

Lighters Const.
incl.

884/2

884/2

1981 318 612

FILE NO. 884/2

L I G H T E R S .

Includes: Contract No 1372 Construction of
Lighters.

Contract 1471 Tarpaulins for lighters.

Quotations Cleaning and Painting Lighters

Sale Of Lighters to Bluff Harbour Board.

Contract No. 1696 Sale of Two Lighters

From to this see transfer file No 884/2/

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~~Prior to this see transfer file no 884/2/~~

62/10

24th June 1970

Mr B.K. Subritzky,
Assistant Manager,
Subritzky Shipping Line Ltd,
4 Millen Avenue,
PAKURANGA.

Dear Sir,

Further to the General Manager's letter dated 15th June 1970, I am pleased to advise that the Board has endorsed the recommendation to sell Lighter "K" to your Company on an 'as is where is basis' for \$8,000 cash.

In order that the necessary Bill of Sale can be completed and the Certificate of Registry handed to the Registrar of Ships for transfer I would be pleased to receive your cheque for the amount agreed.

Regarding your request for a site for a period of two months while you make alterations to the lighter, this can be arranged at the Freyberg Wharf eastern breastwork. The ground rental for an area of 5,000 square feet would be \$30 per week. Should you require to use the Board's floating crane the hire charges at By-law rates would be additional.

There are certain general conditions governing the occupancy of the site at Freyberg Wharf and the Traffic Manager, Mr D.G. Dutch, telephone 74-610 extension 789 will be pleased to discuss these with you.

Yours faithfully,

V.A.C. Christiansen
SECRETARY

RGF:CT

The Chief Engineer

Copy for your information.

V.A.C. Christiansen
SECRETARY

~~Mr. Peacherton~~

~~Chief Engineer~~

EP
EO
JB



5th March 1970

The Chief Cashier,
Reserve Bank of New Zealand,
P.O. Box 2498,
WELLINGTON.

Dear Sir,

EXCHANGE CONTROL

In reply to your letter dated 26th February 1970 addressed to the Chief Engineer, I would advise that the sale of the Board's Lighters was made to local purchasers. Subsequent disposal of the Lighters to overseas principals was their responsibility.

Lighters 'D' and 'E' to Eastern Marina Ltd, 2 Pakuranga Highway, Panmure, Auckland.

Lighters 'C', 'F', 'I' and 'J' to Trans Pacific Marine Ltd., P.O. Box 3269, Auckland 1.

We understand that the Lighters have been delivered overseas.

Yours faithfully,

SECRETARY

DGP/JD

The Chief Engineer,
AUCKLAND HARBOUR BOARD

Copy for your information.

SECRETARY

Must
file

P.O. Box No. 1259, AUCKLAND
TELEPHONE 74-610

REFERENCE



Auckland Harbour Board,
Princes Court,
Princes Street,
Auckland, 1, N.Z.

11th November, 1969

The Registrar of Ships,
Marine Department,
P.O. Box 1254,
AUCKLAND 1



Dear Sir,

SALE OF LIGHTER

This is to advise that the Board has sold Lighter 'H' to
H.M. the Queen in the name of the Defence Department (Navy).

Accordingly, I forward herewith Register of the above
vessel.

Would you kindly acknowledge receipt in due course.

Yours faithfully,


SECRETARY

ENC:

THE CHIEF ENGINEER
AUCKLAND HARBOUR BOARD

RGP/GA

Copy for your information.

See Pennington RD
" Trivers
Meck Eng *Mr Bray*
SECRETARY *LB*

Auckland Harbour Board

MEMORANDUM

FROM 62/1C

TO

30th September, 1969

Messrs Trans Pacific Marine Ltd.,
P.O.Box 3269,
AUCKLAND 1



Dear Sirs,

LIGHTERS C.E.I. AND J

Thank you for the information contained in your letter of 25th September, 1969.

In view of the difficulties being experienced in shipping arrangements the Board is prepared to continue to allow your two remaining Lighters, if not removed previously, to be in the lighter basin until the end of December without imposition of shipping dues.

We would be pleased if you will advise the Board as soon as future movements are known.

Yours faithfully,

A handwritten signature in blue ink, appearing to be "G.P.", written over the typed name "SECRETARY".

SECRETARY

RGP/GA

THE CHIEF ENGINEER

Copy for your information.

M. Pemberton
Mean advise those
concerned in this Dept.

A large handwritten signature in blue ink, appearing to be "G.P.", written over the typed name "SECRETARY".

SECRETARY

Mark Engor

B 2/10/69

File

13th August, 1969

Chairman,
General Purposes Committee,
AUCKLAND HARBOUR BOARD

ITEM 8

AUCKLAND HARBOUR BOARD LIGHTER FLEET

For the information of the Committee the following advises the present position regarding Lighters.

1. On 26th August 1952 the Board accepted the Tender of Cable Price Corporation in conjunction with Dawnays Limited of London for supply and delivery of 12 Lighters at \$24,820 each. The total cost including subsequent capital improvements amounted to \$318,682.

2. Of the original twelve, three Lighters remain the property of the Board. Nine Lighters have been disposed of as follows:-

<u>Lighter 'G'</u> Lost through sinking on 23rd February 1964 whilst on hire to Auckland Water Transport Ltd. Compensation was received through insurance amounting to	\$11,102
<u>Lighter 'A'</u> Sold in June 1964 to Auckland Water Transport Ltd for	9,200
<u>Lighter 'D'</u> Sold in December 1965 to McConnell Dowell Ltd. for	10,000
X <u>Lighters 'B' and 'F'</u> Sold in July 1969 to American Government of Samoa through purchaser on their behalf, Eastern Marina Ltd for	19,000
X <u>Lighters 'C' 'E' 'I' and 'J'</u> Sold in August 1969 to M. Jean LaFleur, Noumea through purchaser on his behalf, Trans Pacific Marine Ltd for	38,000
Total received for nine Lighters	<u>\$78,102</u>

Of the three remaining Lighters, Lighter 'L' has been loaned to the Waterfront Training Organisation where it is used in practical training of watersiders.

Lighters 'H' and 'K' have been modified and have been used by the Board for the storage of wheat hoppers. These Lighters have been offered to H.M. Navy for sale in view of the fact that if they are disposed of to another buyer no suitable craft would be available for hire to meet the Navy's special requirements.

The present book value of the remaining three Lighters is \$26,511 at 30th September, 1969.

... ..

62/1e

Mr L.S.Pitcher,
Trans Pacific Marine Ltd.,
P.O.Box 3269,
AUCKLAND 1

16th July, 1969

Dear Sir,

Further to my letter of 11th July 1969 I am now able to advise that the Board accepts your offer of \$38,000 nett for Lighters 'C' 'J' 'E' and 'I' on behalf of your client in Noumea.

Acceptance is subject to authority from the Minister of Marine for sale under Section 424 of the Shipping and Seamen Act and bank clearance of the balance of the purchase price and acceptance of delivery by 12th August 1969 or if the Minister's approval is not given by then, within 7 days of his approval being given.

Yours faithfully,


SECRETARY

RGE/GA

HARBOURMASTER
TRAFFIC MANAGER
CHIEF ENGINEER
TREASURER

Copy for your information.


SECRETARY

62/1c

The Managing Director,
Eastern Marine Limited,
2 Pakuranga Highway,
Parnare,
AUCKLAND 6

2nd July, 1969

Dear Sir,

SALE OF LIGHTERS

Further to my letter of 27th June 1969 I am now able to advise that the Board accepts your offer of \$19,000 nett for Lighters "D" and "F" on behalf of the American Government of Samoa, subject to authority from the Minister of Marine for sale under Section 424 of the Shipping and Seamen Act and bank clearance of the balance of the purchase price and acceptance of delivery by 31st July 1969 or if the Minister's approval is not given by then within 7 days of his approval being given.

Yours faithfully,

R.T.Lorimer *TL*
GENERAL MANAGER

HARBOURMASTER
TRAFFIC MANAGER
CHIEF ENGINEER
TREASURER

Copy for your information.

R.T.Lorimer *TL*
GENERAL MANAGER

RGP/GA

Mr L.S. Pitcher,
Trans Pacific Marine Ltd.,
P.O.Box 3269,
AUCKLAND 1

16th July, 1969

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Yours faithfully,



SECRETARY


RGP/GA

CHIEF ENGINEER

Copy for your information.



SECRETARY

Mr. Beachton MB 

Please inform F&W + follow up the hand-over in the course

Mech Engr 

Foreman of Works has seen 



Cargo Lighters

Mr. Pemberton

Please file rel

5-3-68

I have before me a copy of a memorandum from Harbormaster to Chief Engineer, subject Lighters.

It now appears the possible disposal of some of the Lighters is indefinite, therefore I intend to proceed with repairs to three Lighters almost immediately.

These repairs are maintenance work which has been requisitioned by the Lighterman, however it was deferred as there was a possibility of disposing of four Lighters on a "as is where is" basis.

J. P. Linn

Mr. N. Morgan

Has the sale of Lighters B, C, F and I fallen through? If so I think we should proceed with repairs & maintenance.

Please advise. rel

We have received no further information from either lighter purchaser - 'Matipo' is due back in port 13/3 - whether Capt Reader will come to light remains to be seen. We should delay another 10 days and then proceed with maintenance. tm

FY advised. He will delay the work for another 10 days as subject of 11/11/68

Auckland Harbour Board

MEMORANDUM

16th February 1968

FROM THE HARBOURMASTER

TO THE CHIEF ENGINEER

Attention of Mr. R. Pemberton

LIGHTERS

Attached hereto is a copy of my Day Officer's quarterly report concerning the state of the Board's lighters.

I have received preliminary enquiries regarding the possible disposal of some of the lighters but nothing definite has emerged. As some time has passed, it would appear advisable to decide whether or not the damage mentioned in the first paragraph of the report should be repaired.

Will you please look into this matter and take such action as may be necessary in the best interests of the Board informing me of the action being taken.

R. Pemberton

HARBOURMASTER

RHC/HG



Not seen by me till 6th March.

Why?

There is something odd about the dates anyhow.

** HM & FofW to be advised following advice from A.G.M. RCP*

COPY

12th December 1967

THE HARBOURMASTER

Sir,

QUARTERLY REPORT ON CARGO LIGHTERS

Lighters C, I and F were used by the Engineer's Department during the construction of the Seaway Terminal. Each of these lighters needs repairs to bring it up to the standard it was at pre-hiring. The lighterman has requisitioned for this work. However, the Foreman of Works has informed him of the possibility of several lighters being sold on an "as is, where is" basis, and no maintenance work is being done on these lighters during the above negotiations. Should no sale result, work will be started immediately.

The lighterman has three sets of coloured sidelights in his store in good order. He has sufficient spare hatch wedges and beam bolts.

His requisition and weekly report books appear to be properly kept up.

I still await delivery of two hatch tarpaulins requisitioned last July. In view of the time lag between requisitioning and delivery; and of the present condition of the existing tarps, I recommend that a further two (2) hatch tarpaulins be requisitioned, with a view of receiving them in March 1968.

I realise that this must be considered in the light of the negotiations mentioned above.

(signed) R. McKenzie

PROPERTY AND SHIPPING

ACCIDENT FORM

(For the information of the Board and its Solicitors only)

AUCKLAND HARBOUR BOARD

Harbour Department

1st Nov. 19 67

The Harbourmaster,

The following is a report for your information.

Location of Fire - ~~Accident~~ - ~~Loss~~ DAMAGE
Weather: Visibility Time Date

~~PLANT, EQUIPMENT, VESSEL OR CARGO.~~

Description LIGHTER 'F'

WITNESSES :

NAME

ADDRESS

CAUSE AND NATURE OF ~~FIRE~~ ^{DAMAGE} - ~~ACCIDENT~~ OR LOSS (FULL DETAILS)

Lighter 'F' on hire to Engineers Dept. from 7 August to 24th October for use in construction of new Roll on Wharf. During period of hire lighter sustained following damage. —

- 3 Steel beams buckled. 4 Stanchions broken, 9 stanchions bent.
- 5' broken timbers in ceiling. Starboard light screen buckled.
- 8 Wooden beams split and broken. 16 Hatch boards to be repaired or renewed. 2 Dents in P/side bow
- 1 Damaged beam socket S/side Damaged Fair lead.

Officer in Charge: L. Robinson

FOR OFFICE USE ONLY

1. Report referred to General Manager
2. File No.
3. Report No.

62/1C

31st October, 1967.

J. Strachan, Esq.,
P.O. Box 8639,
UPPER SYMONDS STREET,
AUCKLAND.

Dear Sir,

SALE OF LIGHTERS

This will confirm telephoned message in reply to your letter dated 27th October, 1967, that the Board is prepared to negotiate the sale of four Lighters to the total value of \$38,000, payable in United States currency in a manner approved by the Board's Treasurer prior to the Bills of Sale and Certificates of Registry being handed to you.

The question of tow lines being available on hire can be negotiated when it is ascertained what your requirements are.

The Board is prepared to give you an option of 10 days from 1st November, 1967, for purchase of the Lighters on your acceptance of the condition that the Lighters to be sold will be nominated by the Chief Engineer of the Board and sold on an "as is where is" basis.

Yours faithfully,

R. T. Lorimer
R. T. Lorimer
GENERAL MANAGER

COPIES TO:

TREASURER
HARBOURMASTER
x CHIEF ENGINEER

Copy for your information.

Please make preliminary selection of Lighters assuming this option is to be taken up.

*Lighters selected B, C, E, F.
H.M.'s staff advised - re tarpaulins etc*

*Much. Engr. *eye**

*Morgan advised per phone.
J. 2. 11. 67.*

R. T. Lorimer
R. T. Lorimer
GENERAL MANAGER

PROPERTY AND SHIPPING

ACCIDENT FORM

(For the information of the Board and its solicitors only)

AUCKLAND HARBOUR BOARD

Harbour Department

1st Nov. 19*67*..

The Harbourmaster,

The following is a report for your information.

Location of FIRE - ACCIDENT - LOSS..... *Damage*
Weather..... Visibility..... Time..... Date.....

PLANT, EQUIPMENT, VESSEL OR CARGO

Description..... *LIGHTER C.*.....

WITNESSES

NAME

ADDRESS

.....
.....
.....

DAMAGE.

CAUSE AND NATURE OF FIRE - ACCIDENT OR LOSS (FULL DETAILS)

*Lighter C. on hire to Engineer's Dept. 25th July - 21st Sept.
for use in construction of Roll on Sharps sustained the
following damage.*

3 Dents and small hole in bows.

1. Stanchion broken

2. — bent

Officer - in - charge. *G. Robinson*

FOR OFFICE USE ONLY

1. Report referred to General Manager.....

2. File No.....

3. Report No.....

PROPERTY AND SHIPPING

ACCIDENT FORM

(For the information of the Board and its solicitors only)

AUCKLAND HARBOUR BOARD

Harbour Department

6th Nov. 19.67

The Harbourmaster,

The following is a report for your information.

Location of FIRE - ACCIDENT - LOSS..... DAMAGE
Weather..... Visibility..... Time..... Date 6.....

PLANT, EQUIPMENT, VESSEL OR CARGO

Description..... LIGHTER I

WITNESSES

NAME

ADDRESS

CAUSE AND NATURE OF FIRE - ACCIDENT OR LOSS (FULL DETAILS)

Lighter 1. On loan to Eng. Dept 31st July - 31st Oct.
For use in construction of Roll on wharf. sustained
following damage. 2. Stanchions broken 2 bent.
3 beam sockets buckled P/S aft pump deck jelling broken
stand pipe bent. 1 wood beam damaged. 2 timbers in
ceiling broken. some hatch boards damaged.

Officer -in - charge G. Robinson

FOR OFFICE USE ONLY

- 1. Report referred to General Manager.....
- 2. File No.....
- 3. Report No.....

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE

To FOREMAN OF WORKS.

Date 27th April, 19 67.

Subject 200 TON CARGO LIGHTERS

CODE	NUMBER
332742/001	40-49

Please repair defects and carry out maintenance work on the lighters afloat as per attached list.

Regular schedule of underwater maintenance to be adhered to as far as practicable.

ENCL : 5 Copies of Repair List.

COPY TO : Mechanical Engineer.

JAG:CML

J. Goodwin
Chief Engineer to the Board.

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

This work was completed on..... at a cost of:—

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

REMARKS:

Signature

Date.....19

Auckland Harbour Board

MEMORANDUM

13th April 1967

FROM

THE HARBOURMASTER

TO

THE CHIEF ENGINEER

MAINTENANCE OF LIGHTERS

Will you please arrange to have the following maintenance work carried out on lighters.

GENERAL: Supply 24 beam bolts. Bolt chains to be welded to beams as required.

LIGHTER B: Repair one broken stanchion and two bent stanchions. Repair broken limber. Fit ring bolts to limbers at corners of hold.

LIGHTER E: Replace and weld six beam bolts. Clean, chip and paint fore and aft cabin bilges. Pump out hold bilges.

LIGHTER F: Repair one broken stanchion. Chip rust on after cabin deckhead and prime area. Replace and weld two beam bolts. Pump out all bilges.

LIGHTER H: Repair one bent stanchion.

LIGHTER I: Repair broken brake handle on windlass. Clean, chip and paint fore and aft cabin bilges.

LIGHTER J: Repair one broken stanchion.

LIGHTER L: Chip and paint deckhead and bilges in both cabins.

[Handwritten signature]

HARBOURMASTER

Check Logs.

then check & mine necessary

CM/HG

instructions

J. File. Lgo



13-2-66.

Following enquiries
to the Secretary, Capt
Bairns, shipbroker was
given general arrangement
drawing of a lighter. I
told him that lighter "S."
is the one offered for
sale, as is, at the
lighter basin.

W. S. Cook

COPY TO: GENERAL MANAGER - FOR INFORMATION.
COPY TO: THE FOREMAN OF WORKS - FOR HIS ACTION.
384/2

10th October, 1966.

THE CHIEF ENGINEER.

THE HARBOURMASTER.

CARGO LIGHTERS

(Refer your memorandum dated the 19th September)

The attached report on the condition of the Board's nine cargo lighters has been studied and four copies of this report forwarded to the Foreman of Works for his action.

It is envisaged that the minor shipwright, structural and painting work will be carried out immediately labour is available. Regarding major painting it is intended to combine this work with the annual slipping of the individual barges.

JMB:GML

CHIEF ENGINEER TO THE BOARD.

Auckland Harbour Board

MEMORANDUM

19th September 1966

FROM

THE HARBOURMASTER

TO

THE CHIEF ENGINEER

Attached is a six monthly report of our nine lighters including Lighter "I" which has since been sold. In making this report there are several matters which should be brought to your notice.

Externally the lighters with the exception of "H" and "K" (two hopper lighters) present a smart appearance but I feel that measures should be taken to prevent the build up of rust and scale inside particularly at the level of the ceiling and turn of the bilge. This could be cleaned off and coated with Bitumastic or other preventative to a height of 2 ft. above the ceiling.

Woodwork continues to suffer through condensation in the after cabins and most of these require painting. The for'd cabin of Lighter "B" is in a very poor state. This lighter shipped quite an amount of sea water whilst in tow from Gisborne, consequently all metal work, bilges, after bulkhead, deckhead had large areas of rust and I suggest that this compartment will require sand blasting and painting to restore it. Another matter which needs attention and has been mentioned verbally to Messrs. Bray and Oliver is the lack of follow up on repairs to lighters. Sidelight screens renewed early in the year on Lighters "H" and "K" still have only one coat of red lead while stanchions that have been repaired over the past six months even lack red lead and consequently the bases are breeding rust.

Chief Eng.

N. H. Carter

HARBOURMASTER



Cable Address: "Surtwins"
Auckland

P.O. Box 3344, Auckland

SHIP & ENGINEER SURVEYORS TO:

REGISTRO ITALIANO NAVALE
DET. NORSE VERITAS
BUREAU VERITAS
GERMANISCHER LLOYD
AMERICAN BUREAU OF SHIPPING
NIPPON KAIJI KYOKA

M. J. and B. A. WHITE
Chartered Engineers
Ship and Engineer Surveyors

Office: Room 3,
Phoenix Chambers,
Queen St., Auckland
Telephone 41-449
Private Telephones
585-155; 285-125



15th. Sept 1966

The Chief Engineer,
Auckland Harbour Board,
AUCKLAND N.Z.

Dear Sir,

Purchase of Lighter.

We thank you for your letter of the 6th. Inst. in reply to ours of the 22nd. Aug 1966.

We regret to have to advise you owing to circumstances beyond their control, our clients are no longer able to carry out the intended purchase of one of your Lighters. Such being the case, we have no option but to take no further action on their behalf.

We hope that we have not inconvenienced your Board.

Very truly yours,

M. J. White.

*Noted.
aut.*

General Manager

Please note.

J. Goodwin 16.9.66.

*Seen
R
19/9.*

6th. September, 1966

Messrs. M.J. & D.A. White,
Ship and Engineer Surveyors,
Box 3344.
AUCKLAND C.1.

Dear Sirs,

PURCHASE OF LIGHTER

Thank you for your letter dated 22nd. August, 1966 offering on behalf of one of your clients to purchase one of the Board's lighters for the sum of £5,500.

In reply I have to advise that this offer is accepted and you will be advised shortly as to which lighter will be made available for purchase as it lies in the lighter basin. In the meantime I should be pleased if you will let me have a deposit against the purchase of 10% of the price = £550.

The balance of the purchase price will become payable just prior to the completion by the Board of the Bill of Sale as prescribed in the Shipping and Seamen Act and transfer to you of the official Certificate of Completion as prescribed in the same Act.

In the event of your client wishing to carry out some modifications to the lighter it would be permitted to remain in the lighter basin for six weeks after completion of purchase on payment to the Board of the prescribed by-law charges for shipping wharfage and port charges. As the lighter would be deemed to be under repair during this period, half by-law rates only would be payable. At half rates, these would amount during the period mentioned to 5/5d. per day shipping wharfage and £3.12.1. port charges.

For your information, the approximate details of the lighter are as follows :

Built	1954	
Length Overall	91 feet	
Breadth at Deck	22 feet	
Breadth at Chine	18 feet	
Depth	8 feet	Light draught 1.8 ft.
Length of Hold	56 feet	
Hatchway	56 feet	x 16 feet
Depth of Coaming	2 feet	
Tonnage - Gross	136.77 tons	
Under deck	120.56 tons	
Excess of Hatchway	16.81 tons	
Net Register	129.97 tons	
Capacity - Hold	210 tons) Measurement at 40 c. ft. per ton.
- Hatchway	42 tons	
Freeboard -	Home Trade, North Cape to Opotiki	12"
	Intermediate Zone, Bream Head to Coromandel	2½"
	River Limits	1½"

... ..

