*

J. H. Jackson

FOREMAN OF WORKS

881

23rd. April,

47.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The shipments of conveyer plant for Export Wharf ex "Rangitiki", "Port Jackson", "Rakaia" and "Mahana" have been received in good order and condition and a further payment of 25% (twenty-five per cent) may now be made against each of these shipments.

NLV: EERB.

CHIEF ENGINEER TO THE BOARD.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 11334

23<sup>rd</sup> Apr. 47. 19

From

FOREMAN OF WORKS

To

The Engineer

SIR,

I beg to report that

Contract No 1190.

Converter Plant for Export of Instr 15543.  
Shipping Specifications No. Con/46/49. "Kangitiki"

Cases Nos 1334 to 1340 received, and stored at  
Export of. Electrical Dept notified.

Shipping Specification No Con 47. Instr 16060.  
"Mahana"

Cases Nos 1402, 1403, 1404 received and stored at  
Export of. Electrical Dept notified.

Shipping Specification - 13<sup>th</sup> Shipment "Rakia"  
Instr 16000.

Cases Nos B87 to B91 received and stored at  
Export of. Electrical Dept. notified.

Memo to Treasurer  
25/4/47

F. A. Tasker

FOREMAN OF WORKS

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 11333

22<sup>nd</sup> Apr 1947

From

FOREMAN OF WORKS

To The Engineer

SIR,

I beg to report that

Contract No 1190.

Sub 15999

Conveyor plant for Export Co

Shipping Specifications No Conf 47. Port Jackson  
Case No 1385 Contains 391 spindles and  
4 396 rollers, an excess  
of 147 rollers and 152 spindles.

No split pins were contained in this case  
Case No 1386 Contains 294 spindles and  
1 10 294 rollers and  
1500 split pins, an excess  
of 147 spindles, 147 rollers and 612 split pins  
above total quantity listed.

*Approved by Foreman*  
23/4/47

FOREMAN OF WORKS



( COPY ONLY )

AIR MAIL.

HENRY SIMON LTD.

POSTAL ADDRESS:

CHEADLE HEATH.

---

P.O.BOX 31,  
STOCKPORT.

Shipping Dept.  
WG/HH

18th April 1947.

The Auckland Harbour Board,  
AUCKLAND,  
New Zealand.

Dear Sirs,

CONTRACT NO. 1190.

With further reference to your letter of the 3rd. March reporting breakages of Control Panels, we are happy to report that the Insurance Company have agreed to bear the cost of the replacements.

The new Panels have been put in hand, and we hope to arrange shipment at an early date.

Yours faithfully,  
For HENRY SIMON LIMITED.

(Sgd.) W. Gilpin.

21st March, 1947.

The Chairman,  
The Port of Auckland Shipping and  
Stevedores Association,  
P. O. Box 1602,  
AUCKLAND, C. I.

Dear Sir,

BUTTER CONVEYOR EXPORT WHARF.

In reply to your letter of 19th March, the question of providing one or more reversible conveyors for returning butter to the cool store when necessary was gone into thoroughly with the conveyor makers and the Auckland Farmers Freezing Company.

To obtain this result would have introduced considerable complications to the conveyor plant and very considerable difficulties in the cool store itself.

It was decided that greater reliability and flexibility would be obtained by making the plant non-reversible and providing for boxes left on the conveyors for any reason to be taken to the end of the conveyor runs and there loaded by crane to road vehicle for return to the ground floor of the cool store.

Should you wish further information on this matter I will be glad to discuss it with you.

Yours faithfully,

NLV:EERB.

CHIEF ENGINEER TO THE BOARD.

# The Port of Auckland Shipping and Stevedores Association

(INCORPORATED)

TELEPHONES:  
ENDEANS BUILDING 42-073  
PRINCE'S WHARF 44-103  
QUEEN'S WHARF 43-315  
P.O. Box 1602  
TELEGRAPHIC ADDRESS:  
"POASASA"

58 ENDEANS BUILDING  
QUEEN STREET

Auckland, 19th March 1947  
C1

The Chief Engineer,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND.

Dear Sir,

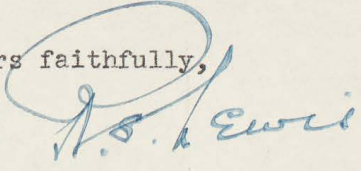
BUTTER CONVEYOR - EXPORT WHARF.

Now that this wharf and appliances are nearing completion and we understand that the conveyor is capable of working one way only we would like to draw your attention to this before it is too late.

As you will fully realise when the loading out of butter from the Auckland Farmers Freezing Company Store once commences the conveyor will very soon be carrying a full load estimated at several hundred boxes and should loading suddenly be stopped for any length of time such as for rain or other causes the question arises as to how the boxes of butter already on the conveyor are to be returned to store.

We would ask you to reassure us on this point and if our surmises should be incorrect and there are ways and means of dealing with such a situation we should be pleased to have your advices or discuss this matter with you at any time.

Yours faithfully,

  
CHAIRMAN.

**HENRY SIMON, LTD.**

CHEADLE HEATH.  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING DEPT.  
JRR/JT.

17th December, 1946.

D. Holderness, Esq.,  
Superintendent and Engineer,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND.  
New Zealand.

Dear Sir,

Contract No. 1190 - Conveyor Plant  
for Export Wharf. Increased costs.

Further to our letter of October 29th, we now have much pleasure in enclosing herewith our Auditor's certificate in respect of the increased costs incurred in the execution of the above contract.

Our Auditors point out that it has not been possible for them to separate increases of material costs from labour costs, because quite a proportion of the items involved were acquired by us from out-side suppliers and associated firms in a manufactured state. This procedure was adopted by us in an earnest endeavour to make delivery of the equipment to suit your programme of work, which otherwise would not have been possible under the conditions which developed since we received the favour of your order.

You will note that according to our Auditors assessment an increase in cost of £1,040. 4s. 11d. has been incurred, whereas our original estimate of this increase was £890. However, in view of the observations made in the last paragraph of your letter of the 21st of October we are prepared to limit our claim to our original estimate of £890.

Thanking you in anticipation of your favourable consideration in this connection,

We are,

Yours faithfully,  
for HENRY SIMON, LTD.

*J. R. Rowland*

ENCL:

A.L.C.

COPY sent to Purchasing Officer.

The Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND, C.1.

3rd March, 1947.

881  
Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
Stockport,  
ENGLAND

COPY

SEE ALSO SECRETARY'S FILE

Dear Sirs,

Contract No. 1190

Conveyor gear for Export Wharf.

The Board's Electrical Engineer reports that some of the conveyor control panels received on 19th February 1947 ex S.S. "Rakaia" were broken in transit.

The cases concerned are numbered 1378 and 1389 and the broken panels are:-

Line No.	3	-	Top and bottom panels
"	"	4	- Bottom panel
"	"	7	- " "
"	"	8	- " "

The panels, approximately 3' x 2' x  $\frac{5}{8}$ " thick were supported in the cases at the ends only and any rough handling in transit could easily have caused them to break.

The Claims Department of the New Zealand Shipping Co. Ltd. have examined the damage but they disclaim all liability as the cases themselves were not damaged in any way.

Unfortunately material of the size and thickness required for these panels cannot be procured in this country at present. Can you therefore please supply five replacement panels ready drilled for the equipment and arrange for shipment as quickly as possible.

Yours faithfully,

*N. R. Vickerman*

Chief Engineer to the Board.

NLV.AIS

EXPORT WHARF - CONVEYOR CONTROL PANELS

Case No. 1387 & 1389

Line No. 3	Top and bottom panels broken
" " 4	Bottom panels broken
" " 7	Bottom panels broken
" " 8	Bottom Panels broken.

Line 3      Line 4


Auckland Harbour Board

MEMORANDUM

FROM

ELECTRICAL ENGINEER

To

27th February 1947

THE ENGINEER

EXPORT WHARF CONVEYOR PLANT  
SHIPMENT EX S.S. "RAKAIA" (N.Z. S. COY.)

Five (5) cases containing conveyor control panels were delivered to Export Wharf on 19th February, 1947. These cases were in good order on delivery and were opened on the 20th February and the contents taken to the control room on the shed roof. On examination of the electrical gear inside the steel cabinets five (5) panels were found to be cracked. The damage is such that the panels will have to be replaced.

The panels, approximately 3 ft. by 2 ft. <sup>by 5/8" thick</sup> are supported at the ends only and in the event of any rough handling in transit such damage as has been done, could be expected.

The N.Z. Shipping Company's Claims Clerk states that, as the wood cases were in good order on delivery they are not responsible for any damage to the cabinets.

*S. Edwards*

ELECTRICAL ENGINEER

*4 panels per case*

*3 panels in one case*

*2 panels in another*

*Replacement material is not at present available in N.Z.*

Auckland Harbour Board

Nº 16088

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To The Foreman of Works,

Date 11th February, 19 47.

Subject CONTRACT NO. 1190,  
CONVEYOR PLANT FOR EXPORT WHARF.

Herewith shipping specification No. CON/47/11.  
for the 14th shipment of conveyor gear for Export Wharf  
being supplied under Contract No. 1190 which is arriving  
on S. S. "SAXON STAR" due early in March.

Encl.

*P. L. Dickman*

Engineer to the Board. *per P. L. Dickman*



**HENRY SIMON, LTD.**  
**CHEADLE HEATH, STOCKPORT.**

**Follow Copy.**

AUCKLAND HARBOUR BOARD SECRETARY'S OFFICE	
RECD 10 MAR 1947	
CONVEYING DEPT. JRR/JT.	ACKGD
	ANSO

15th January, 1947.

The Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND C.1.  
New Zealand.

for the attention of N.L.Vickerman, Esq.

Dear Sirs,

CONTRACT NO. 1190.  
Conveyor Plant for Export Wharf.

We thank you for your letter of the 3rd instant, and also for your recommendation to your Board that our claim for increased costs be accepted.

We look forward to receiving advice in this connection from the Board's Treasurer or Accountant in due course.

Again thanking you for your prompt consideration of this matter,

We are,  
Yours faithfully,  
for HENRY SIMON, LTD.

5th February,

47.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The shipment of conveyor plant for Export Wharf ex "Kaituna" (shipping specification No. Con/46/498) has been received in good order and condition and a further payment of 25% (twenty-five per cent) may now be made against this shipment.

NLV:EERB.

ENGINEER TO THE BOARD.

Auckland Harbour Board

MEMORANDUM

FROM

Electrical Engineer's Office

To

5th February 1947

19

THE ENGINEER

CASES EX S.S. "KAITUNA"

The contents of cases as below have been checked against shipping specifications, and found to be correct.

CASE NUMBERS 1334 & 1335.

The following bundles of conduit are correct to specification:-

Nos. 1336 - 1369	5,000 feet 1" Galv. Conduit
1370 - 1382	2,500 feet $\frac{3}{4}$ " " "
1383 - 1384	250 feet $1\frac{1}{4}$ " " "

*Checked & Approved  
9.1.47*

*P. Hoek*

Assistant Electrical Engineer.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 11147

From

FOREMAN OF WORKS

To

*The Engineer*

*28th Jan 1947*

SIR,

I beg to report that

Conveyors - Export Wf -  
Shipping Specifications No (ON/46/498. Inst 15955.

The cases and bundles listed in above specifications ex "Kartuna" have been received and stored at Export Wf.

Mechanical parts contained in cases Nos. 1327/1331 have been checked over, and the cases and bundles containing electrical parts have been handed over to Electrical Department for checking.

*Approved* *H. T. Deasores*  
*5/2/47*

*J. H. Taskaberry*

FOREMAN OF WORKS

Auckland Harbour Board

Nº 16060

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To..... The Foreman of Works,..... Date 3rd February, 19 47.

Subject..... CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

Herewith shipping specification for the 13th shipment of conveyor gear for Export Wharf being supplied under Contract No. 1190 which is arriving on S.S. "Mahana" due Auckland about 27th instant.

\_\_\_\_\_  
Acting *NLV / AS* Engineer to the Board.

17th January, 47.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The shipment of conveyor plant for Export Wharf ex "Gothic Star" (shipping specification No. Con/46/476) has been received in good order and condition and a further payment of 25% (twenty-five per cent) may now be made against this shipment.

NLV:EERB.

ACTING ENGINEER TO THE BOARD.

17th January,

47.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The shipment of conveyor plant for Export Wharf ex "Suffolk" (shipping specification No. Con/46/424) has been received in good order and condition and a further payment of 25% (twenty-five per cent) may now be made against this shipment.

NLV:EERB.

ACTING ENGINEER TO THE BOARD.

Auckland Harbour Board

MEMORANDUM

FROM

ELECTRICAL ENGINEER'S OFFICE

To

20th JANUARY 1947

THE ENGINEER

CASES EX S.S. "GOTHIC STAR" & S.S. "SUFFOLK"

The contents of cases as below have been checked against shipping specification and found to be correct.-

S.S. "GOTHIC STAR" Shipping Spec. CON/ 46 / 476

Case Numbers 1332, 1333

S.S. "SUFFOLK" Shipping Spec. CON/ 46 / 424

Case Numbers 1322 - 1326

*Memo to Treasurer  
17/1/47  
DWT*

*D. H. [Signature]*  
Asst. Electrical Engineer



AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 11132

From

FOREMAN OF WORKS

To

10<sup>th</sup> Jan 1947  
The Engineer

SIR,

I beg to report that

Contract No. 1100.

Conveyor Plant for Export Wf.  
Instn 15908.

Shipping Specifications No CON/46/476.

Cases No 1332 and 1333 received and  
contents noted.

Electrical Dept notified and arrangements  
made for checking items with shipping  
specifications.

no further due ✓

Memo to Treasurer to  
pay a further 25%  
against this shipment.

WEO  
17/1/47

F. H. Sisk

FOREMAN OF WORKS

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 11045

28th Nov 1946

From

FOREMAN OF WORKS

To

The Engineer.

SIR,

I beg to report that

Conveyor Gear for Export Wf.  
Contract No 1190. Instn 15857.  
Shipping Specifications No CN/46/424.

Cases Nos 1322 to 1326 inclusive are to hand  
ex "Suffolk" and are store at Export Wf.  
These have been placed in charge  
of Elect. Dept for checking etc.

Memo to Treasurer to  
pay a further 25%  
against the shipment.

Aut.

17/1/47.

W.F.

J. H. [illegible]

FOREMAN OF WORKS

**HENRY SIMON, LTD.**

CHEADLE HEATH.  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/MW.

Your Ref: EH/EERB.

12th December, 1946.

D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
AUCKLAND,  
New Zealand.

Dear Sir,

We were very pleased to receive your letter of the 31st October, enclosing a photograph of the first section of the Conveyor Bridge lifted into position.

We found this photograph most interesting, and very much appreciate your kindness in sending us a copy.

Yours faithfully,  
for HENRY SIMON, LTD.

Auckland Harbour Board

Nº 16000

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To..... The Foreman of Works, ..... Date 7th January, ..... 19 47.

Subject..... CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

Herewith Shipping Specification for the 12th shipment of conveyor gear for Export Wharf being supplied under Contract No. 1190 which is arriving on S. S. "RAKAIA"

Encl.

\_\_\_\_\_  
Acting *NAVLAS* Engineer to the Board.

Auckland Harbour Board

Nº 15999

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To The Foreman of Works, Date 7th January, 19 47.

Subject CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

Herewith Shipping Specification No. CON/46/586  
for the 11th shipment of conveyor gear for Export Wharf  
being supplied under Contract No. 1190 which is arriving  
on S.S. "PORT JACKSON".

Encl.

*NLV*  
\_\_\_\_\_  
Acting Engineer to the Board.

ALC.

Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND, C.1.

3rd January, 1947.

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
Stockport,  
ENGLAND.

COPY

SEE ALSO SECRETARY'S FILE

Dear Sirs,

Contract No. 1190

Conveyor Plant for Export Wharf.

I have received your Air Mail letter of 17th December enclosing your Auditor's Certificate of increased costs incurred in carrying out this contract.

I note that, excluding the conveyor bridge, these are certified at £1,040.4.11, but that you are prepared to limit your claim to your original estimate of £890.

As set out in our letter of 21st October it is recognised that you are entitled to claim for these increased costs, and I think that the basis on which you make the claim is a fair and reasonable one. I have recommended that this be accepted and you will receive advice on this matter from the Board's Treasurer & Accountant.

Yours faithfully,

Acting Engineer to the Board.

NLV.AIS

3rd January,

47.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The contractors for this plant wrote on 10th October setting out increases in wages and cost of materials that have occurred during the carrying out of this contract and they reluctantly ask for an increase in the contract price to cover these. They recognise that some of the increased costs might have been avoided if delivery had not fallen behind the original programme and suggest as a fair basis a 5% increase on the agreed contract price less the value of the conveyor bridge, that is on £22,245 less £4428, i.e. on £17,817. The contractors have now submitted an Auditor's Statement certifying that the increased cost of this portion of the contract amounted to £1040/4/11d. excluding all overhead charges and profit but state they are prepared to limit their claim to their original estimate of £890/-/-.

Under the terms of the contract it is clear that the contractor is entitled to claim and the Board is obliged to pay any extra cost due to increased wages or cost of materials.

I consider that the basis proposed by Henry Simon Ltd. to provide for this increased cost is entirely fair and reasonable and I recommend that payment be made accordingly. The total contract price with this increase will still be considerably lower than the next lowest tender, which would in any case have been subject to a similar increase.

NLV:EERB.

ACTING ENGINEER TO THE BOARD.

Contract £ 21,092 /  
Spares 147/5/- altered to £ 235-5-0 /

Modifications

Pilot lamps & push buttons £ 296-0-0 /  
Rubber cover to belts £ 504-0-0 /  
Star buttons for local test £ 118-0-0 /

£ 22,245-5-0

Increase

890 /

£ 23,135-5-0 /

Exch say 5,783-15-0

£ 28,919-0-0



**HENRY SIMON, LTD.**

CHEADLE HEATH.  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING DEPT.  
FRJ/JT.

29th October, 1946.

D. Holderness, Esq.,  
Superintendent and Engineer,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND.  
New Zealand.

Dear Sir,

CONTRACT NO. 1190. CONVEYOR PLANT  
FOR EXPORT WHARF. INCREASED COSTS.

We duly received your letter of the 21st instant, concerning proposed claim on the above contract, arising from wage awards and other increases in cost which have occurred during the progress of the contract, due to causes beyond our control.

We note that you would prefer a statement from our Auditors indicating separately the increased costs for labour and materials. We will prepare a claim on this basis, and will submit our detailed figures to you.

We much appreciate your letter and guidance on this matter.

Yours faithfully,  
for HENRY SIMON, LTD.

*Ruby Tolley.*

BY AIR MAIL

**HENRY SIMON LTD.**

TELEGRAMS: HENRY SIMON, MANCHESTER.

TELEPHONE: GATLEY 3621 (9 LINES.)

CODES: BENTLEY'S  
(COMPLETE AND SECOND PHRASE)

CHEADLE HEATH,

STOCKPORT.

CONVEYING JRR/MW.

Your Ref: EH/EERB.

12th December, 1946.

D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
AUCKLAND,  
New Zealand.

Dear Sir,

We were very pleased to receive your letter of the 31st October, enclosing a photograph of the first section of the Conveyor Bridge lifted into position.

We found this photograph most interesting, and very much appreciate your kindness in sending us a copy.

Yours faithfully,  
for HENRY SIMON, LTD.

J. R. Rowland.

HR

COPY

SEE ALSO SECRETARY'S FILE

Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND, C.1.

11th December 1946.

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
Stockport,  
ENGLAND.

Dear Sirs,

Butter Conveyor Plant

Reference: POWER/AHB/NZ.

I have to acknowledge receipt of your sea mail letter of 21st October enclosing six prints of electrical equipment for the above plant.

I am very sorry to have to advise you of the death of Mr. Holderness with whom you have conducted the correspondence in connection with this Contract.

Yours faithfully,

Acting Engineer to the Board.

NLV.AIS

HENRY SIMON LTD.

CHEADLE HEATH.

TELEGRAMS: REFORM, MANCHESTER.  
TELEPHONE: GATLEY 3621 (9 LINES.)

POSTAL ADDRESS:

P. O. Box 31,  
STOCKPORT.

Our Ref: POWER/AHB/NZ.

21st October, 1946.

D. Holderness Esq.,  
Engineer & Superintendent,  
The Auckland Harbour Board,  
AUCKLAND.  
New Zealand.

Dear Sir,

ELECTRICAL EQUIPMENT FOR BUTTER BIN  
HANDLING PLANT.

We have much pleasure in enclosing the following drawings, which we trust will assist you in carrying out the wiring of motors, starters and push buttons with maximum efficiency.

Drawing No.	771/6-1.	Provision for serewed conduit on multi motor control panels.	✓
"	771/6-4.	Key diagram of conduit layout.	✓
"	771/6-5.	Motor and push button wiring from control panels.	✓
"	771/6-6.	Disposition of start/stop push buttons for load control.	✓
"	771/6-7.	Connection diagram of multi-motor control panel. (Lines 1 to 4)	✓
"	772/6-8.	-do- (Lines 5 to 8)	✓

Assuring you of our best attention at all times,

Yours faithfully,  
For HENRY SIMON LIMITED.

Six paper prints  
H. Edwards

9.12.46. HCS

*These were apparently returned  
to Head Office for recording.  
Electrical Engineer already has the set received and used.  
29/10/46.  
G. 3.7.47.*

Auckland Harbour Board

Nº 15955

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To..... The Foreman of Works,

Date 29th November, 1946.

Subject CONTRACT NO. 1190.

CONVEYOR PLANT FOR EXPORT WHARF.

Herewith shipping specification No. CON/46/498 for the tenth shipment of conveyor gear for Export Wharf being supplied under Contract No. 1190 which is arriving on "KAITUNA" due in Auckland on 20th December, 1946.

---

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

Auckland Harbour Board

Nº 15943

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To..... The Foreman of Works,

Date..... 22nd November, 1946.

Subject..... CONTRACT NO. 1190.

CONVEYOR PLANT FOR EXPORT WHARF.

Herewith shipping specification No. Con./46/497  
for the ninth shipment of conveyor gear for Export Wharf  
being supplied under Contract No. 1190 which is arriving  
on "RANGITIKI" due in Auckland on 16th December, 1946.

---

.....  
Engineer to the Board.

22nd November,

46.

The Treasurer.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The shipment of conveyor plant for Export Wharf ex "Northumberland" (shipping specification No. Con./46/402) has been received in good order and condition and a further payment of 25% (twenty-five per cent) may now be made against this shipment.

DH:EERB.

SUPERINTENDENT & ENGINEER.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 11024

15<sup>th</sup> Nov 19<sup>th</sup> 26

From  
FOREMAN OF WORKS

To  
The Engineers.

SIR,

I beg to report that

Contract No 1190. Instrs 15843.

Conveyor Plant for Export W.

The conveyor gear referred to in above specifications ex Northumbria has been checked and found as Export W. The following discrepancies have been noted:-

Case No 1189, contains 396 rollers whereas the specification shows a total of 393, and the number of spindles received in this case is 313 of various lengths. Evidently 80 rollers, item 4, are supplied without spindles.

Note: Case No 622 ex "Samanaki" contained 50 surplus spindles.

Rundles Nos. 1158, 1192 and 1193. An error in marking resulted in these numbers being duplicated, however the total number of lengths of conveyor agree with total quantity shown on specifications and a check of dimensions makes it evident that the duplicated numbers should have been 1157, 1159 and 1190 respectively.

Case No 1310: - this case contained surplus gear as indicated below:-

Quantity Specified	Quantity Received
Side Plates 1152	1164
HR R Bolts 2424	3020
Roller Sockets 420	455

Memo to Treasurer &  
pay a further 25% against  
this shipment.

Cert.  
22/11/26

J. H. Hackelberg  
FOREMAN OF WORKS



Auckland Harbour Board

Nº 15908

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

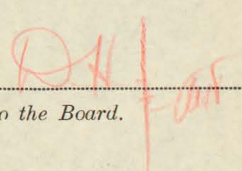
To..... The Foreman of Works, Date..... 6th November, 1946.

Subject..... CONTRACT NO. 1190.

CONVEYOR PLANT FOR EXPORT WHARF.

Herewith shipping specification No.CON./46/476  
for the eighth shipment of conveyor gear for  
Export Wharf being supplied under Contract No. 1190  
which is due to arrive per "Gothic Star".

Encl.

  
.....  
Engineer to the Board.

**HENRY SIMON, LTD.**

CHEADLE HEATH.

STOCKPORT.

**FOLLOW COPY.**

CONVEYING JBR/DN.

Your ref: DH.AIS.

12th October, 1946.

D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
P.O. Box 1259,  
Auckland C.L.,  
NEW ZEALAND.

Dear Sir,

CONTRACT NO. 1190  
CONVEYOR GEAR FOR EXPORT WHARF.

We wish to acknowledge receipt of your letter of the 2nd instant, from which we regret to note a further discrepancy in our Shipping Specification and in particular No. CON/46/334.

We have checked the records of the contents of the case No. 635 ex S.S. "Fordsdale" and are able to confirm that the number you have received, as illustrated in your letter under reply, corresponds with our record.

In explanation you will note that the numbers in error in the Shipping Specification are double the actual quantities you have received. This error arose through a duplication of orders for the particular bolts in question and though the matter was cleared in our Despatch Department, the information was not passed to the Shipping Department who duplicated the quantities in their Specification.

In conclusion, we can assure you that the actual number delivered to you corresponds to the actual requirements of the work.

Apologising for the trouble you have been caused in this connection.

We are,

Yours faithfully,  
for HENRY SIMON LTD.

Auckland Harbour Board

Nº 15893

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

The Electrical Engineer,

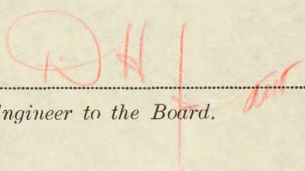
To Mr. S. Edwards,

Date 29th October, 1946.

Subject EXPORT WHARF CONVEYORS.

Herewith maker's drawings Nos. 771/6 - 1, 4, 5,  
6, 7 and 8 (6 prints) giving details of electrical equipment,  
etc.

Encl.

  
.....  
Engineer to the Board.

Air Letter Card.

COPY

SEE ALSO SECRETARY'S FILE

Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND, C.1.

29th October, 1946.

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
Stockport, ENGLAND.

Dear Sirs,

Butter Conveyor Plant  
for Export Wharf.

I have to acknowledge receipt of  
your Air Mail letter of 21st October enclosing  
six prints of the electrical equipment  
for the above plant.

This will allow of some progress  
being made with the electrical installation.

Yours faithfully,

Superintendent & Engineer.

ANT.AIS

31st October, 1946.

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
STOCKPORT.  
ENGLAND.

Dear Sirs,

I enclose a photograph which you may find of interest of the first section of the conveyor bridge supplied by you being placed in position by the Board's 80-Ton Floating Crane on 14th instant.

This section was assembled at ground level, then lifted and fitted in place in the manner shown. The other span of the bridge cannot be erected in this manner, being out of reach of the floating crane. This latter section will be erected from the tubular steel scaffolding part of which is shown in course of erection on the left of the photograph.

Yours faithfully,

DH: EERB.  
Encl.

SUPERINTENDENT & ENGINEER.

23rd October,

46

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The fifth shipment of conveyor plant for Export Wharf supplied under the above contract has been received in good order and condition ex S. S. "Hororata" (Shipping Specification No.Con/46/419) and a further payment of 25% (twenty-five per cent) may now be made against this shipment.

DH:EERB.

SUPERINTENDENT & ENGINEER.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

N<sup>o</sup> 10980

22<sup>nd</sup> Oct. 19 46

From

FOREMAN OF WORKS

To

The Engineer.

SIR,

I beg to report that

Export Wharf - Conveyor  
Shipping Specification No (ON/46/419 "Hororata"  
Insta 15841.

The bales of belting listed in above shipping specifications, Nos 1313 - 1321 inclusive, have been received and stored in shed at Export wh.