2.

Manufactured by Dawnay's Ltd., Engineer's, England.
Assembled in Auckland by A. & G. Price Ltd.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

ANT:MJC

General Manager
- For your Information -

CHIEF ENGINEER TO THE BOARD

AUCKLAND HARBOUR BOARD
Auckland Harbour Board.

RECD. 24 AUG 1966

General Manager.

The attached offer to
purchase a lighter is
referred for your decision.

J. Rossini
23.8.66.
8

? which lighter
sent to applicant

? McLoumel Dowell
Sale

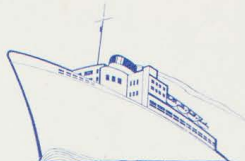
Cable Address: "Surtwins"
Auckland
P.O. Box 3344, Auckland

M. J. and B. A. WHITE

Chartered Engineers
Ship and Engineer Surveyors

Office: Room 3, *b2/1e*
Phoenix Chambers,
Queen St., Auckland
Telephone 41-449
Private Telephones
585-155; 285-125

SHIP & ENGINEER SURVEYORS TO:
REGISTRO ITALIANO NAVALE
DET. NORSKE VERITAS
BUREAU VERITAS
GERMANISCHER LLOYD
AMERICAN BUREAU OF SHIPPING
NIPPON KAIJI KYOKA



22nd. August 1966

The Chief Engineer,
Auckland Harbour Board,
AUCKLAND N.Z.

Dear Sir,

We have been instructed by one of our clients to endeavour on their behalf, to purchase from your Board, one of the Dumb Barges, laying in the Lighter Basin. We are led to believe that the Board would sell one of the subject Barges for £5,500. We use this letter to make a firm offer of £5,500 for the purchase of a Dumb Barge.

Should we purchase one of the Barges, our clients may like to make some alterations and in order to do this would require to remain at a berth in the Lighter Basin until these alterations were carried out.

We will be pleased to receive your comments.

Very truly yours,

M. J. White
.....
M. J. White.

Chief Engineer

Person in charge

The Chairman

I recommend that approval be given to negotiate the sale of a lighter in terms of this offer.

R. Brown 24/8/66.

R.S. 29/8

OK RS

Auckland Harbour Board

4853 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

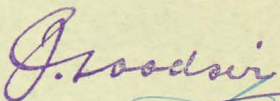
Date 18th. October, 19 65

Subject SALE OF LIGHTERS "D" AND "I"

Please note that Lighters "D" and "I" have been sold to McConnell Dowell Limited as they lie in the Lighter Basin.

ANT:MJC

Copy to Mechanical 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 £	<hr/>		:	:

REMARKS: _____

Signature _____

Auckland Harbour Board

MEMORANDUM

FROM

62/1/C

TO

15th October, 1965.

The Director,
Messrs. McConnell Dowell Limited,
P.O. Box 7084,
AUCKLAND, C.I.

Dear Sir,

SALE OF LIGHTERS

In reply to your letter dated 8th October 1965 addressed to the General Manager I am now able to advise that the Board has accepted your offer to purchase two Lighters each for £5,000, a total of £10,000.

The Lighters "D" and "I" are to be sold as they lie at the Lighter Basin. Messrs. Russell McVeagh & Co., the Board's Solicitors, will be preparing the Bill of Sale and to facilitate the transaction I will telephone you directly the document is ready for signature.

I should add that complete title cannot be obtained until the Bill of Sale is recorded at the office of the Registrar of Shipping, Auckland.

*Instruction sent to GAW advising him of
the sale. (Copy to Mech. Eng.)*

Yours faithfully,

*Further
no action required by
Engineers Dept.*

file.

18.10.65

SECRETARY.

The Chief Engineer,

Copy for your information.

RGP:SS

Mr Taylor

SECRETARY.

Auckland Harbour Board

MEMORANDUM

FROM 62/10

TO

15th October 1965.

The Registrar of Ships,
Marine Department,
P.O. Box 1254,
AUCKLAND, C.1.

Dear Sir,

SALE OF LIGHTERS

This is to advise you that the Board has agreed to sell Lighters "D" and "I" to Messrs. McConnell Dowell Ltd.

The Bill of Sale as described in the Shipping and Seamen's Act is being prepared and when completed will be delivered to your office, together with Certificate of Registry for transfer of title.

Yours faithfully,



SECRETARY.

RGP:VD

The Chief Engineer,

Copy for your information.

*Instruction sent to Fow, advising them of
Sale (Copy to Mech. Eng'g)
No action required by
Engineer's Dept.*

*feh
ant*



SECRETARY.

29th. September, 1965.

The Senior Surveyor of Ships,
Marine Department,
AUCKLAND.

Dear Sir,

CERTIFICATES OF COMPLETION FOR LIGHTERS.

I have to acknowledge receipt of the following
Certificates of Completion issued by your Department
pursuant to Section 245 A of the Shipping and Seamen
Act 1952.

A.H.B. Lighter	"B"	Official No.	316455
"	"	"	"
"	"	"	316456
"	"	"	"
"	"	"	316458
"	"	"	"
"	"	"	316459
"	"	"	"
"	"	"	316462
"	"	"	"
"	"	"	316463

These were delivered by hand by your Department's
representative today, 29th. September, 1965.

It is understood that the Certificates for the
remaining Lighters will be issued on receipt by you of
the necessary forms from your Head Office.

Yours faithfully,

GENERAL MANAGER.

ANT:NKG

*Copy for Insp's file
Certificates of Completion
are filed in Secty's file
ANT 62/1 C*

LIGHTER B

332/001/50-59 Re-weld 1 stanchion, port side, for'd.

LIGHTER C

333/001/50-59 Fair 2 stanchions, port and starboard quarters.

LIGHTER E

335/001/50-59 Fair 1 stanchion, Starboard quarter.

LIGHTER F

336/001/50-59 Fair 1 stanchion starboard quarter.
Clean and re-seat 1 stanchion starboard bow.

LIGHTER H

338/001/50-59 Fair and re-weld 4 stanchions port and starboard quarters.
338/001/40-49 Port and starboard side light brackets are rusted through and need replacing.

LIGHTER K

341/001/50-59 Fair 1 stanchion starboard quarter.
341/001/40-49 Port and starboard side light brackets rusted through and need replacing.


LIGHTER L

342/001/50-59 Fair and re-weld toe rail port quarter.

All work to be primed and painted.

NOTE: Lighters H and K are used as hopper carriers and are sometimes towed at night. Lights must be carried on such occasions.

COPY sent to Foreman of Works
with Harbour Dept. Requisition
No.1030, dated 18.8.1965.


18. AUG. 1965

Lighters
etc.

FLOATING CRANE CHARGE.
Included in cont.

Lighter "C"	21.9.64 - 2.10.64	£457.1.10	£28.0.0
Lighter "J"	2.10.64 - 22.10.64	£385.12.0	£24.0.0
Lighter "B"	22.10.64 - 11.11.64	£413.9.5	£23.0.0
Lighter "E"	11.11.64 - 26.11.64	£326.3.1	£26.0.0
Lighter "F"	30.11.64 - 18.12.64.	£410.15.9	£30.0.0
Lighter "H"	25.1.64 - —		

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
~~XXXXXXXXXXXXXXXXXXXX~~
9 FEB 1965

13. LIGHTERS

The reports of the Chief Engineer and General Manager gave details of costs of painting etc. and lifting out of various lighters.

It was RESOLVED to recommend that the reports be received.

AS

62/10

3rd February, 1965.

The General Manager,
AUCKLAND HARBOUR BOARD.

LIGHTERS

(Reference Board's Resolution dated
8.12.64)

As requested by the Works and Traffic Committee the following are costs of lifting out lighters on to Freyberg Wharf Breastwork and carrying out scraping, cleaning and painting of hulls.

Floating Crane charge
included in cost.

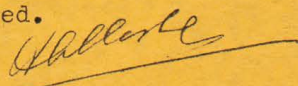
Lighter "C"	21.9.64 to 2.10.64	£457.1.10	£28. 0. 0.
Lighter "J"	2.10.64 to 22.10.64	385.12.0	24. 0. 0.
Lighter "B"	22.10.64 to 11.11.64	413.0. 5	23. 0. 0.
Lighter "E"	11.11.64 to 26.11.64	326.3. 1	26. 0. 0.
Lighter "F"	30.11.64 to 18.12.64	410.15.9	30. 0. 0.

(Sgd.) J.A. Goodsir

CHIEF ENGINEER TO THE BOARD.

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

Herewith information as requested.


GENERAL MANAGER.

5th February, 1965.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

8 DEC 1964

2. PROGRESS OF WORKS

Consideration was given by the Committee to the reports of the Chief Engineer and General Manager on the Progress of Works for the three weeks ended 24th November 1964.

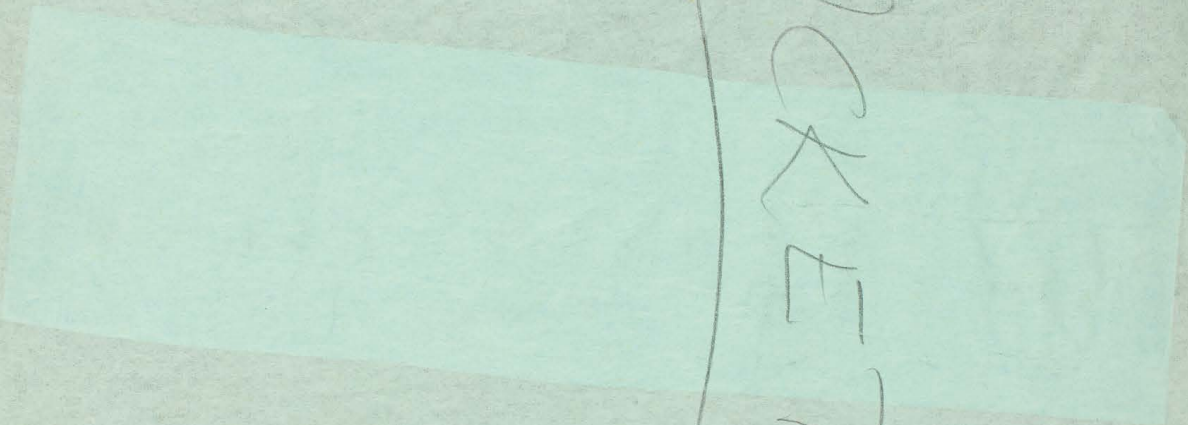
Captain Forbes enquired as to the cost of painting and lifting onto the cradle, of one of the Board's lighters and the Chief Engineer was asked to supply the required information at the next Meeting.

It was RESOLVED to recommend that the reports be received.

Gen. Goodwin

NOV 13 1954
RECEIVED
LIBRARY OF THE
MUSEUM OF MODERN ART

PACKET



3rd. February, 1965.

THE CHIEF ENGINEER

THE GENERAL MANAGER.LIGHTERS.

(Reference Board's Resolution dated 8.12.64)

As requested by the Works & Traffic Committee the following are costs of lifting out lighters on to Freyberg Wharf Breastwork and carrying out scraping, cleaning and painting of hulls.

			Floating Crane charge included in cost.
Lighter "C"	21.9.64 to 2.10.64	£457.1.10d.	£28.0. 0d.
Lighter "J"	2.10.64 to 22.10.64	£385.12.0d.	£24. 0.0d.
Lighter "B"	22.10.64 to 11.11.64	£413. 0.5d.	£23.0. 0d.
Lighter "E"	11.11.64 to 26.11.64	£326. 3.1d.	£26.0. 0d.
Lighter "F"	30.11.64 to 18.12.64	£410.15.9d.	£30.0. 0d.

CHIEF ENGINEER TO THE BOARD.WJT:MJC

21st. October 1964.

TO:

Copy

THE FOREMAN OF WORKS:

200 CARGO LIGHTERS.

REPAIRS REQUESTED AS PER HARBOURMASTER'S MEMORANDUM
OF THE 15th. OCTOBER, 1964, FILE No. 884/2.

LIGHTER "C": (1) Replace one stanchion. Code: 333/111/40-49.
----- (2) Check Fire Extinguisher.
(3) Repair light bracket.

LIGHTER "H": Replace wooden form in after cabin.
----- Code: 338/111/40-49.

LIGHTER "I": Replace one stanchion. Code: 339/111/40-49.

LIGHTER "K": Replace wooden form in after cabin.
----- Code: 341/111/40-49.

LIGHTER "L": (1) Check ventilation of after cabin.
----- Carry out any repairs found necessary.
(2) Repair Life-buoy stanchion.
Code: 342/111/40-49.

GENERAL. (1) Replace caps where missing on all
Lighter's stove chimneys.
(2) When Lighters come up for overhaul,
remove anchor chains, examine and clean.

(Signed)

J.B.
J.M. BRAY

MECHANICAL ENGINEER'S OFFICE.

Auckland Harbour Board

MEMORANDUM

15th October 1964

FROM

THE HARBOURMASTER

TO

THE CHIEF ENGINEER

L I G H T E R S

I have attached hereto copy of report of my Day Officer, giving details of the condition of all lighters.

Will you please arrange to have necessary repairs as noted in the report carried out.

The suggestion regarding anchor chains is referred for your consideration and action if thought necessary.



*Sub quar
to FofW
These changes accordingly
accept removal of tan paulins.
G. ...*

S.B.
HARBOURMASTER

CM/HC

JACKSON. RUSSELL. TUNKS & WEST
BARRISTERS AND SOLICITORS
NOTARIES PUBLIC

CABLE ADDRESS: "SCANDENDUM"
P.O. Box 176

TELEPHONE 23-849
(5 LINES)

23 Shortland Street,
Auckland, c.1,
New Zealand

THOMAS MANDENO THORNTON JACKSON, LL.B., NOTARY PUBLIC
JAMES HUMPHREY ROSE, LL.B.
REGINALD CAINS NORRIS, LL.M.
CHARLES FREDERICK JENKINS, LL.B., NOTARY PUBLIC
WILLIAM FREDERICK JORDAN, M.A., LINCOLN'S INN
SAMUEL HESKETH TUDHOPE, LL.B.
RAYMOND ADRIAN SANDERS, LL.B.
EDWARD FRANCIS DOHERTY, LL.B.

IN YOUR REPLY
PLEASE REFER TO

Mr.R.N.T.Norris

14th October, 1964

884
/ 2

The Department Head,
Mechanical Engineering Dept.,
Auckland Harbour Board,
AUCKLAND

Attention: Mr. Bray

Dear Sir,

Re: Barge "Kaitaia" *Lighter*

We thank you for your attention to this matter
and for the copies of plans and general information
relating to Auckland Harbour Board barges. They will
be of great assistance to us.

Yours faithfully,
JACKSON, RUSSELL, TUNKS & WEST

Per: *R.N.T. Norris*



9th October 1964

THE DAY OFFICER

THE HARBOURMASTER

REPORT ON LIGHTERS

- B. Generally the lighter is in good condition with the exception of the outside hull exposed under the water line which is very dirty. This lighter is expected to be slipped at the end of October. Last on slip January 1962. Repairs required nil.
- C. This lighter has recently been slipped and is in very good order all round.
- Repairs required: One stanchion missing.
Extinguisher out of date.
Starboard light bracket to be straightendd.
- Last on slip September 1964.
- D. Generally in good condition with the exception of tarpaulins which must be replaced as soon as possible.
- Repairs required nil.
- Last on slip October 1963.
- E. Hull outside requires attention otherwise the lighter is in fair condition.
- Tarpaulins are in a moderate state.
- Repairs required nil.
- Last on slip November 1962.
- F. The outside hull is in moderate condition the inside being quite good.
- Tarpaulins generally in moderate condition.
- This lighter is on loan to the Navy.
- Last on slip November 1962.
- H. Hopper lighter. Lighter is in moderate to poor condition, hull outside and inside requiring attention.
- The deck also is in a moderate state.
- Repairs required: Form is missing from after cabin.
- Last on slip February 1962.
- I. This lighter is in very good condition including tarpaulins with the exception of the underwater part of the hull which requires cleaning.
- Repairs required: One stanchion missing.
- Last on slip June 1963.
- J. This lighter is now undergoing overhaul.

... ..

The Harbourmaster

9th October 1964

REPORT ON LIGHTERS (CONTD.)

- K. Hopper lighter. Moderate to good condition all round.
Repairs required: Form to be renewed.
Last on slip September 1962.
- L. Hull generally in good condition but underwater line
dirty.
Tarpaulins very poor.
After cabin found to be very damp and requires attention
as fittings are beginning to deteriorate.
Repairs required: After cabin general repairs.
Lifebuoy stanchion to be straightened.
Last on slip October 1963.

.....

Six caps are required for fitting over bogey stove chimneys.

It might be suggested to the Engineer's department that while lighters are on survey their anchor chains might be examined and cleaned.



DAY OFFICER

Auckland Harbour Board

MEMORANDUM

62/10
FROM

TO

15th September, 1964.

Captain Superintendent,
H.M.N.Z. Dockyard,
Auckland,
NEW ZEALAND.

Dear Sir,

HIRE OF LIGHTER

With reference to your letter 117/1/4 of 8th September 1964 I have to advise that Lighter "F" will be made available for hire as from 0800 Monday, 21st September 1964 for the purpose of carrying out deep diving training in the Mercury Bay area for a period of four weeks, commencing 23rd September 1964.

In regard to the request for permission to weld ten in number, one half inch eyebolts on to the frames of the Lighter in order to secure the recompression chamber and air compressor, this matter has been referred to the Engineer's Department for arrangement and should you have any enquiries in this regard it is suggested that you contact Mr Seagar, the Board's Assistant Chief Engineer, telephone number 33-200, extension 870. The eyebolts will be required to be removed from the Lighter by the Hirer on return of the Lighter.

The Harbourmaster will be arranging for the Lighter to be cleared by the Marine Department in order that it can proceed outside the harbour limits.

The hire of Lighter "F" is subject to your acceptance of the conditions of hire as contained in the attached Charter Agreement. Both copies of the Agreement will be required to be signed and the original copy to be held by the Board.

Yours faithfully,

The Chief Engineer,

[Signature]
GENERAL MANAGER.

A copy for your information and attention as required.

ATTACH.
JES:SR

[Signature]
GENERAL MANAGER.

Auckland Harbour Board

MEMORANDUM

14th September, 1964.

FROM

THE GENERAL MANAGER

TO

THE TRAFFIC MANAGER.

HIRE OF LIGHTER TO H.M. NAVY

With reference to the attached application addressed to the Traffic Manager please make necessary arrangements and advise the Chief Engineer. The Harbourmaster will make Lighter "F" available for the purpose required and will also arrange for the lighter to be cleared by the Marine Department to proceed outside the harbour limits.

Please inform the Captain Superintendent, H.M.N.Z. Dockyard of the availability of Lighter "F" and incorporate in your letter suitable conditions covering the hire of the Lighter.

A copy of this memo and the application received from H.M.N.Z. Dockyard has been forwarded to the Chief Engineer and the Harbourmaster for their information and attention as required.

GENERAL MANAGER.

The Chief Engineer,

ca
1/16.
A copy for your information and appropriate action as required. The Chief Engineer to liaison with the Harbourmaster in regard to Paragraph "C" of the letter of application; the Harbourmaster to arrange for the availability of the Lighter, clearances by the Marine Department, and note the equipment that will be carried in the Lighter as detailed under Paragraph 2 of the application.

GENERAL MANAGER.

ATTACH.
JES:SR



8 SEP 1964

62/11e

H.M.N.Z. DOCKYARD
Auckland, New Zealand

The Traffic Manager,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND.

AUCKLAND HARBOUR BOARD	
RECD.	11 SEP 1964
ACKD.	
ANSD.	

Dear Sir,

Following discussions between our Departments, it is confirmed that the R.N.Z.N. Diving School will be carrying out Deep Diving training in the Mercury Bay area for a period of four weeks, commencing 23rd September 1964. It is requested therefore that a lighter be made available to carry the associated equipment and confirmation is also requested that :

- (a) *yes* A lighter can be made available at a hire charge of £12.10.0 per diem, no charge being made for Sundays, provided the lighter is not actually worked on Sundays.
- (b) The lighter can be made available for collection at 0800 Monday 21st September.
- (c) This Department be permitted to weld ten in number, one half inch eyebolts on to the frames in order to secure the recompression chamber and air compressor. These eyebolts could be fitted to the forward or after side of the frames so that the actual cargo space is not affected and, if desired, would be removed before the lighter is returned.

*Discussed with
Bray - resolution
H.M. advised*

MS

2. The following equipment will be carried in the lighter:

<i>H/M</i> Recompression Chamber	4 tons 15 cwt
Air Compressor	2 tons 5 cwt
Diesel fuel	1 ton approx.
Miscellaneous stores	2 tons approx.

Total: 10 tons

Yours faithfully,



Rulloch
for CAPTAIN SUPERINTENDENT.

to Rod

*G.M. Please make necessary
arrangements & advise
C/E*

Li... Manager

884/2.

Auckland Harbour Board

3273 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS:

Date 1st April 19 64

Subject 200-TON CARGO LIGHTERS,
LIGHTERS "H" and "K".

CODE Nos. "H" 338/001/41, "K" 341/001/41.

Some time ago you carried out alterations to the above Lighters which included fitting steel floor-plates to replace the timber decking.

A further request has been made by the Harbourmaster's Department for additional plates to be fitted. Drawing S.744/4 has been altered to show the position of these extra plates which are identified by the letter "E" (Plate size 3'9" x 2'6" x 1/2" thick).

Please arrange for this work to be done at your earliest convenience.

ENCL:

Drawing S.744/4 herewith with modifications.

TS:KJD.

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

16th March, 1964.

FROM

THE HARBOURMASTER.

TO

THE CHIEF ENGINEER.

LIGHTERS "H" AND "K".

As you are aware, the abovementioned lighters are used for the storage and transportation of wheat hoppers.

For this purpose, steel plates have been fitted in the holds of the lighters in positions suitable to accept the legs of the hopper mountings, etc.

However, because of the positions of the plates, it is possible to stow the hoppers, etc., only towards the fore end of the lighters.

It would frequently be of great advantage to be able to stow them in the after end and for this reason I recommend that two plates "A" be fitted in each of the lighters between frames 39-41, port and starboard, generally to Drawing S744/4.