Memo to Treasurer  
23/10/46

F. H. Hutchings

FOREMAN OF WORKS

22nd October,

46.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The fourth shipment of conveyor plant supplied under the above contract has been received ex S.S. "Essex" in good order and condition and a further payment of 25% (twenty-five per cent) may now be made on the shipment.

DH:EERB.

SUPERINTENDENT & ENGINEER.



AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 10969

31st Oct. 1946

From  
FOREMAN OF WORKS

To The Engineer

SIR,

I beg to report that

Conveyors Export Co.

Shipping Specifications No. Con 46/369 for "Essex"

The contents of cases, bundles, bales etc. listed in above shipping specifications have been checked. All items shown on list are to hand, and in addition, a number of bolts and nuts, washers and angle cross which are not scheduled, have been received.

Surplus Items:-

50 washers 7/8" square.	in case No 1111
52 Bolts 3/4" x 2" with flanged nuts.	" " 1112
3 Anglecross 2 1/2" x 2 1/2" x 2' 11"	" " 1097

Note. The marks on some of the bundles etc, do not agree with shipping specifications and in consequence some numbers are duplicated. However the check of individual items results as shown above, and this would indicate that the right packages in question have been incorrectly marked as shown below:

Marked 681	should be 684
736	763
835	852
887	894
1047	1074
1094	1091
1006	1106
712	731

Memo to Treasurer  
to pay a further 25%  
on this shipment.

22/10/46

W.N.

J. J. Parkhurst

FOREMAN OF WORKS

Air Letter Card.

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

21st October, 1946.

Messrs. Henry Simon Ltd.,  
Cheadle Heath, STOCKPORT.

Dear Sirs,

Contract No. 1190

Conveyor Plant for Export Wharf.

Increased Cost.

Your Air Mail letter of 10th instant received and increased costs to which you have been subjected in carrying out this Contract are noted.

When reporting to my Board in September last year on Tenders received, I indicated that the tender prices submitted by all Tenderers were subject to variation in rates for labour and material.

In your case this condition had been made clear in Clause 6 of the printed Conditions of Contract which accompanied your tender and you are therefore entitled to claim and my Board is under obligation to pay such increases as have been brought about through the causes specified.

I am pleased to note that you do not ask nor could I agree that you would be entitled to receive payment for increases which would have been avoided if all materials and equipment had been ordered promptly on notification by this Board that your tender had been accepted and if the Contract had progressed according to schedule.

You are asking for an increase of approximately £890.0.0.

I would prefer a statement from your Auditor indicating separately for labour and materials the amounts allowed in your tender based on current rates at the date the tender was prepared and the amounts by which these two items have respectively been increased through causes beyond your control.

It is conceivable that itemised in this way the total increase may exceed the £890.0.0 which you suggest in your letter of 10th instant. Whether or not this turns out to be the case, it would be likely to appeal to my Board if you claimed whichever might be the lesser figure.

Yours faithfully,

Superintendent & Engineer.

ANT.AIS

**HENRY SIMON, LTD.**

CHEADLE HEATH,

STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/DN.

10th October, 1946.

D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
Auckland C.I.  
NEW ZEALAND.

Dear Sir,

WHARF CONVEYING PLANT.

We hope shortly to be formulating our final invoices corresponding to the first quota payments against shipment of material for the above contract and in this connection would respectfully invite your consideration to the subject of increased costs.

Since receiving your instructions in September of last year, increases in wages and materials have been authorized which have adversely affected the cost of the equipment we are supplying to you.

For instance in April of this year, wages were increased by 7% and materials in general have suffered various increases during the current year. In January of this year, steel prices were increased 5% and again in August a further increase of 5% to 7½% was advised. In addition, manufacturers of electric motors have advised three separate increases during the current year, 11½% in January; 10% in May and 5¾% in July, while starter prices have increased 6¾% in April and 6¼% in May. Further suppliers when advising these increases intimate that the goods will be invoiced at the price ruling at the date of delivery.

We appreciate, of course, that we have fallen behind in our original delivery programme, chiefly due to causes outside our control and for this reason have incurred increased costs which might under other circumstances have been avoided. The chief item in this category is the 5¾% increase of July last on electric motors and the 5% to 7½% increase in steel prices in August.

**HENRY SIMON, LTD.**

CHEADLE HEATH,  
STOCKPORT.

FOLLOW COPY. 2.

D. Holderness, Esq.

10.10.46.

We are, therefore, proposing to exclude these recent advances from our submission for consideration.

In view of the above we would very much appreciate your agreement to our invoicing an additional 5% increase on the agreed Contract Price less the value of the Conveyor Bridge that is on £22,245 less £4,428. i.e. £17,817.

In conclusion, we would say that it is with great reluctance we make this request but present circumstances and conditions are such that in order to meet the claims made upon us in respect of increases we have no alternative course.

Thanking you in anticipation of your consideration.

We are,  
Yours faithfully,  
for HENRY SIMON LTD.

J. R. Rowlands

Mr. Lantz

Shipping Spec. Co. 46/402 - "Northern  
Ireland"

Henry Lantz has advised that 5 Bundles  
numbers 1213/1214 may be shortlanded as the  
Shipping Co. could not trace them at point of  
shipment.

I have requested the Purchasing Officer  
to advise promptly if they come to hand in  
order that delivery by letter of Indemnity may  
be expedited.

W. J.

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To The Foreman of Works,

Date 17th October, 1946.

Subject CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

Herewith Shipping Specification No. Con./46/402 covering the ~~sixth~~ <sup>sixth</sup> shipment of conveyor plant for Export Wharf being supplied under Contract No. 1190 which is due on S.S. "Northumberland" about 21st October, 1946.

The contractors advise that five bundles numbered 1273/1277 may be short landed as the Shipping Company could not trace them at the port of shipment. If, however, they are on board the ship and are received please advise the Purchasing Officer promptly as the delivery order now to hand does not cover them and it will be necessary to lodge a letter of indemnity before delivery can officially be taken.

*These were received. Treasurer's Dept notified through Purchasing Office.*  
*Ch.*

*D.H. / M.F.*  
.....  
Engineer to the Board.

17th October,

46.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The third shipment of conveyor plant supplied under the above contract has been received ex S.S. "FORDSDALE" and except for a minor discrepancy in the contents of case No. 635 about which I have written to the Contractors, the shipment was received in good order and condition and a further payment of 25% (twenty five per cent) may now be made on this shipment.

DH:EERB.

SUPERINTENDENT & ENGINEER.

Auckland Harbour Board

No 15857

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

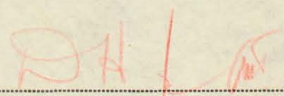
To..... The Foreman of Works,.....

Date 11th October,..... 1946.

Subject CONTRACT NO. 1190.  
CONVEYOR GEAR FOR EXPORT WHARF.

Herewith shipping specification for the sixth shipment of conveyor gear for Export Wharf which is expected per "Suffolk" due about 20th instant.

Encl.

  
.....  
Engineer to the Board.



Plans Received <sup>19 Sept</sup> Aug. 1946: Henry Siman Ltd. Contract No. 1190.

Export Wharf Conveyors

CONVEYOR DETAILS:

Meters Plan No.	Roll 1	Roll 2	Roll 3	Roll 4	
54470					
Sheet 3	✓	✓	✓	✓	✓
4	✓	✓	✓	✓	✓
5	✓	✓	✓	✓	✓
6	✓	✓	✓	✓	✓
7	✓	✓	✓	✓	✓
9	✓	✓	-	-	✓
10	✓	✓	-	-	✓
11	✓	✓	-	-	✓
12	✓	✓	-	✓	✓
14	✓	✓	-	✓	✓
15	✓	✓	-	✓	✓
21	✓	✓	✓	✓	✓
31	✓	✓	-	✓	✓
32	✓	✓	-	✓	✓
34	✓	✓	-	-	✓
35	✓	✓	-	-	✓
40	✓	✓	✓	-	✓

Two complete sets of cloth prints need.  
see mem. 9/8/46. One set of B.W. paper prints.  
17 prints in sets.

MACHINERY.

Meters Plan No.	Roll 1	Roll 2	Roll 3	Roll 4	
54470					
Sheet 1	✓	-	-	✓	✓
2A	✓	-	✓	✓	✓
8	✓	-	✓	✓	✓
13	✓	-	-	✓	✓
16	✓	-	✓	✓	✓
17	✓	✓	-	-	✓
18	✓	-	✓	✓	✓
19	✓	-	✓	✓	✓
20	✓	-	✓	✓	✓
22	✓	-	✓	✓	✓
23	✓	-	✓	✓	✓
25	✓	-	✓	✓	✓
26	✓	-	✓	✓	✓
27	✓	-	✓	✓	✓
28	✓	✓	-	-	✓
29	✓	-	-	✓	✓
30	✓	-	-	✓	✓
33	✓	✓	-	-	✓
36	✓	✓	✓	-	✓
37	✓	✓	✓	-	✓
38	✓	✓	✓	-	✓
39	✓	✓	✓	-	✓
127	✓	✓	✓	-	✓
128	✓	✓	✓	-	✓
129	✓	✓	-	-	✓
130	✓	✓	-	-	✓

Two complete sets of cloth prints.

26 in set.

Conveyor Steelwork making up lists + Rues + Roll lists.

"Quekland Stands. - - - 1

Gantry Steelwork making up lists + Rues + Roll lists.

- - - 1

14/9/46

Sheet 24 cancelled by meters. - refer Sheet 33.

See also next Sheet.

GANTRY ( BRIDGE )

Keyp  
Plan No.  
54470.

- Sheet 108 ✓
- 109 ✓
- 110 ✓
- 111 ✓
- 112 ✓
- 113 ✓
- 114 ✓
- 115 ✓
- 116 ✓
- 117 ✓
- 118 ✓

final set of 11 cloth prints recd. 29.7.46.  
2nd " " " " 19.9.46.  
also recd. previous by 7/5/46. 1 set. P.W. paper prints.

AKK  
19.9.46

Auckland Harbour Board

Nº 15841

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To..... The Foreman of Works, ..... Date 1st October, 1946.

Subject..... CONTRACT NO. 1190.  
CONVEYOR GEAR FOR EXPORT WHARF.

Herewith Shipping Specification for the fifth shipment of conveyor gear for Export Wharf being supplied under the above contract ex "Hororata" which is due in port about 10th instant.

.....  
*Engineer to the Board.*

Messrs. Henry Simon Ltd.,  
 Cheadle Heath,  
 Stockport,  
ENGLAND.

Auckland Harbour Board,  
 P.O. Box 1259,  
AUCKLAND, C.1.  
 2nd October, 1946.

Dear Sirs,

CONTRACT NO. 1190  
CONVEYOR GEAR FOR EXPORT WHARF.

Your letter dated 10th September 1946 confirming that the Board's description of the contents of case No. 622 and packages 501 to 621 ex the "Taranaki" shipment is correct, has been received.

A further discrepancy is revealed in the contents of case No. 635 ex "Fordsdale" (your shipping specification No. Con/46/334) as follows:-

<u>As per Shipping specification.</u>		<u>Number received.</u>
426	sq.Rd. Hex. Bolts 5 1/4" x 3/8" with Nuts	443
2562	Cup Sq. " " 1 1/4" x 3/8" " washers	1286
178	" " " " 2 3/4" x 3/8" " "	89
32	" " " " 3 1/4" x 3/8" " "	16
32	Hex. Rd. " " 2 1/4" x 3/8" " "	32
73	" " " " 2 1/4" x 3/8" " "	73
107	" " " " 2 3/4" x 3/8" " "	107
210	" " " " 2 1/2" x 3/8" " "	104
64	" " " " 2 1/4" x 3/8" " "	32
104	" " " " 1 1/4" x 3/8" " "	98
107	Cup sq. " " 1 1/4" x 3/8" " "	53
420	Hex. rd. " " 1 1/2" x 3/8" " "	210

I should be pleased if you would check this against your final record of the contents of this particular case.

When all consignments have been received the results of the final check of material received will be forwarded.

Yours faithfully,

Superintendent & Engineer.

DH.AIS

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No 10922

27<sup>th</sup> Sept 1946

From

FOREMAN OF WORKS

To

The Engineer.

SIR,

I beg to report that

Contract No 1190.

Conveyor Gear for Export W. Instr 15762  
Shipping Specifications No Con / 46/334. S. S. "Fordsdale"

Cases, crates and bales, listed in above shipping specifications, received and contents checked.

Shortages etc: - The contents of case No 635, should, according to shipping list, comprise quantities of bolts as itemised in L. H. Column below: -

	Number received	Reference
426 Sq. Rd. Hex Bolts. $5\frac{1}{2}'' \times \frac{3}{4}''$ with nuts.	443	+ 17.
2562 Cup. sq. " " $1\frac{3}{4}'' \times \frac{5}{8}''$ washers	1286	- 1276.
178 " " " " $2\frac{3}{4}'' \times \frac{5}{8}''$ " "	89	- 89.
32 " " " " $3\frac{1}{2}'' \times \frac{5}{8}''$ " "	16	- 16
32 Hex. Rd. " " $2\frac{3}{4}'' \times \frac{3}{4}''$	32	} correct.
73 " " " " $2\frac{1}{4}'' \times \frac{5}{8}''$	73	
104 " " " " $2\frac{3}{4}'' \times \frac{5}{8}''$	104	
210 " " " " $2\frac{1}{2}'' \times \frac{1}{2}''$	104	- 106
64 " " " " $2\frac{1}{2}'' \times \frac{1}{2}''$	32	- 32
104 " " " " $1\frac{1}{4}'' \times \frac{3}{8}''$	98	- 6
104 Cup. sq. " " $1\frac{1}{2}'' \times \frac{1}{2}''$	53	- 54.
420 Hex rd. " " $1\frac{1}{2}'' \times \frac{1}{2}''$	210	- 210

SEEN

27. SEP. 1946

F. H. Tuckaberry

FOREMAN OF WORKS

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 10906

23<sup>rd</sup> Sept 1946

From

FOREMAN OF WORKS

To

The Engineer

SIR,

I beg to report that

Conveyors Gen. Export Mt.  
Instn 15808

The revised Shipping Specifications accompanying Instn 15808 correctly details contents of Packages Nos 501/621 and 622 received per SS "Taranaki", and accounts for shortages referred to in Blue Report 10804 of 22<sup>nd</sup> Augt.

SEEN

27. SEP 1946

F. H. Tuckwell

FOREMAN OF WORKS

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To Foreman of Works.

Date 20th. September 1946.

Subject EXPORT WHARF CONVEYORS.

Herewith,

One set Cloth Prints for set-out and arrangement  
of Conveyors - 17 prints No's.3 - 40 (not  
consecutive). and,

One set Cloth Prints of Detail Drawings of Conveyor  
frames and Gravity Roller Sections -  
26 prints, No's.1 - 130 (not consecutive).

Makers advise a connection to Machinery Bolt List -  
(6th item from bottom of page).

104 - 5/8" hex. head bolts  $2\frac{3}{4}$ " long instead of  $3\frac{1}{2}$ "  
long for conveyor drive pulley bearings.

*D. Alderson*

Engineer to the Board.

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To Foreman of Works.

Date 19th. September 1946.

Subject CONVEYOR GEAR - EXPORT WHARF.

With further reference to Instruction No.15674, dated 17th. July 1946, and your report No.10824 of 22nd. August, Messrs. Henry Simon Ltd. advise that this matter has been investigated and that the Shipping Specifications forwarded covering the cases shipped per S.S. "Taranaki" were made out in advance on account of the necessity of making a prior claim for shipping space and were "approximate" only.

Enclosed herewith please find revised specification covering the packages actually shipped.

Arrange to have the various items checked against this specification and report when this has been carried out.

NOTE:

*Specification returned  
by B.O.S. + sent to  
Duty 2.10.1946  
P*

*D. Alderson*

Engineer to the Board.



**HENRY SIMON, LTD.**

CHEADLE HEATH,  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/DN.

10th September, 1946.

D..Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
Auckland C.1,  
NEW ZEALAND.

Dear Mr. Holderness,

Contract No.11190 - Conveyor Plant for  
Export Wharf.

We wish to acknowledge receipt of your letter of the 28th ultimo and regret very much the confusion that has arisen with regard to the description given in the Shipping Specification corresponding to the "Taranaki" Shipment. We have investigated this matter and find that due to the necessity of making a prior claim for shipping space, an "approximate" shipping specification was prepared and unfortunately this "approximate" specification was not checked and amended when the actual delivery was made. Although it had been intended to include the flanged rollers and spindles in the packages 501 to 621 it was found that when these were included that they appeared rather insecure and were removed from the individual packages. These rollers will be sent separately.

We can confirm that your description of the contents of case No. 622 and the packages Nos. 501 to 621 correspond with our final record of this consignment. We are, therefore, enclosing herewith a revised specification corresponding to this subject.

We have issued instructions to the responsible people with a view to ensuring that this error is not repeated.

Trusting you will accept our apologies for any inconvenience you have been caused in this connection.

Yours faithfully,  
*JRR*

WG/AMC.

**SHIPPING SPECIFICATION**

No. CON/46/268 Order No. 54470

Customer's Order No. 1190

Marks:

**AUCKLAND**  
A. H. B.  
54470 Nos 501/622.

**HENRY SIMON, LTD.,**  
**CHEADLE HEATH,**

STOCKPORT. 26th. June 1946.

Forwarded per S. S. "Taranake" to Auckland. ex LONDON.  
To Order of The Auckland Harbour Board. Auckland.

Nos.	Description of Package	LIST OF CONTENTS	EXTREME DIMENSIONS			GROSS WEIGHT				NETT WEIGHT			
			Length	Breadth	Depth	Tons	Cwts.	Qrs.	Lbs.	Tons	Cwts.	Qrs.	Lbs.
501/621.	121 Bundles.	each containing:- 2 Lengths Gravity Roller Conveyor 14' 2 3/4" long 16" x 5.11/16" pitch x 2 1/4" x 16G. Rollers 4" x 3" x 5/16" Angles, each fitted with six C.I. Sockets P. 1568 bolted to frames.	14' 3"	<u>EACH.</u> 1' 9"	10"	36.	<u>TOTAL.</u> 6.	0.	0.	36.	<u>TOTAL.</u> 6.	0.	0.
622.	Case.	646 Rollers 15" x 2 1/4" x 16G. fitted with 2.1/8" x 7/16" Ball Bearings Ends 4-Piece Short Bush type. 780 Spindles 7/16" x 16.7/8" long plain.	4' 1"	3' 7"	3' 0"	1.	3.	0.	0.	1.	1.	0.	0.

Auckland Harbour Board

Nº 15787

INSTRUCTIONS TO FOREMEN & INSPECTORS

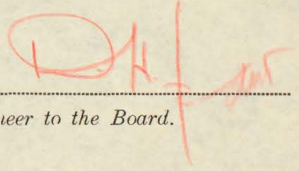
ENGINEER'S OFFICE,

To The Foreman of Works, Date 4th September, 1946.

Subject CONTRACT NO. 1190.  
CONVEYOR GEAR FOR EXPORT WHARF.

Herewith shipping specification for the fourth shipment of conveyor gear supplied under the above contract which is now in port on S. S. "ESSEX".

Encl.

  
.....  
Engineer to the Board.

Auckland Harbour Board

Nº 15764

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To..... The Foreman of Works,

Date 27th August, 19 46.

Subject..... CONTRACT NO. 1190.

CONVEYOR GEAR FOR EXPORT WHARF.

Herewith shipping specification for the third shipment of conveyor gear for Export Wharf supplied under the above contract which is due in Auckland by S. S. "Fordsdale" about 9th September, 1946.

Encl.

\_\_\_\_\_  
*Engineer to the Board.*

COPY  
SEE ALSO SECRETARY'S FILE

27th August, 1946.

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
Stockport,  
ENGLAND.

Dear Sir,

CONTRACT NO. 1190  
CONVEYOR GEAR FOR EXPORT WHARF.

The first two shipments under the above Contract have now been received. All the cases have not yet been opened however so I am unable to advise at this juncture as to the condition of the shipments generally.

With regard to the "Taranaki" shipment however, as you are aware there was only one case in this shipment (No. 622) which the shipping specification stated contained the following:-

"726 Rollers 15" long  $2\frac{1}{4}$ " outside diameter 16G fitted with  $2\frac{1}{8}$ " x  $7/16$ " Ball Bearings Ends 4 piece short bush type and 726 spindles  $7/16$ " x  $16\frac{7}{8}$ " long plain ends".

Actually the case contained 646 rollers and 780 spindles. The case was completely full and had not been damaged.

Regarding packages 501 to 621 of the same shipment.

Shipping specification states that each bundle contained two flanged rollers and brackets fitted with spindles and 4 C.L. sockets.

These rollers, spindles and sockets were not in the bundles and have not been received.

I should be glad of advice concerning these two matters.

Yours faithfully,

DH.AIS

Superintendent & Engineer.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

Nº 10824

23<sup>rd</sup> Aug 1946

From

FOREMAN OF WORKS

To

The Engineer

SIR,

I beg to report that

Conveyors, Export W.  
ex. "Taranaki"

The contents of bundles and case in shipping specification supplied by Henry Simon Ws do not agree with list Nos. 501/621 containing 137 bundles says each bundle contains 2 flanged rollers and brackets fitted with spindles and H.C.L. sockets. These rollers, spindles and sockets are not in the bundles and have not been shipped.

Case No 622 is marked carrying 756 rollers and 756 spindles.

This case actually contains both rollers and 750 spindles. The case was completely full and had not been damaged or opened in any way and it appears likely that the missing material may be shipped later.

Letter to Henry Simon Ws  
27/8/46

FOREMAN OF WORKS

19th August,

46.

THE TREASURER.

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

The first two shipments of conveyor plant supplied under the above contract have been received ex S.S. "Sussex" and S.S. "Taranaki" respectively. As far as can be ascertained without opening all the packages both shipments were received in good order and condition and a further payment of 25% (twenty-five per cent) may now be made on these two shipments.

One case was short delivered ex "Sussex" which need not affect the payments to the contractor as a claim for the value of this case has been lodged against the Shipping Company concerned.

DH:EERB.

SUPERINTENDENT & ENGINEER.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No. 10820

19<sup>th</sup> Aug 1926

From FOREMAN OF WORKS

To The Engineer

SIR, I report that

Conveyor Gear ex "Sussex" & "Taranaki"

The conveyor gear ex "Sussex" arrived in fair order and with the exception of the case previously reported missing is all there. The conveyor gear itself including rollers, spindle etc, is in some cases slightly rusty but is easily cleared.

The contents of packages does not correspond with shipping lists supplied but until all bundles and cases can be checked, it is not known if anything is missing. This is now being checked.

Wm. H. T. [unclear]  
19/8/26



F. H. [unclear]

FOREMAN OF WORKS



**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

Foreman of Works.

Date 29th. July, 19 46.

Subject EXPORT WHARF - CONVEYORS.

Herewith:-

One set cloth prints of Gantry - 11 sheets No's.108 to 118.

"Making-up Lists" and Rivet & Bolt lists for  
Gantry Steelwork ... .. 24 sheets.

"Making-up Lists" and Rivet & Bolt lists for  
Conveyor Steelwork ... .. 23 sheets.

Notes to facilitate erection.

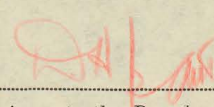
List of Conveyor Belts.

Detailed List of Gravity Conveyors and summary.

" " " " Gantry Conveyor Frames.

" " " " Wharf Conveyor Frames.

List of Bolts for Machinery.

  
.....  
Engineer to the Board.

Export Wharf Conveyor Contract

AUCKLAND HARBOUR BOARD.

See letter 28 May/46  
referring to these drawings

Lists, Drawings & Data.

1. List of gantry Drawings. Nos. 108/118. ✓
2. List of Set-out and arrangement drawings Nos. 3/40. ✓
3. List of Detail Drawings (Machinery). *See 1/130.*
- X Notes to facilitate erection. ✓
- X List of Conveyor Belts. ✓ *Quies length of belts*
- X Detailed list of gravity Conveyors and Summary. ✓
- X " " " gantry Conveyor frames. ✓
- X " " " wharf " " ✓
- X List of Bolts for Machinery (Extra to other Lists.) ✓

Drawings.

- X Duplicate Cloth copies of gantry drawings to List (1) *Recd ✓*
- ⊕ One set of paper copies of "Set-outs" and arrangements to list No. (2) *Recd separately 9/8/46*
- X Duplicate copies of "Making up Lists" for gantry steelwork to drawings on list No. (1) *Recd ✓*
- X Duplicate copies of Site Rivet and Bolts Lists for gantry steelwork. *Recd ✓*
- X Duplicate copies of "Making up" lists for Conveyor Steelwork. *Recd ✓*
- X Duplicate copies of Site Rivet and Bolt Lists for Conveyor Steelwork. *Recd ✓*

Duplicates recd. 19.9.46

Note: ~~A list of~~ detail drawings and duplicate cloth copies of detail drawings will be forwarded by later mail as also duplicate cloth copies of set-out and arrangement drawings.

*Sets in duplicate received 19.9.46 correct to lists 2 + 3. allocated.*

*1 set of each to Flaw. 20.9.46.*

X. To F.O.W. 29.7.46

*Duplicates received 19.9.46 - ○ filed herewith. Duplicate Set of "List Drawings & Data" to Sullens 20.9.46 -*

*One parcel as above but not containing items marked ⊕ received by sea mail 29/7/46 Recd.*

*Items marked ⊕ received separately 9/8/46 Recd*

AUCKLAND HARBOUR BOARD.

List of Gantry Drawings.

*list 1*

Drawing No.

*D.O. file. B. 1026.*

108 ✓	Set-out and bearing details.
109 ✓	General arrangement of gantry.
110 ✓	Details of trestle.
111 ✓	Enlarged details of main girder joints.
112 ✓	Foundation plan for trestle.
113 ✓	Details of roof trusses and end panels - top boom.
114 ✓	Details of end panels to bottom booms.
115 ✓	Details of top and bottom boom bracings.
116 ✓	Angle purlins and rails - details.
117 ✓	Angle rails - details.
118 ✓	Arrangement and details of sheeting.

*11 prints  
in duplicate  
(cloth)*

*Original Sch of B.W. paper prints of above need. 7/5/46.  
1st Sch of Cloth prints need. 29. 7. 46 - sent to F.W. 29. 7. 46  
2nd " " " " " " 19. 9. 46*

*hls.*

AUCKLAND HARBOUR BOARD N.Z.

List of set-out and arrangement drawings. (MACHINERY)

*List 2*

*D.O. file. B.1030. Ref. 1.*

Drawing No.	Description.
✓ 3	General arrangement of plant.
✓ 4	Layout of conveyors at junction.
✓ 5	Layout Elevation - Conveyors 1A/2A, 3A/4A at junction.
✓ 6	" " " 5A/6A, 7A/8A " "
✓ 7	Layout of Conveyors in wharf gallery.
✓ 9	Outline arrangement of Conveyor lines 1 and 2, 3 and 4.
✓ 10	" " " " " 5 and 6, 7 and 8.
✓ 11	Set out of Conveyors at cool store end.
✓ 12	Gantry conveyor supports.
✓ 14	Arrangement at drive end of conveyors 1A, 2A, 3A, 4A.
✓ 15	" " " " " " 5A, 6A, 7A, 8A.
✓ 21	Lay-out of Conveyor Drives.
✓ 31	Concrete pads and holes for fixing bolts in cool store.
✓ 32	" " " " " " " in wharf gallery.
✓ 34	" " " " " " " in Drive and
✓ 35	" " " " " " " Tension frames on wharf.
✓ 40	Check set out at Junction of Gantry & Wharf.

*17 prints  
in duplicate*

*Orig. Set of B.W. Paper prints recd. 9.8.46  
two sets of B.W. Cloth prints recd. 19.9.46  
1 set cloth prints to Faw. 20.9.46. 46.*

AUCKLAND HARBOUR BOARD.

List of Detail Drawings (Machinery).

D.O. file B.1030  
Aot. 2.