I shall be pleased if you will arrange for this work to be done.

Mr Stuccliffe of your Department will be able to supply further details if required.

Mechanical Engr.

Please arrange for this work to be done.

CM/NMP

J.S.

A. Carter.

for HARBOURMASTER.



A MEMBER OF THE CABLE PRICE DOWNER GROUP

ENGINEERING DIVISION OF THE WILLIAM CABLE GROUP

A. & G. PRICE LTD.

HALSEY STREET, AUCKLAND, C.1.

P.O. Box 3126

Telephone 30-170 [5 Lines]

3649/ATG/CC.

13th March, 1964.

The Purchasing officer

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

Dear Sirs,

Boiler Plate Certificate.

We enclose a copy of a boiler plate certificate for plate cut to your order number 1727 as under:-

1 Plate 8'0" x 4'0" x $\frac{7}{8}$ "

Yours faithfully,
A. & G. PRICE LTD.

A. T. Gore,
Store Superintendent.

OPN 1727 A & G. Price

Lighters C. Dal.

Reqn O. Morris

Returned for Stores

NOT for them
12 MAY 1964

COPY OF CERTIFICATE

Brand	Date	Original Size	Size Used	Used for	Heat No.	Serial No	Tensile	Elong %8"	Bend Tests	For Lloyds	For Works
AUSTRALIAN IRON & STEEL PTY. LTD. B58/1958 CLASS "B"	26/8/63	12'0" x 72" x 7/8	8'0" x 48"		335279	L149	28.3 27.8	27.0 26.0	PASSED	PETRIE	SMITHERS.
				SOLD TO. AUCKLAND HARBOUR BOARD. C.P.O. BOX 1259, AUCKLAND.							

I hereby certify that the above is a true extract of the original certificate.

(Signed)

R. Cambridge Engineer Surveyor,
Auckland.

Date 11-3-64

Auckland Harbour Board

MEMORANDUM

FROM

TO

26th February 1964

The District Administration Officer,
Marine Department,
P.O. Box 1254,
AUCKLAND.

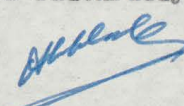
Dear Sir,

LIGHTER "G" REGD. NO.316460

We have been advised by Auckland Water Transport Ltd. that the above Lighter, which was on hire to the Company, sank at approximately 6.30 a.m. on Sunday 23rd February 1964 in the vicinity of Cape Brett.


The matter is in the hands of the Underwriters, and I will advise you in due course as to whether the craft will be salvaged or abandoned.

Yours faithfully,


GENERAL MANAGER

THE CHIEF ENGINEER

Copy for your information.


GENERAL MANAGER

Mr Taylor 27 FEB. 1964 *ack.*
Mr. Pennington 29 FEB. 1964
JRN.JB

REP



M. 2518

PLEASE QUOTE **A. H. B.
Lighters**

MARINE DEPARTMENT,
T. & G. BUILDINGS, GREY ST., WELLINGTON C.1., N.Z.

TELEGRAMS AND CABLES: "SECYMARINE"

TELEPHONE ~~4-222~~ **71-759**
Ext. **22**

17 January 1964

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

Dear Sir,

Auckland Harbour Board Lighters

In reply to your letter of 18 December, I have to advise you that the Minister of Marine has approved the two 90 foot Lighters owned by the Auckland Harbour Board, and identified as "A. H. B. Lighter A", Official Number 316454, and "A. H. B. Lighter G", Official Number 316460, being sold by the Board and purchased by Auckland Water Transport Limited without Certificates of Completion. This dispensation is given on the condition that at the earliest opportunity each lighter is required to have the necessary Certificate of Completion and this will be the responsibility of the owners.

Yours faithfully,

for G. L. O'Halloran
Secretary for Marine

Index.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
110 DEC 1963

9. SALE OF LIGHTER

The Committee considered the General Manager's report which advised that the Auckland Water Transport Co. Ltd. had preferred to exercise its option on Lighter 'G', which had recently received slipping maintenance. The Company were prepared to purchase at an increased figure to cover the work and at the same terms as Lighter 'A'. The Chairman of the Board gave his approval to the transaction on 29th November 1963.

Recommended -

That the action of the Chairman of the Board be confirmed.

ADOPTED BY BOARD
117 DEC 1963

Mr. Leachester

MR. Taylor

place note

- - - -

2 copies please

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
17 DEC 1963

10. SALE OF FURTHER LIGHTER

The Committee gave consideration to the report of the General Manager which advised that Messrs. Auckland Water Transport Ltd. have made an offer to purchase a further lighter.

Recommended -

That Lighter 'A' be sold to Auckland Water Transport Ltd. subject to conditions set out in the General Manager's report.

ADOPTED BY BOARD

17 DEC 1963

Mr. Lumberton

Mr Taylor.

Please note

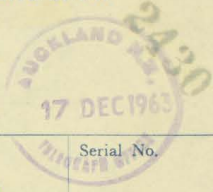
— 11 —

2 copies please

C171 9 WELLINGTON 41 58A
GOODSIR HABOARD AUCKLAND +
AUCKLAND HARBOUR BOARD.
BOX 1259
AUCKLAND.

Rec'd
By *AS 36*

DATE STAMP



HABOARD		Serial No.
D	33200	
Sent		
N	73200	Checked
88994		
By		

INLAND TELEGRAM



Tel. 142 70,000 pads/9/62-59118 M

LETTER REFERENCE LIGHTERS POSTED SIXTEENTH +

SECYMARINE +

Gr.

(If prepaid in stamps,
affix here)

INLAND TELEGRAM

No. _____
Date Stamp

Code	Words	Instructions	Time

This telegram is accepted subject to the Post Office Act and Telegraph Regulations.

CHARGES

FOR OFFICE USE ONLY

TO (Block Capitals)

**SECYMARINE,
WELLINGTON.**

Sent _____	Serial No.
	Checked.
	To _____
By _____	

WOULD APPRECIATE REPLY LETTER 28TH NOVEMBER
RE CERTIFICATES OF COMPLETION FOR LIGHTERS.

GOODSIR,
HABOARD.

A REPLY PAID
TELEGRAM
is a courteous means
of ensuring
A PROMPT
ANSWER

Tel. 130 48956 M

NOT TO BE TELEGRAPHED

Name and address of sender: **AUCKLAND HARBOUR BOARD.**
P.O. BOX 1259 AUCKLAND. Telephone No.—Day: _____
Night: _____

A decorative border with a repeating floral pattern of small flowers and leaves, framing the central text.

IF THE OCCASION IS RIGHT SEND A

Greetings Telegram

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKSDate 17th December, 1963Subject LIGHTER 'A'

Please note that this lighter is almost certain to be sold the basis being as is. Please ensure that the wheat hoppers are removed from it and that the lighter will be ready for handing over by the end of this week.

JAG:MJC

J. Goodwin
Acting 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 _____

18th December 1963

The Secretary for Marine,
Marine Department,
P.O. Box 2395,
WELLINGTON.

Dear Sir,

SALE OF LIGHTERS

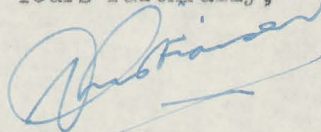
Thank you for your letter dated 16th December 1963 in reply to ours of 28th November 1963 concerning the sale of the Board's lighter "G".

In reply I have to advise that at its meeting yesterday, 17th December 1963, the Board resolved to sell Lighter "A" as well as Lighter "G" to the Auckland Water Transport Limited, a New Zealand registered Corporate body with its place of business in New Zealand, their address being P.O. Box 1351, Auckland C.1.

As suggested in your letter under reply I now have to advise your Department of the sale and request the Minister to invoke the powers he has under the Shipping & Seamen Amendment Act 1963 to exempt both these lighters from the specific requirement of the Act detailed in my previous letter, so that the sale can be finalised.

Messrs. Auckland Water Transport Ltd. are at present hiring Lighter "G" but would like to obtain ownership of both lighters as soon as possible so any urgency you can afford this request would be appreciated.

Yours faithfully,



SECRETARY

COPY FOR ENGINEER'S FILE

Auckland Harbour Board

MEMORANDUM

FROM 62/10

TO

17th December, 1963.

The Secretary,
Auckland Water Transport Limited,
P.O. Box 1351,
AUCKLAND, C.1.

Dear Sir,

SALE OF FURTHER LIGHTER

In reply to your letter of 5th December 1963, I have to advise that a Meeting of the Board held today, it was resolved that Lighter "A" be sold to your Company on the same terms as Lighter "G".

The purchase price of £4,600 will be subject to a deposit of 10 per cent, the balance payable over a period of three years at 5½ per cent interest; the Board would require the deposit to be paid now on acceptance.

Yours faithfully,

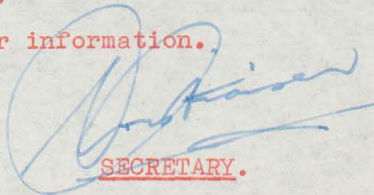


SECRETARY.

The Chief Engineer,

A copy for your information.

Mr Taylor



SECRETARY.

AEH:SR

LIGHTER "G"

71-759

Ext 32

16 December 1963

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

Dear Sirs,

LIGHTER "G"

Receipt of your letter of 26 November is acknowledged and in reply you are advised that the Department has only this day received copies of the Shipping and Seamen Amendment Act 1963 from the Government Printer and as yet no certificate of completion has been printed. There is, however, provision in the Shipping and Seamen Act for the Minister to exempt any ship from a specified requirement of the Act if he is satisfied that compliance with the requirements is unnecessary in the case and subject to your selling "LIGHTER G" it is proposed to request the Minister to utilise the powers so contained.

You are therefore requested to advise this Department when this sale takes place and to whom the lighter is sold in order that the Minister may be requested to invoke the powers contained within the Act. When the certificate of completion is prepared it can be forwarded to the new owner.

... An additional copy of this letter is included for onward transmission to the new owner.

Yours faithfully,

for G. L. O'Halloran
Secretary for Marine

The Chief Engineer

For your attention please.

Encl.

R.L.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
19 NOV 1963

6. SALE OF LIGHTER

The Committee had under consideration the report of the General Manager submitted for consideration and direction, and advised of negotiation for the offer of Auckland Water Transport Ltd. for the purchase of one of the Board's lighters.

Recommended -

That Lighter 'A' be sold to Auckland Water Transport Ltd.
in terms of the Company's offer.

Mr. Taylor Please assist Head office in preparation of documents
See extension of resolution
"in Committee"

ADOPTED BY BOARD
26 NOV 1963

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
19 NOV 1963

6. SALE OF LIGHTER

The Committee had under consideration the report of the General Manager submitted for consideration and direction, and advised of negotiation for the offer of Auckland Water Transport Ltd. for the purchase of one of the Board's lighters.

It was RESOLVED to recommend that Lighter 'A' be sold to Auckland Water Transport Ltd. for £4,600, or alternatively Lighter 'G' for £5,100, in either case sale to be on the terms and conditions set out in the General Manager's report.

D REMAINED IN COMMITTEE

Copy to Head Office for file.

28th November, 1963

The Secretary for Marine,
Marine Department,
WELLINGTON.

Dear Sir,

A.H.B. LIGHTER "C"

I have to advise that the Board urgently desires to sell the abovementioned 90 foot lighter but it would appear that under the new Section 245 A of the recently amended Shipping and Seamen Act 1952 it is an offence to do so unless the Board has a "Certificate of Completion" for the lighter issued in terms of the Act.

I have enquired from the local Senior Surveyor of Sips and Senior Engineer Surveyor but he states that he has no knowledge whatsoever of the procedure to be adopted for obtaining this Certificate nor in fact that such a Certificate is necessary. He therefore suggested that the best course to adopt would be to write direct to you.

It would therefore be appreciated if you would advise as soon as possible what formalities, if any, you require to enable the Board to obtain the necessary Certificate. If no formalities are required it would be most helpful if the Certificate could be issued as soon as possible as the Board urgently wishes to finalise matters in regard to the offer it has received to purchase the lighter.

Yours faithfully,

ACTING CHIEF ENGINEER TO THE BOARD.

ANT:HJC:

Auckland Harbour Board

MEMORANDUM

FROM

TO

27th November, 1963.

The Secretary,
Auckland Water Transport Limited,
P.O. Box 135,
AUCKLAND, C.1

Dear Sir,

SALE OF LIGHTER

I refer to letter dated 31st October 1963, addressed to the General Manager, and enclosing a cheque for £460, representing a deposit on the purchase price of either Lighter "A" or "G".

In reply I would advise that this matter was placed before the Board yesterday, when a report on your offer was considered. This report contained information which advised that since your offer was received it had been ascertained that Lighter "G" underwent extensive maintenance slipping, and accordingly the Board primarily considered that Lighter "A" be offered for sale under the circumstances.

The Board resolved "that Lighter "A" be sold to Auckland Water Transport Limited for £4,600 in the terms of the Company's offer"; however, should your Company prefer to acquire Lighter "G" the purchase price would be £5,100 based on the same terms for Lighter "A", which would cover the maintenance costs recently incurred.

I would be pleased to receive your early advice in respect of the foregoing.

Yours faithfully,

Mr Laylor

*file
Ch.*

[Signature]

SECRETARY.

The Chief Engineer,

A copy for your information.

AEH:SR

[Signature]
SECRETARY.

AUCKLAND HARBOUR BOARD

CONTRACT NO. 1696 FOR THE SALE OF LIGHTERS
"E" AND/OR "J"

FORM OF TENDER.

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

I/We the undersigned do hereby offer to purchase as they lie
and remove in accordance with the terms and conditions of the
Specification:-

Lighter "E" for the sum of £.....(.....
..... words)

* and/or

Lighter "J" for the sum of £.....(.....
..... words)

making a total price of £.....(.....
..... words)

I/We enclose cheque for £..... as deposit with tender
in the terms of the Specification

SIGNATURE
NAME:
ADDRESS:
.....

* Delete or confirm as required.

AUCKLAND HARBOUR BOARD

CONTRACT NO. 1696 - SALE OF TWO LIGHTERS.

SPECIFICATION

1. Tenders will be received up to Noon on 22nd November, 1960 for the purchase as they lie of one or two of the Board's lighters in accordance with the terms and conditions of this Specification.
2. Tenders shall be made out on the official tender form and shall be addressed to the Chairman, Auckland Harbour Board, Quay Street, Auckland C.1.
3. Tenders shall be accompanied by a deposit of £100 for each vessel tendered for. Deposits will be returned to unsuccessful tenderers within fourteen days of acceptance of a tender. The deposit of the successful tenderer will be retained until satisfactory completion of the contract.
4. Payment of the contract sum by the successful tenderer shall be made in full to the Board within fourteen days of acceptance of tender.
5. The successful tenderer shall remove the vessel(s) within one month from the acceptance of tender to the entire satisfaction of the Engineer.
6. Should the successful tenderer fail to complete the contract payment as required by this specification then the Board shall have the right to terminate the contract and the deposit paid by the successful tenderer shall be forfeited to the Board.
7. Should the successful tenderer fail to remove the lighter(s) within the contract period the Board shall without further notice have the right to resell his purchase on the same terms and conditions except price and apply the proceeds as far as they will go, first towards the cost of resale, and then in reduction of the defaulting tenderers debt to the Board, the balance owing will be recoverable as a debt to the Board.
8. Description of Lighters:

Two 200-ton Steel Lighters, as they lie at the Lighter Basin, off Fanshawe Street.

Lighter "J"		Lighter "E"	
Built	1955	Built	1954
Length overall	91 feet		
Breadth at Deck	22 "		
at Chine	18 "		
Depth	8 "	Light Draught	1.8 feet
Length of Hold	56 "		
Hatchway	56 "	X	16 feet
Depth of Coaming	2 "		
Tonnage:- Gross	136.77 tons		
Under Deck	120.56 "		
Excess of Hatchway	16.81 "		
Nett Register	129.97 "		
Capacity - Hold	210 "	(measurement at)	
Hatchway	42 "	(40 cu.ft/ton)	

... ..

Freeboard:- Home Trade. North Cape to Opotiki - 12"
Intermediate zone. Bream Head to Coromandel 2 $\frac{1}{2}$ "
River Limits 1 $\frac{1}{2}$ "

Construction - all welded steel. Timber Hatch Covers.
Calculated Weight - 55 tons

Manufactured by Dawnays Ltd., Engineers, England. Assembled
by A. & G. Price Ltd.

Tenders close at noon 22nd November, 1960.

9. Tenderers may offer to purchase either or both of the two lighters offered and should complete the tender form accordingly.
10. All tenders shall be in New Zealand currency.
11. Any tender which does not fully comply with the terms and conditions of this Specification may be rejected.
12. The Board does not undertake to accept the highest or any tender.



J.R. SUTTON, M.I.C.E.
CHIEF ENGINEER TO THE BOARD

TENDERS CLOSE AT NOON ON 22nd NOVEMBER, 1960.

STEEL LIGHTERS FOR SALE.
STEEL LIGHTERS FOR SALE.
STEEL LIGHTERS FOR SALE.

The Auckland Harbour Board offers for sale by tender two 200-ton lighters

—Lighter E built in 1954 and Lighter J built in 1955. Length 91ft, beam 22ft, hatchway, 56ft x 16ft.

These lighters were manufactured by Dawnay's, Ltd, England, and assembled in New Zealand by A. and G. Price, Ltd. They are of welded steel construction and weigh about 55 tons. They may be inspected as they lie in the Lighter Basin. Makers, plans and full details may be obtained from the Engineer's Office, Auckland Harbour Board.

Tenders, addressed to the Chairman, close at noon on November 22, 1960, at the offices of the Harbour Board, Quay St, Auckland.

V. A. C. CHRISTIANSEN,
Secretary.

AUCKLAND HARBOUR BOARD.

"Herald"

26.10.60

wsg

Contract 1696. 26/10/60
sh.

884/2

Auckland Harbour Board

2877 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CONSTRUCTION ENGINEER

Date 1st November, 1963

Subject LIGHTER LANDING CRIBS C/A.
FREYBERG WHARF.

CODE	NUMBER
837/001	30 - 39

Please provide reinforced concrete cribs at the location and to details on attached Drawing E.1000/3.

Encl. 2 copies Drawing E.1000/3.

NS:MJC:

Copy to Foreman of Works.

Acting 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 _____

884/2

AIR MAIL

30th October, 1963

Messrs. B.R. Hamersham Ltd.,
Box 280,
CHRISTCHURCH.

Dear Sir,

LIGHTERS.

With reference to your enquiry on behalf of your Australian Principals, I enclose herewith two copies of specification issued in November, 1960, for the sale of two of this Board's lighters.

All lighters have been well maintained and their general condition is good, the wood ceilings having recently been renewed.

Yours faithfully,

ACTING CHIEF ENGINEER TO THE BOARD.

WJT:MJC:

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE,

115 OCT 1963

9. REPORT OF LIGHTERAGE SUB-COMMITTEE - 11TH OCTOBER 1963

The Committee had under consideration the report of the Lighterage Sub-Committee which dealt with the maintenance of lighters. The Acting Chief Engineer's report submitted referred to -

- (1) Utilisation of the 600 ton slip.
- (2) The most economical method of preserving lighters.
- (3) Type of cradle required.
- (4) Progress of Maintenance.

Recommended -

- (a) That approval be given to the proposal for concrete cribs as shown on Drawing E.1000/3 and that the provision of beams be authorised at an estimated cost of £800.
- (b) That provision be made for the storage of four lighters ashore as recommended in the Acting Chief Engineer's report of 10th October 1963.

837/001/30-39

FINANCIAL PROVISION
MADE 22 OCT 1963

ADOPTED BY BOARD
22 OCT 1963

Item (a) Ch. Asst. Eng. phase issue instruction to
Const. Eng for this work.

Item (b) Mech. Eng phase arrange.

Engr's file 884/2

10th October, 1963

The General Manager,
A.H.B.

MAINTENANCE OF LIGHTERS.

In accordance with the direction of the Lighterage Sub-Committee 25.9.63 the following additional report is submitted.

- (a) Utilisation of 600T Slip For the month of August the Harbour-master's return showed the lower cradle vacant for 10 days and the upper vacant for 19 days. The detailed circumstances were as follows:-

The Slipway was full on the 1st and 2nd and vacant on the 5th, 6th and 7th.

On the 8th the Dockmaster was preparing the cradle for the "Tiare Taporo". This vessel did not arrive until the 15th owing to bad weather. The extent of the work to be done on this vessel was unknown, and if a lighter had been slipped on top of the cradle it could have easily been there for a month. As it happened the "Tiare Taporo" was unslipped on the 22nd and the slipway was then fully booked until the end of the month.

During this period the "Auckland" was docked at Calliope Dock with a Union Company vessel, and had to be out of Dock on the 6th, and the painters were required on this urgent work and for the survey.

The Foreman of Works has a working arrangement with the Dockmaster whereby he is advised of any occasions on which the slipway is likely to be available for a period suitable for lighter maintenance.

In interpreting the apparent availability of the upper cradle it must be borne in mind that if the longer lower cradle is occupied for a lengthy repair the upper cradle could not be used for a short duration repair without incurring excessive slipping charges.

- (b) Most Economical Method of Preserving Lighters There would be considerably less deterioration of the exterior of lighters stored ashore than of those kept afloat. As there is no provision for ventilation of the holds the same attention would have to be given to the interior whether stored afloat or ashore unless ventilation is installed. It would not be costly to fit ventilators but the deck space is so restricted that this could be done in the case of lighters stored ashore and then provision would have to be made for their removal before return to service. It is therefore recommended that lighters which can be spared from service and for which storage can be found within reach of the floating crane up to a total of four, should be stored ashore and provided with ventilators as indicated above.

The lighters remaining afloat will require annual slipping for cleaning and painting. On past occasions when this has been done by contractors labour the costs have been about double the cost of the same work done by the Board's own labour relative costs being £1040. for contract work and £500 to £600 for Board's resources. It is therefore more economical to incur the expense of providing special cribs and writing these off when arrears of maintenance are overtaken than to employ contract labour for work which can be done equally well by the Board's own staff.

- (c) Type of Cradle This matter has been further investigated and a further variation using hardwood has been examined. To some extent the respective costs are governed by the permissible ground pressures under the cradles. The relative estimated costs of cradles of various types are:-

Concrete cribs as recommended B1000/3.	£800
Hardwood cribs involving hardwood ex stock priced at £520 and allowing for reasonable salvage value (Cut lengths)	£880
Composite, concrete base with hardwood upstands of the keel-block type	£1080

The hardwood crib as well as being slightly more costly than the concrete cribs has the disadvantage that a much greater area of bottom is not accessible for cleaning and painting and this has been a determining factor in recommending concrete cradles.