- ✓ 1. Cross Section of Belt Conveyors.
- ✓ 2A. Belt Conveyor frames with Rollers.
- ✓ 8. Details of Conveyor Shafts, pulleys and chain drives.
- ✓ 13. Gantry Conveyor Stands at Conveyor drive ends.
- ✓ 16. Details of steel tension frames for Conveyors 1A to 8A.
- ✓ 17. " " " drive stands " " 1A to 8A.
- ✓ 18. " " " tension frames " wharf Conveyors.
- ✓ 19. " " " drive stands " " "
- ✓ 20. " " " Intermediate stands " " "
- ✓ 22. Set out of Chain drives.
- ✓ 23. Cross sections of Conveyor frames and gravity runways at drive stands.
- ~~24. Detail showing ends of fixed gravity runways and curves~~ *Cancelled by makers See Sheet 33.*
- ✓ 25. Arrangement and details of hook cleats for gravity runways on Drive stands.
- ✓ 26. Set out and details of fixed supports for gravity runways at drives.
- ✓ 27. Making up lengths of conveyor frames for wharf conveyors.
- ✓ 28. " " " " " " " gantry conveyors.
- ✓ 29. Gantry conveyor stand A1/2 at tension end of conveyors 1A /2A.
- ✓ 30. Details of gravity runway cradles - wharf conveyors.
- ✓ 33. Special gravity bends and straight lengths at drives.
- ✓ 36. Conveyor frames between stands "A" and "B" for gantry conveyors.
- ✓ 37. Set out of portable gravity conveyors on wharf - for quantities required.
- ✓ 38. Special conveyor return rollers at drive frames - Gantry conveyors 1A to 8A.
- ✓ 39. Details of chain cases for all conveyors.
- ✓ 127. Conveyor Roller frames.
- ✓ 128. General Conveyor frame details.
- ✓ 129. Conveyor Roller Frames.
- ✓ 130. Conveyor Roller Frames.

26 prints  
in duplicate

2 Sets of Raw Cloth prints recd 19.9.46  
liba.  
1 set Cloth prints to Paw  
20.9.46.

**HENRY SIMON, LTD.**

CHEADLE HEATH.  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING JL/DN.

22nd July, 1946.


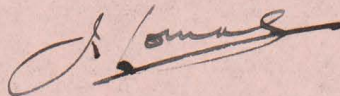
D. Holderness Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
Auckland C.I.,  
NEW ZEALAND.

Dear Sir,

BUTTER LOADING PLANT.

We enclose herewith, part copy of our Drawing No. 54470/138 showing the outline arrangement of the Main Switchboard, and should be glad if you would please cable us particulars, - type and size of the incoming cable in order that the correct glands can be supplied.

Yours faithfully,  
for HENRY SIMON LTD.

24th July, 1946.

The Collector of Customs,  
AUCKLAND.

Dear Sir,

CONVEYOR PLANT FOR EXPORT WHARF  
CONTRACT NO. 1190  
IMPORT LICENSE

With reference to Import License No. Ak.1946/1143, which was granted to provide for the importation from England of materials required under the above Contract to the value of £26,841.0.0, I have to inform you that, although the figure quoted covered the main requirements, it was anticipated that there might be some desirable variations to the original specifications after communication with the Contractors.

In March last cabled advice was received of a relaxation of War time regulations permitting the use of high grade rubber for conveyor belts. The contractors advised that they were able to supply rubber covered belts at an additional cost of £504.0.0. This would have been provided for in the original order had it, at that time, been permissible, and is considered to be well justified in the extra life which rubber covered belts would have over the canvas belts included in the original quotation.

Improvement of the electrical control system by the installation of start buttons (£118.0.0) and pilot lamps and connections (£298.0.0) was also considered necessary and it was decided to approve those additions.

The additional figures quoted for the belting and electrical equipment are approximate and total £918.0.0. With possible increases in prices before delivery, it is estimated that the total cost would not be more than £1,000.0.0, which is the amount shown in our application for a supplementary Import License in June last.

Yours faithfully,

*Sga*  
*J.R.*  
PURCHASING OFFICER.

*copy for Engineer's file*

Auckland Harbour Board

No 15674

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To The Foreman of Works,

Date 17th July, 1946.

Subject CONVEYOR GEAR - EXPORT WHARF.

Referring to Instruction No. 15653 herewith  
shipping specification for Conveyor Gear for Export  
Wharf which is arriving per "Taranaki" due about  
28th July, 1946.

\_\_\_\_\_  
*RAH/aw*  
Engineer to the Board.



Auckland Harbour Board

Nº 15653

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To..... The Foreman of Works, ..... Date 8th July, 19<sup>46</sup>.

Subject..... CONVEYOR PLANT - CONTRACT NO. 1190.

Herewith duplicate shipping specification of the first shipment of Conveyor Gear being supplied by Henry Simon Limited under Contract No. 1190.

This material is arriving per "Sussex" which is due in Auckland on 16 th July, 1946.

The Contractors advise that a second shipment has been effected per "Taranaki" which is due 28th July, 1946.

-----  
DH / [initials]  
.....  
Engineer to the Board.

( COPY ONLY )

BY AIR MAIL.

HENRY SIMON LTD.

P. O. BOX 31,  
STOCKPORT.  
ENGLAND.

Shipping Dept. WG/BB.

June 25th 1946.

The Auckland Harbour Board,  
AUCKLAND,  
Australia.

Dear Sirs,

Conveyor Plant.

The first shipment against your esteemed contract number 1190 has been effected per s.s. "SUSSEX" from Liverpool to Auckland, and the complete shipping documents have been passed to the Bank of New Zealand against the credit established in our favour. The amount drawn for in respect of this shipment is 50% of the invoice value, namely £2289. 0. 0.

We are sending you herewith two copies of our invoice and shipping specification relating to this shipment, and trust these will be found in order.

We are pleased to report that a further shipment is being effected per s.s. "TARANAKI" from London to Auckland in the near future, and the usual copy invoice and specification will be posted to you immediately the Bills of Lading are to hand.

*1 Copy Shipping Specification  
L.S.D. 2.7.46.*

*1 " retained by Insurance.*

*Duplicate Copies of invoice  
retained by Insurance Dept.*

*(Sgd.) W.G.D.  
2.7.46.*

Yours faithfully,  
for HENRY SIMON LTD.

(Sgd.) W. GILPIN

ENC. Copies of invoice and specification.

**HENRY SIMON, LTD.**

CHEADLE HEATH,  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/DN.

28th May, 1946.

D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
Auckland, C.1,  
NEW ZEALAND.

Dear Sir,

We thank you for your letter of the 7th instant, confirming your cablegram of the same date.

We fully understand your anxiety regarding the delivery of the material and equipment for the Export Wharf and regret very much that we have over run the originally estimated delivery dates. This has been due to circumstances largely beyond our control and we very much appreciate your appraisal of present conditions which are considerably affecting deliveries generally and most seriously those of electrical equipment.

In reply to your cable we telegraphed as follows:-

"RETEL SEVENTH BRIDGE STEEL READY LEAVING FIRST AVAILABLE STEAMER MACHINERY FOLLOWING DURING JUNE JULY."

The bridge steel complete with sheeting etc. is leaving on the SS "Sussex" sailing about June 3rd and some of the conveyor work on the SS "Farauaki" sailing June 10th. Further shipments will be made progressively during June, July and we are hoping to include the electrical gear in these consignments. As pointed out above, definite promises of deliveries of electrical equipment are extremely difficult to obtain but we are using all the pressure we can bring to bear to expedite delivery of your equipment.

We would assure you that we are making every endeavour to ensure that everything that can be done is being

**HENRY SIMON, LTD.**

CHEADLE HEATH,  
STOCKPORT.

FOLLOW COPY.

2.

D. Holderness, Esq.

28.5.46.

done to urge forward your equipment. These endeavours will be continued until all the material is safely despatched.

We take this opportunity of confirming having sent by steamer mail, drawings and lists as per the attached schedule. Cloth copies of the machinery drawings will be sent in a few days time.

Yours faithfully,  
for HENRY SIMON LTD.

J. K. Rowland

*MS*

**HENRY SIMON, LTD.** AUCKLAND HARBOUR BOARD.

CHEADLE HEATH.

STOCKPORT.

**FOLLOW COPY.**

Lists, Drawings & Data.

1. List of gantry Drawings. Nos. 108/118.
2. List of Set-out and arrangement drawings Nos. 3/35.

Notes to facilitate erection.

List of Conveyor Belts.

Detailed list of gravity Conveyors and Summary.

" " " gantry Conveyor frames.

" " " wharf " "

List of Bolts for Machinery (Extra to other Lists).

Drawings.

Duplicate Cloth copies of gantry drawings to List No. 1.

One set of paper copies of "Set-outs" and arrangements to list No. 2.

Duplicate copies of "Making-up Lists" for gantry steelwork to drawings on list No. 1.

Duplicate copies of Site Rivet and Bolts Lists for gantry steelwork.

Duplicate copies of "Making-up" lists for Conveyor Steelwork.

Duplicate copies of Site Rivet and Bolt Lists for Conveyor Steelwork.

Note:

Detail drawings and duplicate cloth copies of detail drawings will be forwarded by later mail as also duplicate cloth copies of set-out and arrangement drawings.

-----

7th May, 1946.

REFORM

MANCHESTER

ADVISE PRESENT ESTIMATED DATES DELIVERY  
FOB BRIDGE STEEL AND BALANCE MACHINERY  
ETC

HABOARD

Auckland Harbour Board

Nº 15564

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

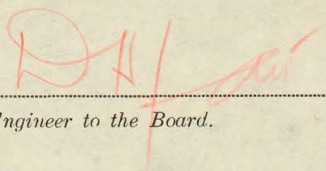
ENGINEER'S OFFICE,

To..... The Foreman of Works,..... Date 15th May,..... 1946.

Subject..... Export Wharf Conveyors......

The contractors advise that the bridge steel is ready for shipment by first available steamer, and that the machinery will follow during June and July.

---

  
.....  
Engineer to the Board.

Auckland Harbour Board

Nº 15563

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

Mr. J. R. Sutton,  
The Resident Engineer,  
Export Wharf.

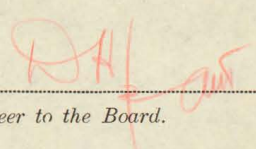
ENGINEER'S OFFICE,

To.....

Date..... 15th May, ..... 1946.

Subject..... EXPORT WHARF CONVEYORS.

The contractors advise that the bridge  
steel is ready for shipment by first available steamer,  
and that the machinery will follow during June and July.

  
.....  
Engineer to the Board.



DATE-STAMP.

✱ MBZ15/S MANCHESTER 18 13 1400

AUCKLAND (INFORMAL)  
POSTOFFICE

RECD 14 MAY 1946

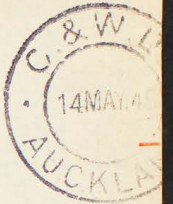
*lisa*

LC HARBOUR AUCKLANDNZ =

ACKED  
Rec'd at

By

118



**NEW ZEALAND POST-OFFICE CABLEGRAM**

(IN CONJUNCTION WITH CABLE AND WIRELESS LIMITED)

RETEL 7TH BRIDGE STEEL READY LEAVING FIRST

AVAILABLE STEAMER MACHINERY FOLLOWING DURING  
JUNE JULY = REFORM ✱

*Mr. Williams  
to Mr. Williams  
via Mr. Williams  
2/11/46  
M  
WRS*

COPY

SEE ALSO SECRETARY'S FILE

AIR LETTER CARD

7th May, 1946.

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
STOCKPORT. ENGLAND.

Dear Sirs,

Reverting to your letter of 22nd March I have to advise that the drawings referred to therein have now come to hand.

They will be of assistance in making preliminary plans for erection prior to arrival of the bridge steel work.

It is noted that two cloth prints of each of these drawings will be forwarded when all erection marks have been inserted and checked and steel work has been inspected and passed.

It is noted also that you will be supplying copies of your "making lists" giving marks and dimensions of individual pieces to assist in sorting and assembling.

I shall be glad if you can give me some indication of probable dates of delivery of the various sections of the contract. All necessary details were supplied to you and you had been advised that Import License had been issued by about 1st September 1945. (29 Oct) Twenty weeks for delivery of bridge steel from that date would mean that bridge parts should be ready for shipment early February and balance of contract about mid-May.

I realise that it is difficult to guarantee dates under present unsettled conditions but feel that you should by now be able to give a very close estimate of completion dates.

This is very important to us since we are pressed for berthage space in Auckland and are urgently requiring the full use of the Export Wharf and its equipment. I have today cabled you as follows:

"REFORM MANCHESTER ADVISE PRESENT ESTIMATED DATES  
DELIVERY FOB BRIDGE STEEL AND BALANCE OF MACHINERY  
ETC"

Yours faithfully,

DH.MIJ

Superintendent and Engineer.

**HENRY SIMON, LTD.**

CHEADLE HEATH,

STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/DN.

22nd March, 1946.

D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
Auckland, C 1,  
NEW ZEALAND.

Dear Sir,

We wish to advise you that we have despatched by Steamer Mail our drawings Nos. 54470 /108 to /118 inclusive, Information regarding the titles and corresponding particulars of these drawings is given on the attached schedule. You will note that these drawings cover the whole of the bridge steelwork and are sent to you for your preliminary information.

*nee*  
Two cloth prints of each of these drawings will be issued when we are assured from the works that all the erection marks given to the steelwork, figure on the drawings. These cloth drawings will be issued as soon as the steelwork has been inspected and passed.

*nee*  
For the assistance of the erectors it is our intention to supply copies of our "making lists" which will give the marks and dimensions of the individual pieces of steelwork. These lists will be of great assistance in the sorting out and assembling of the steelwork.

Yours faithfully,  
for HENRY SIMON LTD.

*J. R. Rorlands*

*Mr. Nicholson  
this letter has been  
acknowledged*

*11/3/46*

AUCKLAND HARBOUR BOARD.

Gantry Drawings.

H.S. Drawing No.	Description.
54470/108C ✓	Setting out and Bearing details.
/109 ✓	General arrangement of gantry.
/110A ✓	Trestle details.
/111 ✓	Enlarged details of Main girder joints.
/112 ✓	Trestle foundation plan.
/113 ✓	Details of roof trusses and end panels to top boom.
/114 ✓	Details of end panels to Bottom Booms.
/115 ✓	Details of top and bottom boom bracings.
/116 ✓	Details of angle purlins and rails.
/117 ✓	Details of angle rails.
/118 ✓	Arrangement and details of sheeting.

these were B+W paper prints.

2 sets B+W cloth prints recd. later: 29.7.46  
+ 19.9.46

Drawing Office File No B.1020

Sheets 8-18

(~~File in Strong Room~~)

AIR MAIL LETTER.

Auckland Harbour Board Office,  
P.O. Box 1259,  
AUCKLAND C.I. N.Z.  
20th March, 1946.

1  
DH/1  
Messrs Henry Simon Ltd.,  
Cheadle Heath,  
Stockport, ENGLAND.

COPY

SEE ALSO SECRETARY'S FILE

Dear Sirs,

Contract No. 1190 - Conveyor Plant for  
Export Wharf.

Your cablegram dated 15th instant and reading as follows has been received :-

"Relaxation wartime regulations now permit manufacturers to supply high grade rubber covering to belts We recommend you take advantage this opportunity and have belts with one-thirtysecond thick rubber each side. This will entail additional cost of pounds fivehundredfour CIF all belts. Kindly telegraph instructions. Reform."

I have today cabled you through Bentley's Code as under:-

"Supply rubber covering to belts at additional cost £504 C.I.F. "

Please accept this letter as confirmation that all belts are to be supplied with high grade rubber covering 1/32" thick both sides at an additional cost of £504. 0.0 (five hundred and four pounds) C.I.F.

Yours faithfully,

DH.NS.

Superintendent and Engineer.

**HENRY SIMON, LTD.**

CHEADLE HEATH.  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING DEPT.  
FRJ/JT.

20th March, 1946.

D. Holderness, Esq.,  
Superintendent and Engineer,  
Auckland Harbour Board,  
P.O.Box 1259,  
AUCKLAND C.I.  
New Zealand.

Dear Sir,

Contract No. 1196.

It has recently been agreed by the Ministry of Fuel and Power, who have been responsible for control of allocations of rubber for the purpose of conveyor belt manufacture, that rubber covering may now be supplied to belts for handling other than abrasive materials.

As the belts for your contract were, of necessity, quoted to war time specification, and as the relaxation of restrictions now enables us to supply high grade rubber covering, we felt you would wish to avail yourself of this opportunity. We therefore cabled you as follows:-

" RELAXATION WAR TIME REGULATIONS NOW PERMIT  
MANUFACTURERS TO SUPPLY HIGH GRADE RUBBER  
COVERING TO BELTS WE RECOMMEND YOU TAKE  
ADVANTAGE THIS OPPORTUNITY AND HAVE BELTS  
WITH ONETHIRTYSECOND THICK RUBBER EACH SIDE Stop  
THIS WILL ENTAIL ADDITIONAL COST OF POUNDS  
FIVEHUNDREDFOUR CIF ALL BELTS Stop KINDLY  
TELEGRAPH INSTRUCTIONS "

and we have just received your reply reading :-

" SUPPLY RUBBER COVERING TO BELTS AT ADDITIONAL  
COST £504. CIF "

The alteration in the construction of the belts has the strong recommendation of the Belting manufacturers and ourselves, and we are pleased to have your decision approving our recommendations.

Continued .....

**HENRY SIMON, LTD.**

CHEADLE HEATH.  
STOCKPORT.

**FOLLOW COPY.**


2.

D. Holderness, Esq.

20.3.46.

The belts are actually in course of manufacture at the moment, and we wish to thank you for your prompt decision in the matter.

Yours faithfully,  
for HENRY SIMON, LTD.

  
Raby Tolley.

7  
COPY OF CABLE MESSAGE TO  
Henry Simon Ltd., Cheadle Heath, dated  
Auckland 20. 3.1946.

---

REFORM MANCHESTER	HENRY SIMON LTD., MANCHESTER
{ UCELF	SUPPLY
{ PONYK	RUBBER
{ DULOC	COVERING
{ UMPET	TO
BELTS	BELTS
{ ARZDO	AT
{ AFARF	ADDITIONAL
{ DOUZM	COST
{ TIKUG	£500
{ SYVPY	£4
{ DOWGE	C.I.F.

HABOARD.



20.3.1946.

REFORM (Henry Simon Ltd).  
MANCHESTER

UCELFONYK DULOCUMPET BELTS ARZDOAFARF  
DOUZMTIKUG SYVPYDOWGE

HABOARD

19th March, 1946.

REFORM

MANCHESTER

INCLUDE START BUTTONS FOR LOCAL TESTING  
AT PRICE QUOTED

AUCKLAND HARBOUR BOARD

118/- Sterling  
out.

**HENRY SIMON, LTD.**

CHEADLE HEATH,  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/DN.

16th March, 1946.

D. Holderness, Esq.,  
Auckland Harbour Board,  
Auckland,  
NEW ZEALAND.

Dear Sir,

Contract No. 1190.

In response to your request we telegraphed the additional cost of local start buttons for the motors for the above contract as follows:-

"Additional cost start buttons for local testing £118."

We think it will be clear from our previous letter on this subject that this price includes the additional wiring and adjusted conduit sizes.

As you will understand the addition of the local start buttons will affect the general run of conduit and grouping of cables we would therefore, appreciate an early decision so that we can complete the wiring diagrams.

Assuming you of our best attention to your instructions, we are,

Yours faithfully,  
for HENRY SIMON LTD.

J.R. Rowland

- C O P Y -

MANCHESTER.

17.3.1946.

HOLDERNESS

AUCKLAND HARBOUR BOARD

AUCKLAND N Z

ADDITIONAL COST START BUTTONS FOR LOCAL TESTING  
POUNDS ONE HUNDRED EIGHTEEN

REFORM

Mr. Vickerman's Note:

Additional cost considered  
worth while.

N.L.V.

881  
/

15th March, 1946.

The Chairman,  
A. H. B.

Contract No. 1190 - Conveyor Plant for  
Export Wharf.

Cabled advice has been received of a relaxation of War time regulations in England permitting the use ~~in~~ of high grade rubber for conveyor belts. The contractors advise that they are now able to supply rubber covered belts at an additional cost of £504 C.I.F. With exchange the extra cost will be £630, which I consider to be well justified in the extra life which rubber covered belts would have over the canvas belts included in the original quotation.

The contractors desire cabled instructions and I recommend that the use of rubber covering at the extra price quoted, be approved.

DH.NS.

Superintendent & Engineer.

AIR MAIL LETTER.

Auckland Harbour Board Office,  
P.O. Box 1259,  
AUCKLAND, C.1. NEW ZEALAND.  
6th March, 1946.

881  
Messrs Henry Simon Ltd.,  
Cheadle Heath,  
Stockport, ENGLAND.

COPY

SEE ALSO SECRETARY'S FILE

Dear Sirs,

Your air mail letter dated 19th ultimo asking whether the hardwood packers provided for in your design of the terminal stands could be supplied by us, has been received.

There will be no difficulty in this regard and this small item may be omitted from the Contract.

Yours faithfully,



Superintendent and Engineer.

DH.NS.

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To..... The Foreman of Works

Date..... 18th February, 19 46.

Subject..... CONVEYOR GALLERY - EXPORT WHARF SHED.

Herewith five prints of plans A 465/1-5 giving details of steel frame gallery for butter conveyors on roof of Export Wharf Shed.

Steel is ordered under Contract No. 1197 from Mason Bros. Engineering Co. Ltd., in part ex stock.

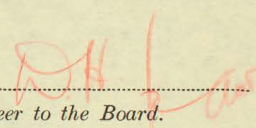
Work on any steel available may be commenced immediately.

Mr. Sutton will construct concrete wall panels.


R.P.M. roofing is ordered.

A steel cutting list will be provided later.

ENCS.

  
.....  
Engineer to the Board.

**HENRY SIMON, LTD.**

 CHEADLE HEATH.  
STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/DN.

8th February, 1946.

D. . Holderness, Esq.,  
Superintendent and Engineer,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND C.I.

Dear Sir,

CONVEYORS FOR EXPORT WHARF.


We wish to acknowledge with thanks, receipt of your telegram of the 30th ultimo, and confirmation letter of the same date.

We are pleased to note that the arrangement of control panels suggested in our letter of the 17th ultimo, has your approval and in accordance with your instructions, we are making the necessary additions to the Switchboard.

Our quotation for the provision for local "start" buttons will be furnished to you shortly.

Thanking you for your very prompt attention to this matter.

Yours faithfully,  
for HENRY SIMON LTD.

  
J. R. Rowlands.



881  
AUCKLAND HARBOUR BOARD  
P.O. BOX 1259  
AUCKLAND. C.1.

30th January, 1946.

COPY

SEE ALSO SECRETARY'S FILE

Messrs. Henry Simon Ltd.,  
Cheadle Heath,  
STOCKPORT. ENGLAND.

Dear Sirs,

Conveyors for Export Wharf.

Reference your letter of 17th January, the arrangement of conveyor control panels with the addition of the red and green pilot lights as described will be satisfactory and the extra price of £296.0.0 is agreed to. There is ample space available in the switchroom for the size of control panels proposed. ✓

Regarding the provision of local "start" buttons for testing, this is a desirable feature and I would like you to quote a price for the addition of these.

I note that you will now forward a complete wiring diagram of the whole system .

This will confirm my cable forwarded you today as follows:-

"ORIGINAL CONTROL ARRANGEMENT WITH ADDITIONS  
QUOTED ACCEPTABLE STOP PLEASE QUOTE ADDITIONAL  
START BUTTONS FOR LOCAL TESTING"

Yours faithfully,

Superintendent and Engineer.

NLV.MIJ

30th January, 1946.

COPY  
SEE ALSO SECRETARY'S FILE

HENRY SIMON  
MANCHESTER

ORIGINAL CONTROL ARRANGEMENT WITH ADDITIONS QUOTED  
ACCEPTABLE STOP PLEASE QUOTE ADDITIONAL START BUTTONS  
FOR LOCAL TESTING

AUCKLAND HARBOUR BOARD

**HENRY SIMON, LTD.**

CHEADLE HEATH,  
↓ STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/DN.

17th January, 1946.

D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
Auckland C.I.,  
NEW ZEALAND.

Dear Sir,

Referring to your letter of the 24th October, last, we are enclosing sketch which shows the type of control gear unit which it was intended to supply. We have added red and green pilot lights as signals for 'running' or 'ready to start'. You will see from this sketch that we have not included for a separate control desk. The push buttons and signal lamps can be conveniently housed on the switchboard itself and the whole will form a self-contained unit avoiding external interconnections for control or interlocking selection. As schemed the four lines of conveyors serving one berth have all the starters and controls in one switchboard with a similar board for the other berth. Each switch board as a whole will be provided with a main isolating switch and will be divided into 4 sections one for each line of conveyors and each section will be equipped as follows:-

- (a) Isolator and fuses.
- (b) Two, three or four starters (according to number of conveyors in the line), each starter being fitted with 2 overload trips.
- (c) Start/stop push button for each starter.
- (d) Sequence selector switch. This can be set to the discharge station required and all conveyors up to this station can then be run in sequence. Thus if discharging at the end of the first conveyor it would be set to (1) and then No. (1) motor can be started without 2, 3, or 4. If set to (3) then No. 3 conveyor has to be started first and after that Nos. 2 and 1 in sequence. Should any conveyor starter trip those feeding up to it are tripped in sequence, but any beyond it continue to discharge their load.

**HENRY SIMON, LTD.**

CHEADLE HEATH.

1 STOCKPORT.

**FOLLOW COPY. 2.**

(e) As requested in your letter we have added a signal lamp (red) to show when the starter contactor is 'ON', i.e. the motor running and another lamp (green) to show when all stop push buttons are closed.

The remote stop push buttons will now be of the "Stay Put" type so that if one is pushed it will break the circuit and the green lamp will go out and stay out until the button is released.

Thus: When the section isolator is closed all green lights should come on, indicating that the stop button circuit is not broken. As the start push buttons are pressed the red lights come on in turn. If a starter trips through overload the red light will go out but the green remain. If tripped by the stop button the green light also goes out. As each conveyor has independent stop buttons to its own starter (not a common trip for all) it is seen at once which conveyor has a stop button open. The stop buttons have a catch which holds them off when pressed, but if it is desired just to trip, and then leave the circuit reset for a start the catch need only be held back while tripping so that the button can reset. By holding the catch back and pressing the button several times the green light could be "winked" so that a signalling code could be arranged, but this could of course only operate with the starter "off". It would be useful, however, for signalling a long or short stoppage.

In the case of something not being ready along the conveyor line, starting can be prevented by pushing the button down and then when released and the green light is established again the control operator knows that all is ready for the start. It is a simple system of signalling and limited in its application, but perhaps it will cover what you require. Telephones are better if communication of more than a simple nature is desired. The addition of these pilot lamps and connections including the extra for the 'Stay Put' type of push button will be £148. 0. 0. per switchboard, i.e. £296 total. (As the voltage is 460 a resistance will be used in series with the lamp.

In considering the scheme as a whole we have borne in mind that you may later wish to add a local 'start' button for local testing out of a conveyor (such button being normally locked off). Our scheme of separate stop buttons for each conveyor will allow this to be added with a minimum extra amount of wiring. Only one extra wire per conveyor would be necessary. We raise this point because if you should wish to give it consideration it would be so much better to add this extra wire now and avoid conduit complications later. The conduit sizes would need to be adjusted and we should have to re-draft our conduit scheme, but we will go into the matter and let you know what it would cost if you are

**HENRY SIMON, LTD.**

CHEADLE HEATH.

1 STOCKPORT.

**FOLLOW COPY.**

3.

interested. It is probably an unnecessary refinement, but it may be very convenient when resetting belts etc., to have local control.

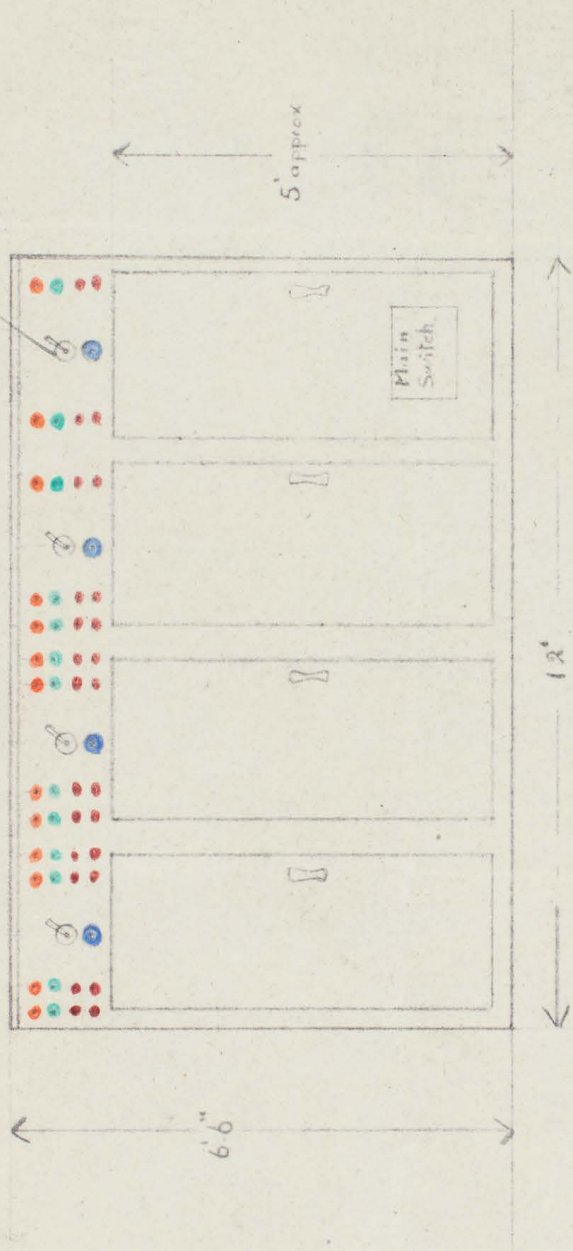
We regret delay in writing you, but we have been going into the matter thoroughly and also ascertaining if a separate push button desk could be arranged. As it would cost considerably more, however, and introduce external connections otherwise avoidable, we should be glad to have a cablegram intimating whether or not our original arrangement with the additions now quoted is acceptable. So far as we can see the control room is large enough, assuming that the 30 ft. length indicated is for the present equipment. We should not want more than 24 ft. which allows 12 ft. per board and two similar boards for the future duplication could be placed one at the end of the control room and one on the other side. Each berth would then have its own board complete with controls and signals.

On receipt of your approval a complete wiring diagram of the whole system will be prepared and sent to you.

Yours faithfully,  
for HENRY SIMON LTD.

J.R. Lowlands

Isolator.



- } Pilot lights
- Start/stop P.B.s
- Selector Switch

CONVEYOR CONTROL PANEL

**HENRY SIMON, LTD.**

CHEADLE HEATH.

STOCKPORT.

**FOLLOW COPY.**

CONVEYING JRR/DN.

5th January, 1946.

D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
Auckland C.1.  
NEW ZEALAND.

Dear Sir,

Contract 1190 - Plant for Export Wharf.

We thank you for your letter of the 10th ultimo, instructing us to supply the spares in accordance with our letter of the 9th December. Your instructions are receiving our immediate attention.

With reference to the return roller bearings we wish to assure you that these will be ball bearings and as these are included in our original tender no additional expense will be involved. We regret the error that misled you in this connection.

The programme for this work has been arranged so that the bridge steelwork will be shipped a month or two in advance of the conveying equipment and this programme so far is being adhered to. We gather from your letter under reply that this will meet your requirements. All the steelwork will be suitably marked to facilitate erection and all the corresponding detail drawings and part lists furnished.

Everything is now clear and the work is proceeding to schedule. Electric motor deliveries are somewhat extended at the present time but we have no reason to believe that these will be beyond the scheduled date.

Our proposals and quotation for the electrical control will be forwarded to you shortly by Air Mail.

Yours faithfully,  
*F. R. Woodhead*  
for *F. R. Woodhead*

COPY

SEE ALSO SECRETARY'S FILE

SURFACE MAIL COPY

10th December, 1945.

Messrs. Henry Simon Ltd.,  
Bird Heath Lane,  
Cheadle Heath,  
STOCKPORT. ENGLAND.

Dear Sirs,

Contract 1190 - Plant for Export Wharf.

Your Air Mail letter of 9th ultimo has been received. It is noted that you are increasing the power of the motors for the Bridge Conveyors from  $1\frac{1}{2}$  to 2 H.P. and the remaining motors from 1 to  $1\frac{1}{2}$  H.P. and that you are not proposing to make any additional charge for this. It is noted also that you will submit proposals and statement of extra cost for electrical control in accordance with the request contained in my letter of 24th October.

The position regarding the spare starter is now clear and satisfactory and the amended schedule and price list of spares is accepted.

An examination of the drawings discloses that the return rollers for the belt conveyors have plain bearings. This may have been intended in your original tender but was not made clear. It is desired that these rollers should have ball bearings even if this involves additional expense.

It is noted you are collaborating with Messrs. Rowson, Drew and Clydesdale Ltd. in connection with the fabrication of the conveyor rollers and my Board has no objection to this arrangement.

On 18th ultimo your cable was received reading -

"ARE ARRANGING ENTIRE BRIDGEWORK FOR SITE RIVETTING  
TELEGRAPH APPROVAL"

to which I replied on 19th idem -

"SITE RIVETTING APPROVED"

It will be helpful if steelwork and drawings can be despatched ahead of the conveyor equipment to enable erection of the bridge to be proceeded with and ready for the installation of conveyors as soon as the latter come to hand if this can be arranged without delaying the final completion of the Contract.

I trust everything is now clear and look forward to advice that the work is proceeding to schedule.

Yours faithfully,

DH.MIJ

Superintendent and Engineer.



48/10

15th November, 1945.

The Director,  
"The Commonwealth Engineer,"  
349 Collins Street,  
MELBOURNE, C.1. VICTORIA, AUST.

Dear Sir,

In reply to your letter of 8th October re an article for your journal on the conveying plant for the Export Wharf, I regret to say that pressure of work and shortage of staff will make it impossible to supply the information asked for immediately. I have asked a member of my staff to prepare an article and photographs and will submit this as soon as it is available.

Yours faithfully,

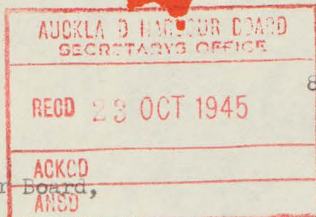
SUPERINTENDENT & ENGINEER.

*Harold Eford*  
H.S. ELFORD,  
DIRECTOR.

# THE COMMONWEALTH ENGINEER

REGISTERED OFFICE :  
349 COLLINS STREET, MELBOURNE, C.1, AUSTRALIA

A TAIT PUBLICATION



CE.HSE.MF

8th October, 1945.

The Secretary,  
Auckland Harbour Board,  
AUCKLAND,  
NEW ZEALAND.

Dear Sir,

We notice in a recent issue of the "New Zealand Herald" reference to a tender being placed with an English firm for the supply and delivery of a conveying plant. We should be pleased to have the opportunity of publishing in the "Commonwealth Engineer" a description of the plant to be installed and should be grateful if arrangements could be made for a member of your engineering staff to prepare a descriptive article for us. The article could be illustrated with one or two or more drawings or photographs.

We are particularly anxious to keep our readers abreast of developments in New Zealand and accordingly should be grateful for any assistance you could render in the direction outlined above.

Thanking you for your co-operation,

Yours faithfully,

*Harold Eford*

H. S. ELFORD,  
DIRECTOR.

**HENRY SIMON, LTD.**

CHEADLE HEATH.

1 STOCKPORT.

**FOLLOW COPY.**

9th November, 1945.

CONVEYING DEPT.  
FRJ/JT.

D. Holderness Esq.,  
Superintendent and Engineer,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND, C.I.  
New Zealand.

Dear Sir,

CONTRACT 1190. LOADING PLANT FOR EXPORT WHARF.

We were pleased to receive your letter of the 24th October, confirming your acceptance of our tender for the above plant, reference our Specification No. 10233 of the 1st August, for the sum of £21,239. 5s. Od., and we have now received from Messrs. Wm. Coward & Co. Ltd. a letter informing us that they have received a cable to the effect that the Import Licence has been received for this contract.

We beg to answer the various queries in your letter as follows :-

Survey Drawings. Your Drawings Nos. A.466/1 and 2 have been safely received, and we have noted the slight difference in the width of the Bridge, which is now reduced from 14'3" to 14'1" between the main girders.

We have also received the three small photographs showing the general views of the building at each end of the Bridge.

Motors. We have noted your remarks about the motor powers. We have confirmed our calculations, but in order to have ample margin of power we have decided to increase the motors for the Bridge Conveyors from  $1\frac{1}{2}$  to 2 H.P. and the remaining motors from 1 to  $1\frac{1}{2}$  H.P. This will be done under the terms of our contract.

Electrical Control. We note your request for the provision of a separate control desk for starter push buttons and signal indication, with the starter gear proper mounted on an adjacent switch board. This is having our attention and we will submit our proposals, together with the extra cost involved, at an early date. A complete wiring diagram of the whole system will be provided.

It will be understood that the starters, while being separate units, are grouped together in a cubicle, so that there

**HENRY SIMON, LTD.**

CHEADLE HEATH.

STOCKPORT.

FOLLOW COPY. 2.

D. Holderness Esq.

9.11.45.

will not be individual cases for each starter. Hence, our reference to a complete starter unit, in the revised schedule of spares which follows, refers to a unit complete with resistance and overload trips, etc. suitable for mounting in the cubicle and not provided with an individual case.

Revised Schedule of Spare Parts recommended.

<u>Quantity.</u>	<u>Description.</u>	<u>Price supplied and delivered Auckland.</u>
One	2 H.P. motor complete with gears	£ 87. 10. 0.
One	1½ H.P. motor complete with gears	70. 5. 0.
One	Complete starter unit	29. 0. 0.
One	Starter Magnet Operating coil.	5. 0. 0.
Forty	Spare Carrying Rollers.	16. 10. 0.
Ten	Return Rollers.	4. 5. 0.
Thirty	Gravity Rollers.	12. 10. 0.
Twenty	Tapered Rollers for Curved Tracks.	10. 5. 0.
		<u>£235. 5. 0.</u>

Conveyor Driving Chains. These will be a size commonly stocked, being Standard Renold & Coventry chain, and we are, therefore, not including any spares for this item.

Drawings. We enclose the following drawings to indicate the type of conveyor frame and rollers, and also gravity conveyors and curved tracks we propose to supply:-

- Drawing No. 54470/1 - Cross section of Belt Conveyors, 14" wide.
- /2 - Belt Conveyor frames and rollers.
- /102 - Standard Gravity Runway Bends.
- /103 - Standard Gravity Runway Straight Section.

In connection with the conveyor rollers, we should explain that in order to give you the best possible delivery for this plant we are collaborating with Messrs. Rowson,

**HENRY SIMON, LTD.**

**FOLLOW COPY.3.**

CHEADLE HEATH.

STOCKPORT.

D. Holderness Esq.

9.11.45.

Drew & Clydesdale Ltd., of London, in connection with the fabrication of the conveyor rollers, as we understand from them that they have already supplied you with this type of roller for similar class of work. We are assuming that you have no objection to these arrangements.

Remission of Customs dues. We note you are considering the question of customs dues with the Customs Authorities, and we shall be pleased to give you any split up of the contract sum to assist you in this matter.

Yours faithfully,  
for HENRY SIMON, LTD.

*W. Jolley*

1

19th November, 1945

COPY  
SEE ALSO SECRETARY'S FILE

REFORM

MANCHESTER

SITE RIVETTING APPROVED

HOLDERNESS

AIR LETTER

AUCKLAND HARBOUR BOARD  
QUAY STREET  
AUCKLAND. C.1.

29th October, 1945.

COPY

SEE ALSO SECRETARY'S FILE

Messrs. Henry Simon Ltd.,  
Bird Hall Lane,  
Cheadle Heath,  
STOCKPORT. ENGLAND.

Dear Sirs,

Contract No. 1190.  
Conveyor Plant for Export Wharf.

Your Air Mail letter dated 22nd ultimo has been received.

All necessary further information in regard to check measurements from survey of bridge abutments etc. had already been forwarded to you by Air Mail on 24th instant prior to receipt of your letter.

The Import License for this equipment was received today and I have cabled our London Agents, Messrs. William Coward & Co. Ltd., asking them to advise you accordingly.

Yours faithfully,

*Filed in Purchasing  
officer's file N<sup>o</sup> ENG. 760*

Superintendent and Engineer.

DH. MIJ

29th October, 1945.

COPY  
SEE ALSO SECRETARY'S FILE

COWARDS

PICCADILLY

LONDON

CONTRACT 1190 ADVISE SIMONS IMPORT LICENSE RECEIVED

HOLDERNESS



25TH OCTOBER, 1945.

COPY  
SEE ALSO SECRETARY'S FILE

REFORM

MANCHESTER ENGLAND

CONTRACT 1190 LETTER AND DRAWINGS SUPPLYING  
INFORMATION REQUESTED YOUR CABLE TWELFTH OCTOBER  
AND OTHER DETAILS POSTED AIR MAIL TWENTYFOURTH

HOLDERNESS

COPY  
SEE ALSO SECRETARY'S FILE

24th October, 1945.

Messrs. Wm. Coward & Co., Ltd.,  
3 St. James' Square,  
LONDON, ENGLAND.

Dear Sirs,

CONTRACT 1190

Referring to my cable of 21st September, I enclose herewith copy of letter and plans, the original of which have been forwarded to Simon's, whose tender was accepted by the Board on 18th September.

I trust the letter will be self-explanatory, and that the Contractors will be able to proceed now with the work subject to subsequent confirmation that the Import License is in order.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

ENCLS:  
DH: AML.

COPY  
SEE ALSO SECRETARY'S FILE

Messrs. Henry Simon Ltd.,  
Bird Hall Lane,  
Cheadle Heath,  
STOCKPORT, ENGLAND.

24th October, 1945.

Dear Sirs,

At its meeting on 18th September the Auckland Harbour Board accepted your tender for conveyor plant for Export Wharf for the sum of £21,239/5/- in accordance with your specification 10233 dated 1st August, 1945, subject to such minor variations as may be necessary and as are detailed hereunder. Acceptance is subject also to the necessary Import License being obtained from the New Zealand Ministry of Supply in this country.

On 21st September I cabled you as under:-

"REFORM MANCHESTER OUR CONTRACT 1190 YOUR QUOTATION SPECIFICATION 10233 ACCEPTED STOP APPLICATION FOR IMPORT LICENSE LODGED STOP CONSIDER SAFE PROCEED MANUFACTURE STOP WILL SEND CHECK MEASUREMENT FROM SURVEY BRIDGE ABUTMENTS WRITING HOLDERNESS"

On 12th October your cable as under was received:-

"CONTRACT 1190 DETAILS HELD UP AWAITING SURVEY DRAWING REQUIRE ALSO EXACT POSITION INTERSECTION OF QUAY GALLERY AND BRIDGE CENTRE LINES ALSO DETAILS COOL STORE BUILDING BRIDGE END ALSO DIMENSIONS CENTRES GALLERY ROWS NINE TO FORTYTHREE REFORM"

The enclosed drawings Nos. A.466/1 & 2 show details of the portals and abutments on each end of the bridge, also exact dimensions and levels. Please note that the width between the centres of trusses has been reduced to 14'1" instead of 14'3" as provided on the original drawing. It was found that the opening in the cool store building necessitated this slight alteration. At the cool store end the bridge bearings should be made to suit the pockets and holding down bolts that have been left in the structure for this purpose, and the end posts of the bridge must be made to clear the intermediate floor beam above. Provision for movement due to temperature changes in the bridge and wharf structures must be made, and also the usual allowance for wind pressure. The drawings indicate a size and position of windows in the side walls that is in keeping with the appearance of the adjoining structures and, if possible, this arrangement is desired. The three small photographs enclosed show general views of the building at each end of the bridge and will indicate the type of structure concerned.

With regard to your specification, I have the following comments to make and would like you to pay particular attention to them:-

Motors: The motors quoted are of lower power than was expected. They must be of sufficient power to start a loaded belt under the most severe conditions. However, if you are satisfied that the powers quoted are sufficient, no alteration is asked.

Electrical Control: The general system outlined in the tender is satisfactory. When arranging details, can you please provide for the following:-

1. Starter push buttons to be located on the control desk with automatic starters and other gear on the adjacent switchboards as shown on Drawing A.466/1.

(Please turn over)

24th October, 1945.

2. Stop push buttons for emergency stopping to be connected with a signal circuit to indicate on the control desk when ready for re-starting.
3. Starters when in the running position to operate a signal circuit to indicate at control desk that they have operated.

Please forward a wiring diagram of the whole system as soon as it is available so that any necessary provisions can be made here and arrangements made to fit in with the system of control in the cool store.

Gravity Conveyors: The number of curves and amount of straight track for the discharge and transfer terminals is satisfactory.

Spare: Your tender allows for a spare motor of each size without gears. This is understood to mean without internal gears and, if this is so, please alter to one complete motor of each size including gears. Also please alter the item "one complete starter interior" to "one complete starter".

In the spare rollers for gravity conveyors please allow 30 parallel rollers for straight track and 20 tapered rollers for curved track. For the chain drive of the rollers no spares have been included and, if this is to be standard Coventry chain or similar for which replacements would be available locally, no spares would be required. If the chain is not of a size commonly stocked, then please supply one sprocket wheel of each size and three spare lengths of chain.

I trust these matters are all clear to you and shall be glad if you will submit an adjusted price for spares amended as above. I trust also that the drawings are clear and elucidate all obscure points. I have not yet received from the Ministry of Supply the Import License for which application has been made, but anticipate no difficulty in this regard, and will cable you when everything is in order.

It will probably be necessary to split up the main item of £16,664 into various items for the purpose of obtaining the maximum possible remission of customs in this country, and I shall communicate with you later in this regard. From preliminary inquiries from the Customs authorities it appears that conveyor belts, electric motors, switch gear, gravity roller conveyors, insulated cable and conduit are free except from primeage, whereas belt conveyors (including structural ironwork and the bridge or gantry therefor) and portable adjustable trestles or gravity conveyors are subject to 20%. I propose discussing this matter further with the Customs authorities in an endeavour to have the whole contract admitted free of duty.

Yours faithfully,

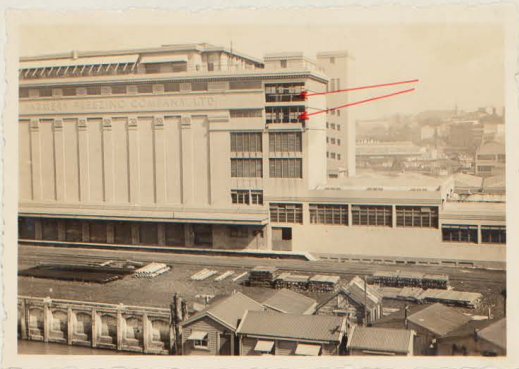
*Should read "Exempt"*

SUPERINTENDENT & ENGINEER.

DH: AML.



Photographs to Henry Simon Ltd.



"View of Cool Store from Export Wharf."  
The Bridge portal covers the two  
top openings on the right of the building.

Auckland Harbour Bd.



"View of Export Wharf from Cool Store."  
The Bridge portal enters the large opening  
on the face of the Building at Roof level.

Auckland Harbour Board.



"View of Export Wharf Showing  
opening for Bridge at roof level."

Auckland Harbour Board.

P. HARRISON, M.N.Z.I.S., M.T.P.I.

C. K. GRIERSON, F.N.Z.I.S., M.T.P.I.

TELEPHONE 43-578

**HARRISON & GRIERSON**

REG. SURVEYORS, REG. ENGINEERS  
TOWN PLANNERS  
REAL ESTATE VALUERS

201 VICTORIA ARCADE  
QUEEN STREET

AUCKLAND, C.1. 9th Oct. 1945

The Engineer Superintendent,  
Auckland Harbour Board,  
Quay Street. C.1.

*Recd. 9.10.45*

Dear Sir,

Loan A/c No. 18 - Export Wharf Conveyor  
Plant, Order N.No. 89.

Herewith please find plan showing result of survey and  
calculations made in accordance with the above instructions.

Yours faithfully,

HARRISON & GRIERSON.

per *Wm. Att. G. Gump.*

*Main Office File  
A 466/3.*

*Henry Simon Ltd.*

CONVEYING DEPT.  
FRJ/JT.

~~continued pages~~  
P.O. BOX 31,  
STOCKPORT.

22nd September, 1945.

D. Holderness, Esq., M.Inst.C.E.,  
Superintendent and Engineer,  
The Auckland Harbour Board,  
P.O. 1259,  
AUCKLAND C.I.  
New Zealand.

Dear Sir,

CONTRACT NO. 1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

We duly received your cable of the 21st instant reading as follows:-

" OUR CONTRACT 1190 YOUR QUOTATION SPECIFICATION 10233  
ACCEPTED Stop APPLICATION FOR IMPORT LICENCE LODGED Stop  
CONSIDER SAFE PROCEED MANUFACTURE Stop WILL FORWARD  
CHECK MEASUREMENTS FROM SURVEY BRIDGE ABUTMENTS WRITING "

and confirm our reply as below :-

" YOUR CABLE 21st INFORMING US ACCEPTANCE OUR TENDER  
SPECIFICATION 10233 DULY RECEIVED Stop MUCH APPRECIATE  
YOUR DECISION Stop WILL USE OUR BEST ENDEAVOURS ENSURE  
COMPLETE SATISFACTION "

We note that you will forward check measurements from survey of the bridge abutments, and we will, of course, wait for this confirmation before proceeding with any fabrication of the steelwork for the Bridge. We are, however, planning our Works production for the standard conveyor equipment required, as there is such a heavy demand on all Engineering Workshops at the present time, and the shortage of labour in this section of our industry tends to create a bottleneck.

We can assure you we will spare no effort to ensure that this plant is shipped within the time specified.

Yours faithfully,  
for HENRY SIMON, LTD.

*Huby Jolley*

*FRJ*

21st September, 1945.

REFORM

MANCHESTER

OUR CONTRACT 1190 YOUR QUOTATION SPECIFICATION 10233  
ACCEPTED STOP APPLICATION FOR IMPORT LICENSE LODGED STOP  
CONSIDER SAFE PROCEED MANUFACTURE STOP WILL FORWARD CHECK  
MEASUREMENTS FROM SURVEY BRIDGE ABUTMENTS WRITING

HOLDERNESS



21st September, 1945.

COWARDS

LONDON

CONTRACT 1190 BOARD ACCEPTED HENRY SIMONS TENDER STOP  
PLEASE ADVISE MAREO SOVEX AND NORTONS THEIR TENDERS  
UNSUCCESSFUL STOP WRITING.

HOLDERNESS

( COPY - ONLY )

GMcB.JT.

CUSTOMHOUSE,

P.O.Box 29

AK.2/562.

AUCKLAND.

18th October, 1945.

Dear Sir,

With reference to your letter of 21st September, I have to inform you by direction of the Comptroller of Customs, Wellington, that the conveyor plant as per specification forwarded is considered to be correctly classed as follows:-

	<u>Tariff</u> <u>Item No.</u>
Belt conveyors (including structural ironwork and the bridge or gantry therefor)	353(6)(b)
Conveyor belts	194
Electric motors	338 (1) (a)
Switchgear	338 (2)
Gravity roller conveyors	352
Portable adjustable trestles for gravity conveyors	353(6)(b)
Insulated cable	338(7)
Conduit	362(3)

I will advise you regarding your application for an import license in due course.

Yours faithfully,

(Sgd.) W.M.W.BEACH

Collector of Customs.

The Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND, C. 1.

COPY

SEE ALSO SECRETARY'S FILE

21st September, 1945.

The Collector of Customs,  
AUCKLAND. C.1.

Dear Sir, Conveyor Plant for Export Wharf.

The Auckland Harbour Board's new Export Wharf is nearing completion and it is now desired to procure and install the machinery for conveying butter for shipment from the Auckland Farmers Freezing Company's grading store overhead to and along the roof of the wharf shed to the various loading points.

Public tenders were called for the supply of the necessary equipment, tenders being received from four English and one Australian firm.

The Board has accepted the tender of Messrs. Henry Simon Ltd. of Manchester for the sum (subject to certain possible adjustments) of £21,239.5.0 sterling.

The Board asks therefore that you will issue the necessary Import License for the importation of the equipment in accordance with Messrs. Henry Simon Ltd.'s specification and plan, copies of which are enclosed.

It is anticipated that the whole of this equipment will be admitted under Tariff Item No. 352 and I shall be glad of your confirmation.

Yours faithfully,

Superintendent and Engineer.

DH.MIJ

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 18th. SEPTEMBER, 1945.

4. SPECIAL MEETING OF BOARD IN COMMITTEE.

Report of Special Meeting of Board in Committee,  
dated 18.9.1945.

That the report be adopted.  
(Extract below).

---

2. BUTTER CONVEYOR PLANT FOR EXPORT WHARF.

Report of Superintendent & Engineer, 14.9.1945, re  
Contract No.1190 - Butter Conveyor Plant for Export  
Wharf, stating that, of the four English and one  
Australian tenders received, the most favourable offer  
was that of Messrs. Henry Simon Ltd. of Manchester for  
the sum of £26,655 and recommending its acceptance sub-  
ject to such minor adjustments as may be necessary.

Recommended:-

That the report be adopted.

---

14th September, 1945.

The Chairman,  
A.H.B.

CONTRACT NO. 1190  
BUTTER CONVEYOR PLANT FOR EXPORT WHARF.

Four English firms and one Australian submitted tenders which, converted to New Zealand Currency where necessary, are as under:-

Supply and delivery of Conveyor plant and fabrication and delivery of steel for overhead conveyor bridge -

Henry Simon Ltd.	£26,655
Mareo Conveyor Engineering Co.Ltd.	£30,886
Sovex Ltd.	£34,140
Nortons (Twidale) Ltd.	£39,942
Gibson Battle & Co. Pty. Ltd.	£29,992
(without bridge and other parts)	

One firm only - Messrs. Sovex Ltd. - tendered for installation and erection at an additional price of £3,685.

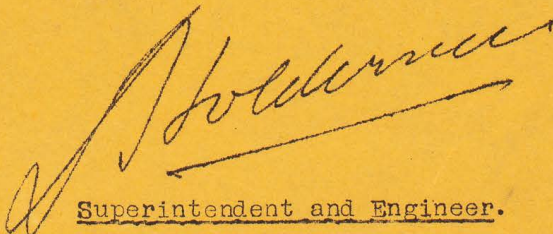
As required, all firms quoted separately for spares at scheduled rates.

All tenders have certain qualifications, chiefly in being subject to variation in labour and material rates, and sales tax may have to be paid on certain parts of the equipment.

Also all tenders will be subject to minor adjustments to meet the Board's requirements.

The most favourable offer is that of Henry Simon Ltd. of Manchester and I recommend its acceptance subject to such minor adjustments as may be necessary.

The estimated cost of erection is approximately £6,000.

  
Superintendent and Engineer.

DH.MIJ

Henry Simon Ltd.  
Manchester.

Contract 1190

Getsons Bottle & Co. Pty Ltd  
Sydney

Rubber Belt conveyors & Gravity Rollers.  
Capacity 10% above specified

Rollers & Grinders  
at

Steel apron conveyors

Belt conveyors

Belts 14" x 3 ply x 28 oz duck friction surface

with 1/32 rubber

Rollers 16" x 2 1/4" φ x 16 G @ 6" centre

1/32" @ 33" pitch

Pressed steel ball bearing ends

1 journal

Roller chain drive from geared motors

in some reduction

Angle frames & supports

or any

Gravity Conveyors

Rollers 16" x 2 1/4" φ x 16 G @ 4" centre

Pressed steel ball bearing ends

2 x 1 1/2 x 1/4 angle frames with flat bracing

Motors Lancashire Dynamo & Cryptic or equal

or equal.