I am still of the opinion that the concrete cradles would be generally the most satisfactory for the purpose but as the Board has in stock sufficient hardwood in sizes suitable for incorporation in cribs I would not object strongly to the substitution of hardwood crib cradles for those I have recommended.

- (d) Progress of Maintenance Since my report of 14 August which gave the situation as at the end of July two lighters have been slipped and returned to service and one is now/the slip. This leaves two which have not been slipped since 1959, one last slipped in 1960, one last slipped in 1961, of the remainder four were slipped during 1962 and four have been slipped this year. There are thus 8 lighters which are still in urgent need of attention. I consider that the provision of cradles would enable the necessary maintenance to be planned to suit availability of labour and provide for continuity of work and thus achieve savings.

J. Roaden

ACTING CHIEF ENGINEER TO THE BOARD.

The Chairman,
Lighterage Sub-Committee,
AUCKLAND HARBOUR BOARD.

It would appear that as the maintenance requirement is likely to continue over some considerable period, and having regard to the very full demands on the slipway for other craft, the original suggestion of the Chief Engineer for concrete construction would in the long run prove the most economical. It is further agreed that provision be made for the storage of 4 lighters ashore as now proposed.

A. H. Clark

GENERAL MANAGER

10th October 1963

AUCKLAND HARBOUR BOARD
MEMORANDUM

23144

FROM

FOREMAN OF WORKS

SIR,

I beg to report that

To The Engineer

4th October

1963

Re - LIGHTERS

1 Regarding your query with reference to the
slipping of lighters in August.

2 The Slipway was full on the 1st and
2nd & vacant on the 5th, 6th and 7th.

3 On the 8th the Dockmaster was preparing the
cradle for the "Tiane Saporo". This vessel did not arrive
until the 15th owing to bad weather. The extent of the
work to be done on this vessel was unknown, and if
a lighter had been slipped on top of the cradle it
could have easily been there for a month. As it happened
the "Tiane Saporo" was undocked on the 22nd and the
slipway was then fully booked until the end of the month.

4 During this period the "Auckland" was docked
at Calliope Dock with a Union Company vessel, and had to
be out of Dock on the 6th, and I required the painters ^{where required} and
this urgent work and for the same.

5 I had a working agreement with the Dockmaster
and he advises me when the Slipway is available. He informed
me this morning that the Slipway will be vacant next week.

Our costs say £500 approx.

Working hours £1040.

WpWhelan

FOREMAN OF WORKS

824/2

Auckland Harbour Board

MINUTES OF

LIGHTERAGE SUB-COMMITTEE

WEDNESDAY 25TH SEPTEMBER 1963 AT 2.30 P.M.

PRESENT: Mr. R C F. Savory (Chairman),
Captains C V. Stanich, J. Forbes
and Mr. R.W. Carr.

An apology for non-attendance was
received from Mr. L.D. Nathan.

LIGHTERAGE

The Sub-Committee had before it the reports of -

1. Treasurer - 6th August 1963 - on financial aspects and history of costs of the scheme.
2. Chief Engineer - 14th August 1963 - re lighter maintenance - proposal as shown on Drawing E.1000/3 estimated to cost £800.
3. General Manager - 23rd September 1963 - recording in general terms the uses to which the fleet has already been put and its potential for the future, together with information as to enquiries now being studied in this regard.

Arising from the discussion during the consideration of these reports, various suggestions for maintenance of the lighters were made as alternatives to the Engineer's proposal e.g.

- (a) Use of the Board's 600T slip. Monthly reports to Board indicate some vacant periods.

The Chief Engineer was directed to make specific enquiries in this regard.

- (b) Moor to piles in Shoal Bay and slip each three years.

It was the general opinion of the Sub-Committee that the Board should keep four or possibly six lighters in commission and either "moth-ball" the remainder or dispose of them at a reasonable price. The Chief Engineer stated that the only available areas on which four lighters could be accommodated would be the end of Wynyard Wharf (for two) and North Wall (for two).

(Mr. R.W. Carr left the meeting at 3.00 p.m. during discussion on these aspects).

Reference was made to the loss of potential earnings of land as a result of the lighter basin development. Capt. Forbes commenting that idle land was as much concern as idle lighters. He suggested that the Property Officer be asked to report on this aspect. In his opinion the Board should keep four lighters and offer the remainder to each Harbour Board in New Zealand at an attractive figure.

Capt. Stanich agreed regarding the retention of four lighters but felt it would not be economic or advisable to dispose of any at "giveaway" prices.

.... (Cont.)

C/E

LIGHTERAGE (CONT.)

The Chief Engineer advised that a recent enquiry had been made by the Gisborne Harbour Board for one lighter, but Capt. Forbes commented that the Marine Department would not allow the Board's lighters to go to sea because of the thickness of the plate ($\frac{1}{4}$ " - must be a minimum of $\frac{5}{16}$ " for seagoing).

In reply to the comments of members, the General Manager stated that during periods of port congestion all twelve lighters had been in use and two were actually in continual use as wheat hoppers. Retaining four only would not be a workable proposition. In his opinion lighterage is the system for opening the Te Atatu Industrial Estate, but the Board would be in no position to deal with propositions such as that of Broken Hill proprietary if the lighters were sold. He felt that lighters should be considered dispassionately as such first and if necessary, the land question could be dealt with as a separate issue. To put some in "moth-balls" to effect economy would be wise, but it would be fatal to sell any at the present time.

The Assistant General Manager considered that greater effort should be made to have the lighters used, although in his opinion a Port Authority should not be a carrying organisation and water transportation should be left to private enterprise. The advice of the Board's Operating Departments was that the minimum requirement is for four lighters with a maximum of six. If some were to be disposed of then they should be sold for use within the precincts of the Port.

Regarding maintenance, a survey could be taken of available space. He further commented that theoretically lighterage should work in this Port but in fact does not, although the transshipment system has great possibilities.

Capt. Stanich also referred to the possibility of shift work on the waterfront, when lighters could perhaps be ancillary to wharf sheds.

After further general discussion, the Chief Engineer was directed to report on -

1. The most economical method of preserving the lighters.
2. A further examination of the type of cradle for use in conjunction with lighter maintenance.

The meeting then adjourned at 4.10 p.m.

Dfo

No 64

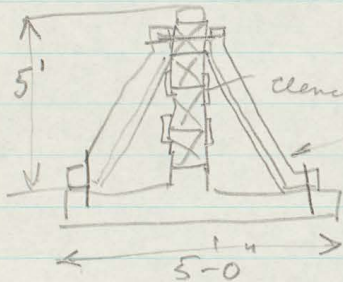
27. 9. 63.

Chocks for Cargo Lighters
discussion with
Mr. Aldred ^{also} Dockmaster 27/9/63.

Prefers Three points of support
in three walls.

"Vessels were built on three
supports & better for vessels
especially if on blocks for any
length of time".

Considers this arrangement OK.
if stayed as shown
& base 5'-0" wide



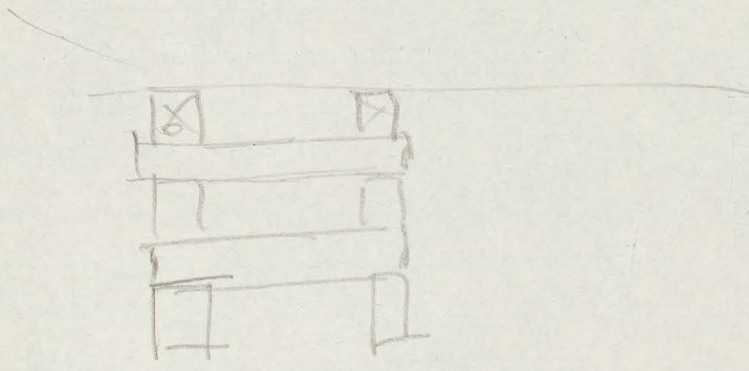
Concrete Design is
satisfactory as drawn
but 3 webs instead
of 2.

Considers Crit Walls very satisfactory
Calliope Dock

If placed in dock are
put on Keel Blocks & extra blocks in
wings

Yale please - Cradles for lighters J. Harvey
JH

No. 42



Proposed Checks of Cargo Lighter

Job No.

Scheme A

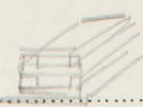


Bill of Quantities

Sheet No. 1

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward						
	Concrete 3 walls. 7 1/2 ft e.	21 yds	yd.	8	168	-	-
	Boxing 1 set.	800	surface ft.	10/100 yd.	80	-	-
	Labour on Boxing - 3 sets.	at 80 each.			240	-	-
	Reinforcement. 7 in. x 6 in. wall. 3 walls.	21 cub	cub.	7	147	-	-
	Capping	600'	100'	10	60	-	-
	Brick	1	cwt.	6	6	0	0
	andries.				5	0	0
					£ 706	-	-
	Labour. Prepare site.				200	-	-
	Labour on Concrete. Caps etc.				200	-	-
					400		
	say 400 e wall. singly -						
					£ 1100		

Scheme B. Timber Gulligan



2/10/53

14

Job No.

Proposed Clocks to Carry Laths

Bill of Quantities

Sheet No.

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	<u>By Wall.</u> Brought Forward						
	sleepers 12' x 3" 20/6' 120 x 3	360 allow 400	1/10		40	-	-
	12' x 12" 10/5. 50' 600' 6/18. 108 1296 1896 allow 2000	2000	10/100		200		
	clenches				15		
	wedges				5		
					<hr/>		
					260		
	Labour. on Timber. 5 men 5 days.		1/5 5 day		125		
	Cartages } Crane. }				100		
	Site.				10		
					<hr/>		
					235		
	Summary. material. Laths. 8/0. + 18s				260		
					235		
					5		
					<hr/>		
					500		
					40		
					<hr/>		
					540		
	Recovery on Timber 100				<hr/>		
	Net 440						
	Carried Forward						

Proposed Checks to Carry Light

Job No.

scheme C.



Mass Concrete Wall.

Bill of Quantities
Sheet No.

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward						
	3 walls. 19c yds c. Concrete.	57	yd.	£8.	456	-	-
	Boxing. bet.	19	yd.	8	152	-	-
	Timber Capping.	600	sq. ft.	10	60	-	-
	Bolt.				5	-	-
	Steel allow. 1" sweep.				10	-	-
					683		
	Labour.						
	Prepare site.				200	-	-
	General labour. Apr etc.				200	-	-
					400		
	(say. £370. c wall. singly)						
					£ 1083		

Scheme D.
 Checks for Cargo Lighters
 Wood Blocks & RC slab. Type

JH
 2/10/63

Bill of Quantities
 Sheet No. 3

Job No.

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward						
	Summary.						
	Material P. 1.				198	10	
	Labour P. 2.				120		
	Dfo. & supervision				10		
	Loading on labour 10%				12		
	Cartages				4		
	Crane hire				25		
	Contingencies				5		
					374	10	
	admin. + 10%				37	10	
					413		
	<u>Per wall</u>						
	Recovery on Timber				55		
				Net.	357		
				Per Wall.			
					£		

Carried Forward

Checks for Cargis Lighters

JH
2/10/63

Job No.

Wood Block & P.C. Slab Type

Bill of Quantities

Sheet No. 1

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward						
	One wall only						
	Timber 12' x 12' Australian H.W. 4/22' 8-8' allow .90'	1080 sqft. 1100		10/100. Stone Sept. Pilin	110	-	-
	Cap. 12' x 6" 22' H.W. 152 ft. Exp. Pinned.	140 sqft.		20/100	28	-	-
	Concrete. 22' x 5' x 3/4" 86 cu ft r/s 6/72 cu ft.	3 1/2 cu. ft.		8	28	-	-
	Reinforcement			2 1/2 cu. ft.	17	10	-
	Steel. 30' 4" x 4" x 1/2" L. 12.75 cu ft.	3 1/2 cu. ft.		40	4	-	-
	Bricks. 3 rd. 4 1/2" 12 } 20" webers.	20 th		1/-	1	-	-
	H.S. 3 20"	20 th		1/-	1	-	-
	Gravel.				1	-	-
	sundries wire clips & gags				5	-	-
£					198	10	-

Carried Forward

J.H.

Clocks for Crops Light
 Wood Blocks & Rel. slab. Type

Bill of Quantities
 Sheet No. 2

Job No.

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward						
	Labour						
	on Timber. cut & length & set up levels etc. 5 men 3 days.	15	day.	/5	75	-	-
	Labour on concrete						
	5 men 1 day.	5		/5	25	-	-
	Steel 2 men 1 day. concrete.	2		/5	10	-	-
	Rm. steel stays. 2 men.	2		/5	10	-	-
					120		
				£			

Carried Forward

884/2

Auckland Harbour Board

2812 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 9th October, 19 63

Subject 200T. CARGO LIGHTERS

LIGHTERS 'A' 'H'

'K'

	CODE	NUMBER		CODE	NUMBER		
"A"	338	001	40-49	"K"	341	001	40-49
"H"							

Drawing No. S.744/4 herewith shows the location of plates required for supporting sections of the Grain Hoppers in theholds of the lighters.

These plates are to replace existing timber decking. Please arrange to put this work in hand when lighters 'A' and 'K' become available.

Encl. 2 copies Drawing No. S.744/4.

RCP:MJC:

J. Goodwin

Acting 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 _____

E10

Date _____ 19

Engr's. file 884/2.
14th August, 1963.

The General Manager,
A.H.B.

LIGHTER MAINTENANCE.

Further to my report of the 8th of July the following additional information is submitted.

To maintain floating plant of any type on the harbour it is necessary to slip and paint the hull every year. The slipping of lighters has now reached a stage where urgent maintenance of a number of them is essential. Of all the lighters only two have been slipped in the last twelve months, three in the last two years, ~~one in the last three years~~ one in the last four years and three in the last five years.

Allowing for each of the twelve lighters only five days to chip and paint the hull any facility for hauling them out will be occupied for three months of the year.

Three types of chocks have been investigated; hardwood, mass concrete and reinforced concrete. All are estimated to cost a similar amount. The hardwood would cover a large area of the hull and there is no advantage in the mass concrete over the reinforced concrete.

There has been a suggestion that some of the lighters might be stored ashore. Those which have not been slipped for some time are showing signs of pitting between wind and water. It is essential that this deterioration be arrested. Slipping of the craft is therefore necessary whether they are to be returned to the water or stored on the hard. The only difference in treatment would be that for storage ashore, after renewal of priming a finish coat of paint rather than anti-fouling would need to be applied below water line.

I therefore recommend that in view of the urgent need to maintain the lighters that the Board approve the proposal as shown on Drawing No. E1000/3 and authorise the provision of beams estimated to cost £800.

Encl: Dwg. E1000/3.

CHIEF ENGINEER TO THE BOARD.

FOREMAN OF WORKS OFFICE,

1st August 1963.

TO:

THE CHIEF ENGINEER:

LIGHTERS:

As the attached Slipping times show, some of the Lighters have been in the water for some considerable time.

The Lighters which have been slipped are showing signs of pitting between wind and water, but not to any serious extent as yet, but as the Slipway is not available when required, the position is not improving.

I would like to point out that to slip the Lighters annually for painting, the Slipway would be required for three months, allowing 5 working days for each one.

We have seven Silt Barges, two Transports, the Tug "Te Awhina" and the Dredger "Taniwha II" to slip. In the case of the Tug - twice yearly. Allowing only 5 working days each this work requires the Slipway for another 3 months.

So it is seen that the Slipway is required for our own maintenance on plant for more than six months of the year.

Lidgard's Slipway has improved conditions as we now slip Tow Boats "Kaha" and "Mana", also Pilot Launches and the work can be done under cover.

If it is decided to stow Lighters ashore they would require complete painting of the hull instead of the usual anti-fouling paint below water-line.

Ten lighters have had all ceilings removed and replaced with treated pine. The two remaining lighters on which the wheat hoppers are stowed are yet to have new ceilings fitted.

It is suggested that the ceilings be left out and plates welded in position to carry the wheat hoppers. This would be more economical to do and just as effective.

JJ

File please on 884/2

4 being forward on

19/8/62.

JJ

W. J. Heuler

FOREMAN OF WORKS.

SLIPPING OF LIGHTERS FROM JUNE 1955
TO JULY 1963.

- A. 12, - 19/8/55, 2, - 8/5/57, 19/2/59 - 5/3/59. ✓^x
- B. 18/8/55 - 6/9/55. 27/9/57 - 2/10/57. 9 - 13/10/58.
5 - 12/9/61.
- C. 19 - 26/3/56. 20 - 26/9/57. 1 - 12/9/60.
- D. 27/3/56 - 6/4/56. 7 - 11/10/57. 25/9/59 - 2/10/59. ✓^{7/10/63}
- E. 24/4/56 - 1/5/56. 14 - 17/10/57. 27/9/61 - 3/10/61.
5 - 7/2/62.
- F. 21 - 27/11/56. 3 - 14/7/58. 30/8/62 - 29/9/62.
- G. 21 - 23/2/57. 19 - 30/1/59. ✗
- H. 13 - 18/2/57. 8 - 10/9/58. 16 - 18/9/58. 7 - 22/2/62.
- I. 26/2/57 - 1/3/57. 24 - 29/9/58. 17 - 26/7/63.
- J. 18 - 21/2/57. 6 - 14/6/61.
- K. 24/4/57 - 2/5/57. 6 - 9/10/58. ✓^{6-17/9/63.}
- L. 4 - 13/11/57. 20 - 29/10/58. 1 - 12/9/60. ✓^{17-24/9/63}

Auckland Harbour Board

2592 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,


To FOREMAN OF WORKS.

Date 29th. July, 1963.

Subject LIGHTERS.

Please arrange to submit a report on the Board's fleet of lighters as follows:-

- (a) The extent to which deterioration of lighters is evidenced as a result of the long period since last slipped.
- (b) The dates lighters were last slipped.
- (c) Work which would be essential to prevent further excess deterioration even if lighters were to be stored ashore.



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 _____

884/2

23rd July, 1963

THE CHIEF ENGINEER

THE HARBOURMASTER:

CARGO LIGHTERS:

In reply to your memorandum of the 8th July, 1963 regarding the above lighters, your recommendations have been noted and a drawing will be prepared from your sketch so that the work can be carried out at the earliest available opportunity.

CHIEF ENGINEER TO THE BOARD:

TS:MJC:

EXTRACT FROM MINUTES
ORDINARY MEETING OF BOARD

23 JUL 1963

Mr. Carr moved, Mr. Eyre seconded -

- (a) That the report, with the exception of Item 5, Lighter Maintenance, be adopted.
- (b) That Item 5, Lighter Maintenance, be referred back to the Works and Traffic Committee for further consideration.

CARRIED.

Shipping Engrs.

ADOPTED BY BOARD

23 JUL 1963

A further report is required.

F.O.W will advise times since last slipping, extent of deterioration due to long delay & an indication of the work which would have to be done before lighters could be stored on the berth.

What are the estimates for alternative forms of construction & would your recommendation be varied if the berths are used only for preparing lighters for laying up on the berth.

J.

1

Index

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

16 JUL 1963

5. LIGHTER MAINTENANCE

The Committee gave consideration to the reports of the Chief Engineer and General Manager which advised that maintenance slipping of the lighters was falling behind schedule due to the lack of Board's slipping facilities.

To enable arrears of maintenance to be overtaken, it was proposed to lift the lighters out of the water on an area east of Freyberg Wharf and to authorise the provision of bearer beams as shown on Drawing E.1000/3, estimated to cost £800.

Recommended -

That the reports be adopted.

See Extract from Board Minutes 23/7/63
for Amendment to Resolution

ADOPTED BY BOARD

23 JUL 1963

Jr.

22

62/10

Engr's file 884/2

8th July, 1963

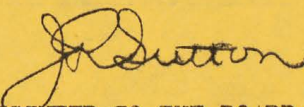
The General Manager,
A.H.B.

LIGHTER MAINTENANCE:

Maintenance slipping of the lighters is falling behind schedule because of the lack of slipping facilities. To enable arrears of such maintenance to be overtaken and to relieve demands on the slipway it is proposed to lift the lighters out of the water successively, using the floating crane, and put them ashore east of the Freyberg Wharf, for cleaning and painting. This involves the construction of two reinforced concrete beams on which to land the lighter.

The proposal has been discussed with the Traffic Manager who is agreeable to the use of the area for this purpose until such time as it is possible for the 200 ton slipway to be rebuilt and modernised.

I therefore recommend that the Board approve of the proposal as shown on Drg. E 1000/3 and authorise the provision of bearer beams estimated to cost £800.



CHIEF ENGINEER TO THE BOARD:

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

I endorse the recommendation of the Chief Engineer accordingly. Provision for this proposal should be made in the 1963/1964 Estimates and Programme of Works.



GENERAL MANAGER

10th July, 1963.