8 1/2 HP & 18 1/1 HP geared motors x 80 RPM

16 1/5 HP

Totally enclosed - contracted - light compd. wound.

Starting from control rooms. Push Button auto.

Conveyors interlocked to stop & start in sequence.

Two remote stop buttons per conveyor

to interlock

Allow least control gear

Cable, conduit, saddles & boxes supplied

to supply to

Bridge Steel sections, RPM, sides & roof

Not including timber floor & glass for sashes.

about glazing.

No fixtures shown

Discharge & transfer

8/56' straight + 8 x 8 trundles 5'6" to 2'0"

4/90° curves

4/60° curves

4/45° curves

4/30° curves

plus conveyor sections

adjustable stands  
6'0" to 4'0"

trundles

Delivery - Bridge 9.0.8. 20 weeks

Whole Plant 7.0.8. 36 weeks

Prices subject to variations in labour & mat.

terms

Plant delivered at (a) £16,664-0-0 ✓ stg

Spares (b) 147-5-0 ✓ ✓

Installation (c) —

(a) £29,992 Aust. for  
machinery material for  
16 apron conveyors only  
plus roller discharge  
conveyors at scheduled rates.

Erection Complete d(c) —

Fabrication only d(b) 4,428-0-0 ✓

Design only d(c) —

a + d<sup>b</sup> = £21,092 Stg = £26,655 NZ

= £39,942 NZ

Total 21,239-5-0 = £26,841 NZ

Rubber Belt Conveyors & Gravity Rollers  
Capacity as specified  
Speed 80 ft per min

Belt Conveyors

Belts 14" x 6 ply friction surface  
Rollers 16" x 3" φ x 16 g @ 24" centre  
C.I. ends & precision ball bearings  
Roller chain drive from worms gear  
Angle frames & supports

Gravity Conveyors

Rollers 16" x 2 1/4 φ x 14 g @ 6" centre  
Pressed steel rollers type ball races

Rubber belt  
Capacity as specified

Belts 14" x 4 ply  
Rollers 16" x 3 1/2 φ x  
C.I. ends with ball  
Roller chain drive from  
Underweight timber  
steel supports

no details yet received.

Motors: Elect Const. Coy.

2/3 HP & 18/5 HP

Screen protected - cont. rated - coupled wound  
Starting from control room. Push Button automatic

Stop push buttons at each delivery point  
Sewherst & Parker control gear

Motors - Norton's

2/3 HP & 18/2 HP

Starting from control room  
Sequence starting  
Stop buttons at 30  
Norton's start  
Cables, conduit, etc

Bridge: Steel sections, R.P.M. side & roof.

Walkways only - no complete floor provided.  
Gutters provided

Discharge & Transfer.

8/48' straight  
8/90° curves  
8/60° curves  
8/45° curves  
8/30° curves  
24/4'-0" to 2'-6"  
40/2'-6" to 1'-6"  
16/1'-6" to 1'-0"

no timber floors or glazing

Bridge: Steel sections  
/ brackets, etc

160/8' 10/4'  
10/90°  
8/60°  
14/45°  
8/30°  
180

Delivery: Shipment to commence 6 months  
Erection complete 7 months after 1st delivery.

Prices subject to variation in labour & mat.

- (a) 23,485, NZ = 18,583/11/7 etc
- (b) 429-14-9, = 340/1/- "
- (c) 3,130-0-0, = 2,476/15/1 "
- (d) a 11,210-0-0, = 8,870/8/6 "
- (d) b 10,655-0-0, = 8,431/5/1 "
- (d) c 355-0-0, = 280/18/2

Prices based on existing conditions  
Sales Tax Not included

- (a) £19,700 CIF ✓
- (b) 180 CIF ✓
- (c) —
- (d) a 5,270 ✓
- (d) b £ 8,740

Subject to contract

- (a) £22,870
- (b) 210

a+d = 24,440 = £30,886 NZ a+d = 31,610

a+d = 34,140 /  
Installation 3,685 ✓

**HENRY SIMON, LTD.**

CHEADLE HEATH,  
1 STOCKPORT.

FOLLOW COPY.



P.O. Box 31,  
STOCKPORT.

3rd August, 1945.

The Chairman,  
Auckland Harbour Board,  
NEW ZEALAND.

Dear Sir,

Conveyor Plant for Export Wharf.

With reference to your inquiry of the 6th March we now have pleasure in submitting our tender for the above plant which consists of the following documents:-

Your Official Specification and Tender Form for Contract No.1190.  
Henry Simon Ltd., Specification No.10233.  
Drawing No.A.2473 - General Arrangement of Conveyor System.  
Drawing No.A.2474 - Proposed Arrangement of Discharge and Transfer Terminals at Rows 11 and 12.  
Drawing No.A.2475 - Proposed Arrangement of Discharge and Transfer Terminals at Rows 19, 20 and 21.

It will be noted that our tender is generally in accordance with the details specified in your official specification with the exception that we have allowed for the conveyors being capable of handling 10% more than the capacities officially specified.

With regard to the Schedule of Spares recommended this is shown on our specification also the Unit Prices for gravity conveyors and curves.

A set of coloured drawings ~~is~~ being forwarded with the follow copy of our tender.

We trust our tender meets with your approval and to receive your valued instructions to put the work in hand which would have our careful attention.

Yours faithfully,  
for HENRY SIMON LTD.,

*Ruby Tolley.*



AUCKLAND HARBOUR BOARD.

NEW ZEALAND.

TENDER FOR CONTRACT NO. 1190.

FOR CONVEYOR PLANT FOR EXPORT WHARF.

To The Chairman,  
Auckland Harbour Board.

Sir,

I/We do hereby tender and offer to execute and perform the several works and provisions named, described and alluded to in the Specification for Conveyor Plant for Export Wharf for the sum of (£21239 - 5 - 0) ~~Twenty-one Thousand Two Hundred and Thirty-nine....~~ pounds and Five shillings as set out in the schedule below.

Should this tender be accepted I/We undertake to carry out the said works and complete same within ~~21~~ <sup>nine</sup> months from receipt of notification of acceptance of ~~our~~ tender.

SIGNATURE ... *Henry Tolly* .....  
*For Henry Simon Ltd.*

ADDRESS Bird Hall Lane, Cheadle Heath, Stockport.

DATE .... 3rd August, 1945 .....

SCHEDULE.

(a) Supply and delivery of Conveyor Plant to Export Wharf, Auckland, in accordance with Clause 12, Section I.	£	16,664.	0.	0.
(b) Supply and delivery of spare parts as per separate schedule attached and in accordance with Clause 16.	£	147.	5.	0.
(c) Installation, completion and testing of Conveyor Plant in accordance with Clause 12, Section II.	£	-	-	-
(d) Overhead Conveyor Bridge in accordance with Clause 12, Section III.				
or(a) Construction and erection complete	£	-	-	-
or(b) Fabrication and delivery only	£	4,428.	0.	0.
(c) Design and supply of drawings only	£	-	-	-
<u>TOTAL</u>	£	<u>21,239.</u>	<u>5.</u>	<u>0.</u>

// Bridge delivered F.O.B. - 20 weeks.  
Complete delivery whole plant F.O.B. - 36 weeks.

# SPECIFICATION

SPECIFICATION N° 10233.

DATE 1st August, 1945.

From **HENRY SIMON, LTD.**

ENGINEERS

CHEADLE HEATH, STOCKPORT.

To *M* The Chairman,

Auckland Harbour,

NEW ZEALAND.

CONTRACT No. 1190

CONVEYOR PLANT FOR EXPORT WHARF.

Terms of Payment :- as per official specification.

## Conditions of Contract

(1) Any quotation or tender is subject to alteration or withdrawal until the order has been accepted by us in writing from Cheadle Heath Stockport but any order based on this or any other tender or quotation involves the acceptance of these conditions of contract no variation in which binds us unless agreed to by us in writing in specific terms.

(2) We will use our best endeavours to complete orders accepted by us by the date given. Should delivery of any portion of an order or the fulfilment in any respect of a contract be hindered or delayed by any cause whatsoever not entirely within our control (including in particular strikes lock-outs fire or accident whether at our own works or elsewhere delay in delivery of or defects in materials and damage of goods in transit) a reasonable extension of time shall be granted. In the event of work on the contract being suspended by the purchaser's instructions or lack of instructions the contract price shall be increased to cover any extra expense thereby incurred by us. In cases where the purchaser is unable to take delivery or we are prevented by the purchaser from proceeding with the erection of plant which we have already delivered the purchaser shall as from the expiry of seven days' notice given by us in writing take the risk and bear the cost of storage adequate protection against loss deterioration and damage and of fire insurance of the plant and materials. The purchaser shall thereupon make any payments due on delivery. Opportunity will be given to the purchaser to satisfy himself that the plant is ready and that all portions thereof are suitably and sufficiently marked as being his property.

(3) Packing cases must be returned at purchaser's expense and within one month from date of receipt otherwise they will be charged for.

(4) The terms of payment will be as follows:—

HOME TRADE (i.e., orders for delivery in the United Kingdom of Great Britain and Northern Ireland and Eire):—

(a) Orders of a value not exceeding £1,000—Net Monthly Account.

(b) Other orders:—

30% with order.

50% on delivery of bulk of machinery.

20% when the machinery is ready to start but not later than 3 months after the second payment becomes due.

OVERSEAS TRADE.

~~One third cash with order.~~

~~Two thirds against shipping documents in London.~~

Unless otherwise stated quotations are in English £ Sterling.

(5) Interest at the rate of 1% above the Bank of England Rate (varying) with minimum of 5% per annum will be payable on all amounts overdue.

P.T.O.

## Conditions of Contract (continued)

(6) If after the date of a tender or quotation (and whether before or after the placing of the order) the cost of manufacture is increased due to increase of wages increased cost of material or any cause beyond our control then the contract price shall be increased by the like percentage. A certificate of our auditors as to the rate per cent of the increase in the cost of manufacture shall be conclusive evidence that such increase has taken place.

(7) We undertake to deliver machinery composed of first-class material and of sound design and workmanship but give no guarantee or warranty in respect thereof nor shall any such be implied. In lieu thereof we agree to supply free of charge replacements for any parts that fail owing to faulty material or workmanship within 6 months after delivery and if when started to work the machinery or plant should for any reason for which the purchaser is not responsible fail to fulfil the duties specified we will endeavour to remedy the defect as soon as possible. We do not accept liability for any loss or damage direct or indirect that may be suffered by the purchaser owing to the failure of any parts or to the failure of any machinery or plant to fulfil the duty specified or owing to any accident or unforeseen circumstances.

(8) We furnish plans specifications and estimates for complete plants free of charge to bona-fide applicants on the condition that these are returned to us:

- (a) At once if the order is placed with another firm.
- (b) Not later than six months after being supplied if the project is not proceeded with within that period.

Plans specifications and estimates supplied by us are not to be shown to third parties without our written consent.

(9) We take no responsibility for builders' or structural work. Any information or plans relating to builders' or structural work that we may supply are supplied without responsibility and should be submitted to the purchaser's own architect.

(10) Illustrations drawings etc. accompanying a quotation or tender or contained in our catalogues price lists or advertisements must be regarded as approximate representations only and are not binding in detail. Weights measurements powers capacities and other particulars of the goods offered by us are stated in good faith as being approximately correct but small deviations therefrom shall not be made the basis of any claim against us. Errors and omissions are subject to correction.

(11) When prices quoted include cost of transit we will repair or replace free of charge goods damaged during that transit (but not goods damaged after the transit is ended or during unloading) provided carriers and ourselves are notified in writing within three days of the end of the transit. Damage to goods is deemed to have occurred after the transit is ended unless the contrary is proved by the purchaser.

(12) Where we contract to sell machinery erected or where we undertake to erect machinery either as an independent or collateral contract the following conditions apply:

- (i) Unless specifically included in our contract foundations structural alterations to buildings and other builders' work are excluded from our estimates. As instances we exclude in particular clearing repairing and strengthening mill floors including laying any special beams for the support of roller mills plansifters or other machines the erection of staging for provision of access to machinery partitions for shutting off dryers or other machinery cutting holes in walls etc. and making good.
- (ii) The purchaser is to supply any artificial light required by the workmen during erection.
- (iii) The purchaser is to provide all roadways and necessary facilities for bringing in the machinery and materials required for the execution of the contract.
- (iv) All contracts for erection are based on the rate of wages hours of working and conditions in force at this date. In the event of there being any alterations in wages hours of working or conditions subsequent to the date of our quotation and before the completion of the contract notice of the alteration shall be given to the purchaser immediately and the contract price for the whole of the remaining portion of the work shall be adjusted to meet the net increase or decrease in cost arising therefrom.
- (v) Overtime will not be worked unless we receive the written authority of the purchaser. The extra cost of all overtime will be charged in addition to the contract price.
- (vi) While on the site and during erection the machinery will be at the entire risk of the client.
- (vii) All belt rope and machine guarding exclusive of that supplied on the machine itself is excluded.
- (viii) All lagging of steam and hot water piping and hot air trunking etc. is excluded.
- (ix) Unless specifically mentioned all piping bringing steam and water to our machines is excluded.

(13) A quotation or tender includes only such goods accessories and work as are specified therein. Any deviations from its general terms and any plans required by the purchaser and involving extra expense to us will be charged for as "Extras."

(14) Except as specifically provided above we accept no liability for any loss or damage consequential or otherwise attributable to our acts defaults or failure to carry out the contract.

(15) If at any time any question dispute or difference shall arise between us upon in relation to or in connection with the contract either of us may give to the other notice in writing of the existence of such question dispute or difference and the same shall be referred to the arbitration of a person to be mutually agreed upon or failing agreement to an arbitrator to be appointed by the President of the Institute of Mechanical Engineers. This submission shall be deemed to be a submission to arbitration within the meaning of the Arbitration Act 1889 (or the Arbitration (Scotland) Act 1894) or any statutory modification thereof.

Work under the contract shall so far as may be reasonably practicable continue during the arbitration proceedings and no payments which may be or shall become due shall be withheld on account of such proceedings.

(16) The contract shall in all respects be treated and construed as an English contract and in conformity with English Law.

(17) **Priority of Work.**—Under the Priority of Work Order 1939 we are required to give priority to certain work in accordance with priorities authorised by the Government. All orders are accepted only on the strict understanding that their execution is subject to such priorities.

(18) **War Risks.**—(a) In the event of damage to or destruction of the whole or any part of the works covered by this contract after despatch from our premises or those of our sub-contractors, arising from or being occasioned by War, the purchaser shall be responsible for payment to us for such portion of the works as has already been carried out and if required by the purchaser, the said damage or destruction shall be made good by us, but at the cost of the purchaser, at a price to be agreed between the purchaser and ourselves.

(b) During War we shall be relieved of liabilities incurred under this contract wherever and to the extent to which the fulfilment of such obligations is prevented frustrated or impeded as a consequence of War and/or by any statute rules regulations orders or requisitions issued by any Government Department Council or other duly constituted authority.

(c) "War" shall mean and include "War" as defined in the War Risks Insurance Act 1939.

(19) We accept no responsibility for the condition of any existing machinery plant or fittings which may be set to work in conjunction with new machinery plant or fittings covered by this specification. Unless otherwise stated any cost of reconditioning or repairing such existing machinery plant or fittings is excluded from our quotation and shall be for the exclusive account of the purchaser.

Specification No. 10233.

1st August, 1945.

From Henry Simon Ltd, Engineers,  
Conveying Department,  
Cheadle Heath, Stockport.

To M The Chairman, Auckland Harbour,

NEW ZEALAND.

CONTRACT No. 1190.

CONVEYOR PLANT FOR EXPORT WHARF.

The Arrangement of the Plant will be generally in accordance with the design shown on Drawing No.A.2473 and will be suitable for handling boxes of butter of a maximum size of 12" high x 12" wide x 17" long weighing 66 lbs. each, from the Cool Store to the roof quays of the Export Wharf.

The capacity of the plant will permit of simultaneous delivery to four points at each berth at the rate of 1375 boxes per hour per point i.e. a total of 11,000 boxes per hour.

The Conveyor system will consist of 26 Belt Conveyors as under :-

Between Points A and B.  
8 Conveyors marked 1A to 8A inclusive.  
Between points B and C.  
8 Conveyors marked 1B to 8B inclusive.  
Between Points C and D.  
6 Conveyors marked 2C to 7C inclusive.  
Between Points D and E.  
4 Conveyors marked 3D to 6D inclusive.

Each of the belt conveyors will be 14" wide and will consist of cast iron driving pulley fitted on mild steel shaft and mounted on ball bearing pedestals. The driving shaft will be extended for roller chain drive from geared motor complete with case. Cast Iron tension pulley with M.S. shaft and ball bearing pedestals fitted with screw tension gear.

14" Wide rubber and canvas belts 3 ply thick 28 oz. duck with friction surface covers to B.S.S.490 - 1943 amended.

The carrying rollers will be 2 $\frac{1}{4}$ " dia. x 16" wide spaced at 6" centres and constructed of 16s G. steel tubes fitted with pressed steel casehardened ball bearing ends (four piece reinforced type) packed with graphite grease and mounted on 7/16" dia. spindles complete with split pins at ends.

The conveyor stringers will consist of rolled steel angles supported by uprights suitably braced and stiffened where required. The driving and tension terminal stands will also be of angle iron construction complete with angle bracing gussets etc., of suitable weight for the loads to be carried.

Continued.....

Specification No. 10233.

The proposed Arrangement of the Discharge and Transfer Terminals at Rows 11 and 12 will be generally in accordance with the design shown on drawing No.A.2474, whilst those at Rows 19,20 and 21 will be to drawing No.2475.

For the Discharge and Transfer Terminals the total number of gravity conveyors and curves included for diverting from the main line are as follows :-

8 Gravity Conveyors each 56 ft. long (7 - 8 ft. lengths) ✓  
4 - 90° curves.  
4 - 60° " "  
4 - 45° " "  
4 - 30° " "

Additional gravity conveyors are included between the main conveyors for feeding forward.

The gravity conveyors will be provided with rollers 2 1/4" dia. 16" long of 1 1/2 G. steel tubes fitted with pressed steel casehardened ball bearing ends and 7/16" dia. spindles set at 4" pitch in 2" x 1 1/2" x 1/2" angle frames with steel flat bracing and couplings.

Each 56 ft. length of runway (7 - 8 ft. lengths) will be complete with 8 portable adjustable trestles to grade the runways from 5'-6" down to 2'-0".

The 4 ft. runways will not be supplied with supports.

The 90° bends will each have 4'-6" outside radius with rollers 16" long 2 1/4" dia. to 1 1/2" dia. taper, 1 1/2 G. steel tubes fitted with pressed steel casehardened type ball bearing ends and 7/16" dia. steel spindles set at 4 1/2" outside pitch in steel angle frames of 2" x 1 1/2" x 1/2" outer and 2 1/2" x 1 1/2" x 1/2" inner angles with bracing and couplings.

The other bends will be of similar construction to the above.

Portable Stands for supporting the above runways will be adjustable from 4'-0" to 6'-0".

Electric Equipment.

The equipment will be suitable for a supply of 460 volts D.C. and will consist of :-

EIGHT - 1 1/2 H.P. Motors and EIGHTEEN - 1 H.P. in each case geared to 80 R.P.M. The motors will be of the totally enclosed type, continuous rated, light compound wound and complete with slide rails.

The starters will be arranged in two groups one for each side of the quay and will be of the push button automatic type. Each group will be provided with an isolating switch and the group subdivided into four lines

Specification No. 10233.

of starters each line protected by D.P. fuses. The starters will each have two overload time limit trips and a sequence selector for choosing the number of motors required in a line, this being combined with a test switch to enable test to be taken independently if required on any motor. The two starter groups to be placed in the control room from which point all motors would be started. Remote stop buttons will be provided for emergency stopping, two per conveyor.

We do not include for alternative starting positions, i.e. external to the control room as it is presumed all starting will be from the central point.

If any conveyor in a line stops the interlock is arranged to stop the conveyors feeding to it and starting up also must be in the correct sequence, i.e. delivery end first.

The supply to be brought to these two groups of starters.

Wiring:

All necessary cable and conduit, conduit saddles and boxes as required will be supplied for connecting up the motors and emergency stop buttons.

Conduit :

Heavy gauge, screwed, welded and galvanised.

Cables :

V. I. R. taped, braided and compounded.

Stop Push Buttons :

Ironclad type screwed for conduit.

Motors :

Lancashire Dynamo & Crypto Ltd., or equal.

Starters :

Allen West, or equal.

Conveyor Bridge.

The above Bridge will be to the dimensions shown on drawing No.A.2473 and will be constructed of rolled steel channels and angles braced and stiffened as indicated complete with R.P.M. side and roof sheeting, excluding timber work and glass.

## Specification No. 10233.

SCHEDULE OF SPARE PARTS RECOMMENDED.

Quantity	Description	PRICE.		
		Supplied and Delivered Auckland.		
1	1½ H.P. Motor (no gear).	£	43.	10. 0.
1	1 H.P. Motor (no gear).		36.	10. 0.
1	Complete Starter Interior.		29.	0. 0.
1	Starter Magnet Operating Coils		5.	0. 0.
40	Spare Carrying Rollers		16.	10. 0.
10	Return Rollers		4.	5. 0.
30	Gravity Rollers		12.	10. 0.
			<u>£ 147.</u>	<u>5. 0.</u>

UNIT PRICES FOR GRAVITY CONVEYORS AND CURVES.

Quantity	Description	PRICE.		
		Supplied and Delivered Auckland.		
1	8 ft. length Gravity Conveyor	£	12.	10. 0.
1	90° Curve		13.	0. 0.
1	60° Curve		9.	0. 0.
1	45° Curve		6.	15. 0.
1	30° Curve		4.	15. 0.

Exclusions:-

Power Supply Cables to Control Room.

Timber for floor and walkways on Conveyor Bridge.

Glass for Windows in Conveyor Bridge.

Erection.

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 18th. SEPTEMBER, 1945.

4. SPECIAL MEETING OF BOARD IN COMMITTEE.

Report of Special Meeting of Board in Committee,  
dated 11.9.1945.

That the report be adopted.  
(Extract below).

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4. CONVEYORS FOR EXPORT WHARF.

Tenders for Conveyors, Export Wharf; report of Superintendent & Engineer thereon, 11.9.1945, stating that, since the closing date of the tenders (21st. August 1945), two further English tenders dated 1st and 3rd August, 1945, respectively had been received, and asking for the Board's ruling as to whether these two tenders were to be admitted.

Recommended:-

That the tenders of Messrs. Nortons Ltd. and of Henry Simons be admitted and that a Special Meeting of the Board in Committee be called for Tuesday, 18th. September 1945, at 2.30 p.m. to consider the Superintendent & Engineer's report thereon.

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COPY

SEE ALSO SECRETARY'S FILE

11th September, 1945.

The Chairman,  
A.H.B.

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CONTRACT NO. 1190  
CONVEYOR PLANT FOR EXPORT WHARF.

The specification, issued on 5th March 1945, called for tenders to be received up till 12 noon on Tuesday, 21st August 1945. Copies were posted on 5th March 1945 by Air Mail to a number of British firms and to the Board's London Agents, the latter being instructed that, should manufacturers indicate difficulty in submitting tenders by the closing date specified, they (our Agents) were to cable what extension of time they would recommend. They were also advised that cabled tenders would be accepted provided the full details demanded in the specification was already posted.

Our Agents, on 27th March, acknowledged receipt of letter and specifications.

Although a number of the firms communicated with indicated their intention to submit tenders none of them asked for an extension of time nor did the Board's Agents suggest that this would be necessary, so that, on the original closing date, there was no indication that all the tenders submitted had not arrived.

One Australian and two English tenders were received and opened by the Board on the date fixed, viz:- 21st August.

Subsequently - on 4th September - two further English tenders came to hand. These were dated respectively 1st August and 3rd August and, since neither of them had taken the precaution to cable prices, it is reasonable to assume they had no doubt in their minds that the complete tender would arrive before the appointed date.

The question arises, and I require the Board's ruling, as to whether these two tenders are to be admitted. The Board's Solicitors advise that it is competent to admit them.

Superintendent and Engineer.

14th September, 1945.

The Secretary,  
The Maritime Services Board of N.S.W.,  
Box 32A.,  
G.P.O., SYDNEY, N.S.W., AUST.

Dear Sir,

I have to acknowledge receipt of your letter 45/6434 dated 30th ultimo and plan and specification of the conveyor gear required for Export Wharf. Please accept my thanks for your courtesy in allowing the plan and specification to be on view in your Board's office.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH:AML.

OFFICIAL COMMUNICATIONS SHOULD BE  
ADDRESSED TO THE "SECRETARY,"  
BOX 32A, G. P. O., SYDNEY.



THE MARITIME SERVICES BOARD OF N.S.W.

CIRCULAR QUAY,

SYDNEY 30th August, 1945.

NR/BR.  
TELEPHONE NOS.  
BW 2852 (9 LINES), BW 1119 (2 LINES),  
BO 6 EXTENSIONS 570, 768, 2105.  
No. 145/6434

Dear Sir,

Referring to my letter of 23rd March, 1945, I have to inform you that the plan and specification of the conveyor plant required for the handling of butter at Auckland have been returned to your Board under separate cover.

Yours faithfully,

The Superintendent and Engineer,  
Auckland Harbour Board,  
Quay Street,  
Auckland, N.Z.

*L. C. Milgate*  
(L.C. MILGATE),  
Secretary.

*per se*

*Mr Taylor  
Acknowledge & thank  
M.S.B. for their courtesy  
in allowing Spear & plan to be  
in view of their office*

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23rd August, 1945.

The Manager,  
The Vickery Electrical Co., Ltd.,  
8 Victoria St.,  
WELLINGTON, C.I.

Dear Sir,

I wish to acknowledge receipt of a catalogue of mechanical handling equipment from the Marco Conveyor and Engineering Co.

This will be of interest and use when considering tenders for conveying plant for Export Wharf.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH: AML.

CABLE & TELEGRAPHIC ADDRESS: "RILIB"

CODES:  
A.B. 5TH EDITION & 5TH IMPROVED  
WESTERN UNION, MARCONI, BENTLEY'S



AUCKLAND P.O. BOX 218

HEAD OFFICE, WELLINGTON

PH.

P.O. B.

**ARTHUR D. RILEY & Co. LTD.**

**ENGINEERS AND IMPORTERS  
GOVERNMENT CONTRACTORS**

46-48 HIGH STREET,

AUCKLAND, C.1., N.Z.

17th August, 1945.

GAS/MP

The Superintendent & Engineer,  
Auckland Harbour Board,  
P. O. Box 1259,  
AUCKLAND.

Dear Sir,

We have just received advice from our Head Office that they have received a cable from Messrs. Herbert Morris Ltd. reading as follows:-

"Replying telegram first deeply regret despite our utmost endeavour unable tender for Conveyor Auckland Harbour Board entirely due acute shortage technical staff feel bitterly disappointed but confidently hope favourable war situation will shortly ease labour bottleneck."

We are extremely disappointed to receive this cable, as we thought Messrs. Herbert Morris would be in a position to submit a quotation for the complete plant, but evidently owing to shortage of technical staff and short-dated tender they were unable to offer a quotation.

Yours faithfully,  
ARTHUR D. RILEY & CO. LTD.

BRANCH MANAGER

# ROBERT DEMPSTER & SONS LTD.

(HEAD OFFICE)

TELEGRAMS:  
"DEMPSTER, ELLAND."  
TELEPHONE NUMBERS:  
ELLAND 2241, 2242, 2243.

AUCKLAND HARBOUR BOARD ENGINE PARTS OFFICE	
ROSE MOUNT IRON WORKS,	
ELLAND,	
YORKS.	
REC'D - 9 AUG 1945	
A...	OUR REF. 12E-
A...	