Auckland Harbour Board

MEMORANDUM

8th July 1963

FROM

THE HARBOURMASTER

TO

THE CHIEF ENGINEER

As the wooden ceilings in the lighters used for the transport of wheat hoppers deteriorate rapidly and cost of replacement is considerable, I recommend that the attached proposal be investigated with a view to implementing same.

de Pemberton

[Signature]

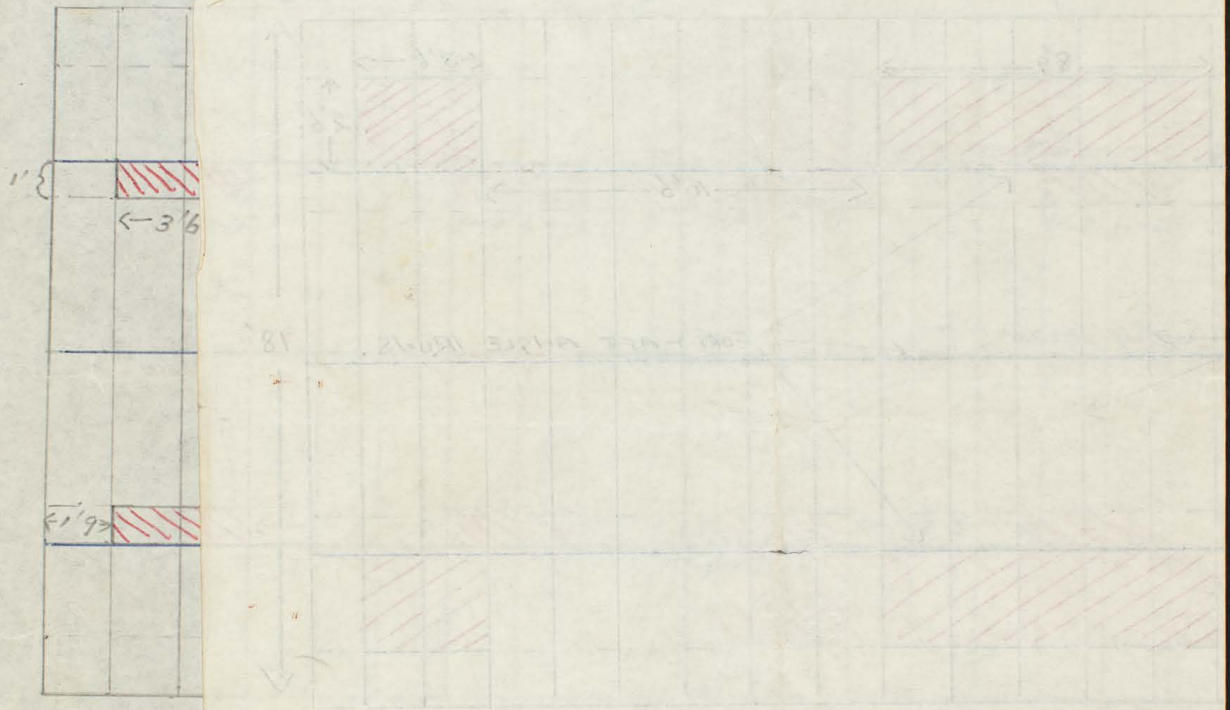
HARBOURMASTER

Reply to AM - 22/7/63.

ARB/HC

VENT NO. 107

AFT



NOTE.

MAX. SCALE 1/4"

SEE DRAWING FOR
DETAILS OF CONSTRUCTION

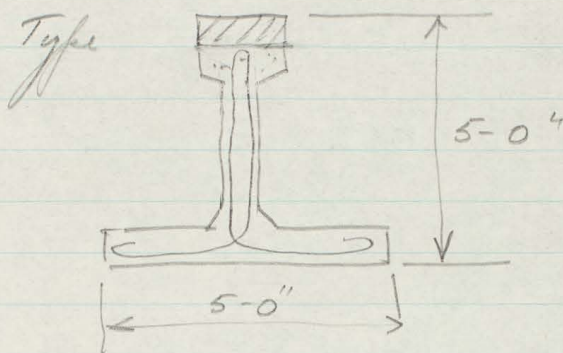
1-1-20

9/5/63.

No 55

Proposed Landing Chocks for Cargo Lighter

Concrete Walls.



Walls 30'-0 long

7 Cub. yds Concrete in a wall
+ Timber.

Estimated / 400 lb wall.

2 off. would be / 800

but at / 40 lb Cub. yd. = / 280 each. 280

90 lbs 100 lb Capping = / 100 30

Site Preparation / 400 330

/ 480 e. 12 660

allow therefore / 500 e. Wall. + 20% 130

2 off would be / 1000 790

Say 800

Jeffrey

Comparison of Docking Charges

Cargo Lighters (130 Tons at 100 C/Ton) same 90' x 22'

Proposed dock works at Feyberg wharf approved.

"Malina" 3 lifts / 12 hrs (A.H.S.)
5 days on site.

600 Ton slipway

10 days at 28.5-0 130 Ton Range.
4 days at 17.10.0 (F Lighter actual.)

Less 20% A.H.S.

	36	-	-	28	5	0
	15	-	-	70	0	0
	51	-	-	98	5	0
				19	13	-
				78	12	0

Alternatively
New Floating Crane "Hickini"
3 lifts @ 15 (A.H.S.) *
5 days on site. say

Two lifts enough if 8 hrs spans
Painted just before putting lighter
into water. id during 2nd lift.

* charge to a/c sept
To be confirmed. \$12/hr.
\$12/hr - 9-7-63

Auckland Harbour Board

MEMORANDUM

29th May, 1963.

FROM

THE TRAFFIC MANAGER
AND CHIEF WHARFINGER

TO

THE CHIEF ENGINEER

LIGHTER MAINTENANCE

(Your memo 15th May, 1963, refers)

I consider that the site as shown, No. E.1000/3, where it is proposed to lift the Board's lighters ashore, one at a time, for maintenance, should be retained for the purpose it was provided, the stowage of steel or other rough cargo discharged from vessels. As cargo cannot be stowed on the east or west berths the maximum amount of space at the inshore end of the wharf should be retained.

It is suggested, although an occasional stoppage of work would occur when tankers are berthed, that the off shore end of Wynyard Wharf may be suitable for lighter maintenance.

A. Rose
TRAFFIC MANAGER & CHIEF WHARFINGER

Following subsequent discussions Goodwin-Pellett. Mr. Rose phoned on 24/6/63 that he would ~~withdraw~~ ^{retract} the objection registered in the above memo. + that this telephoned advice is to be taken as official.

Goodwin

15th May, 1963.

THE CHIEF ENGINEER

THE TRAFFIC MANAGER

LIGHTER MAINTENANCE

Drawing No. E.1000/3 shows the site where it is proposed to lift the Board's lighters ashore, one at a time, for maintenance.

The site particularly suits our purpose and your comments on this use will be appreciated.

CHIEF ENGINEER TO THE BOARD

Encl: 1 copy Drg. E.1000/3

PSH:HEW

The Chief Engineer

79
22 Mar 62

Repairs to Lighters

The work listed by the Deputy Harbourmaster in his Memo of 21st Feb is now being done in accordance with my Memo N°62 of 1 Mar to the Foreman of Works. Lighter B at least is now completed.

As regards the last paragraph of the Deputy H.M.'s memo, I see no necessity for my staff to be drawn into regular inspection of lighters with a member of the H.M.'s staff. More odd defects could surely be reported by the Lighterman and a Works Requisition be sent to the F of W through Mr Trott's office.

I have no objection to my staff being responsible for inspections at less frequent intervals, — say annually, — but for frequent routine inspections to report minor defects my staff is too busy. Surely H.M.'s staff can do this themselves!

RC Pemberton

file

Auckland Harbour Board

MEMORANDUM

21st February 1962

FROM

THE DEPUTY HARBOUR-
MASTER

TO

THE CHIEF ENGINEER

G1

REPAIRS TO LIGHTERS

Will you please have the following repairs to lighters carried out :-

- Lighter A - 2 beam sockets
- " B - 2 beam sockets
1 stanchion
- " C - 1 beam socket
- " D - 3 beam sockets
- " F - 3 beam sockets
2 stanchions
- " G - 5 beam sockets
1 stanchion
- " I - 2 beam sockets
- " K - 4 beam sockets, brake handle on winch bent.
- " L - 4 beam sockets, 1 stanchion,
mushroom cover on cabin vent broken.

(With most of these sockets the sides have opened up).

Some of this work has been requested on previous occasions and I shall be pleased if you will now consider the matter urgent so that we shall be in a position to supply lighters in first class order when required.

In order to avoid a further accumulation of repair jobs, I suggest that one of your Mechanical Engineers' staff together with one of my Officers, make a regular inspection of all lighters and ensure that necessary work is carried out without delay. Such inspection could be carried out fortnightly or at least monthly.

May I have your comments please?

cler Pemberton.

R.H. Carter

DEPUTY HARBOURMASTER

CM/HC

*R.H. Memo 62
of 1 March 62
to F of W.*

Auckland Harbour Board

1264 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 22nd January 19 62

Subject LIGHTERS

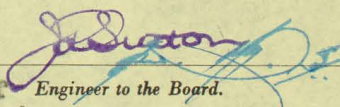
Lighter E (on slip) - Please renew wooden ceiling, and one stanchion.

The following lighters have not been fitted with new ladders:- A, B, C, D, G, J, K, L.

Letters and draught marks have not been painted on the following lighters:- B, D, H, J, L.

The new pins have not been fastened to the beams in any of the lighters - please attend.

WJT:HEW


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 £			:	:

1264 A

REMARKS: _____

Signature _____

E10

Date _____ 19

AUCKLAND HARBOUR BOARD.

38393

REQUISITION

● Engineer's Office.

Date 19 / 1 / 1956 / 62

Work for which required

LIGHTERS

Lighter E. (on Slip) Please renew wooden ceiling, and one stanchion

Please note the following lighters have not been fitted with new ladders:-

A, B, C, D, G, J, K, L.

Letters & draught marks have not been painted on the following lighters

B, D, H, J, L.

The new pins have not been fastened to the beams in any of the lighters - please attend.

signature

[Handwritten Signature]

E.7

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 30th August 1961

Subject 200 TON LIGHTERS - ALTERATIONS TO HATCH BEAM CLEATS AND HOLD LADDERS

As lighters come up for painting, ceiling renewal, and survey, please renew where necessary and modify hatch beam cleats to drawing No. E.974/1.

Also please replace existing hold ladders with new ladders shown on drawing No. E.974/2.

Copy to Harbourmaster Mechanical Engineer

DDH:HEW

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 £			:	:

864 A

REMARKS: _____

Signature _____

AUCKLAND HARBOUR BOARD

11 NOV 1960

19

To

The Engineer

PLEASE ACKNOWLEDGE

PLEASE REPLY DIRECT
SUBMITTING COPY TO
HEAD OFFICE

PLEASE REPORT

FOR YOUR INFORMATION
AND RETURN PLEASE

FOR NECESSARY ACTION
PLEASE

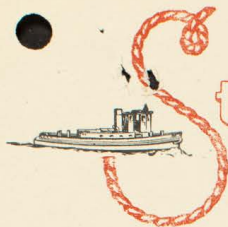


Mr Richards ✓

*file
Mars
sent
14.11.60*

GENERAL MANAGER
SECRETARY

HO 33



Stannard Bros.

PTY. LIMITED

Head Office --- FORT MACQUARIE

9th November, 1960

*Sydney
N.S.W.
Australia*

Phone BU 4155

ATTENDANCE ON CAPTAINS

RUNNING LINES AND MOORINGS

SHIPS AND STEAMERS

LAUNCH PICNICS ARRANGED

LIGHTERAGE OF STORES

TOWING AND SLIPPING

The Secretary,
Auckland Harbour Board,
Quay Street,
AUCKLAND.....New Zealand

Dear Sir,

We were interested to read of the intended disposal of two Steel Lighters lying in Auckland Harbour and would be pleased if you could send us the following details.

- (a) Depth of hull
- (b) Whether barges are equipped with hatch covers
- (c) If so, what material
- (d) General condition

We thank you for any information you can send us. If they are of interest we would possibly fly over to inspect.

Yours faithfully,
STANNARD BROS. PTY. LIMITED

R. Weekley

R. Weekley
(Manager)

Eight 15

Head Office
AUCKLAND

Managing Director:
F. H. REYNOLDS

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throughout the Dominion

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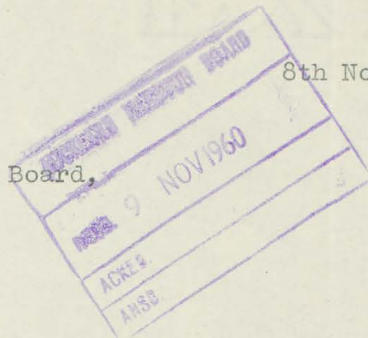
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Reply to.....

8th November, 1960.

The Secretary,
The Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND, C.1.



Dear Sir,

SECONDHAND DUMB BARGES.

? We have received an enquiry from one of our Principals who is interested in obtaining some second-hand dumb barges. We thought that in view of the recent press announcement, possibly your Board would be prepared to make an offer for the purchase of any barges which you find surplus to requirements. If so, would you kindly submit full details of availability, size, capacity, price, etcetera, in fact, any information which would be of interest to a prospective purchaser.

Looking forward to hearing from you shortly.

Yours faithfully,
p.p. SPEDDING LIMITED,

J. A. Morrison
AS AGENTS.

Spec. 1696 + Plans sent by Post. 10/11/60.
JAM:JS
11.16/60.
Eng

AUCKLAND HARBOUR BOARD,

20. OCT. 1960

P.O. BOX 1259, AUCKLAND.


STEEL LIGHTERS FOR SALE

The Auckland Harbour Board offers for sale by tender two 200 ton Lighters - Lighter E built in 1954 and Lighter J built in 1955. Length 91', beam 22', hatchway 56' x 16'.

These lighters were manufactured by Dawnay's Ltd., England, and assembled in New Zealand by A. & G. Price Ltd. They are of welded steel construction and weigh about 55 tons. They may be inspected as they lie in the Lighter Basin. Makers, plans and full details may be obtained from the Engineer's Office, Auckland Harbour Board.

Tenders addressed to the Chairman closes at noon on 22nd November, 1960, at the offices of the Harbour Board, Quay Street, Auckland.

V.A.C. Christiansen
Secretary
AUCKLAND HARBOUR BOARD.



16th September, 1960.

THE CHIEF ENGINEER

THE GENERAL MANAGER

MAINTENANCE OF LIGHTERS

The lighters should preferably be slipped annually for cleaning and painting. However, where the paintwork appears to be in fair condition, considering the availability of slipway, labour and to save expense, the craft have frequently been left for longer periods between slippings.

The principal maintenance costs are -

- (a) Cleaning and painting hull and deck:
Cost varies from £300 to £500 depending on the condition of the vessel.
- (b) Cleaning and painting the hold:
Cost varies considerably, depending particularly on condition of steelwork when timber ceilings are lifted. Approximate price £250. Should not be necessary annually.
- (c) Renewal of timber ceiling in hold with 9" x 3" treated pine - costs £500 - £600.
The original ceilings were untreated pine, which is now becoming rotten. This has already been replaced in four lighters with treated pine, which should have a longer life.
- (d) Renewal of Tarpaulins - 2 at approximately £60 each.
- (e) Cleaning and painting two end compartments - £100.

Half of the fleet of lighters are now six years old. Six were delivered in 1954, four in 1955 and two in 1956.

Thus on costs to date it appears that each of the lighters other than the four which have already had their ceilings renewed will have one maintenance charge of about £1,700 within the next year or two. Apart from this major overhaul, the annual maintenance cost should be about £500 - £600 per lighter.

There appears to be no satisfactory practicable method of "moth-balling" a lighter to avoid maintenance.

If it were possible to store the lighters ashore, the maintenance cost under (a) would be somewhat reduced, because the cost of removal of marine growth and painting with antifouling would not be incurred. On the other hand since sites available for landing and storing anything of the size of a lighter and accessible to the floating crane are very few and valuable, the loss of use of such space would probably cancel out any saving under this heading. Items b, c, d and e would be practically unchanged whether the lighters are afloat or stored ashore.

If allowance is made for readiness for use if required, it appears that the balance is in favour of maintaining the lighters afloat.

JRS:HEB

CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

27285

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

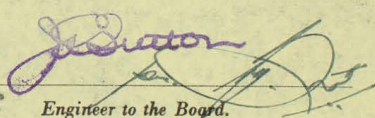
To THE FOREMAN OF WORKS

Date 19th July 19 60

Subject LIGHTER "C" M/A

Please repair port side-light screen
which has rusted badly.

WJT:HEB


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 £	_____		:	:

27285

REMARKS: _____

Signature _____

E10

Date _____ 19

11th July, 1960.

THE CHIEF ENGINEER

THE GENERAL MANAGER

200 TON CARGO LIGHTERS - PORTABLE HATCH
TENTS

Following inquiries from Mr. Lorimer, several types of tent arrangements for lighters have been investigated and discussed by Captain Kean and Mr. Bray. Two alternative arrangements were chosen as the most efficient for the Board's use.

Drawings herewith show the two types for hatch openings 56' x 16'.

The estimated cost for the supply of either type of tent complete, from Sails and Covers Limited is £146. This is in 24 ounce duck canvas.

Alternative "A" - Ridge wire and poles

For fitting ridge wire and poles to a lighter a further estimated cost of £50 would be necessary. However this method has the advantage of protecting the tent from damage from over tensioning in erection by the ship's winch. Various shipping Companies use this type.

Alternative "B" - Tent directly suspended from ship's gear

Considerable strain on the tent is necessary to eliminate hollows in which water will gather. This direct strain on the canvas could well cause frequent damage to the tent. On the other hand this type of tent could be fitted to any lighter and without prior provision of poles and ridge wire.

If all lighters or a few individual lighters, are to be equipped with tents I recommend Alternative "A" as being the better proposition at an approximate cost of £200 per lighter.

If only one or two tents are to be provided for use on any of the Board's 12 lighters, then I ~~would~~ recommend Alternative "B" at an approximate cost of £150 ~~per~~ lighter.

JMB:HEB

CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

17th June 1960

FROM THE GENERAL MANAGER

TO THE CHIEF ENGINEER

20. JUN. 1960

LIGHTERS

I have had a preliminary chat with your Mechanical Engineer regarding the possibility of designing a simple hatch cover which would replace the present wooden covers during periods of hire.

Shipping Companies suggest that during working periods a cover in the form of a canvas tent would be satisfactory.

Would you mind pursuing this matter and advising in due course what could be done in this direction.

A.C. Clarke
GENERAL MANAGER

*Mr Pemberton
Mr Sutton*

Mr Bray is dealing with Capt Keane on this. They have proposed several alternatives which Mr Lorimer is putting to the Union Company before we go any further.

RJP

- ① Tent slung off ships gear
- ② " " on ridge wire.

RTL. JB

25th February 1960

THE CHIEF ENGINEER

THE GENERAL MANAGER

MAINTENANCE OF LIGHTERS

The lighters should preferably be slipped annually for cleaning and painting. However, considering the number of craft, the availability of the slip, and to save expense, particularly where paint-work has appeared to be in fair condition, the craft have frequently been let go for longer periods. Lighters A and B have been slipped four times, C and D three times, and the remainder of the lighters only twice each.

The Principal maintenance costs consist of the following -

- (a) Cleaning and painting hull and deck.
The cost of this work varies from approximately £250 to £400 depending on the condition of the vessel. Slipway charge for 4 days (for average condition) is about £65.
- (b) Cleaning and painting hold.
The cost of this work may vary greatly, depending particularly on the condition of the bottom plates and frames when the timber ceiling is lifted. For routine cleaning and painting of sides of the hold an approximate price is £200. This need not be done every year.
- (c) Renewing timber ceiling in hold with 9" x 3" treated pine costs about £500 to £600.
- (d) Renewal of Tarpaulins - 2 at approximately £60 each.
- (e) Cleaning and painting two end compartments. Estimated cost £100.

The first of the lighters supplied are now about 6 years old, six having been supplied during 1954, four in 1955 and two in 1956.

In 1956 Lighter A had its deck proofkoted but this has not been entirely successful and the deck now requires re-protecting. The remainder of the lighters have painted decks which stand up to the service reasonably well.

Timber ceilings originally supplied in untreated timber are rotten. The ceilings of two lighters, A and G, have been renewed in treated pine and it is expected that this will give a considerably longer life. Material is on hand for renewing the timber in a further lighter and this work will be undertaken shortly.

Wooden hatch covers, which are of Oregon, appear to be in reasonably good condition.

On present service it would appear that the tarpaulins need renewal about every two or three years.

On costs to date it can be expected that all lighters other than A and G will have one annual maintenance charge of about £1,700 within the next year or two. Except for this large major overhaul charge, typical annual charges in the future are likely to amount to about £400 or £500 per lighter.

CHIEF ENGINEER TO THE BOARD

THE C

MANAGER

Mr Sultan

Mr Clarke phoned for an estimate for converting a lighter to carry water & oil. I have referred him to this report.

J.

In accord
cost of conver
investigated.
to serve only

ility and
has been
sidered

There wou
To carry water
hatch covers b
covers would b
In addition to
ment would als

e conversion.
e existing
e hatch
equired.
ng equip-

Estimated

574

- (a) One lighter fitted with tanks and pumps for water only (100 tons capacity) £6,300
- (b) One lighter fitted with tanks and pumps for 100 tons of fuel oil and 500 to 1,000 gallons of diesoline - complete with steel hatch covers, ventilation, fire fighting gear, etc. £8,600

It is doubtful whether there would be substantial savings for the present dredging site at Freyberg Wharf, and even if dredging were being undertaken at greater distance from existing bunkering facilities the use of more than one tender could hardly be justified.

To serve the "Hapai" and "Paritutu" one tender equipped to carry 50 tons of fuel oil, 50 tons of water, and 500 gallons of diesoline would be adequate and would allow of some saving in dredging time. This tender could well be equipped also with a diesel driven windlass for handling dredging chain and anchors to enable side moorings to be laid and recovered without interrupting dredging. Estimated cost is as follows -

- One lighter to carry 50 tons of water, 50 tons of fuel oil and 500 gallons diesoline, complete with pumps, steel hatch covers, fire fighting gear and provision for handling dredging chains and anchors £10,000

CHIEF ENGINEER TO THE BOARD

January 1960

THE CHIEF ENGINEER

THE GENERAL MANAGER

CONVERSION OF LIGHTER FOR OIL AND
WATER BARGE

In accordance with your instruction the practicability and cost of converting lighters for carrying oil and water has been investigated. It is assumed that these are being considered to serve only the Board's plant, particularly dredgers.

There would be no practical difficulty in doing the conversion. To carry water only it would be unnecessary to alter the existing hatch covers but for handling oil the timber and canvas hatch covers would be unsuitable and steel covers would be required. In addition to pumping facilities adequate fire-fighting equipment would also have to be installed.

Estimated costs are as follows -

- | | | | |
|--|-----|-----|--------|
| (a) One lighter fitted with tanks and pumps for water only (100 tons capacity) | ... | ... | £6,300 |
| (b) One lighter fitted with tanks and pumps for 100 tons of fuel oil and 500 to 1,000 gallons of diesoline - complete with steel hatch covers, ventilation, fire fighting gear, etc. | ... | ... | £8,600 |

It is doubtful whether there would be substantial savings for the present dredging site at Freyberg Wharf, and even if dredging were being undertaken at greater distance from existing bunkering facilities the use of more than one tender could hardly be justified.