LONDON OFFICE:  
16, QUEEN ANNE'S GATE,  
WESTMINSTER, S.W.1.  
TELEPHONE: WHITEHALL 2661.  
TELEGRAMS:  
ELLANDORS, PARL, LONDON.

YOUR REF. DH :AML.

OUR REF. 12E-

25th May 19 45.

The Auckland Harbour Board,  
P.O. Box No. 1259  
AUCKLAND.

Dear Sirs,

Contract No. 1190.

Conveyor Plant for Export Wharf.

With further reference to your esteemed enquiry for Conveyors, etc., we have carefully considered your requirements, and very much regret that we do not specialise in this particular type of equipment, and we are therefore afraid that no useful purpose would be served in quoting, as our price would not be strictly competitive. We have already notified your agents, Messrs. William Coward & Co. Ltd., in London, to this effect.

Under the circumstances we trust you will excuse us from tendering on this occasion, but we look forward to receiving a continuance of your future enquiries when we hope to be in a more favourable position.

FOR ROBERT DEMPSTER & SONS LTD

Yours faithfully,

*B. Charlton*

MANAGING DIRECTOR

7 D. Holderness, Esq.,  
Auckland Harbour Board.

28th June, 1945.

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Dear Sir,

We have to acknowledge your air letter dated 14th May in regard to your contract No 1190 and we have to thank you for the information given on various points which were raised in our letter of 27th April.

The additional details have been conveyed to the various interested parties.

So far as we are, at present, able to ascertain the position, the following Firms will be submitting tenders;

Mechanised Handling Plant & Machinery Ltd  
Clayton Equipment Co Ltd.  
- Henry Simon Ltd.  
Asea Electric Ltd.  
Sovex Ltd.  
Herbert Morris Ltd.  
Rownson, Drew & Clydesdale Ltd.  
Moxey Conveyor & Transporter Co Ltd.

Possible tenderers are;

Bartles Ltd.  
Hugh Wood & Co Ltd.  
Industrial & Engineering Dev Assoc (Mitchell Engineering Ltd)  
Biggs, Wall & Co Ltd.

Unable to tender:

The Uskside Engineering Co Ltd.  
Stothert & Pitt Ltd.  
The New Conveyor Co Ltd.  
Robert Boby Ltd.  
Robt Dempster & Sons Ltd. ✓  
Spencer (Melksham) Ltd.  
Geo. W. King Ltd.  
The Mining Engineering Co Ltd.

It seems likely that, in a number of cases, tenderers will not have despatch completed documents in time to reach you by closing date - in those instances, we have arranged for cables or air letters to be forwarded in accordance with the proviso set out in your letter of 5th March.

Yours faithfully,  
WILLIAM COWARD & CO LTD.

*W. C. Coward*

*W. C. Coward*

**BY AIR MAIL**

**AIR LETTER**  
IF ANYTHING IS ENCLOSED  
THIS LETTER WILL BE SENT  
BY ORDINARY MAIL.



.....  
D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND  
..... New Zealand

↑ First fold here ↓

← Second fold here →

↑ To open cut here ↓

Sender's name and address:-

.....  
Wm. Coward & Co. Ltd.  
.....  
3 St. James's Square,  
.....  
London.....

↑ To open cut here ↓



CABLE AND WIRELESS LIMITED  
IN CONJUNCTION WITH NEW ZEALAND POST OFFICE TELEGRAPHS

DATE STAMP

# CABLEGRAM

Code: ..... Time: ..... No.: ..... Sent: 12.7.1945.  
Instructions: Ordinary ..... To .....  
Charges: 

--	--	--

 Words: ..... By .....  
Ackt. ....

CHECKED:

This telegram is presented for transmission subject to the Post and Telegraph Act and Regulations.

TO { COWARDS LONDON

YOUR LETTER X 29 JUNE PREFER ROBERTSON PROTECTED  
METAL FOR BRIDGE WALLS AND ROOF

HOLDERNESS

Note.—When it is not intended or desired that the sender's signature should be telegraphed it must be written on the back of the form.

Tel. 138. 500,000/9/40—9209]

NOTICE TO THE SENDER OF THIS TELEGRAM.

The following Declaration must be completed by the sender of a "Deferred," "Daily Letter," or "Night-letter" Oversea Telegram :—

"I certify that this telegram is written in the English language, the text is entirely in plain language, and it does not bear any meaning other than that which appears on the face of it."

Signature : \_\_\_\_\_ Date : 12th July, 1945.

NEITHER His Majesty the King, nor the Government of New Zealand, nor Cable and Wireless Ltd. will be responsible for errors, omissions, or delays in the transmission of any telegram, or for the non-delivery or non-transmission of any telegram.

The sender of a telegram is responsible for all charges incurred in the transmission and delivery thereof.

Name and Address of Sender :—

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

D. Holderness, Esq.,  
Auckland Harbour Board.

No X

29th June, 1945.

Dear Sir,

In connection with your requirement for Conveyor Plant a point has arisen on which we are unable to advise enquirers, and we would appreciate your sending us a cable thereon.

This concerns the conveyor bridge between the Cool Store and Gallery and uncertainty has arisen as to the type of covering which should be offered.

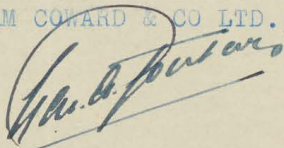
(A) From the drawing, it is assumed that the covering required is timber boarding and that this would be obtained locally.

(B) On the other hand, corrugated iron or asbestos sheeting might be called for - if so, these materials should be, we take it, allowed for in the tenders.

In your cable, we suggest that, in reference to these alternatives, you might, in the case of locally supplied timber, merely send us the letter (A) if sheeting is called for, you might use the indication (B) stating which form of covering is preferred.

Yours faithfully,

WILLIAM COWARD & CO LTD.,



Cable.

Your letter X 29 June

~~Allow for supply~~ <sup>prefer</sup> Robertson Protected  
metal for walls and roof ~~gallery~~  
bridge  
Holderness

BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED  
THIS LETTER WILL BE SENT  
BY ORDINARY MAIL.



..... D. Holderness, Esq., .....  
..... Superintendent & Engineer, .....  
Auckland Harbour Board,  
..... Quay Street,  
..... AUCKLAND  
..... New Zealand

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← Second fold here →

↑ To open cut here ↓

Sender's name and address:-

..... Wm Coward & Co. Ltd., .....

..... 3 St. James's Square, .....

..... London. ....

A- To open cut here

The Vickery Electrical Co., Ltd.,  
P. O. Box 960,  
C.P.O., WELLINGTON.

14th June, 1945.

Dear Sirs,

CONTRACT NO.1190,  
CONVEYOR PLANT FOR EXPORT WHARF.

Your letter dated 11th instant regarding the above has been received.

The Board's London agents, Messrs. William Coward & Co., Ltd., were advised that cabled tenders giving prices quoted would be acceptable provided tenders and all documents were already mailed prior to the closing date (21st August, 1945). The cabled prices should, of course, be in the Board's office before noon on 21st August, 1945.

It would be necessary, therefore, for your principals not only either to post the tender and other documents direct to the Board in Auckland or to lodge them with the Board's London agents prior to the closing date, but also to cable their prices so that the prices are received in the Board's office before noon on the closing date.

Yours faithfully,

DH:AML.

SUPERINTENDENT & ENGINEER.

TELEPHONE 43-080 (2 LINES)

P.O. Box No. 960



TELEGRAPHIC & CABLE ADDRESS:  
"EXCELLITE," WELLINGTON

CODES:  
WESTERN UNION & BENTLEY'S

# THE VICKERY ELECTRICAL CO. LTD.

Electrical Importers & Manufacturers Representatives

(HEAD OFFICE) 8 VICTORIA STREET,

Wellington, C. 1, 11th. June, 1945.  
NEW ZEALAND

The Superintending Engineer,  
Auckland Harbour Board,  
AUCKLAND.

Dear Sir:

Ref. Conveyor Plant for which tenders  
are being called, closing on the 21st. Aug.

We have a letter from our principals Messrs. Marco  
Conveyor & Eng. Co. in which they state they understand from  
Messrs. William Corward & Co. that provided a copy is lodged with  
them, the posting of same could be made towards the end of July.  
They further state it appears that it may be somewhere before the  
middle of July before this tender is completed, and it will then be  
sent to us, so probably might arrive later than the closing date,  
hence the reason for submitting a copy of the tender to your London  
Agents before the closing date. We presume this will be entirely  
satisfactory.

*Kearby can provide*

Thanking you,  
We remain,  
Yours faithfully,

THE VICKERY ELECTRICAL CO., LTD.

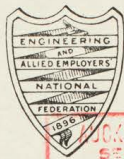
*[Signature]*  
..... Director

# ROWNSON, DREW & CLYDESDALE, LTD.

HEAD OFFICE 225 UPPER THAMES STREET, LONDON, E.C. 4.  
& SHOWROOMS: TELEPHONE No: WATERLOO 6321.      Telegrams: Rownson, Cent, London.  
Codes: Bentley's, Private, A.B.C. 5th & Liebers

ENGINEERING MAIDEN LANE, YORK WAY, LONDON - - N.7.  
OFFICE & WORKS: TELEPHONE No GULLIVER 4418, 4419.      Telegrams: Rownson, Cent, London.  
Codes: Bentley's, Private, A.B.C. 5th & Liebers.

The Superintendent & Engineer,  
The Auckland Harbour Board,  
Harbour Board Office,  
Quay Street,  
AUCKLAND. N.Z.



25th April, 1945.

YOUR REF. DH/AML.

RECEIVED  
AUCKLAND  
SECRETARY'S OFFICE  
REFERENCE  
Eng. Sales. JM/MS.

RECD - 9 JUL 1945

ACKGD

Dear Sir,

CONTRACT No. 1190.  
CONVEYOR PLANT FOR EXPORT SHIP.

We are in receipt of your esteemed enquiry of the 6th ulto. for the above installation, for which we thank you.

We are going carefully into the requirements, and shall have pleasure in submitting our tender for the equipment in due course.

Again thanking you for the opportunity afforded us of submitting quotation,

Yours faithfully,  
ROWNSON, DREW & CLYDESDALE LD.

Works Director.

**AUCKLAND BRANCH:**

GANE BUILDINGS  
ANZAC AVENUE

POSTAL: P.O. BOX 1650

TELEPHONE: 47-210

TELEGRAMS:

"CORYSAL," AUCKLAND

CODES USED:  
PRIVATE  
BENTLEY'S  
UNIVERSAL TRADE

**CORY-WRIGHT & SALMON LTD.**

**ENGINEERS & IMPORTERS**

HEAD OFFICE: 31-37 PANAMA STREET.

TELEGRAMS & CABLES: TELEPHONE NO. 43-170  
"CORYSAL" WELLINGTON. ♦ (4 LINES)

**DUNEDIN BRANCH:**

462, MORAY PLACE  
SOUTH

POSTAL: P.O. BOX 800

TELEPHONE: 10-813

TELEGRAMS:

"CORYSAL," DUNEDIN

**G.P.O. BOX 1230,**

**WELLINGTON, N.Z.**

Letter No. SL.430

When replying  
please quote

Our Reference  
No.

BOBY/5/AHB

8th June, 1945.

The Supertending Engineer,  
Auckland Harbour Board,  
AUCKLAND.

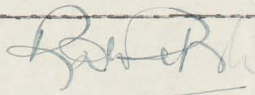
Dear Sir,

We have received per airmail a letter from our Principals, Messrs. Boby Ltd., Bury-St Edmunds, England, to the effect that they are not able to quote for the Butter Conveyors required for Export Wharf.

They state that unfortunately at the present time they are extremely heavily committed on work of national importance for various Government Departments.

They express the hope that they may be in a better position to quote you for any future requirements at a later date.

Yours faithfully,  
For CORY-WRIGHT & SALMON LTD.



RDW/ZMH



All Quotations and Contracts are Subject to confirmation on acceptance and to wars, strikes, accidents, and contingencies beyond our control, to goods being unsold, and to market and to other fluctuations.



SPECIALISTS IN MECHANICAL HANDLING AND STORAGE



**GEO. W. KING LTD.**

HARTFORD WORKS, HITCHIN, HERTS, ENG.

Ref: SPS/BST/Extn.3. Enquiry No.14261.

CONVEYORS, CRANES,  
HOISTS, SLINGS,  
HOOKS, TRUCKS,  
SLIDING DOOR GEAR,  
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ETC. ETC. ETC.

DIRECTORS:

A. C. HERRING, V.C.  
D. M. KING } Joint Managing  
L. G. TUBBS } Directors  
J. F. HARRISON  
W. O. TIMES

TELEPHONE NO  
HITCHIN 960 (8 LINES)

ALL COMMUNICATIONS  
TO BE ADDRESSED TO  
THE FIRM.

TELEGRAPHIC ADDRESS:  
"KONVEYAS, HITCHIN."

Auckland Harbour Board,  
Harbour Board Office,  
Quay Street, AUCKLAND, N.Z.  
P.O. Box No1259 Auckland C.I.

11th APRIL 1945  
SECRETARY'S OFFICE

REC'D - 5 JUN 1945

ACK'D

Dear Sirs,

Contract No.1190.  
Conveyor Plant for Export Wharf.

We beg to acknowledge and thank you for your letter dated 23rd March inviting us to tender for proposed Conveyor Plant as per your specification and drawing. This matter will have our early attention and we will endeavour to submit our tender as soon as possible.

Assuring you of our best attention, we are,

Yours faithfully,  
GEO. W. KING, LIMITED

*S.P. Stubbs*  
S.P. Stubbs.  
Manager, Estimating & Contracts Dept.

All quotations are subject to change without notice. Contracts and agreements are contingent upon strikes, accidents and other occurrences beyond our control. Delivery of orders is dependent upon supplies of raw materials and labour. WE DO NOT ACCEPT RESPONSIBILITY FOR ANY CONSEQUENTIAL DAMAGE OR EXPENSE. We reserve the right to cancel at any time orders or any balance thereof without any liability on our part.

ON ADMIRALTY, WAR OFFICE, POST OFFICE & COLONIAL OFFICE LISTS.

Telegrams:  
"SPENCER" MELKSHAM.  
"SILOS, SOWEST, LONDON."  
"ELEVATOR, LIVERPOOL."  
CODES UNDER A, B, C, S, Y & Z SECTION.  
LIEBOWITZ & BENTLEYS.



Telephones:  
251 MELKSHAM, (3 LINES)  
1916 VICTORIA, LONDON  
~~251 MELKSHAM, (3 LINES)~~  
8570 ADVANCE, LIVERPOOL

# SPENCER (MELKSHAM) LIMITED.

*Specialities:*

ENGINEERS & CONTRACTORS.

GRAIN HANDLING MACHINERY, SILOS, ETC.  
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ELEVATORS & CONVEYORS.  
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LONDON, 66, Victoria Street, S.W.1.  
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DIRECTORS  
W. LITTLEJOHN, PHILIP, D. B. E., Chairman.  
G. H. B. LEE, PHILIP, D. B. E., Deputy Chairman.  
B. D. MILNE, Joint Managing Directors.  
C. H. TORRIS  
J. MILLAR  
P. E. HILLDORN  
E. D. AUST  
A. L. BELL  
R. C. BEECH, C.A.

ENCLOSURES:-

Print.

Head Offices & Works  
**MELKSHAM.**  
*Wilts.*

OUR REF.

YOUR REF.

DATE

GHB/PR/5633.

25th April 1945.

D. Holderness Esq.,  
Superintendent & Engineer,  
Harbour Board Office,  
P.O. Box No. 1259,  
AUCKLAND, C. I.

Dear Sir,

Contract No. 1190.  
Conveyor Plant for Export Wharf.

We are in receipt of your enquiry of the 6th March, for which we thank you.

While we very much appreciate the opportunity of quoting for the plant required, we exceedingly regret to state that owing to our heavy engagements, we have no capacity at present for undertaking work of the kind required, and must therefore ask to be excused from tendering on this occasion.

We return your print herewith, and hope to be more favourably placed in regard to your future enquiries.

Yours faithfully,

FOR SPENCER (MELKSHAM) LIMITED.

*Chas. H. Lee*  
JOINT MANAGING DIRECTOR

*Prody*

*Ls*

TELEGRAMS: SCREENS | BURY  
TELEPHONE: 251 (3 LINES) | ST EDMUNDS  
CODES: A. B. C. WESTERN UNION BENTLEY'S AND  
MARCONI INTERNATIONAL CODE

*Established 1856*



# ROBERT BOBY LTD

Manufacturers of  
Machinery for  
MALTINGS  
BREWERIES  
DISTILLERIES  
SEED & GRAIN  
WAREHOUSES  
FLAXHANDLING  
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PNEUMATIC CONVEYING

LONDON OFFICE:  
VICKERS HOUSE, BROADWAY  
WESTMINSTER, S. W. 1  
PHONE: ABBEY 7777  
GRAMS: BOBIELON, SOWEST, LONDON

Please Address all Letters to  
**BURY ST EDMUNDS**  
E N G L A N D

JPW/VGM

25th April 1945

The Superintendent & Engineer,  
Harbour Board Office,  
Quay Street,  
Auckland, N.Z.  
P.O. Box 1259.

Dear Sir,

Contract No. 1190  
Conveyor Plant for Export Wharf

We are today in receipt of your favour of the 6th March, in connection with the above, and your remarks have received our very careful consideration.

Unfortunately, at the present time we are extremely heavily committed on work of national importance for the various Government Departments, and with a very depleted Works and Office Staff, consequent upon the demands of the Man-power Board, we do not feel that we could deal with your enquiry, or with the contract, in a reasonable time.

Normally, as you are doubtless aware, we should be very pleased indeed to submit schemes and tenders to you, and hope that before very long circumstances will permit us to follow our normal practice, but in the present instance we very much regret our inability to be of assistance to you, and therefore are reluctantly compelled to ask you to excuse us quoting in this instance.

ROBERT BOBY LTD

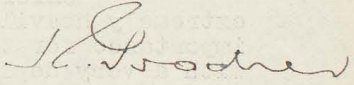
A copy of this letter has been sent to your agents in London, Messrs. William Coward & Co., Ltd., to whom we have also returned the documents, in the hope that they may be of service in another direction.

We would like to take this opportunity of thanking you for giving us the opportunity of considering your requirements, and trust that on some future occasion we shall be more fortunately placed.

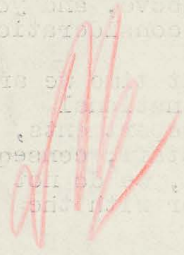
Assuring you of our best attention at all times,

We are,  
Yours faithfully,

ROBERT BOBY LIMITED



Managing Director.



# HENRY SIMON LTD..

ENGINEERS

Telephone No  
Gatley 3621 (7 lines)

CHEADLE HEATH  
STOCKPORT

Telegrams  
"REFORM, Manchester"

CONVEYING WR/DN.

24th April, 1945.

D. Holderness, Esq., M.Inst. C.E.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
P.O.Box 1259,  
Auckland C.I.,  
NEW ZEALAND.

Dear Sir,

Contract No. 1190.  
Conveyor Plant for Export Wharf.

Your letter of the 6th inst., is to hand along with the official specification and drawing mentioned therein and we would thank you for your kind invitation to tender for the work. Actually your London Agents have already communicated with us on the matter and we are discussing certain points with them this week to ensure that we are working on the right lines.

On receipt of the replies to the queries raised we will then be in a position to make further progress with our tender.

Yours faithfully,  
for HENRY SIMON, Ltd.,

*B. Rhodes.*

Messrs. Wm. Coward & Co., Ltd.,  
3 St. James' Square, LONDON, E N G.

14th May, 1945.

Dear Sirs,

CONTRACT NO.1190  
Your Air Letter dated 27th April, 1945.

I have to thank you for your letter and for the steps taken by you to answer queries and assist tenderers in submitting their proposals.

Dealing with the four points raised in your letter:-

1. It had not been thought that small variations downwards from the dimensions quoted in Para.5 of the Specification would be important. The system must be sufficiently flexible to meet some variation since varying economic circumstances may lead to variation in the amount of cardboard or timber used in making up the containers, with consequent influence on over-all sizes. The three sets of dimensions quoted by you would be typical of likely variations in this respect.

2. 10% increased margin in estimating horsepower required is likely to be satisfactory.

3. As stated in Specification, it is necessary only to provide for immediate stoppage of the conveyor system back to point "A". The internal system in the cool store will be installed and controlled independently by the staff of the Auckland Farmers' Freezing Co., Ltd.

4. It was originally intended to instal conveyor systems right into ships' holds, but this was abandoned. While some ships may load full cargoes of butter, in most cases butter will be loaded into one, two or three hatches only, the others taking frozen meat, wool and other Dominion produce. These will be handled as to frozen meat from insulated meat wagons on the wharf quay, and as to wool, etc., from the balconies on the first floor of the building. Taking all things into consideration, it was decided that both cost and convenience could best be served by utilising cranes for the means of conveyance from wharf to ship of all goods including butter. The cranes are already built and erected.

I hope this will adequately answer the questions raised.

It is noted you now expect only 7 or 8 tenders. I shall be satisfied if we get that number.

Yours faithfully,

Auckland Harbour Board,  
P. O. Box 1259,  
AUCKLAND, C.1.

SUPERINTENDENT & ENGINEER.

D. Holderness, Esq.,  
Auckland Harbour Board.

27th April, 1945.

Dear Sir,

With reference to your Contract No 1190 and our previous report thereanent.

The copies of specification etc which you forwarded direct to the Manufacturers mentioned in your letter of 5th March have only been delivered at the addresses this week, but, we had previously made good the absence of these by supplying copies which we had prepared.

It is not yet clear exactly how many tenders will be submitted but we expect these will be considerably less than we had anticipated, possibly not more than seven or eight in all.

We are in touch with interested Parties and are giving them all the assistance possible.

Certain points already have been raised and these we are submitting to you herein and would be glad of your early instructions on them, by quickest possible service.

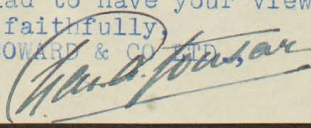
(1) We have been asked what is the minimum dimensions of the butter cases and have ascertained that the sizes of cases in use are (a)  $17\frac{1}{4} \times 10\frac{1}{8} \times 11\frac{1}{2}$ " ;  $17 \times 11\frac{1}{4} \times 11\frac{1}{2}$ " and  $16\frac{1}{8} \times 10\frac{1}{8} \times 10\frac{1}{8}$ " - we trust that those dimensions are correct as applying to your requirements.

(2) In regard to average rate of delivery of 1250 boxes per hour, Tenderers are legislating for a 10% increased margin in estimating horse powers etc required.

(3) A question has arisen in regard to the complete signalling equipment and, in this connection, it has been asked what are the details of the Cold Store handling system indicated in your drawing. Would it be possible for you to let us have these so that complete signalling system can be worked out and allowed for in quotations.

(4) It has been suggested to us that, if the Cranes are not in existence, you might be prepared to consider an alternative Scheme involving conveyors right into the Holds of steamers as it is argued that this method would reduce the labour required in handling and avoid the break in transferring the boxes from the Cold Store to the Steamers incurred in the use of Cranes. No doubt this method has been taken into consideration by you and there is a good reason for the adoption of the method indicated on your drawing, but we would be glad to have your views on the point.

Yours faithfully  
WILLIAM COWARD & COY LTD



BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED  
THIS LETTER WILL BE SENT  
BY ORDINARY MAIL.



POST EARLY  
IN



.....D. Holderness, Esq.,.....  
.....Superintendent & Engineer,  
.....Harbour Board Office,  
.....Quay Street,  
.....New Zealand. AUCKLAND

First fold here

Second fold here

Sender's name and address:-

.....Wm. Coward & Co. Ltd.,  
.....3 St. James's Square,  
.....London,.....

To open out here

To open cut here



7th May, 1945.

The Managing Director,  
Asea Electric (N.Z.) Ltd.,  
Huddart Parker Building,  
WELLINGTON, C.I.

Dear Sir,

Your letter JC/A-10-M. dated 3rd instant asking for three copies of the specification and plan of the conveyor plant for Export Wharf has been received.

The Board has forwarded a number of copies to its London agents, Messrs. William Coward & Co. Ltd., 3 St. James' Square, London, S.W.1., and your London Office could obtain a copy on application to them.

I am forwarding one copy only for your own information as they are now in short supply, and trust that this will be sufficient for your local needs.

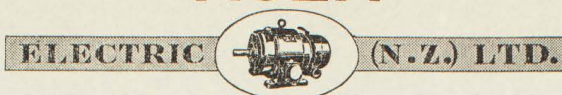
Yours faithfully,

DH: AML.

SUPERINTENDENT & ENGINEER.

WORKS:  
LONDON AND  
SWEDEN  
CODES USED:  
ASEA (PRIVATE)  
WESTERN UNION  
(5 LETTERS)

TRADE **ASEA** MARK



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MANUFACTURERS AND STOCKISTS  
GENERATORS  
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RELAYS  
CABLES  
AND ALL CLASSES OF  
ELECTRICAL EQUIPMENT

(AEL) YOUR REF.....  
(WELL) OUR REF..... **JC/A-10-M.**  
(ASEA) VAST REF.....

**HUDDART PARKER BUILDING,  
WELLINGTON C.1.,  
NEW ZEALAND**

**MAY 3rd 1945.**

RECORDED
INDEXED
5 MAY 1945
ACK'D
AWP

The Secretary,  
Auckland Harbour Board,  
AUCKLAND.



Dear Sir,

re: CONVEYOR PLANT.

We notice from the Mercantile Gazette that you are calling tenders for the supply and delivery of a conveyor plant and shall be glad if you will forward to us in triplicate specification of the equipment. We wish to submit one copy of this specification to our London Office, and hope to be in a position to submit a tender by the specified closing date.

Thanking you, we are,

Yours faithfully,  
ASEA ELECTRIC (N.Z.) LIMITED.

*Hambard*  
MANAGING DIRECTOR.

ET

TELEPHONE 43-080 (2 LINES)

P.O. BOX No. 960



TELEGRAPHIC & CABLE ADDRESS  
"EXCELLITE" WELLINGTON

CODES:  
WESTERN UNION AND BENTLEY'S

# THE VICKERY ELECTRICAL CO. LTD.

## ELECTRICAL IMPORTERS & MANUFACTURERS REPRESENTATIVES

(HEAD OFFICE) 8 VICTORIA STREET,

Wellington, C. I., 6th. April, 1945  
NEW ZEALAND

The Superintending Engineer,  
Auckland Harbour Board,  
AUCKLAND.

Dear Sir:

We thank you for your letter of the 5th. April, and also thank you for sending down the Blue Print of the Conveyor equipment you are calling tenders for. We notice there is no specification sent down to us. If you could let us have one we would certainly like it, and we will know what we are dealing with. We feel certain our principals Messrs. Marco Conveyor Co. Ltd., will be very interested. We are therefore cabling to them to see Messrs. W. Coward & Co. and to let us have a quotation for the gear required.

We understand tenders close on the 21st. Aug. Would it not be possible to extend this tender for about 1 month? The time left for receipt of tenders in a satisfactory manner is not very long at the present time.

Thanking you,  
We remain,  
Yours faithfully,

THE VICKERY ELECTRICAL CO., LTD.

P.S. We are sending you under ..... Director  
separate cover a catalogue  
from our principals The Marco  
Conveyor Co. Ltd.,. No doubt  
this will contain matters of  
considerable interest to you.  
We hope in due course we shall  
be able to quote you.

Specification  
provided  
9/4/45  
C.M.

5th April, 1945

The Vickery Electrical Co. Ltd.,  
G.P.O. Box No. 960,  
WELLINGTON, C.I.

Dear Sirs,

Your letter dated 16th ultimo asking for two copies of the Specification and Plan of the Conveyor Gear for Export Wharf has been received.

The Board has forwarded a number of copies to its London agents, Messrs. William Coward & Co. Ltd., 3 St. James Square, London, S.W.1., and if it is likely that your principals would be interested they could obtain a copy on application to them.