To serve the "Hapai" and "Paritutu" one tender equipped to carry 50 tons of fuel oil, 50 tons of water, and 500 gallons of diesoline would be adequate and would allow of some saving in dredging time. This tender could well be equipped also with a diesel driven windlass for handling dredging chain and anchors to enable side moorings to be laid and recovered without interrupting dredging. Estimated cost is as follows -

One lighter to carry 50 tons of water, 50 tons of fuel oil and 500 gallons diesoline, complete with pumps, steel hatch covers, fire fighting gear and provision for handling dredging chains and anchors	£10,000
--	-----	-----	-----	---------

CHIEF ENGINEER TO THE BOARD

ESTIMATE FOR CONVERSION OF A CARGO LIGHTER

TO (A) 100 TONS FRESH WATER SUPPLY TENDER,
 (B) 100 " FUEL OIL SUPPLY BARGE.

34-2-60

Bill of Quantities

Sheet No.

Job No.

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward						
A TANKS	1) 4 - 25 TONS CAPACITY TANKS				£3400		
	2) INSTALLATION OF TANKS.				300		
	3) PIPING VALVES ETC.				275		
					£3975		
PUMP ROOM.	1) FRESH WATER PUMP - 12000 Gall/HR				£ 100		
	2) DIESEL ENGINE.				400		
	3) VALVES - FITTINGS ETC.				125		
	4) INSTALLATION.				450		
	5) REDUCTION DRIVES ETC.				80		
					£1155		
DECK	1) CONSTRUCTION OF SKYLIGHT.				£ 150		
	2) " " COMPANION WAY.				60		
					£ 216		
	1) ACCOMMODATION.				£ 300		
					£5646		
	<i>Say £6300 complete with hours etc</i>		PLUS	10%	565		
					£6211		TOTAL.
B TANKS	1) 4-25 TONS CAPACITY TANKS				£3400		
	2) INSTALLATION OF TANKS				300		
	3) FLEXIBLE PIPING - VALVES ETC				375		
	4) TANK - 500 galls. capacity				100		
					£4175		
PUMP ROOM.	1) FUEL OIL PUMPS - 12000 Gall/HR				£ 350		
	2) DIESEL OIL PUMP - 600 Gall/HR.				25		
	3) DIESEL ENGINE.				475		
	4) REDUCTION DRIVE - CLUTCH ETC				95		
	5) FOAM INSTALLATION.				190		
	6) VALVES, FITTINGS ETC.				140		
	7) INSTALLATION.				550		
					£1825		
DECK	1) STRENGTHEN AND PLATE DECK				£1200		
	2) FIT SKYLIGHT AND TWO ESCAPE HATCHES.				180		
	3) NATURAL VENTS TO TANK SPACES.				40		
	4) COMPANION-WAY TO PUMP ROOM.				66		
					£1486		
	1) ACCOMMODATION				£ 300		
					£7786		
			PLUS	10%	778		
					£	8564	TOTAL

ESTIMATE FOR CONVERSION OF ONE CARGO LIGHTER
TO A OIL AND WATER SUPPLY BARGE.

24-2-1960.

Bill of Quantities

Sheet No.

Job No.

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT		
					£	s	d
	Brought Forward						
1) TANKS	1) 2-25 TONS CAPACITY FUEL OIL TANKS. (8'0" D. X 20'0" L.)	8.5 TONS	STEEL @	£200/TON	£ 1700		
	2) 2-28 TONS CAPACITY FRESH WATER TANKS. (AS ABOVE).	DO	DO	DO	£ 1700		
	3) 1-500 GALL DIESEL OIL TANK	0.5 TONS	STEEL @	£200/TON	£ 100		
	4) INSTALLATION OF TANKS.				£ 300		
	5) FLEXIBLE PIPING-VALVES ETC				£ 375		
					<u>£ 4175</u>		
2) PUMP ROOM.	1) FUEL OIL PUMPS-6000 GALL/HOUR.	2 OFF		@£110	£ 220		
	2) FRESH WATER PUMP-10,000 GALL/HOUR	1 OFF			£ 75		
	3) DIESEL OIL PUMP - 600 GALL/HOUR.	1 OFF			£ 25		
	4) REDUCTION DRIVE-SHAFTING-CLUTCHES ETC.				£ 45		
	5) DIESEL ENGINE. 25 HP @ 2000RPM	1 OFF			£ 475		
	6) FOAM INSTALLATION. 35 GALL.	1 OFF			£ 190		
	7) VALVES-FITTING-ETC.				£ 150		
	8) INSTALLATION.				£ 550		
					<u>£ 1780</u>		
3) DECK ALTERATIONS AND NEW INSTALLATION	1) STRENGTHENING AND PLATING OVER TANK COMPARTMENT.	6.0 TONS	STEEL @	£200/TON	£ 1200		
	2) CONSTRUCTION AND FITTING 6x6' SKYLIGHT OVER PUMP ROOM AND TWO ESCAPE HATCHES FORE AND AFT OF TANK COMPARTMENT.				£ 180		
	3) FITTING TWO NATURAL VENT TO TANK COMPARTMENT.				£ 40		
	4) CONSTRUCTION AND FITTING COMPANION-WAY AND HATCH TO PUMP ROOM.				£ 66		
	5) PURCHASE AND INSTALLATION OF DIESEL ANCHOR WINDLASS - CONSTRUCTION-CHAIN LOCKERS ETC.				£ 1250		
					<u>£ 2736</u>		
				TOTAL	£ 8691.		
		PLUS	10%		£ 869		
4)	ACCOMMODATION				£ 300		
	<i>say £10,000 complete with houses etc.</i>						
	<i>Rel</i> Carried Forward						
		GRAND TOTAL		£	9860		

10. Feb. 60.

Mechanical Engr.

Conversion of Lighters.

The Chairman has requested a report on the practicability & cost of converting 1 lighter for the transport of fuel oil (or fuel oil & dieseline) and another lighter for the transport of water. Presumably pumping equipment will be required on each craft for discharging contents.

Please prepare typical sketch plan & furnish estimate of the cost of providing the facilities as requested.

In addition to this we should consider the cost of fitting up a single lighter to handle both water & fuel & in addition to be capable of laying dredging anchors.

Gouldin

Auckland Harbour Board.

Mechanical Temp.

re Conversion of Lighters.

see report on dredging
operations 28 July 59
for quantities proposed to
be carried in a single
lighter. File herewith 939
G.

Auckland Harbour Board

MEMORANDUM 9th September 1959

FROM

THE HARBOURMASTER

TO THE CHIEF ENGINEER

L I G H T E R S

I attach copy of report of the Day Officer concerning the condition of Lighter "D".

Will you please investigate and take any necessary action.

M. G. Helsey
HARBOURMASTER

CM/HC

Mr Pemberton

Memo to F of V Rep. Memo E1 to do the necessary work.

Discussed with W. Wheeler. Timber for floor which was all rotten has been requisitioned. If local agents can supply through Companies may use that instead of the timber. RHP 15 Sept 59

11
C
O
P
Y

8th September 1959

FROM QUEENS WHARF DAY OFFICER TO THE HARBOURMASTER

Lighter "D" is to be slipped on approximately 17th instant, and I would suggest that the Engineer's Department sight the steel work under the flooring. It appears to require chipping and painting. The timber in the hold flooring may also require repairs due to rot.

(signed) W. Weatherup

DAY OFFICER

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To FOREMAN OF WORKS.

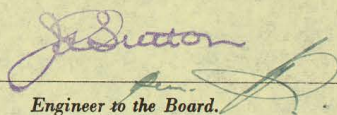
Date 24th. July, 19 59.

Subject LIGHTERS - REPAIRS.

With reference to Instruction No.26436, dated 23rd. June, 1959, I am very concerned that the Harbourmaster has reported that as yet no wedges have been delivered and no progress has been made with the repair of two short hatch covers for Lighters "D" and "I". He requests that this work be expedited in order to keep rainwater out of the lighters.

Please see that these two matters together with the other items listed in schedule attached to the above instruction are promptly carried out.

As previously requested please advise my office as the various works are completed in order that the original list may be marked off.


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 £ _____ : :

26496

REMARKS: _____

Signature _____

Auckland Harbour Board

MEMORANDUM

24th July 1959

FROM

THE HARBOURMASTER

TO

THE CHIEF ENGINEER

L I G H T E R S

Further to my memo of 19th June 1959, regarding repairs and replacements required for lighters, I understand that, as yet, no wedges have come to hand and that no progress has been made with the repair of two short hatch covers for Lighters "D" and "I".

I shall be pleased if you will arrange to have this work expedited in order to keep rainwater out of the lighters.

M. G. Helary
HARBOURMASTER

CM/HC

Auckland Harbour Board

26436

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 23rd June 1959

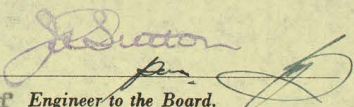
Subject LIGHTERS - REPAIRS

Please arrange for repairs and replacements to be carried out to various lighters and their equipment in accordance with the attached schedule supplied by Harbourmaster.

Would you please advise my office as the work progresses in order that the original list may be marked off.

Encl: Schedule

WJT:HEB


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 £	<hr/>		:	:

26436

REMARKS: _____

Signature _____

E10

Date _____ 19

Auckland Harbour Board

MEMORANDUM

19th June 1959

FROM

THE HARBOURMASTER

TO

THE CHIEF ENGINEER

G1

LIGHTERS

Will you please arrange repairs and replacements required for lighters and their equipment in accordance with the following list:-

Lighter B

Repairs - Accommodation hatch
Replacements - 50 Wedges ✓
1 Set beam legs
2 Locks ✓

Lighter C

Replacements - 50 Wedges ✓
2 Locks ✓

Lighter D

Repairs - Hatch cover (in hand) ✓
Replacements - 52 Wedges ✓
2 Locks ✓

Lighter E

Replacements - 72 Wedges ✓
1 Hatch board

Lighter F

Repairs - Stanchions
Limbers (Dry rot setting in) ✓

Lighter G

Replacement - 1 Lock ✓

Lighter H

Repairs - 1 Deadlight
Replacements - 80 Wedges ✓
1 Lock ✓

Lighter I

Replacements - 80 Wedges ✓
1 Set beam legs
Repairs - Hatch cover (in hand) ✓

... ..

The Chief Engineer

19th June 1959

LIGHTERS (CONTD.)

Lighter J

Repairs - - Limbers require attention ✓
Stanchions

Lighter K

Repairs - - 3 Hold rings ✓
Limbers ✓

Lighter L

Replacements - - 130 Wedges ✓

W. G. Delaney
HARBOURMASTER

CM/HC

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 4th February 1959

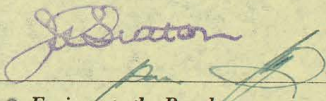
Subject LIGHTER "E"

The Harbourmaster reports that on the return of Lighter "E" which was recently on hire to Messrs. Mason Bros. Engineering Co. Ltd., an inspection revealed the following damage:-

Two stanchions broken.

One stanchion bent.

It is understood that necessary repairs are being carried out by Mason Bros. Limited who have been advised of their liability.


 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 £	<hr/>		:	:

26097

REMARKS: _____

Signature _____

Date _____ 19

3rd February 1959

The Secretary,
Messrs. Mason Bros. Ltd.,
Pakenham Street,
AUCKLAND C.1.

Dear Sir,

On the return of Lighter "E" which was recently on hire to you, an inspection revealed the following damage:-

- (1) Two stanchions broken.
- (2) One stanchion bent.

It is understood that the necessary repairs are being carried out by your firm.

Yours faithfully,

M. G. Kelly
HARBOURMASTER

CM/HC

The Chief Engineer

For your information

M. G. Kelly
Harbourmaster

INDUSTRIAL MAINTENANCE
CONTRACTORS
PROOFKOTE & STEAM
CLEANING MOBILE PLANTS
ALWAYS AVAILABLE

16-24 WESTMORELAND ST.
(off Richmond Road)
Box 8120, Auckland
PHONE 11-109 (2 lines)
After Hours 77-174

R. Goldingham & Co. Ltd.

AUTOMOTIVE INDUSTRIAL & MARINE APPLICATORS OF
PROOFKOTE AND ALTEX ANTI-CORROSIVE PAINTS

11TH JULY, 1958.

THE CHIEF ENGINEER,
AUCKLAND HARBOUR BOARD,
AUCKLAND.

DEAR SIR,

ATTENTION MR. SMITH

FURTHER TO OUR PHONE CONVERSATION OF TODAY'S DATE, WE HAVE PLEASURE IN CONFIRMING OUR REVISED QUOTATION FOR APPLYING ALTEX ANTI-FOULING PAINT TO LIGHTER F.

OUR PRICE FOR DOING THIS WORK WILL BE £63. 15. 0d INCLUSIVE OF PAINT.

WITH REGARD TO OUR ALTEX ANTI-FOULING PAINT, WE WERE VERY HAPPY TO HAVE RECEIVED THE "GO AHEAD" FROM OUR MANUFACTURING-CHEMIST, MR. K. CLEMETT.

IT WOULD APPEAR THAT THIS PAINT IS AS NEAR PERFECT AS IS POSSIBLE TO OBTAIN AND WE ARE VERY PLEASED TO HAVE BEEN GIVEN THE OPPORTUNITY OF USING IT ON ONE OF YOUR BOARD'S CRAFTS.

YOURS FAITHFULLY,
R. GOLDINGHAM & CO. LTD.

R. Goldingham.

R. GOLDINGHAM,
MANAGING DIRECTOR.

*the offer accepted
Goldingham & FofW enforced*

[Signature]

Copy to Foreman of Works: please supervise this work also
of Messrs. Goldingham's letters June 24th and 20th.

884/2

25th June, 1958.

Messrs. R. Goldingham & Co.,
P.O. Box 8120,
AUCKLAND

Dear Sirs,

LIGHTER "F" - MAINTENANCE CLEANING
AND PAINTING

Thank you for your letter of June 24th in which
you set out your offer for the maintenance cleaning and
painting of Lighter "F" inside and out.

Your offer is accepted. Please maintain
contact with my Foreman of Works (Mr. Doherty) who will
inform you when the lighter will be available and will
arrange all details and supervision. Notice of availabil-
ity will, in all probability, be short but you will be
informed at the earliest opportunity.

I am anxious to have a detailed record of this
work and would appreciate your cooperation with my
supervisor in recording the nature of the surfaces being
treated; the quality of paint; the extent and method of
cleaning and descaling etc.

Referring to your letter of June 24th in which
you offer to paint one coat "Red Hand" anti fouling below
water line for the sum of £98. 0. 0. - this appears to be
a high price and I will withhold acceptance of it until I
see the progress being made with the work referred to above.

Re Goldingham's offer of 11.7.58

Yours faithfully,

336 | 001 | 40 - 49

RAJS:HEB

CHIEF ENGINEER TO THE BOARD

INDUSTRIAL MAINTENANCE
CONTRACTORS

PROOFKOTE & STEAM
CLEANING MOBILE PLANTS
ALWAYS AVAILABLE

16-24 WESTMORELAND ST.
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Box 8120, Auckland
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R. Goldingham & Co. Ltd.

AUTOMOTIVE INDUSTRIAL & MARINE APPLICATORS OF
PROOFKOTE AND ALTEX ANTI-CORROSIVE PAINTS

24TH JUNE, 1958.

THE CHIEF ENGINEER,
AUCKLAND HARBOUR BOARD,
QUAY STREET,
AUCKLAND.

DEAR SIR,

ATTENTION MR. SMITH

FURTHER TO OUR LETTER OF THE 20TH JUNE, WE ARE PLEASED TO QUOTE
THE SUM OF £98. 0. 0d FOR THE PAINTING OF THE HULL BELOW THE WATER LINE
OF LIGHTER F WITH ONE COAT OF "RED HAND" ANTI-FOULING PAINT.

THIS QUOTATION IS TO BE READ IN CONJUNCTION WITH, AND AS BEING
SUPPLEMENTARY TO, OUR QUOTATION FOR THE PAINTING OF THE ENTIRE HULL OF
LIGHTER F WITH TWO COATS OF ALTEX ANTI-CORROSIVE PRIMER.

WHILST WE ARE NOT CONFIDENT THAT "RED HAND" ANTI-FOULING IS THE BEST
PAINT FOR THE PURPOSE, WE CONSIDER THAT IT IS A REASONABLY ECONOMICAL
PROPOSITION FOR THE BOARD AND SHOULD GIVE SOME MEASURE OF PROTECTION IF
THE BOARD CONSIDERS IT NECESSARY. WE ARE QUITE HAPPY TO USE THIS PRODUCT
OVER OUR ALTEX ANTI-CORROSIVE PRIMER.

*£ 3.50. per gall.
13 galls reqd.*

YOURS FAITHFULLY,
R. GOLDINGHAM & CO. LTD.

R. Goldingham

R. GOLDINGHAM,
MANAGING DIRECTOR.

INDUSTRIAL MAINTENANCE
CONTRACTORS
PROOFKOTE & STEAM
CLEANING MOBILE PLANTS
ALWAYS AVAILABLE

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R. Goldingham & Co. Ltd.

**AUTOMOTIVE INDUSTRIAL & MARINE APPLICATORS OF
PROOFKOTE AND ALTEX ANTI-CORROSIVE PAINTS**

20TH JUNE, 1958.

THE CHIEF ENGINEER,
AUCKLAND HARBOUR BOARD,
QUAY STREET,
AUCKLAND.

DEAR SIR,

ATTENTION MR. SMITH

AS DISCUSSED WITH YOU WE ARE PLEASED TO SET OUT BELOW OUR QUOTATION FOR THE CLEANING DOWN, DESCALING AND PAINTING OF LIGHTER F USING ALTEX PAINTS.

AS WE ARE UNABLE TO ESTIMATE WITH ANY DEGREE OF ACCURACY AT ALL THE AMOUNT INVOLVED IN DESCALING AND CLEANING THE METAL WORK ON THE LIGHTER, WE CONFIRM THAT WE ARE PREPARED TO HANDLE THIS PART OF THE JOB ON AN HOURLY BASIS ON THE FOLLOWING RATES:

ORDINARY TIME	12. 6D PER MAN HOUR
TIME AND HALF	15. 8D PER MAN HOUR
DOUBLE TIME	19. 3D PER MAN HOUR

PLUS 1. 0d PER MAN HOUR FOR THE SUPPLY OF HOSES, CHIPPERS, SANDERS ETC., AS REQUIRED. ANY DIRT MONEY INVOLVED WILL BE ADDITIONAL TO THE ABOVE RATES.

IT WILL BE NECESSARY TO USE A COMPRESSOR ON THIS JOB AND HIRE RATES ARE:

110 C.F.M. COMPRESSOR	£5. 10. 0d PER DAY
150 C.F.M. COMPRESSOR	£6. 10. 0d PER DAY

.....

WITH REGARD TO THE PAINTING OF THE VESSEL, WE PROPOSE THAT IT BE COATED WITH TWO HEAVY BRUSHED COATS OF ALTEX ANTI-CORROSIVE C. R. PRIMER FOLLOWED BY A TOP COAT ON THE DECK, HATCH COAMINGS AND HULL ABOVE THE WATER LINE OF ALTEX N.Z.F.P. GREY FINISHER.

WE REGRET THAT THE STEEL COATING FORMULA FOR ALTEX ANTI-FOULING MARINE PAINT HAS NOT YET BEEN COMPLETED AND WE CANNOT THEREFORE SUPPLY AN ALTEX ANTI-FOULING FOR THIS JOB. THE MANUFACTURER ADVISES THAT ANY TYPE OF ANTI-FOULING CAN BE APPLIED ABOVE THE ANTI-CORROSIVE PRIMER WITHOUT DIFFICULTY. HE DID, HOWEVER, POINT OUT THAT IF THE BOARD HAS FOUND SEACHROME TO BE A REASONABLY EFFICIENT ANTI-FOULING, THEN ALTEX PRIMER SHOULD EXHIBIT EQUALLY GOOD PROPERTIES.

OUR DETAILED QUOTATION FOR PAINTING IS AS FOLLOWS:

- (1) TO SUPPLYING AND APPLYING TWO THICK BRUSHED COATS OF ALTEX ANTI-CORROSIVE C. R. PRIMER TO THE ENTIRE HULL, DECKS, HATCH COAMINGS AND WALLS OF THE HOLD £380. 0. 0d
- (2) TO SUPPLYING AND APPLYING ONE BRUSHED COAT N.Z.F.P. GREY FINISHER TO THE DECK, HATCH COAMINGS AND HULL ABOVE THE WATER LINE £ 80. 0. 0d

SHOULD THE BOARD REQUIRE ANTI-FOULING IN ANY FORM APPLIED, WE WOULD BE HAPPY TO MAKE THIS THE SUBJECT OF A FURTHER QUOTATION WHEN ITS WISHES ARE KNOWN.

WE THANK YOU FOR THIS OPPORTUNITY OF DOING BUSINESS WITH YOU AND TRUST THAT OUR PRICES MAY BE SUCCESSFUL.

WE AFFIRM ONCE AGAIN OUR ABSOLUTE FAITH IN THE QUALITY OF THE PRODUCTS WE PROPOSE TO APPLY AND ARE CONFIDENT THAT THEY WILL, IN THE LONG RUN, SAVE THE BOARD A SUBSTANTIAL SUM IN MAINTENANCE.

YOURS FAITHFULLY,
R. GOLDINGHAM & CO. LTD.

J. M. Gardner
J. M. GARDNER,
MANAGING DIRECTOR.

Anti Fouling Paint
"Red Hand" brand OK

Probable Cost
Clean down 200.
Anti Corrosive Primer 350.
Finisher 80
Anti fouling 60
£ 720

The Engineer

5th November 1957Contract 1372 - 12,200 ton Lighters

The following Lloyd's Certificates for Anchors + Cables are filed herewith, and copies of these are held by the Senior Surveyor of Ships, Auckland

Lighter	Anchor	Cable
A	75227	21445
B	75234	21446
C	75231	21448
D	75229	21444
E	75235	21449
F	75226	21447
G	75230	21451
H	74596	21454
I	74597	21453
J	75232	21455
K	79376	22371
L	79633	22370

Shed. Tippner.
for Mechanical Engineer



A. & G. PRICE LTD.

QUAY STREET, AUCKLAND, NEW ZEALAND

C. P. O. BOX 3126 AUCKLAND TELEGRAMS "PRICECO" TELEPHONE ~~XXXXXX~~ (7 LINES)

34-280

YOUR REF.

OUR REF. 4890/ELS/FMH

16th July, 1957

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

For the attention of Mr. Trippner

Dear Sir,

Replacement of 5/8" Short Link Cables.

With further reference to the replacement cables which have now been delivered to the Harbour Board workshops, we have pleasure in enclosing herewith Lloyds' Proving House Certificates Nos. 22370, 22371, 22372 and 22373, for your retention.

Lighters We shall be glad if you could now advise us as to where and when we can collect the original chains. *Self Point*

Assuring you at all times of our best attention.

Lighter "K" 22371
"L" 22370
Self Point # 1 22372
" " # 2 22373
Filed in Eng's Office

Yours faithfully,
A. & G. PRICE LIMITED,

E. I. Southern

E. I. SOUTHERN

18/7/57



A. & G. PRICE LTD.

QUAY STREET, AUCKLAND, NEW ZEALAND

C.P.O. BOX 3126 AUCKLAND TELEGRAMS "PRICECO" TELEPHONE 34-295 (7 LINES)

Orig. Cert for all anchors + cables

Sent to Marine Dept. March 1954 17th March, 1954.

per A.G.M.C.

The Auckland Harbour Board,
Quay Street,
AUCKLAND.

*These will be retained
until all lighters are
furnished. Now all*

For Attention Mr. Tripner.

returned.

5/11/57

Dear Sirs,

Steel Lighter Contract No. 1372.

As requested we now have pleasure in enclosing
Lloyd's Test Certificates for Anchors & Cables, covering
the whole 12 Lighters. The Certificate numbers are as
follows:-

<u>Anchors.</u> Lloyd's Test Certificate No.	74596	H	8
	74597	Z	
	75226	"F"	6
	75227	"A"	1
<i>Bluff</i>	75228		
	75229	"D"	4
	75234	"B"	2
	75235	"E"	5
	75230	"G"	7
	75231	"C"	3
	75232	J	

Cables

21450 + 21452 Bluff

21445. A 1

21446 B 2

21448 - C 3

21444 - D 4

21449 - E 5

21447 - F 6

21451 - G 7

21454 - H 8

21453. - I

21455 - J

22371 K

22370 L

*Bluff - 75233
79376 K
79377 L*

Cables. Lloyd's Test Certificate No.s. 21444-21455 inclusive.

We are,

Yours faithfully,

For A. & G. PRICE LIMITED.

(E.L. Southern)

ELS:PMC.

MANUFACTURING AND



MARINE ENGINEERS

No. of Ship to which the Cable }
 described herein has been supplied }

Signature of person responsible }
 for the accuracy of the above }

ON WHICH THIS

lost or destroyed, this Certificate
 of the Chain be impaired, or
 or one of the Society's

THE RULES OF LLO

					Inches.
					$2\frac{3}{16}$
				270	$2\frac{4}{16}$
				270	$2\frac{5}{16}$
				300	$2\frac{6}{16}$
			c†	300	$2\frac{7}{16}$
			d†	300	$2\frac{8}{16}$
			e†	300	$2\frac{9}{16}$
		$1\frac{2}{16}$	f†	300	$2\frac{10}{16}$
		$1\frac{3}{16}$	g†	330	$2\frac{11}{16}$
	210	$1\frac{4}{16}$	h†	330	$2\frac{12}{16}$
	210	$1\frac{5}{16}$	i†	330	$2\frac{13}{16}$
	210	$1\frac{6}{16}$	j†	330	$2\frac{14}{16}$
m	210	$1\frac{7}{16}$	k†	330	$2\frac{15}{16}$
n	210	$1\frac{8}{16}$	l†	330	3
o	240	$1\frac{9}{16}$	m†	330	$3\frac{1}{16}$
p	240	$1\frac{10}{16}$	n†	330	$3\frac{2}{16}$
q	240	$1\frac{11}{16}$	o†	330	$3\frac{3}{16}$
r	240	$1\frac{12}{16}$	p†	330	$3\frac{4}{16}$
s	240	$1\frac{13}{16}$	q†	330	$3\frac{5}{16}$
t	240	$1\frac{14}{16}$	r†	330	$3\frac{6}{16}$
u	270	$1\frac{15}{16}$	s†	330	$3\frac{7}{16}$
v	270	2	t†	330	$3\frac{8}{16}$
w	270	$2\frac{1}{16}$			
x	270	$2\frac{2}{16}$			

The diameters given in the above Table apply to chain cables or wrought iron or mild steel. Steel cables of a higher tensile strength made by an approved process, and which comply with the proof and breaking tests required for Cables of Special Steel by the Table in Section 14 of the Rules for Quality and Testing of Materials, may be of a diameter reduced below the requirements of the Table as follows:—

Table Size.		Reduction.	
Inches.		Inches.	
$1\frac{4}{16}$	— $1\frac{5}{16}$	$1\frac{1}{16}$	
1	— $1\frac{3}{16}$	$1\frac{2}{16}$	
$1\frac{4}{16}$	— $1\frac{10}{16}$	$1\frac{3}{16}$	
$1\frac{11}{16}$	— $2\frac{1}{16}$	$1\frac{4}{16}$	
$2\frac{2}{16}$	— $2\frac{9}{16}$	$1\frac{5}{16}$	
$2\frac{10}{16}$	— $3\frac{2}{16}$	$1\frac{6}{16}$	
$3\frac{3}{16}$	— $3\frac{8}{16}$	$1\frac{7}{16}$	

CERTIFICATE IS ISSUED

ertificate is to be returned to the Committee of Lloyd's Register of otherwise altered, so as to destroy its identity with the Certificate, Surveyors in order that the Certificate may be altered accordingly.

LOYD'S REGISTER OF SHIPPING

RULES FOR QUALITY AND TESTING OF MATERIALS.

TESTS FOR CHAIN CABLES AND STREAM CHAINS.

Section 14. 1. Tests for Chain Cables and Stream Chains.—(a) All stud link chain cables and stream chains are to be tested in accordance with the requirements of the following Table and the certificates of test produced.

STUD LINK CHAIN CABLES.

Minimum Size.	CABLES OF WROUGHT IRON.		CABLES OF SPECIAL STEEL.		Minimum Weight per length of 15 fms.	Minimum Size	CABLES OF WROUGHT IRON.		CABLES OF SPECIAL STEEL.		Minimum Weight per length of 15 fms.
	Proved to Statutory Test.	Breaking Test.	Proved to Statutory Test.	Breaking Test.			Proved to Statutory Test.	Breaking Test.	Proved to Statutory Test.	Breaking Test.	
Ins.	Tons.	Tons.	Tons.	Tons.	Cwts.	Ins.	Tons.	Tons.	Tons.	Tons.	Cwts.
$\frac{7}{16}$	$2\frac{4}{10}$	$5\frac{1}{10}$	$4\frac{8}{10}$	$7\frac{1}{10}$	$1\frac{3}{4}$	2	72	$100\frac{8}{10}$	$100\frac{8}{10}$	$141\frac{1}{10}$	30
$\frac{8}{16}$	$4\frac{5}{10}$	$6\frac{3}{4}$	$6\frac{3}{10}$	$9\frac{5}{10}$	$2\frac{1}{8}$	$2\frac{1}{8}$	$76\frac{5}{10}$	$107\frac{1}{10}$	$107\frac{1}{10}$	$149\frac{9}{10}$	$31\frac{7}{8}$
$\frac{9}{16}$	$5\frac{5}{8}$	$8\frac{4}{10}$	$7\frac{9}{10}$	$11\frac{8}{10}$	$2\frac{5}{8}$	$2\frac{1}{8}$	$81\frac{1}{4}$	$113\frac{3}{4}$	$113\frac{3}{4}$	$159\frac{3}{10}$	$33\frac{3}{4}$
$\frac{10}{16}$	7	$10\frac{5}{10}$	$9\frac{8}{10}$	$14\frac{7}{10}$	$3\frac{1}{4}$	$2\frac{3}{16}$	$86\frac{1}{8}$	$120\frac{5}{10}$	$120\frac{5}{10}$	$168\frac{7}{10}$	$35\frac{7}{8}$
$\frac{11}{16}$	$8\frac{5}{10}$	$12\frac{3}{4}$	$11\frac{9}{10}$	$17\frac{9}{10}$	$3\frac{5}{8}$	$2\frac{4}{16}$	$91\frac{1}{8}$	$127\frac{5}{10}$	$127\frac{5}{10}$	$178\frac{5}{10}$	$37\frac{7}{8}$
$\frac{12}{16}$	$10\frac{1}{8}$	$15\frac{1}{8}$	$14\frac{2}{10}$	$21\frac{3}{10}$	$4\frac{3}{8}$	$2\frac{5}{16}$	$96\frac{1}{4}$	$134\frac{3}{4}$	$134\frac{3}{4}$	$188\frac{3}{4}$	40
$\frac{13}{16}$	$11\frac{7}{8}$	$17\frac{8}{10}$	$16\frac{6}{10}$	$24\frac{9}{10}$	$5\frac{1}{8}$	$2\frac{6}{16}$	$101\frac{5}{10}$	$142\frac{1}{10}$	$142\frac{1}{10}$	$198\frac{9}{10}$	$42\frac{1}{4}$
$\frac{14}{16}$	$13\frac{3}{4}$	$20\frac{5}{8}$	$19\frac{3}{10}$	$28\frac{9}{10}$	$5\frac{7}{8}$	$2\frac{7}{16}$	$106\frac{9}{10}$	$149\frac{5}{8}$	$149\frac{5}{8}$	$209\frac{5}{10}$	$44\frac{1}{2}$
$\frac{15}{16}$	$15\frac{8}{10}$	$23\frac{7}{10}$	$22\frac{1}{10}$	$33\frac{2}{10}$	$6\frac{3}{4}$	$2\frac{8}{16}$	$112\frac{5}{10}$	$157\frac{5}{10}$	$157\frac{5}{10}$	$220\frac{5}{10}$	47
1	18	27	$25\frac{2}{10}$	$37\frac{8}{10}$	$7\frac{5}{8}$	$2\frac{9}{16}$	$116\frac{7}{10}$	$163\frac{3}{4}$	$163\frac{3}{4}$	$228\frac{7}{10}$	$49\frac{1}{2}$
$1\frac{1}{16}$	$20\frac{3}{10}$	$30\frac{4}{10}$	$28\frac{4}{10}$	$42\frac{6}{10}$	$8\frac{5}{8}$	$2\frac{10}{16}$	$120\frac{9}{10}$	$169\frac{1}{4}$	$169\frac{1}{4}$	237	52
$1\frac{2}{16}$	$22\frac{3}{4}$	$34\frac{1}{8}$	$31\frac{9}{10}$	$47\frac{8}{10}$	$9\frac{3}{4}$	$2\frac{11}{16}$	$125\frac{1}{10}$	$175\frac{1}{8}$	$175\frac{1}{8}$	$245\frac{2}{10}$	$54\frac{1}{2}$
$1\frac{3}{16}$	$25\frac{3}{8}$	38	$35\frac{5}{10}$	$53\frac{2}{10}$	$10\frac{7}{8}$	$2\frac{12}{16}$	$129\frac{3}{10}$	181	181	$253\frac{4}{10}$	$57\frac{1}{8}$
$1\frac{4}{16}$	$28\frac{1}{8}$	$42\frac{1}{8}$	$39\frac{4}{10}$	59	12	$2\frac{13}{16}$	$133\frac{4}{10}$	$186\frac{3}{4}$	$186\frac{3}{4}$	$261\frac{5}{10}$	$59\frac{1}{4}$
$1\frac{5}{16}$	31	$46\frac{1}{2}$	$43\frac{4}{10}$	$65\frac{1}{10}$	$13\frac{1}{4}$	$2\frac{14}{16}$	$137\frac{6}{10}$	$192\frac{5}{8}$	$192\frac{5}{8}$	$269\frac{7}{10}$	$62\frac{5}{8}$
$1\frac{6}{16}$	34	51	$47\frac{6}{10}$	$71\frac{4}{10}$	$14\frac{1}{2}$	$2\frac{15}{16}$	$141\frac{7}{10}$	$198\frac{3}{8}$	$198\frac{3}{8}$	$277\frac{7}{10}$	$65\frac{1}{2}$
$1\frac{7}{16}$	$37\frac{1}{8}$	$55\frac{5}{8}$	52	$77\frac{9}{10}$	$15\frac{7}{8}$	3	$145\frac{8}{10}$	$204\frac{1}{10}$	$204\frac{1}{10}$	$285\frac{7}{10}$	$68\frac{3}{8}$
$1\frac{8}{16}$	$40\frac{5}{10}$	$58\frac{7}{10}$	$56\frac{7}{10}$	$82\frac{2}{10}$	$17\frac{1}{4}$	$3\frac{1}{16}$	$149\frac{8}{10}$	$209\frac{7}{10}$	$209\frac{7}{10}$	$293\frac{6}{10}$	$71\frac{1}{4}$
$1\frac{9}{16}$	$43\frac{9}{10}$	$61\frac{4}{10}$	$61\frac{4}{10}$	86	$18\frac{3}{4}$	$3\frac{2}{16}$	$153\frac{3}{4}$	$215\frac{1}{4}$	$215\frac{1}{4}$	$301\frac{4}{10}$	$74\frac{1}{4}$
$1\frac{10}{16}$	$47\frac{5}{10}$	$66\frac{5}{10}$	$66\frac{5}{10}$	$93\frac{1}{10}$	20	$3\frac{3}{16}$	$157\frac{7}{10}$	$220\frac{3}{4}$	$220\frac{3}{4}$	$309\frac{1}{10}$	$77\frac{3}{8}$
$1\frac{11}{16}$	$51\frac{1}{4}$	$71\frac{3}{4}$	$71\frac{3}{4}$	$100\frac{5}{10}$	$21\frac{1}{2}$	$3\frac{4}{16}$	$161\frac{6}{10}$	$226\frac{2}{10}$	$226\frac{2}{10}$	$316\frac{7}{10}$	$80\frac{3}{8}$
$1\frac{12}{16}$	$55\frac{1}{8}$	$77\frac{1}{8}$	$77\frac{1}{8}$	108	$23\frac{1}{8}$	$3\frac{5}{16}$	$165\frac{4}{10}$	$231\frac{5}{10}$	$231\frac{5}{10}$	$324\frac{1}{10}$	$83\frac{5}{8}$
$1\frac{13}{16}$	$59\frac{1}{8}$	$82\frac{3}{4}$	$82\frac{3}{4}$	$115\frac{9}{10}$	$24\frac{7}{8}$	$3\frac{6}{16}$	$169\frac{1}{8}$	$236\frac{3}{4}$	$236\frac{3}{4}$	$331\frac{5}{10}$	$86\frac{7}{8}$
$1\frac{14}{16}$	$63\frac{1}{4}$	$88\frac{5}{10}$	$88\frac{5}{10}$	$123\frac{9}{10}$	$26\frac{5}{8}$	$3\frac{7}{16}$	$172\frac{3}{4}$	$241\frac{8}{10}$	$241\frac{8}{10}$	$338\frac{5}{10}$	$90\frac{1}{8}$
$1\frac{15}{16}$	$67\frac{5}{10}$	$94\frac{5}{10}$	$94\frac{5}{10}$	$132\frac{3}{10}$	$28\frac{3}{8}$	$3\frac{8}{16}$	$176\frac{4}{10}$	$246\frac{9}{10}$	$246\frac{9}{10}$	$345\frac{7}{10}$	$93\frac{1}{2}$

COPY

A. & G. PRICE LIMITED

4th November, 1957.

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

Dear Sirs,

CONTRACT NO. 1372 - LIGHTERS
CONTRACT NO. 1473 - SILT PUNTS

This is to acknowledge with thanks receipt of your letter of October 31st.

Whilst we would acknowledge safe receipt of the anchor cable in question some of it would appear to have been badly stored or to have been in contact with mud. The cable in some cases therefore does not appear to be new. This is mentioned only in case we have difficulty when returning it to the suppliers.

Yours faithfully,
A. & G. PRICE LIMITED

E.A. Cooke

MANAGER

1 copy please

31st October, 1957.

Messrs. A. & G. Price Ltd.,
C.P.O. Box 3126,
AUCKLAND C.1.

Dear Sirs,

CONTRACT NO. 1372 - LIGHTERS
CONTRACT NO. 1473 - SILT PUNTS

Replacement $\frac{5}{8}$ " cables have now been installed.

The cables originally supplied have been returned to Senior Foundry, Ltd., and received by Mr. Gore.

1	length	90	fathoms	$\frac{5}{8}$ "	S.L.	Chain	Cert.	No.	62854
1	"	90	"	"	"	"	"	No.	62855
1	"	60	"	"	"	"	"	No.	62852
1	"	60	"	"	"	"	"	No.	62853

Certificates for these, numbered as above, were returned to you with my letter dated 13th November, 1956.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

JST:HEB

18th April, 1957.

THE CHIEF ENGINEER

THE SECRETARY

LIGHTERS - CONTRACT NO. 1372
SILT BARGES - CONTRACT NO. 1473
(Letter from A. & C. Price Ltd 10.4.57)

Both the above contracts have been completed with the exception of anchor chains for 1 lighter and 1 silt barge which although supplied, have not test certificates complying with Marine Department's requirements. Accordingly the sum of £200. 0. 0. has been retained on each contract pending replacement of the chains.

Otherwise the Contracts have been satisfactorily completed and the Bonds may now be cancelled.

CHIEF ENGINEER TO THE BOARD

JRN:HEB

Timber Schedule

Hold Ceiling & Hatch Covers only

-4 JAN 1957

Contract 1372. 12,200 ton Lighters. Timber

		9x3" Pinus. Sawon.						Estimated rate at time of tendering 48/11
26.11.53	4502	K.T.C.	46/-	103	10	11	Note 46/- is below estimated rate, but (11/8/52) railage brings this to 57/5 which is approx ruling price at date	
"	3672	"	46/-	84	9	2		
				46	12	3		Railage from Kurlith
16.3.54	7484	"	61/-	228	5	3		
27.7.54	3209	"	70/6	113	2	4		
18.10.54	3328	"	72/-	119	16	2		
29.11.54	3278	"	72/-	118	8	4	(Incl 8 1/2° surcharge)	
14.12.54	513	"	73/3	18	15	9		
20.1.55	3157	"	73/3	115	12	6		
10.3.55	601	M.T.C.	76/3	22	18	4		
18.4.55	621	K.T.C.	76/3	23	13	6		
"	2680	"	73/3	98	3	1		
10.5.55	288	"	76/3	10	19	7		
18.10.55	3847	"	77/3	148	11	10		
17.2.56	3944	"	73/3	152	2	10		
2.7.56	4100	"	73/3	150	3	3		
45224 <u>Subt.</u>				1555	5	1		
		9x3" Oregon Sel. Merch.			D. 4. 5.			Estimated rate at time of tendering 157/6
12.1.54	2720	K.T.C.	168/8	229	7	9	(Incl. 1 1/4° surcharge)	
18.1.54	1240	"	157/6	98	4	4		
18.2.54	3173	odlin	160/6	256	4	5	" 1 1/4° "	
21.4.54	3240	K.T.C.	157/6	255	3	.		
4.5.54	3285	"	157/6	258	13	11		
20.5.54	3182	"	157/6	250	11	8		
31.8.54	3173	M.T.C.	153/6	244	19	8	(Incl. 1 1/4° surcharge)	
10.12.54	2363	M.T.C.	162/-	191	15	5	(" 5 1/11° surcharge + 1/4° long lengths)	
13.1.55	968	M.T.C.	162/-	78	10	8	(" 2 1/5° ") * *	
8.3.55	1791	odlin	163/6	146	8	3		
	1008	"	160/6	80	17	10		
	270	"	163/6	22	1	5		
26.4.55	3200	M.T.C.	163/6	261	12	-		
	306	odlin	163/6	25	-	4		
13.10.55	2889	odlin	163/6	236	3	6		
21.2.56	3222	"	163/6	263	8	.		
15.3.56	3267	M.T.C.	163/6	268	9	11	(Incl. 1 1/8. 4. for long lengths)	
39297 <u>Subt.</u>				3167	12	1	*: 1.10/- Cartage was added to this item in error & has been deducted - The figure shown is the nett amount.	

Estimate of timber used in 12 lighters.

Hold Ceiling : 9" x 3" Pine

Dimensions of hold at ceiling - 56'-0" x 19'-6" = 1090 ft²

Total for 12 lighters = 1090 x 3 x 12 = 39,300 super ft

allow 12 1/2% for cutting to waste = 39,300 + 4,900 super ft
= 44,200 " "

Actually charged = 45,224 super ft

Diff. = 1024 " "

Hatch Covers 9" x 3" Oregon. D. 4.5.

Dimensions of Hatch opening 56' x 16' = 896 ft²

Total for 12 lighters = 896 x 3 x 12 = 32,256 sup. ft.

Allow 15% waste = 32,256 + 4,840 "
= 37,096 "

Actually charged = 39,297 sup. ft.

Diff. = 2,201 " "

Note :- Oregon was supplied in 8' 9' 10' 16' 17'
18' 19' 20' 25' 26' 27'
lengths.

to cut hatches about 7'-8" long, so the allowance
of 15% for cutting might be insufficient.

[Signature]

14.12.56

ESTABLISHED 1858
A. & G. PRICE LTD.
QUAY STREET, AUCKLAND, NEW ZEALAND

C. P. O. BOX 3126 AUCKLAND TELEGRAMS "PRICECO" TELEPHONE ~~XXXXX~~ (7 LINES)

YOUR REF.

34-280

OUR REF. 2040/EAG/FMH

24th December, 1956

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

Dear Sirs,

Anchor Cables Contract 1372 and 1473
Lighters 11 and 12 and Silt Punts 1 and 2

We would acknowledge with thanks receipt of your letter of the 20th instant contents of which have been duly noted.

We note the retentions which you are making against the supply of these cables and as previously indicated are doing all possible to speed up delivery of the replacement cables from the U.K.

Yours faithfully,
A. & G. PRICE LIMITED.,

E. A. Cooke
E. A. COOKE
MANAGER

Mr Weston
Please note.

J.S.

Huber

John
12.1.57

Mr. Goodwin

Lighters for Frozen Cargoes

Use of side of Shed 103

Discussion with Syms (A.F.C.) 20.12.56.

- ① Syms favours insulated or refrigerated containers rather than insulated lighters
- ② The most convenient site for conveyor-loader equipment is ① - ① on attached sketch
site ② - ② is quite unsuitable & the necessary building alterations entailed in making it so would be very expensive
- ③ Syms has done a good deal of scheming on insulated containers for frozen foods.

Discussion with Smith (Wahle Ship)

- ① Cargo space in 102 is not enough at this time of year. — ok. for normal trade.
- ② He would rather have berth 'A' than berth 'C' for his craft.
- ③ He would be very happy to see 103 removed & the site left open — this would enable him to bring trucks etc onto the quay when working berth ~~C~~ 'C'.