I am forwarding one copy for your own information but as they are now getting short it would be appreciated if this could be returned if it does not interest you.

Yours faithfully,

ENC.  
DH:GT

SUPERINTENDENT & ENGINEER

TELEPHONE 43-080 (2 LINES)

P.O. Box No. 960



TELEGRAPHIC & CABLE ADDRESS:  
"EXCELLITE," WELLINGTON

CODES:  
WESTERN UNION & BENTLEY'S

# THE VICKERY ELECTRICAL CO. LTD.

Electrical Importers & Manufacturers Representatives

(HEAD OFFICE) 8 VICTORIA STREET,

Wellington, C. 1, 16th. March, 1915.  
NEW ZEALAND

The Engineer,  
Auckland Harbour Board,  
AUCKLAND.

Dear Sir:

We notice you are calling tenders for a Conveyor Plant. We do not know exactly what this covers, but we might be able to obtain a quotation from our principals for it. If not putting you to too much trouble, would you send us down the specification in duplicate. We notice the time for receipt of tenders however, is pretty short, as by the time one sends this home to our principals to get a reply, it does not leave much time. We think it would be advantageous if this tender closed in Sept. or Oct. We have had experience before of tenders closing 4/5 months ahead, and mails being very long delayed the time for receipt of tenders has been too short under the trying conditions.

Thanking you,  
We remain,  
Yours faithfully,

THE VICKERY ELECTRICAL CO., LTD.

.....Director

*x if it does not interest  
we will return*

*Arrange  
Oct.*



THE VICKERY & CO. LTD.

*Handwritten notes in an oval:*  
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*Handwritten signature or initials at the bottom left of the page.*

1

7th April, 1945

P E R S O N A L

Mr. G. B. Bradshaw,  
G.P.O. Box 863,  
WELLINGTON.

Dear Bradshaw,

I have been receiving enquiries for business  
from a Mr. Albert Maud late of your firm.

As a personal matter and in strictest  
confidence I should be glad to know whether this man  
has your good will.

Yours sincerely,

**ALBERT MAUD**

(A. M. I. Mech. E. :: A. M. N. Z. I. E.)

P.O. BOX, 5071,  
LAMBTON QUAY, WELLINGTON  
TELEPHONE, 60-287

**MECHANICAL ENGINEER AND MACHINE TOOL SPECIALIST**

9th April, 1945.

8 Maire Street  
Lower Hutt,  
New Zealand

Superintendent & Engineer,  
Auckland Harbour Board,  
P. O. Box 1259,  
A U C K L A N D.

Dear Sir,

CONTRACT No.1190.

In reply to your letter of 7th instant regarding the above contract our Principals in Australia are Magnus Industrial Equipment Pty. Ltd., 368 Collins Street, Melbourne, C.I.

We have a letter from this firm dated 20th March and up to that time no particulars relating to this contract had been received by them direct.

Trusting this is the information you require.

Yours faithfully,

*Mr Taylor*  
*Send copy of Plan & Specimen*  
*to Mr Maud*

*Copy of Specification*  
*filed*  
*Date*  
*19. 4. 45*  
*[Signature]*

*[Signature]*  
*19. 4. 45*



7th. April, 1945.

Mr. Albert Maud,  
P.O. Box 5071,  
Lambton Quay,  
WELLINGTON.

Dear Sir,

CONTRACT NO.1190.

Your letter dated 4th. instant asking for a copy of the specification for the above Contract has been received.

At the moment all copies of the specification have been issued to prospective tenderers but additional copies will shortly be available. A number of these have already been forwarded direct to Australian firms likely to be interested and as it is possible that your principals have already been supplied with a copy, in the meantime, I should be pleased if you would advise me of the name of the firm you represent.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

**ALBERT MAUD**

(A. M. I. Mech. E. :: A. M. N. Z. I. E.)

P.O. BOX, 5071,  
LAMBTON QUAY, WELLINGTON  
TELEPHONE, 60-287

**MECHANICAL ENGINEER AND MACHINE TOOL SPECIALIST**

4th April, 1945.

8 Maire Street  
Lower Hutt,  
New Zealand

Superintendent & Engineer,  
Auckland Harbour Board,  
AUCKLAND.

Dear Sir,

CONTRACT NO. 1190.

We would be obliged if you would forward us copies of specifications, drawings, etc., relating to the above contract. We believe our Principals in Australia will be able to submit an attractive offer and they have requested us to forward full particulars.

Thanking you in anticipation.

Yours faithfully,

*A. Maud*

3rd April, 1945.

Messrs. Malcolm Moore Ltd.,  
Williamstown Road,  
Port Melbourne, Victoria.

Dear Sirs,

As requested by your Sydney associates,  
enclosed please find two copies of the Specification  
and plan of Contract No.1190 for Conveyor Plant for  
Export Wharf.

Yours faithfully,

ENC.

SUPERINTENDENT & ENGINEER.

DH:GT

3rd April, 1945.

Messrs. Malcolm Moore (N.S.W.) Ltd.,  
Chatsworth House,  
1 - 7 Bent Street,  
SYDNEY, N.S.W.

Dear Sirs,

Your letter dated 27th ultimo has been received and, as requested, I am this day posting per air mail two copies of the specification and plan of Contract No. 1190 for Conveyor Plant for Export Wharf to your Melbourne associates.

Yours faithfully,

DH:GT

SUPERINTENDENT & ENGINEER.

1  
COPY

SEE ALSO SECRETARY'S FILE

23rd March, 1945.

Major Alan Reid-Kellett, D.S.O. MC. C. de G.,  
41 Colenso Street,  
Sumner,  
CHRISTCHURCH.

Dear Sir,

Contract No. 1190  
Conveyor Plant for Export Wharf.

Your letter dated 20th instant asking that a copy of the specification of the above Contract be forwarded to Messrs. G.W. King Ltd., Hitchin, Herts., England, has been received.

The specification was posted by Air Mail to-day, 23rd instant, and as requested I enclose copy for your own information.

Yours faithfully,

Superintendent and Engineer.

ANT.MIJ

# MALCOLM MOORE (N.S.W.) PTY. LTD.

## ENGINEERS

SPECIALISTS IN THE MECHANICAL HANDLING OF MATERIALS

NEWCASTLE OFFICE:  
T. & G. BUILDING  
HUNTER STREET  
NEWCASTLE

MELBOURNE OFFICE:  
MALCOLM MOORE LTD.  
PORT MELBOURNE

CHATSWORTH HOUSE

1-7 BENT ST.

SYDNEY

PER AIRMAIL.

TELEPHONE - BW 1488-9

TELEGRAMS & CABLES:  
"TODDENGINE" SYDNEY  
"MECHSTEEL" NEWCASTLE  
"MALMOR" MELBOURNE

27th March, 1945.

The Superintendent & Engineer,  
Auckland Harbour Board,  
A U C K L A N D . . . N . Z .

Re: CONVEYOR.

Dear Sir,

As there is only one copy of your specification and plan at the Sydney Maritime Board which is purely for inspection and they have no spares, would you please post two complete copies to our associates, Malcolm Moore Limited, Williamstown Road, Port Melbourne. One is required for the Drawing Office and the other for the Estimating Department.

Our Melbourne associates advise that they made enquiries at the Melbourne Harbour Trust last week and copies had not then been received.

Yours faithfully,  
MALCOLM MOORE (N.S.W.) PTY. LTD.

*J. C. Todd*  
J. C. Todd  
DIRECTOR.

*Mr Taylor  
Please arrange*

*Arranged  
Out.*

COPY  
SEE ALSO SECRETARY'S FILE

23rd March, 1945.

Messrs. G.W. King. Ltd.,  
Hitchin,  
HERTS. ENGLAND.

Dear Sirs,

Contract No. 1190  
Conveyor Plant for Export Wharf.

Major Alan Reid-Kellett of Christchurch, New Zealand, has requested that the enclosed specification be forwarded to your firm.

The Auckland Harbour Board has under construction, and well advanced towards completion, a wharf intended solely for the loading of overseas ships with New Zealand produce for export. The wharf, as being constructed by the Harbour Board, has been designed in proximity to a large butter grading establishment, through which the whole of the butter for export through the Port of Auckland is required to pass.

Whilst frozen meat, wool, tallow, cheese, etc., will be handled over the same wharf by different channels, it is intended that the butter shall be brought overhead from the grading store by means of an overhead conveyor bridge, along a conveyor gallery on the roof of the shed and thence on to the flat shed roof, at suitable positions from which it will be loaded by crane into the ships' holds. The Board is now seeking offers for the supply and installation of the necessary conveyor plant for handling the butter.

It would have liked to have put this in hand at an earlier date, but it was desired that the experience of well known British firms should be taken advantage of if this were possible, and it was thought that until recently there would have been little prospect of British firms being able to submit tenders under the wartime conditions prevailing. In the hope that the war, in Europe at least, will soon be over and that British firms may be more free to consider overseas orders, the Board has issued the enclosed specification, and it is sincerely hoped that your firm will be able and willing to submit a tender.

The Board's agents in London are:- Messrs. William Coward & Co. Ltd., 3 St. James Square, London, S.W.1., who have been instructed to advertise tenders in the British press, and to whom you could direct inquiries should further information be necessary. I shall be glad, however, if you will accept this as an invitation to submit a tender without awaiting the formal advertisement.

Yours faithfully,

DH.MIJ

Superintendent and Engineer.

COPY  
SEE ALSO SECRETARY'S FILE

15th March, 1945.

Major Alan Reid-Kellett,  
D.S.O., M.C., C. de G.,  
41 Colenso Street,  
Sumner,  
CHRISTCHURCH

Dear Sir,

The Chairman has handed to me for attention, your letter of 11th instant, regarding conveyor equipment and dredging.

Mr. Frater asks me to say that he was associated for a considerable time on this Board, with your late brother Mr. R.T. Reid, of whom he cherishes very happy recollections.

With regard to the two matters of harbour development, referred to in your letter, the Chairman has asked me to assure you that it is and has always been the policy of the Board to support British industry. Tenders have been issued, only this month for conveyor plant and equipment and you will be interested to note that the conditions provide, inter alia - "Tenders will be considered only from British Firms of repute, who have had experience with the class of work involved."

Copies of the specification have been sent direct to a number of British firms. They have been sent also to the Board's London agents with instructions to advertise in the Home papers and tenders are returnable to the Board on 21st August, 1945.

The firm you mention - G.W.King Ltd.- will therefore have an opportunity to submit a tender, although the writer had not known of this firm as a large manufacturer of this class of equipment and had not forwarded a copy of the specification to them direct. If you would like this to be done and will forward the firm's address, a copy of the specification will be sent to them.

With regard to dredging, although, over the years, there is much to be done, the job is hardly of sufficient magnitude to justify the cost of bringing special equipment from overseas to perform the work under contract. The Harbour Board operates its own dredges and the question resolves itself into a decision of whether or not new dredging equipment is needed to get ahead more quickly

P.T.O.



(2)

15th March, 1945.

with the general dredging programme.

Should the Board decide to supplement or replace its existing dredging plant, the new plant would certainly be ordered from British ~~Creditors.~~  
*builders.*

Yours faithfully,

SUPERINTENDENT & ENGINEER

DH/NEC

A. D. MACKENZIE, Chairman.  
F. DUNCAN, Commissioner.  
D. YORK SYME, "  
C. A. PHAYER, "  
J. P. WEBB, "

Cable Address:  
"HARBOR," MELBOURNE.  
Codes:  
A.B.C. (5th EDITION).  
WESTERN UNION.  
(UNIVERSAL EDITION).  
TELEPHONE: MU 7281



Melbourne, 28th March, 1945

LL. L.No. 1068/45

The Superintendent & Engineer,  
Harbour Board Office,  
Quay Street,  
AUCKLAND N. ZEALAND.

Dear Sir,

I have to acknowledge receipt of your letter of 8th instant together with specification of Conveyor plant and in reply desire to inform you that the specification will be tabled at this office for the convenience of tenderers as requested.

Yours faithfully,

ASST. SECRETARY.

Copy also sent to: The Secretary,  
Melbourne Harbour Trust,  
MELBOURNE, VIC., A U S T.

The Secretary,  
N.S.W. Marine Board,  
SYDNEY, N.S.W. A U S T.

8th March, 1945.

Dear Sir:

The Auckland Harbour Board is calling tenders for the supply and installation of conveyor plant for the handling of butter for export at a wharf under construction and now nearing completion in this port. Tenders are being advertised in the Australian press, and I shall be glad if you would permit prospective tenderers to view the enclosed specification at the office of your Engineer.

Firms desiring copies of the specification and plan for their own use can make direct application to the Auckland Harbour Board, and it is merely to enable prospective tenderers to obtain a general outline of the scope of the work required that I desire to have some place where the specification may be inspected.

In anticipation of your agreement to perform this service, I am stating in the advertisement that the plans may be seen at your office.

Thanking you in anticipation,

I am,  
Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH: AML.

7th March,

45.

THE PURCHASING OFFICER.

CONTRACT NO. 1190,  
CONVEYOR PLANT FOR EXPORT WHARF.

With regard to the draft specification for Conveyor Plant for Export Wharf handed to you last week, please let me have twenty-four copies of the specification which I propose to forward with a covering letter to the following firms:-

Wm. Coward & Co., Ltd. (Board's London Agents)	9 Copies
Henry Simon Ltd., Stockport.	1 Copy
Rownsen, Drew & Clydesdale, London.	1 "
Robert Dempster & Sons, Ltd., Yorkshire.	1 "
Robert Boby Ltd., Suffolk.	1 "
Herbert Morris Ltd., Loughborough.	1 "
Spencer (Melksham) Ltd., Wiltshire.	1 "
Malcolm Moore Ltd., Victoria.	1 "
A. D. Riley & Co., Ltd. Auckland.	1 "
Richardson McCabe & Co., Ltd. "	1 "

Please advertise tenders returnable 12 noon on Tuesday, 21st August, 1945.

SUPERINTENDENT & ENGINEER.

DH: AML.

COPIES ALSO SENT TO THE FOLLOWING FIRMS:

Henry Simon Ltd., Cheadle Heath, Stockport.  
Roxson, Drew & Clydesdale, 225 Upper Thames St., London, E.C.4.  
Robert Dempster & Sons, Ltd., Elland, Yorkshire.  
Robert Boby Ltd., Bury St. Edmunds, Suffolk.  
Herbert Morris Ltd., Loughborough.

Messrs. Spencer (Melksham) Ltd.,  
MELKSHAM,      WILTS.,      E N G L A N D.

6th March, 1945.

Dear Sirs,

CONTRACT NO. 1190,  
CONVEYOR PLANT FOR EXPORT WHARF.

The Auckland Harbour Board has under construction, and well advanced towards completion, a wharf intended solely for the loading of overseas ships with New Zealand produce for export. The wharf, as being constructed by the Harbour Board, has been designed in proximity to a large butter grading establishment, through which the whole of the butter for export through the Port of Auckland is required to pass.

Whilst frozen meat, wool, tallow, cheese, etc., will be handled over the same wharf by different channels, it is intended that the butter shall be brought overhead from the grading store by means of an overhead conveyor bridge, along a conveyor gallery on the roof of the shed and thence on to the flat shed roof, at suitable positions from which it will be loaded by crane into the ships' holds. The Board is now seeking offers for the supply and installation of the necessary conveyor plant for handling the butter.

It would have liked to have put this in hand at an earlier date, but it was desired that the experience of wellknown British firms should be taken advantage of if this were possible, and it was thought that until recently there would have been little prospect of British firms being able to submit tenders under the wartime conditions prevailing. In the hope that the war, in Europe at least, will soon be over and that British firms may be more free to consider overseas orders, the Board has issued the enclosed specification, and it is sincerely hoped that your firm will be able and willing to submit a tender.

The Board's agents in London are:- Messrs. William Coward & Co. Ltd., 3 St. James Square, London, S.W.1., who have been instructed to advertise tenders in the British press, and to whom you could direct inquiries should further information be necessary. I shall be glad, however, if you will accept this as an invitation to submit a tender without awaiting the formal advertisement.

Yours faithfully,

DH: AML.

SUPERINTENDENT & ENGINEER.

Messrs. Malcolm Moore Ltd.,  
Williamstown Road,  
PORT MELBOURNE, S.C.7. VIC., A U S T.

5th March, 1945.

Dear Sirs,

CONVEYOR PLANT FOR EXPORT WHARF

Referring to previous correspondence in connection with the above plant, the Board is now calling tenders for its supply and installation.

I forward herewith copy of specification No.1190 and plan No.A.483/1, setting out details of the contract.

I hope you will now be in a position to submit a tender for the work.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH: AML.

Messrs. A. D. Riley & Co., Ltd.,  
46 High Street,  
AUCKLAND, C.I.

5th March, 1945.

Dear Sirs,

CONVEYOR PLANT FOR EXPORT WHARF

I forward herewith copy of specification and plan for Contract No.1190 for the supply and installation of the above plant.

A copy has been forwarded by air mail to your principals, Messrs. Herbert Morris Ltd., with a covering letter.

I hope they will be in a position to submit a tender for the work.

Yours faithfully,

DH: AML.

SUPERINTENDENT & ENGINEER.

Messrs. Richardson McCabe & Co., Ltd.,  
Smith & Smith's Building,  
Albert Street,  
AUCKLAND, C.I.

5th March, 1945.

Dear Sirs,

CONVEYOR PLANT FOR EXPORT WHARF

I forward herewith copy of specification and plan for Contract No.1190 for the supply and installation of the above plant.

A copy has been forwarded by air mail to your principals, Messrs. Rownson, Drew & Clydesdale, with a covering letter.

I hope they will be in a position to submit a tender for the work.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH: AML.



D. Holderness, Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board.

27th March, 1945.

Dear Sir,

We beg to acknowledge your letter of 5th March with which you have sent us eight copies of your specification No 1190 and blueprints relating to Conveyor Plant which is required by your Board.

It is noted that copies have been forwarded direct by you to a number of Manufacturers likely to be interested in this proposal.

In accordance with your instructions, we are inserting advertisement in various appropriate technical Journals and will make copies of the specification and blueprint available to Firms which may desire to tender.

If necessary, we will have additional copies prepared for distribution.

Should we find that Manufacturers are unable to prepare their proposals for lodgement at Auckland by 21st August, we shall cable to you for reasonable extension of the time given, and it is noted that, if necessary, prices can also be cabled provided that tender documents already have been despatched, so that such prices are in your possession by the closing date.

It may be that, as a result of discussions with interested parties, questions will arise relating to various details of the proposals; if so, we shall make use of the speediest means of communication for the purpose of receiving your views thereon.

This important installation will receive our full and close attention.

Yours faithfully,

WILLIAM COWARD & CO LTD.



DUPLICATE  
FROM  
WILLIAM COWARD & Co. LTD.  
3, ST. JAMES'S SQUARE,  
LONDON, W.1.

1 Copy by Air Mail (8 enclosures).  
1 " " Sea " (1 enclosure).

Messrs. Wm. Coward & Co. Ltd.,  
3 St. James' Square,  
LONDON, S.W.1.

5th. March, 1945.

Dear Sirs,

CONTRACT NO.1190.  
CONVEYOR PLANT FOR EXPORT WHARF.

Herewith eight copies of Specification No.1190 and blueprints of drawing No.A.483/1 upon which it is desired to call tenders for Conveyor Plant for the Export Wharf under construction in this harbour.

Separate copies have been forwarded direct to:-

Spencer (Melksham) Ltd.,	Melksham,	WILTSHIRE.
Henry Simon Ltd,	Cheadle Heath,	STOCKPORT.
Rownson, Drew & Clydesdale,	225 Upper Thames St.	LONDON.
Robert Dempster & Sons Ltd.,	Elland,	YORKSHIRE.
Robert Boby Ltd.,	Bury St. Edwards,	SUFFOLK.
Herbert Morris Ltd.,	Loughborough,	ENGLAND.,

whom it is anticipated will be directly interested unless they are still too busy to consider work for export to this Country.

You are requested to advertise this Contract and to supply copies of the Specification to such other firms as may be interested or willing to submit tenders. In the event of there being more enquiries than you have copies available, it will be necessary for you to reproduce the Specification and plan locally and I trust you will have no difficulty in this regard. Tenders close here on Tuesday, 21st. August 1945.

Should manufacturers indicate difficulty in submitting tenders by that date, I would like you to consider the matter and, if thought necessary, recommend by cable an extension which should be in multiples of fourteen days, but should be as small as possible.

Cabled tenders giving prices quoted will be acceptable provided tenders and all documents are already mailed, and this may be sufficient to obviate an extension of time.

The proposals will be clear to you by a perusal of the Specification, and I am hopeful that satisfactory tenders for the supply and installation of the plant will be available either complete or under the various items as scheduled.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

AUCKLAND HARBOUR BOARD.

NEW ZEALAND.

TENDER FOR CONTRACT NO.1190

FOR CONVEYOR PLANT FOR EXPORT WHARF.

To the Chairman,  
Auckland Harbour Board.

Sir,

I/We do hereby tender and offer to execute and perform the several works and provisions named, described and alluded to in the Specification for Conveyor Plant for Export Wharf for the sum of (£ 21239- 5- 0d) ~~Twenty-one Thousand Two Hundred and Thirty-nine Pounds~~ and Five Shillings. as set out in the schedule below.

\* Should this tender be accepted I/We undertake to carry out the said works and complete same within.....NINE.....months from receipt of notification of acceptance of my/our tender.

SIGNATURE..... HENRY SIMON LIMITED......

ADDRESS..... Bird Hall Lane, Cheadle Heath, STOCKPORT......

DATE.....

SCHEDULE.

(a) Supply and delivery of Conveyor Plant to Export Wharf, Auckland, in accordance with Clause 12, Section I.	£ 16,664. 0. 0
(b) Supply and delivery of spare parts as per separate schedule attached and in accordance with Clause 13.	£ 147. 5. 0
(c) Installation, completion and testing of Conveyor Plant in accordance with Clause 12, Section II.	£ - - -
(d) Overhead Conveyor Bridge in accordance with Clause 12, Section III.	
(a) Construction and erection complete	£ - - -
or (b) Fabrication and delivery only	£ 4,428. 0. 0
or (c) Design and supply of Drawings only	£
<u>TOTAL</u>	<u>£ 21,239. 5. 0d</u>

\* BRIDGE delivered F.O.B. - 20 weeks.  
Complete Delivery whole plant F.O.B. - 36 weeks.

1st August, 1945.

From HENRY SIMON LTD. Engineers.

Conveying Department.

CHEADLE HEATH STOCKPORT

To The Chairman, Auckland Harbour,

NEW ZEALAND.

CONTRACT No. 1190CONVEYOR PLANT FOR EXPORT WHARF.

The Arrangement of the Plant will be generally in accordance with the design shown on Drawing No. A2473 and will be suitable for handling boxes of butter of a maximum size of 12" high x 12" wide x 17" long weighing 66 lbs. each, from the Cool Store to the roof quays of the Export Wharf.

The capacity of the plant will permit of simultaneous delivery to four points at each berth at the rate of 1375 boxes per hour per point i.e. a total of 11,000 boxes per hour.

The Conveyor system will consist of 26 Belt Conveyors as under :-

Between Points A and B.  
8 Conveyors marked 1A to 8A inclusive.  
Between points B and C.  
8 Conveyors marked 1B to 8B inclusive.  
Between Points C and D.  
6 Conveyors marked 2C to 7C inclusive.  
Between Points D and E.  
4 Conveyors marked 3D to 6D inclusive.

Each of the belt conveyors will be 14" wide and will consist of cast iron driving pulley fitted on mild steel shaft and mounted on ball bearing pedestals. The driving shaft will be extended for roller chain drive from geared motor complete with case. Cast Iron tension pulley with M.S. shaft and ball bearing pedestals fitted with screw tension gear.

14" Wide rubber and canvas belts 3 ply thick 28 oz. duck with friction surface covers to B.S.S. 490 - 1943 amended.

The carrying rollers will be 2½" dia. x 16" wide spaced at 6" centres and constructed of 16s G. steel tubes fitted with pressed steel casehardened ball bearing ends (four piece reinforced type) packed with graphite grease and mounted on 7/16" dia. spindles complete with split pins at ends.

The conveyor stringers will consist of rolled steel angles supported by uprights suitably braced and stiffened where required. The driving and tension terminal stands will also be of angle iron construction complete with angle bracing gussets etc., of suitable weight for the loads to be carried.

Continued.....

## SPECIFICATION NO. 10233.

The proposed Arrangement of the Discharge and Transfer Terminals at Rows 11 and 12 will be generally in accordance with the design shown on drawing No.A.2474, whilst those at Rows 19,20 and 21 will be to drawing No. 2475.

For the Discharge and Transfer Terminals the total number of gravity conveyors and curves included for diverting from the main line are as follows :-

8 Gravity Conveyors each 56 ft. long (7 - 8 ft. lengths)  
 4 - 90° curves.  
 4 - 60° "  
 4 - 45° "  
 4 - 30° "

Additional gravity conveyors are included between the main conveyors for feeding forward.

The gravity conveyors will be provided with rollers  $2\frac{1}{4}$ " dia. 16" long of 14s.G. steel tubes fitted with pressed steel casehardened ball bearing ends and  $7/16$ " dia. spindles set at 4" pitch in  $2" \times 1\frac{1}{2}" \times \frac{1}{4}"$  angle frames with steel flat bracing and couplings.

Each 56 ft. length of runway (7 - 8 ft. lengths) will be complete with 8 portable adjustable trestles to grade ~~with~~ the runways from 5'-6" down to 2'-0".

The 4ft runways will not be supplied with supports.

The 90° bends will each have 4'-6" outside radius with rollers 16" long  $2\frac{1}{4}"$  dia. to  $1\frac{1}{2}"$  dia. taper, 14s. G. steel tubes fitted with pressed steel casehardened type ball bearing ends and  $7/16$ " dia. steel spindles set at  $4\frac{1}{2}"$  outside pitch in steel angle frames of  $2" \times 1\frac{1}{2}" \times \frac{1}{4}"$  outer and  $2\frac{1}{2}" \times 1\frac{1}{2}" \times \frac{1}{4}"$  inner angles with bracing and couplings.

The other bends will be of similar construction to the above.

Portable Stands for supporting the above runways will be adjustable from 4' - 0" to 6' - 0".

#### Electric Equipment.

The equipment will be suitable for a supply of 460 volts D.C. and will consist of :-

EIGHT - <sup>2</sup> $1\frac{1}{2}$  H. P. Motors and EIGHTEEN - <sup>1\frac{1}{2}</sup> $1$  H. P. in each case geared to 80 R.P.M. The motors will be of the totally enclosed type, continuous rated, light compound wound and complete with slide rails.

The starters will be arranged in two groups one for each side of the quay and will be of the push button automatic type. Each group will be provided with an isolating switch and the group subdivided into four lines....

(continued)

## SPECIFICATION NO. 10233.

of starters each line protected by D.P. fuses. The starters will each have two overload time limit trips and a sequence selector for choosing the number of motors required in a line, this being combined with a test switch to enable test to be taken independently if required on any motor. The two starter groups to be placed in the *controlled* control room from which point all motors would be started. Remote stop buttons will be provided foremergency stopping, two per conveyor.

X We do not include for alternative starting positions, i.e. external to the control room as it is presumed all starting will be from the central point.

If any conveyor in a line stops the interlock is arranged to stop the conveyors feeding to it and starting up also must be in the correct sequence., i.e. delivery end first.

The supply to be brought to these two groups of starters.

Wiring:

*now reversible*  
All necessary cable and conduit, conduit saddles and boxes as required will be supplied for connecting up the motors and emergency stop buttons.

Conduit :

Heavy gauge, screwed, welded and galvanised.

Cables :

V. I. R. taped, braided and compounded.

Stop Push Buttons :

Ironclad type screwed for conduit.

Motors :

✓ Lancashire Dynamo & Crypto Ltd., or equal.

Starters :

Allen West, or equal.

Conveyor Bridge.

The above Bridge will be to the dimensions shown on drawing No. A 2473 and will be constructed of rolled steel channels and angles braced and stiffened as indicated complete with R. P. M. side and roof sheeting, excluding timber work and glass.

-----  
Continued.....

## SPECIFICATION NO. 10233.

SCHEDULE OF SPARE PARTS RECOMMENDED

Quantity	Description	PRICE		
		Supplied and Delivered Auckland		
1	1½ H. P. Motor (no gear).	£	43.	10. 0.
1	1 H. P. Motor (no gear).		36.	10. 0.
1	Complete Starter Interior.		29.	0. 0.
1	Starter Magnet Operating Coils		5.	0. 0.
40	Spare Carrying Rollers		16.	10. 0.
10	Return Rollers		4.	5. 0.
30	Gravity Rollers		12.	10. 0.
		£	147.	5. 0.

UNIT PRICES FOR GRAVITY CONVEYORS AND CURVES.

Quantity	Description	PRICE		
		Supplied and Delivered Auckland.		
1	8ft length Gravity Conveyor		12.	10. 0.
1	90° Curve		13.	0. 0.
1	60° Curve		9.	0. 0.
1	45° Curve		6.	15. 0.
1	30° Curve		4.	15. 0.

Exclusions:-

Power Supply Cables to Control Room.

Timber for floor and walkways on Conveyor Bridge.

Glass for Windows in Conveyor Bridge.

Erection.

=====

AUCKLAND HARBOUR BOARD.

NEW ZEALAND.

Engineer's Office,  
March, 1945.

CONTRACT NO.1190.

SPECIFICATION FOR CONVEYOR PLANT FOR EXPORT WHARF.

1. TENDERS addressed to The Chairman, Auckland Harbour Board, New Zealand, and endorsed on the outside, "Tender for Conveyor Plant" will be received up till 12 noon on Tuesday, 21st August 1945, for Conveyor Plant for Export Wharf, Auckland, in accordance with the terms and conditions of this Specification.
2. TERMS. (a) Tenders will be considered only from British Firms of repute who have had experience with the class of work involved.  
  
(b) Tenders shall be accompanied by outline prints showing with reasonable accuracy all the main features of the plant and its method of installation, and also by a detailed Specification giving the fullest possible particulars of the plant and its method of operation and control.  
  
(c) Tenderers shall state the time within which they will guarantee to complete the work to be done under this contract in accordance with this Specification.  
  
(d) The Board does not bind itself to accept the lowest or any tender.
3. GENERAL. The plant shall be suitable for conveying boxes of butter from the Cool Store of the Auckland Farmers' Freezing Co. Ltd. to the roof quays of Export Wharf for loading by Crane to ship's hold.  
  
The general layout of wharf and Cool Store and the levels and points for loading and discharge are shown on Drawing No. A483/1.  
  
This Contract is for the provision of a conveyor system to serve two berths, one on the eastern side and one on the western side of Export Wharf.  
The system will commence at point A at the Cool Store and will pass by means of an overhead bridge to the roof of Export Wharf Shed, where it will enter a gallery running the whole lengths of the shed, and it will discharge where required through doorways to either berth at points B, C, D or E.  
  
Provision shall be made for future extension as described in Clause 8.
4. CAPACITY. The capacity of the plant shall allow for simultaneous delivery to 4 points at each berth; total 8 points. The average rate of delivery at each of the 8 points shall be 1250 boxes per hour; total 10,000 boxes per hour.



6. DETAIL OF BOXES. The weight of each box is 66 lbs. The size of boxes varies somewhat according to their construction but will not exceed 12 inches high x 12 inches wide x 17 inches long. The boxes are constructed either completely of wood or with wood ends and cardboard centres with a wire binding around the centre or at the ends, or they may be complete cardboard cartons without wire binding. The wire bindings on boxes make it unsatisfactory to discharge a belt by skidding the boxes across its surface. At delivery points the boxes are loaded on trays each carrying 55 boxes.
6. FLOOR LOADS. The allowable superimposed load on any part of the shed roof is  $1\frac{1}{2}$  cwt. per sq.ft. uniformly distributed or a concentrated load of 4 tons at one point. Ample strength has been provided for the abutments at both ends of the overhead conveyor bridge and for the centre trestle support.
7. FLEXIBILITY. The system of conveyors shall provide as great flexibility as possible and shall allow for the following conditions:-
- (a) Butter is exported in 3 different grades which must be loaded separately. Adjacent holds in a ship may be loading different grades.
  - (b) The number of holds loading butter at one time will vary and the position of the holds in relation to the berths will vary according to the type of ships being loaded.
  - (c) The rate of delivery to any one hold will vary from time to time depending on difficulties of stowage in the hold. Short stoppages may be required in one hold without interfering with the rate of delivery to other holds.
8. FUTURE EXTENSION. Provision has been made for a future lengthening of Export Wharf by approximately 500 feet to provide two extra berths. When this is done it will be necessary to increase the capacity of the conveyor system to provide for delivering butter at a similar rate to each of these two extra berths. Provision shall be made in the dimensions of the overhead bridge and in the arrangement of conveyors so that this extension can be carried out when necessary, the feed to any extra conveyors being from the point F on the floor immediately above point A.
9. CONVEYOR ARRANGEMENT. Tenderers may quote for any system of conveyors which will handle the necessary quantity and give delivery at the positions and in the manner required. It is not intended to bind tenderers to the system shown on Drawing A483/1 which is intended only to indicate one system which would meet all requirements. In the layout shown, the lines of belt conveyor are not continuous for their full length but are interrupted by sections of gravity roller conveyor at intermediate points B, C. & D, where discharge may be required. These gravity roller sections may be replaced where necessary by curved turnouts and further sections of gravity roller conveyor to give delivery through the side doors to wherever required. Each length of belt conveyor slopes upward to its delivery end which is at a suitable height to allow the boxes to gravitate either out on to the roof quay or forward to the feed end of the next length of conveyor belt.

Eight lines of conveyor extend to point C, six lines to point D and four lines to point E. These lines are numbered 1 to 8 on the drawing. At point A the system would be fed by 8 belts supplied by the Auckland Farmers' Freezing Co. Ltd. and connected with the elevator and conveyor system of the Cool Store in such a way that any of the 8 belts could be fed from any part of the Cool Store. These 8 belts are not yet installed and can be arranged to suit.

Under this system any stack of butter in the Cool Store can be provided with a direct conveyor line to the place from which it is to be loaded to ship. It is not handled from the time it is placed on conveyor in the Cool Store until it is loaded on trays at the ship's side.

Future extension of the conveyor system to serve two extra berths would be made by installing a further set of belts, numbered 9 to 16, from point F passing over the top of the first installation as far as point E and then continuing along the gallery as in the first installation.

10. ELECTRIC POWER & CONTROL. The plant shall operate on direct current at 460 volts.  
The system of control is left for tenderers to submit what is considered most suitable. It shall be possible to stop any line of conveyors back to point A from the delivery end of such line and also by emergency stop buttons located at suitable intervals along the conveyor lines. Starting up of conveyors can be done from the Control Room or other suitable position.  
Tenderers shall give full details of the control system they offer and shall state the names of makers of the electrical gear.
11. CONVEYOR BELTS AND ROLLERS. Conveyor belts shall be 14 inches wide on 16 inch rollers.  
Belt speed shall be 80 to 90 ft. per minute.  
Gravity roller conveyors shall be 16 inches wide.  
All rollers shall be of heavy gauge material and shall have ball bearings with suitable means for lubrication and exclusion of dust etc.
12. SCOPE OF CONTRACT.

This Contract is divided into three sections as follows:-

Section 1. The supply and delivery to Export Wharf of the whole of the conveyor plant, including belt conveyors, gravity roller conveyors, machinery, motors, control gear, switchgear, conduit and insulated cable, together with all accessories and other things necessary for the completion of a conveyor plant in accordance with this specification. This shall include, in addition to the main conveyor lines, sufficient gravity roller conveyor to lead the boxes from the main conveyor lines to the edges of the roof quay. The amount to be allowed for this shall be sufficient for eight runs of approximately 50 feet and it shall comprise standard interchangeable lengths of straight track, standard curves of 90°, 45°, 60° & 30° and standard portable and adjustable support trestles. Tenderers shall state clearly the numbers of each of these they have allowed for in their tenders and shall quote a unit price per length for any extra or lesser number that the Board may require the Contractor to supply. It shall also include spare parts in accordance with Clause 16.

Section II. The installation, completion, testing and delivery to the Board in running order in accordance with this Specification of the whole of the conveyor plant. The Board will connect the electric power mains to the contractor's switchboard but all other work shall be carried out by the Contractor. The Board will install any necessary general lighting of the conveyor gallery and overhead bridge.

Section III.

- (a) The construction and erection of the overhead conveyor bridge from the Cool Store to the roof of Export Wharf Shed.
- or (b) The fabrication of all parts of the bridge and its delivery in sections to Export Wharf, Auckland, ready for assembly and erection by the Board.
- or (c) The design and supply of working drawings for construction of the bridge by the Board at Auckland.

Should any tenderer be unable to undertake to carry out the work of installation of the conveyor plant as set out in Section II or the construction and/or erection of the overhead conveyor bridge as set out in Section III a or b, the Board shall have the right to accept such tender for only that portion of the work as set out therein.

13. QUALITY OF WORK. The whole of the design, materials and workmanship shall be in accordance with the best practice and shall be wherever possible to British Standard Specification. All electrical work shall comply with N.Z. Electrical Wiring Regulations. All gearing and revolving parts shall be effectively guarded. All work shall be carried out to the satisfaction of the Board's Engineer.
14. DEFECTIVE WORK. Should any part of the installation be defective or not in accordance with this Specification, the same shall be made good immediately by the Contractor to the satisfaction of the Board's Engineer, or alternatively, the Board shall have the right to make good such defective work and to charge the cost of so doing against the Contractor.
15. DRAWINGS TO BE SUPPLIED. The Contractor shall supply two complete sets of cloth prints of the working drawings of all parts of the installation as actually made for use in maintenance and repair.
16. SPARES. Tenderers shall submit a schedule of spare parts recommended, including a spare motor and other electrical spares and shall quote a scheduled rate for the supply of such spares. The Board may order any number of spares at the schedule rates quoted.
17. PAYMENT. Payment will be made monthly against the Contractor's invoices up to 75 per cent of the value of the plant and materials received or the installation work completed on the site at Export Wharf as certified by the Board's Engineer.

In the case of plant shipped from overseas the Board may pay up to 50 per cent of the value of such against shipping and insurance documents proving despatch to Auckland, New Zealand, and a further 25 per cent, making a total of seventy five per cent when the plant is delivered to Export Wharf in good order and condition.

The balance of the Contract price due to the Contractor will be paid when the plant is installed and accepted by the Board in accordance with this Specification.

D. HOLDERNESS,  
M.Inst.C.E.

Superintendent & Engineer.

23rd. February, 1945.

To the Chairman,

A.H.B.

CONVEYOR PLANT FOR EXPORT WHARF.  
AND  
OVERHEAD GALLERY FROM WHARF TO FREEZING COY'S.  
COOL STORES.

Tenders are now being called for the supply, delivery and erection of the requisite conveyor equipment and for the overhead conveyor gallery from the Freezing Company's cool stores to the Export Wharf for the shipment of butter in accordance with the approved scheme of operation on which the design of the wharf is based.

Tentative enquiries have made it clear that, until recently, firms interested in this class of equipment would be unable, on account of War commitments, to submit tenders and although it is not by any means certain that they will yet be able to do so the position appears to be easing and should be tested.

It is therefore proposed to forward copies of the specification to individual British firms skilled in this class of work and to the Board's London Agents also to advertise tenders both locally and Home returnable to the Board by Tuesday, 21st. August.

It is hoped also to obtain tenders from Australia where the manufacture and installation of mechanical handling plant has been developed considerably during recent years.

It is impossible in these days of labour shortage and War costs to give a close estimate of cost, but it is anticipated that tenders may be expected to range between £45,000 and £50,000.

*Frederick*  
Superintendent & Engineer.

DH/MJB.

EXTRACT FROM BOARD IN COMMITTEE'S RESOLUTIONS OF 27.2.1945.

4. BUTTER CONVEYING EQUIPMENT - EXPORT WHARF.

Report of Superintendent & Engineer, 23.2.1945.

Recommended:-

That the report be received.

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EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 6th.MARCH, 1945.

8. BOARD IN COMMITTEE.

Report of Board in Committee, 27.2.1945, re (4)  
Butter Conveying Equipment - Export Wharf.

That the report be adopted.

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# MALCOLM MOORE (N.S.W.) PTY. LTD.

## ENGINEERS

SPECIALISTS IN THE MECHANICAL HANDLING OF MATERIALS

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HUNTER STREET  
NEWCASTLE

MELBOURNE OFFICE:  
MALCOLM MOORE LTD.  
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CHATSWORTH HOUSE  
1-7 BENT ST.  
SYDNEY

TELEPHONE - BW 1488-9

TELEGRAMS & CABLES:  
"TODDENGINE" SYDNEY  
"MECHSTEEL" NEWCASTLE  
"MALMOR" MELBOURNE

10th January, 1945.

D. Holderness Esq.,  
Superintendent and Chief Engineer,  
Auckland Harbour Board,  
AUCKLAND. N.Z.

Dear Mr. Holderness,

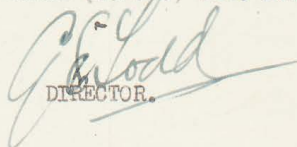
When with you in April last I expressed the hope that it would be possible for one of my Co-Directors to visit your Country later and promised to let you know when that could be arranged. Several times we have nearly finalized a programme to permit of this, but recurring urgent demands on us from Government Departments and Royal Navy for war work, have caused the visit to be deferred.

However, our Chairman and Managing Director, Mr. Malcolm Moore M.Inst., C.E., B.E., will be arriving in Auckland in about ten days time. During his short stay in New Zealand he will also visit Wellington and probably the South Island. As soon as possible after his arrival he will contact you.

He is looking forward with considerable pleasure to meeting you and to having the opportunity of discussing all matters of mutual interest.

Kindest regards to you and Mr. W. L. Vickerman.

Yours sincerely,  
MALCOLM MOORE (N.S.W.) PTY. LTD.

  
DIRECTOR.

Messrs. Malcolm Moore Ltd.,  
Williamstown Road,  
PORT MELBOURNE, S.C.7. VIC., AUST.

11th December, 1944.

Dear Mr. Longoni:

EXPORT WHARF - CONVEYORS

Replying to your letter of 23rd November, the answers to your various questions are as set out below:-

1. & 2. It is required to provide for simultaneous loading at two berths while the wharf is of its present length. At some later date the wharf will be lengthened to provide a further two berths, and when this is done the conveyor system must be extended to provide for these two extra berths, i.e., for four berths loading simultaneously.
3. The rate of 5,000 boxes per berth per hour is to be the average loading rate, and the maximum rate must be sufficiently above this to allow of the average being maintained.
4. See answer to 1. & 2. above.
5. Under average conditions a crane will have no difficulty in maintaining a two-minute cycle, but the limiting factor is the rate at which boxes can be stowed in the ship's hold, which rate averages 1,250 boxes per hour.
6. The actual loading of a tray from gravity rollers takes two men approximately  $2\frac{1}{2}$  minutes, when there is a pause to allow the loaded tray to be removed and the empty tray to be brought into position for loading. For a loading rate of 1,250 boxes per hour by one crane, would require the simultaneous loading of not less than two trays, which would be lifted in rotation, giving an average cycle of approximately 5 minutes per tray.
7. & 8. Three grades are handled.
9. & 10. The capacity of the cool stores and floor plans of the building need not be taken into account. The Board's

(Please turn over)

11th December, 1944.

system of conveyors will extend only to the shore end of the overhead bridge, where they will be fed from the Freezing Company's conveyor system. This latter system can be adapted to suit any arrangement of feeding that may be necessary, and it is not included in this contract.

11. The location of openings in the gallery is shown on the layout plan on Drawing A.483/1. Column spacings are at 15 feet centres throughout, giving a clear width of doorway of 14 feet by 10 feet high. Single doorways are provided at each end of the gallery, and double doorways at the two intermediate points on each side.
12. The gallery floor is designed for a uniformly distributed load of  $1\frac{1}{2}$  cwt. per square foot, or a concentrated load of 4 tons at one point.
13. Present rate of pay is 3/2d per hour.
14. Electric current costs (for power 0.675d. per unit,  
(for lighting 2.025d. per unit.

I hope that this gives you a complete picture of what is required and will enable you to put forward a suitable scheme.

A specification is now being prepared and tenders will be advertised shortly for the supply and installation of this plant; a copy will be forwarded to you when ready.

Meantime we shall be pleased to receive a visit from your Mr. Cole in January and to discuss with him any matters on which you might require further information.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH: AML.



# MALCOLM MOORE LIMITED ENGINEERS

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TELEPHONE MX1178 (3 LINES)  
Box 8 P.O., PORT MELBOURNE

REGISTERED OFFICE:

WILLIAMSTOWN ROAD  
PORT MELBOURNE  
S.C.7

AJL/HM

23rd November, 1944

The Chief Engineer,  
Auckland Harbour Board,  
AUCKLAND, N.Z.

Dear Mr. Holderness,

RE CONVEYOR SCHEME FOR HANDLING  
BUTTER BOXES

Our Sydney Director, Mr. G. E. Todd, advised you that, due to pressure of work for the Defence Department, consideration of the above proposal had to be deferred.

During the last two weeks, I have been able to study your requirements and arrived at the conclusion that we could put forward a proposition which I believe would meet your requirements in a satisfactory manner. To permit me investigating some aspects and enquiring into the pros and cons of one or two alternative schemes, I would appreciate if you could advise me on the following points and/or supply the information in question.

1. Is it essential that the proposal permits simultaneous loading at four berths?
2. If not, how many berths are to be supplied simultaneously?
3. Is the required loading capacity of 5,000 boxes per berth to be taken as the average loading capacity per hour over a ship's cargo or a maximum peak rate?
4. Would a proposal suitable for simultaneous loading at four berths be substantially preferable to one suitable only for simultaneous loading at two berths?
5. What may be taken as being the average time for handling of one tray load of 55 boxes by a crane to cover the picking up of the tray on shed roof, lowering into hatch, returning the empty tray to shed roof and removing the slings?

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Sydney Office:  
MALCOLM MOORE (N.S.W.) PTY. LTD.  
CHATSWORTH HOUSE, 1-7 BENT STREET, SYDNEY, NEW SOUTH WALES  
Telephone: BW 1488 (2 lines)

The Chief Engineer,  
Auckland Harbour Board

- 2 -

23rd November, 1944

6. What would you consider to constitute a reasonable average number of boxes which one man could take off the gravity roller conveyor on shed roof and stack on tray per hour over a whole shift?
7. How many different grades of butter are to be handled?
8. How many different grades are stored in the cool stores?
9. What is the maximum tonnage of butter which the cool stores can take?
10. Can you supply floor plans of the cool stores to show the column spacing?
11. Can you supply floor plan of the gallery above the wharf shed to show the location and size of door openings?
12. What is the maximum concentrated load and maximum distributed load for which the floors in the cool stores and wharf shed have been designed?
13. What are the rates of pay to men employed in handling boxes to and from the conveying plant?
14. What is the cost of electric current per Kilowatt hour for power purposes? Lighting?

With information on the above issues available, we would be in a position to proceed with the working out of our proposals and estimates.

We suggest that it might be most satisfactory if the Board would invite tenders for this proposition from such firms as you deem desirable to approach. We would consider this course of action desirable in order to bring our firm upon the same basis as our possible competitors. It would probably, also, save time in the long run.

The Manager of our Transportation Machinery Department, Mr. Cole, will almost certainly visit New Zealand next January and take advantage of his visit to Auckland to contact you and clear up any outstanding issues which might need attention.

If the prospects should warrant doing so and time can be found, I would come over myself to finalize this job if the Board should contemplate placing the order with us.

Trusting that this will find you in good health and that conditions will work out so that I can see you in Auckland,

I remain,

Yours faithfully,

  
A. J. Longoni

# MALCOLM MOORE (N.S.W.) PTY. LTD.

## ENGINEERS

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TELEPHONE . BW 1488-9

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"MECHSTEEL" NEWCASTLE  
"MALMOR" MELBOURNE

GET/JS

14th November, 1944.

D. Holderness Esq.,  
Superintendent & Engineer,  
Auckland Harbour Board,  
AUCKLAND. N.Z.

Dear Mr. Holderness,

The reply to your letter of 13th October has been delayed as it has not been possible for my colleagues or I to visit each other interstate in the last few weeks owing to pressure of work in our respective headquarters and shortage of staff, necessitating relying on correspondence which, of course, entails some delay.

Mr. Longoni has given some considerable time to consideration of your proposition and has one or two further ideas which he wants to work out and is hoping to be able to have something tangible within the next few weeks. There is no doubt we shall be able to offer a solution to meet your particular requirements.

We are extremely busy with several large and very important handling propositions related to war work here which have made heavy and constant demands on Mr. Longoni and his special staff so that he has not been able to arrange to get away from the works for the necessary period to permit of a visit to New Zealand.

It is probable that one of our senior Executive Engineers will make a special trip to New Zealand either before or immediately after Christmas holidays. However, you can expect to receive a letter within about a week or so from either Melbourne Works or Mr. Longoni direct definitely advising you of our intentions.

Yours faithfully,  
MALCOLM MOORE (N.S.W.) PTY. LTD.

*[Signature]*  
Director.

*Mr. Holderness  
to make. This does not get  
us very far & we have better push  
on with effort for getting forward  
H.M.C.*

13th October, 1944.

G. E. Todd, Esq., M.Mech.E.A.A.,  
Director,  
Messrs. Malcolm Moore (N.S.W.) Pty. Ltd.,  
Chatsworth House,  
1-7 Bent St., SYDNEY, N.S.W.

Dear Mr. Todd:

I have been wondering whether you have been able to proceed with the investigation of our Export Wharf conveyor system, and whether the information I forwarded to you on 7th July gave you all that was necessary at this stage.

I am most anxious to make some progress on this matter, and should like to know whether Mr. Longoni will be coming over and how the matter stands at present.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH:AML.

Messrs. Malcolm Moore (N.S.W.) Pty. Ltd.,  
1-7 Bent Street, )  
SYDNEY, N.S.W., AUSTRALIA.

7th July, 1944.

Dear Sirs:

EXPORT WHARF - CONVEYOR SYSTEM

In reply to your letter of 5th June, I forward herewith print of A.483/1 showing the general layout of wharf and cool store, and indicating the general levels and dimensions of the various structures. The present length of wharf provides for two berths, one on each side of wharf, and provision is made for its future extension to provide two further berths.

It is required to convey butter from the cool store through an overhead bridge to a conveyor gallery on the flat roof of the wharf shed and along this gallery to suitable points for loading to ship by crane. It is desired to provide four loading lines from cool store to each berth, the actual points of delivery being variable within the limits shown on the plan according to the siting of the cranes.

The required rate of delivery for each line is 1,250 boxes per hour, or 5,000 boxes per hour to each berth. The size of boxes is 15 inches long by 12 inches wide by 12 inches high, each weighing 66lbs. At the delivery points the boxes will be loaded on wooden trays each carrying fifty-five boxes.

It is considered necessary to provide four separate loading lines to each berth for the following reasons:-

1. Different grades of butter may be loaded to a ship at the same time, though it is unlikely that more than one grade will be loaded in any one hatch at a time;
2. Rates of loading to the different hatches will vary according to rates of stowage on the ship;
3. Stoppages at any one hatch will occur from time to time.

The drawing indicates in outline a suitable system of conveyor belts connected by sections of gravity rollers, these latter being movable so that they can be replaced as required by roller turnouts to various delivery points. The delivery end of each conveyor belt is shown raised to a suitable height to allow the boxes to gravitate to the delivery points. The system shown is indicative only, and it is not intended to bind tenderers to this particular system.

The conveyor gallery on the roof of the shed will be built by the Board, but it is intended that provision of a suitable overhead bridge from the cool store to the conveyor gallery will be included in the contract for the supply and installation of the complete conveyor system.

All plant would be electrically operated at 460 volts D.C.

It is noted that Mr. Longoni is to visit Auckland in the near future, and it is hoped that this letter and plan will reach

Messrs. Malcolm Moore (N.S.W.) Pty. Ltd.

-2-

7th July, 1944.

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you in time for Mr. Longoni to make a preliminary study of our requirements before he leaves for New Zealand.

I look forward to his visit, and to discussion with him on any points upon which he may not be clear.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

ENCL: 1.

# MALCOLM MOORE (N.S.W.) PTY. LTD.

## ENGINEERS

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SECRETARYS OFFICE

1-7 BENT ST.

SYDNEY

TELEPHONE - BW 1488-9

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"MECHSTEEL" NEWCASTLE  
"MALMOR" MELBOURNE

GET/JS

REC'D - 8 JUN 1944

AIR MAIL

5th June, 1944.

ACKGD

ANSD

The Superintendent,  
Auckland Harbour Board,  
AUCKLAND N. ZEALAND.

Dear Sir,

Following the writer's interview with you on 5th April and inquiries arising out of two other interviews, it is our intention that our Chief Engineer and Director, Mr. A.J. Longoni, should visit your Country in two or three months time.

One of Mr. Longoni's main objectives will be to discuss with you the Conveyor proposition for the Export Wharf and to permit of his being fully prepared, it would be greatly to our mutual advantage if you could let us have a general outline of your requirements, so our Drawing Office can prepare tentative data before Mr. Longoni leaves here.

Doubtless you can let us have plans of the existing wharf, also of the proposed location of trestle supporting the gallery and of the elevation and lengths of proposed galleries up to the Northern Farmers' Storage Building. Please indicate on wharf plan where you desire butter boxes, and/or other cargo, to be discharged from conveyors on upper deck.

Drawings or pencil sketches indicating dimensions and possible structure requirements, supplemented with advice of nature, quantity and sizes of goods to be handled, would probably enable us to give consideration to the Conveyor installation required.

For all goods in question, dimensions and weights of individual cases or packages would be required to determine the conveyor characteristics. Also information on the requirements at loading and discharging terminals would be desirable.

The Superintendent,  
Auckland Harbour Board,  
AUCKLAND. N.Z.

2.

5th June, 1944.

We would appreciate it if such information could be made available at an early date to permit of consideration of the scheme before the possible departure of our Chief Engineer for New Zealand.

Yours faithfully,  
MALCOLM MOORE (N.S.W.) PTY.LTD.

*Malcolm Moore*  
Director.

*MM*



1st April, 1944.

G. E. Todd, Esq.,  
"Waterloo" Hotel,  
WELLINGTON.

Dear Mr. Todd:

Your letter of 26th ultimo received.

I shall expect you at 2.15 p.m. on Wednesday,  
5th instant, as suggested by you.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

*It is necessary for me to  
date indicated. My address for March 30<sup>th</sup> to April 4<sup>th</sup>  
will be Waterloo Hotel, Wellington. My address  
in Auckland will be Central Hotel*

*Yours sincerely,  
G. E. Todd*



UNDER VICE-REGAL PATRONAGE

REVINGTONS  
GREYMOUTH  
NEW ZEALAND

J. Holderness Esq.  
Auckland Harbour Board  
Auckland

26. 3. 44.

Dear Mr Holderness

Further to our conversation on the 15<sup>th</sup> inst  
re equipment for the proposed export wharf & your  
suggestion that I accompany you to see the site &  
proposition, would the afternoon say 2.15 p.m. on  
~~Wednesday~~ <sup>Thursday</sup> April 5<sup>th</sup> be convenient. I shall arrive  
in Auckland for Wellington that morning & leave  
Auckland for Australia the morning after the Easter  
Holidays. Presuming you will not be available during the  
holidays this leaves me only 5<sup>th</sup> & 6<sup>th</sup> for business.  
It is necessary for me to return to Australia on the  
date indicated. My address from March 30<sup>th</sup> to April 4<sup>th</sup>  
will be Waterloo Hotel, Wellington. My address  
in Auckland will be Central Hotel.

Yours sincerely  
G. E. Todd