RS 20.12.56.

File

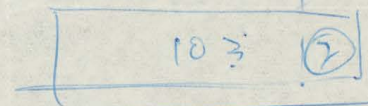
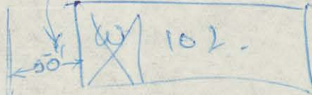
Sketch attached

① hallway
6 floors

cheese + fruit
(NOT suitable for butter) ②

+

50' x 40'



lighter

workshop

warehouse

A

B

C



AW:BJG.

IN YOUR REPLY PLEASE

QUOTE THIS REFERENCE

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

13th November, 1956.

The Chief Mechanical Engineer,
Auckland Harbour Board,
P. O. Box 1259,
AUCKLAND.

Dear Sir,

Steel Lighters - Anchors & Cables.

I return herewith anchor and cable certificates for the following lighters.

Lighter 'J'	Anchor Certificate No.	75232.	✓
" "	Cable Cert. "	21445 21455 ✓	<i>should be</i>
" 'K'	Certificate No.	79376	✓
" 'L'	" "	79633	✓ ✓
" 'K' & 'L'	" "	96803	✓ covering the shackles.

The chain cable certificates for Lighters 'K' and 'L' have yet to be supplied.

Yours faithfully,

A Wall

(A. Wall)
Engineer Surveyor.

Please file REP

Encls. :

M.  T.

LLOYD'S PROVING HOUSE

FOR TESTING ANCHORS AND CHAINS

(L.P.H.—C.)

LICENSED BY THE MINISTER OF TRANSPORT
UNDER THE ANCHORS AND CHAIN CABLES ACT, 1899

(62 & 63 VICT., CH. 23.)



No. of this Certificate 21455 ✓

Che

This is to Certify that the Short Link
been proved to the breaking and tensile strains appropriate for the
Second Schedule to the Anchors and Chain Cables Act, 1899, or
under Section 8 of the said Act, at the above Testing Establishment
therein, and at present licensed by the Minister of Transport for the
and has been examined, after having been tested, weighed, and
following particulars are correct:—

Total length of Chain 90 Fathoms

Weight

Cwt.	qrs.
19	0


Size 5/8 inch Short Link

No. of Shackles 1 Joining E

No. of Spare Shackles

Breaking Strain (applied by Machine No. 8) to 3 Links cut out of each length

Tensile Strain (applied by Machine No. 9)

Mark 8-9-53 L.P.H.—C. 21455. H-12-20 M.  T. 9-5-0

Maker's Name

Per

Witness my hand,

This form of Certificate is only to be used when Cables are tested
in accordance with the Anchors and Chain Cables Act, 1899.

Appo

NOTE.—If the Superintendent is unable to fill in any of the particulars for which space is provided, the space should be left blank, and this Certificate are to be made except by the Superintendent.

The chain cable referred to herein is in one c

Lighter g.

W. P. Williams

Lloyd's Register of
with the Certificate,
altered accordingly.

CHESTER

CHAIN CABLES

PORT,
ACT, 1899



ster, 29th September 1953

Chain Cable described herein has
the size of Cable, as set forth in the
as approved by the Minister of Transport
ment, by Apparatus and Machinery
testing of Anchors and Chain Cables,
marked as under; and that the

lbs.
2 Number of Swivels 1
and Length of Link 2 3/4"
Breadth of ditto 2 1/16"
of 15 fathoms 9-5-0-0
4-12-2-0

Mild Steel cable with Wrought
Iron Intermediate and End Links

W. P. Williams

SUPERINTENDENT.

Printed by the Committee of Lloyd's Register of Shipping.

Should be overlined, and no alterations in, or additions to,

continuous length. S.B.

TRIALS.

REAM CHAINS.

ream Chains.—(a) All stud link
in accordance with the requirements
produced.

CABLES OF HT IRON.	CABLES OF SPECIAL STEEL.		Minimum Weight per length of 15 fms.
	Proved to Statu- tory Test.	Break- ing Test.	
Break- ing Test.	Tons.	Tons.	Cwts.
100 ⁸ / ₁₀	100 ¹ / ₁₀	141 ¹ / ₁₀	30
107 ¹ / ₁₀	107 ¹ / ₁₀	149 ⁹ / ₁₀	31 ⁷ / ₈
113 ³ / ₄	113 ³ / ₄	159 ³ / ₁₀	33 ³ / ₄
120 ⁵ / ₁₀	120 ⁵ / ₁₀	168 ⁷ / ₁₀	35 ⁷ / ₈
127 ⁵ / ₁₀	127 ⁵ / ₁₀	178 ⁵ / ₁₀	37 ⁷ / ₈
134 ³ / ₄	134 ³ / ₄	188 ³ / ₄	40
142 ¹ / ₁₀	142 ¹ / ₁₀	198 ⁹ / ₁₀	42 ¹ / ₄
149 ⁵ / ₈	149 ⁵ / ₈	209 ⁵ / ₁₀	44 ¹ / ₂
157 ⁵ / ₁₀	157 ⁵ / ₁₀	220 ⁵ / ₁₀	47
163 ³ / ₈	163 ³ / ₈	228 ⁷ / ₁₀	49 ¹ / ₂
169 ¹ / ₄	169 ¹ / ₄	237	52
175 ¹ / ₈	175 ¹ / ₈	245 ⁹ / ₁₀	54 ¹ / ₂
181	181	253 ⁴ / ₁₀	57 ¹ / ₈
186 ³ / ₄	186 ³ / ₄	261 ⁵ / ₁₀	59 ⁷ / ₈
192 ⁵ / ₈	192 ⁵ / ₈	269 ⁷ / ₁₀	62 ⁵ / ₈
198 ³ / ₈	198 ³ / ₈	277 ⁷ / ₁₀	65 ¹ / ₂
204 ¹ / ₁₀	204 ¹ / ₁₀	285 ⁷ / ₁₀	68 ³ / ₈
209 ⁷ / ₁₀	209 ⁷ / ₁₀	293 ⁶ / ₁₀	71 ¹ / ₄
215 ¹ / ₄	215 ¹ / ₄	301 ⁴ / ₁₀	74 ¹ / ₄
220 ³ / ₄	220 ³ / ₄	309 ¹ / ₁₀	77 ³ / ₈
226 ⁵ / ₁₀	226 ⁵ / ₁₀	316 ⁷ / ₁₀	80 ³ / ₈
231 ⁵ / ₁₀	231 ⁵ / ₁₀	324 ¹ / ₁₀	83 ⁵ / ₈
236 ³ / ₄	236 ³ / ₄	331 ⁵ / ₁₀	86 ³ / ₈
241 ⁸ / ₁₀	241 ⁸ / ₁₀	338 ⁵ / ₁₀	90 ¹ / ₈
246 ⁹ / ₁₀	246 ⁹ / ₁₀	345 ⁷ / ₁₀	93 ¹ / ₂

M.  T.

LLOYD'S PROVING HOUSE—CRAD

FOR TESTING ANCHORS AND CHAIN CA
(L.P.H.—C.H.)

LICENSED BY THE MINISTER OF TRANSPORT,
UNDER THE ANCHORS AND CHAIN CABLES ACT
(62 & 63 VICT., CH. 23.)

No. of this Certificate 75232 ✓

Cradley Heath, W

This is to Certify that the Stockless

been weighed and proved to the strain appropriate for such an anchor,
Schedule to the Anchors and Chain Cables Act, 1899, or as approved by
Section 8 of the said Act, at the above Testing Establishment, by App
and at present licensed by the Minister of Transport for the testing of A
has been examined, after having been tested, and marked as under
particulars are correct:—

	Cwt.	qrs.	lbs.		ft.	in.	
Weight of Anchor <small>(ex. stock.)</small>	5.	0.	12	Length of Shank	3.	7	D
Weight of Stock	—			Length of Arm	2.	1	D

Proof Strain (applied by Machine No. 244)

Mark L.P.H.—C.H. 75232 244 537 9 221 M.  T.

Maker's Name Stockless

Per Stockless

Witness my hand,

This Certificate is only to be used when Anchors are tested
in accordance with the Anchors and Chain Cables Act, 1899.

Appointed by th

NOTE.—If the Superintendent is unable to fill in any of the particulars for which space is provided, the space should be overlined
this Certificate are to be made except by the Superintendent.

N.B. THE DROP TEST CERTIFICATE No. 11537
IN RESPECT OF THE ANCHOR REFERRED
TO HEREIN IS ATTACHED TO THE BACK
OF THIS CERTIFICATE.

Lighter J.

LEY HEATH
ABLES



1899

14th September 1953.

Anchor described herein has as set forth in the Second Schedule to the Act of 1864, as amended, the Minister of Transport under the provisions of the said Act, and Machinery therein, and Chain Cables, and Anchors and Chain Cables, and that the following

Diameter of Trend

3 13/16" X 4 13/16"

Description

Ball type (Best Steel Anchor)

Reflection

See Phil

Phillips
SUPERINTENDENT.

Member of the Committee of Lloyd's Register of Shipping.

and no alterations in, or additions to,

IS ISSUED

is to be returned to the
being cancelled.

OF SHIPPING

e	ec	ec	ey	ez	et	et	et	et	et	et	et	No. Ltrs.
3	3	3	3	3	3	3	3	3	3	3	3	
48 3/4	52 1/2	56 1/4	60	63 3/4	68	72 1/2	77	81 1/4	85 1/2	90	95	
13 1/2	43 3/8	46 3/8	48 7/8	50 3/8	52 1/2	55	57 5/8	59 3/8	61 5/8	63 5/8	65 7/8	
139	149 1/2	160	170 1/2	182	194 1/2	207	219 1/2	232	244 1/2	257 1/2	271	
39	42	45	48	51	54 1/2	58 1/2	61 1/2	65	68 1/2	72	76	
37 3/8	37 3/8	39 5/8	41 3/8	43	45 1/8	47 5/8	49 3/8	51	52 8/8	54 1 5/8	56 1 5/8	
11	119 1/2	128	136 1/2	145 1/2	155 1/2	165 1/2	175 1/2	185 1/2	195 1/2	206	217	
3	14	15	16 1/4	17 1/2	19	20 1/2	22	23 1/2	25	26 1/2	28	
	et	et	et									
	3	3	3									
	147 1/2	153	159									
	83 6/8	85	86 1/8									
	420	436	452									
	118	122 1/2	127									
	74	75 1/8	76 3/8									
	336	349	362									
	46	47 3/4	49 1/2									

is not less than that given in the Table, the second lower may be of equal weight, the sum of their weights being the

the anchor. Where anchors with stocks are provided the

Lighter J.

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port **NEWCASTLE-ON-TYNE.**

29th July 1953.

CERTIFICATE FOR CAST STEEL *Anchor Head.*

This is to Certify that *J.H. Johnson.*

the undersigned Surveyor to this Society did at the request of

Alston Foundry Co. Ltd., Alston, Cumberland.

examine and test at their works on the *21st July 1953.* a cast
steel *Anchor Head.* weighing *2 cwt. 3 qrs. 27 lb.*

and, as far as could be ascertained, found it to be a good casting.

After the *Head.* had been dropped from a clear height of
fifteen feet on to an iron slab, it was hammered, whilst
suspended, and gave no indication of defects.

A satisfactory bending test was made from a test piece cast
with the *Head.*

This — is intended for —

and is marked:—

ANNEALED STEEL.



J.H. Johnson.
Surveyor to Lloyd's Register.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

LLOYD'S Proving House, Cradley Heath,
..... 17. SEP. 1953 19.....
Number of statutory certificate 7532
..... cwt. qrs. lbs.
Weight of anchor head 3 0 12
(including *pins & blocks*)
Weight of Shank 2 0 0
..... *H. Phillips*
Superintendent.

Exhibition 1953

M.  T.

LLOYD'S PROVING HOUSE—
FOR TESTING ANCHORS AND CHAIN
(L.P.H.—C.H.)

LICENSED BY THE MINISTER OF TRANSPORT
UNDER THE ANCHORS AND CHAIN CABLES
(62 & 63 VICT., CH. 23.)

No. of this Certificate 96803

Cradley Hea

This is to Certify that the Shackles
been proved to the breaking and tensile strains appropriate for the six
Schedule to the Anchors and Chain Cables Act, 1899, or as appro
Section 8 of the said Act, at the above Testing Establishment, by App
present licensed by the Minister of Transport for the testing of An
examined, after having been tested, weighed, and marked as unde
are correct:—

Total length of Chain	Weight	Cwt.	grs.	lbs.
_____	_____	—	—	8
For Size <u>1 1/16</u> inch <u>Slud</u> Link	No. of Shackles	<u>Joining 2 End</u>		
	No. of Spare Shackles	_____		
Breaking Strain (applied by Machine No. <u>24</u>) to <u>3</u> Links cut out of each length				
Tensile strain (applied by Machine No. <u>25</u>)				
Mark <u>24. 25. 55</u> L.P.H.—C.H. <u>96803</u> <u>8-10-0-0</u> M. & T. <u>12-15-</u>				
Maker's Name <u>Fellows Bros Ltd</u>				
Per. _____	Witness my hand,			

This form of Certificate is only to be used when Cables are tested
in accordance with the Anchors and Chain Cables Act, 1899.

Appoin

NOTE.—If the Superintendent is unable to fill in any of the particulars for which space is provided, the space should
this Certificate are to be made except by the Superintendent.

CRADLEY HEATH

CABLES

Lighters "K" & "L"



ACT, 1899

th, *18th October* 19*25*

~~Chain Cable~~ described herein has
of Cable, as set forth in the Second
ed by the Minister of Transport under
aratus and Machinery therein, and at
anchors and Chain Cables, and has been
; and that the following particulars

Number of Swivels

Length of Link

Breadth of ditto

of 15 fathoms

7
12 - 15 - 0 - 0
8 - 10 - 0 - 0

H Phillips

SUPERINTENDENT

ted by the Committee of Lloyd's Register of Shipping.

d be overlined, and no alterations in, or additions to,

of Lloyd's Register of
ity with the Certificate,
ay be altered accordingly.

MATERIALS

AINS and STEERING CHAINS

chains are to be tested in accordance
he certificates of test produced.

BLES

CABLES OF WROUGHT IRON		CABLES OF SPECIAL STEEL		Minimum Weight per Length of 15 fms.
Proof Test	Breaking Test	Proof Test	Breaking Test	
Tons	Tons	Tons	Tons	Cwts.
86-15	120-50	120-50	168-70	35½
91-15	127-50	127-50	178-50	37½
96-25	134-75	134-75	188-75	40
101-50	142-10	142-10	198-90	42½
106-90	149-65	149-65	209-50	44½
112-50	157-50	157-50	220-50	47
116-70	163-40	163-40	228-70	49½
120-90	169-25	169-25	237-00	52
125-10	175-15	175-15	245-20	54½
129-30	181-00	181-00	253-40	57½
133-40	186-75	186-75	261-50	59½
137-60	192-65	192-65	269-70	62½
141-70	198-40	198-40	277-70	65½
145-80	204-10	204-10	285-70	68½
149-80	209-70	209-70	293-60	71½
153-75	215-25	215-25	301-40	74½
157-70	220-75	220-75	309-10	77½
161-60	226-20	226-20	316-70	80½
165-40	231-50	231-50	324-10	83½
169-15	236-75	236-75	331-50	86½
172-75	241-80	241-80	338-50	90½
176-40	246-90	246-90	345-70	93½
179-90	251-80	251-80	352-50	96½
183-25	256-50	256-50	359-00	100
186-50	261-10	261-10	365-50	103½
189-80	265-70	265-70	372-00	106½
192-90	270-00	270-00	378-00	109½
195-90	274-25	274-25	384-00	113½

942226
245

M.  T.

LLOYD'S PROVING HOUSE—CRADLEY

FOR TESTING ANCHORS AND CHAIN CABLES

(L.P.H.—C.H.)

LICENSED BY THE MINISTER OF TRANSPORT,
UNDER THE ANCHORS AND CHAIN CABLES ACT,
(62 & 63 VICT., CH. 23.)

No. of this Certificate 79633

Cradley Heath, 12


This is to Certify that the

Stockless

been weighed and proved to the strain appropriate for such an anchor, Schedule to the Anchors and Chain Cables Act, 1899, or as approved by the Section 3 of the said Act, at the above Testing Establishment, by Apparatus and at present licensed by the Minister of Transport for the testing of Anchors has been examined, after having been tested, and marked as under; particulars are correct:—

	Cwt.	qrs.	lbs.		ft.	in.	
Weight of Anchor (see stock.)	5	0	14	Length of Shank	3	4	Diam
Weight of Stock	—			Length of Arm	2	0	Desc

Proof Strain (applied by Machine No. 24)

Mark L.P.H.—C.H. 79633.24.55.7922 M.  T.

Maker's Name.....

Per.....

Witness my hand,

This Certificate is only to be used when Anchors are tested in accordance with the Anchors and Chain Cables Act, 1899.

Appointed by the C

NOTE.—If the Superintendent is unable to fill in any of the particulars for which space is provided, the space should be overlined, this Certificate are to be made except by the Superintendent.

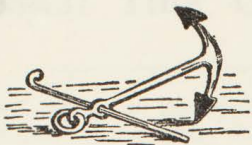
N.B. THE DROP TEST CERTIFICATE No.
IN RESPECT OF THE ANCHOR REFERRED
TO HEREIN IS ATTACHED TO THE BACK
OF THIS CERTIFICATE.

126
AP

Lighter "L"

LEY HEATH

ABLES



1899

January 1956.

Anchor described herein has as set forth in the Second Order of the Minister of Transport under Regulations and Machinery therein, and Chain Cables, and that the following

Number of Tons 22
 Description Ball type (Boat Steel Head)
 Material Nil, Nil

Phillips
SUPERINTENDENT.
 Committee of Lloyd's Register of Shipping.

and no alterations in, or additions to,

IS ISSUED

to be returned to the
 being cancelled.

SHIPPING

wt	x	y	z	at	bt	ct	dt	et	ft	gt
3	3	3	3	3	3	3	3	3	3	3
52 $\frac{1}{2}$	56 $\frac{1}{4}$	60	63 $\frac{3}{4}$	68	72 $\frac{1}{2}$	77	81 $\frac{1}{4}$	85 $\frac{1}{2}$	90	95
43 $\frac{1}{2}$	46 $\frac{3}{4}$	48 $\frac{7}{8}$	50 $\frac{7}{8}$	52 $\frac{1}{2}$	55	57 $\frac{5}{8}$	59 $\frac{3}{4}$	61 $\frac{5}{8}$	63 $\frac{5}{8}$	65 $\frac{7}{8}$
149 $\frac{1}{2}$	160	170 $\frac{1}{2}$	182	194 $\frac{1}{2}$	207	219 $\frac{1}{2}$	232	244 $\frac{1}{2}$	257 $\frac{1}{2}$	271
42	45	48	51	54 $\frac{1}{2}$	58 $\frac{1}{2}$	61 $\frac{1}{2}$	65	68 $\frac{1}{2}$	72	76
37 $\frac{3}{4}$	39 $\frac{3}{4}$	41 $\frac{3}{4}$	43	45 $\frac{3}{4}$	47 $\frac{5}{8}$	49 $\frac{3}{4}$	51	52 $\frac{3}{4}$	54 $\frac{3}{4}$	56 $\frac{5}{8}$
119 $\frac{1}{2}$	128	136 $\frac{1}{2}$	145 $\frac{1}{2}$	155 $\frac{1}{2}$	165 $\frac{1}{2}$	175 $\frac{1}{2}$	185 $\frac{1}{2}$	195 $\frac{1}{2}$	206	217
14	15	16 $\frac{1}{2}$	17 $\frac{1}{2}$	19	20 $\frac{1}{2}$	22	23 $\frac{1}{2}$	25	26 $\frac{1}{2}$	28
rt	st	tt								
3	3	3	No. Litrs.							
147 $\frac{1}{2}$	153	159	Cwt. Cwt.							
83 $\frac{6}{8}$	85	86 $\frac{10}{8}$	Tons. Cwt.							
420	436	452	Cwt. Cwt.							
118	122 $\frac{1}{2}$	127	Tons. Cwt.							
74	75 $\frac{10}{8}$	76 $\frac{18}{8}$	Cwt. Cwt.							
336	349	362	Tons. Cwt.							
46	47 $\frac{3}{4}$	49 $\frac{1}{2}$	Cwt. Cwt.							

Cwt. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons.

is not less than that given in the Table, the second power may be of equal weight, the sum of their weights being the
 the anchor. Where anchors with stocks are provided the



LLOYD'S PROVING HOUSE—CRADLEY HEATH

FOR TESTING ANCHORS AND CHAIN CABLES

(L.P.H.—C.H.)

LICENSED BY THE MINISTER OF TRANSPORT,
UNDER THE ANCHORS AND CHAIN CABLES ACT,
(62 & 63 VICT., CH. 23.)

No. of this Certificate 79376

Cradley Heath, W

This is to Certify that the

Stobbles

been weighed and proved to the strain appropriate for such an anchor, Schedule to the Anchors and Chain Cables Act, 1899, or as approved by the Section 8 of the said Act, at the above Testing Establishment, by Apparatus and at present licensed by the Minister of Transport for the testing of Anchors. It has been examined, after having been tested, and marked as under; particulars are correct:—

	Cwt.	qrs.	lbs.		ft.	in.	
Weight of Anchor (ex stock.)	5.	0	5	Length of Shank	3	4	Dia
Weight of Stock	—			Length of Arm	2	0	Desc

Proof Strain (applied by Machine No. 24)

Mark L.P.H.—C.H. 19376 24 55 of 9221 M. T.

Maker's Name

Per

Witness my hand,

This Certificate is only to be used when Anchors are tested in accordance with the Anchors and Chain Cables Act, 1899.

Appointed by the

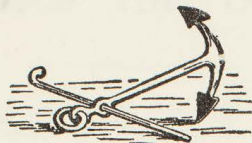
NOTE.—If the Superintendent is unable to fill in any of the particulars for which space is provided, the space should be overlined, this Certificate are to be made except by the Superintendent.

N.B. THE DROP TEST CERTIFICATE No. 352
IN RESPECT OF THE ANCHOR REFERRED
TO HEREIN IS ATTACHED TO THE BACK
OF THIS CERTIFICATE.

Lighter "K"

LEY HEATH

BLES



1899

IS ISSUED

to be returned to the
ing cancelled.

F SHIPPING

11 November 1955.

Anchor described herein has
as set forth in the Second
the Minister of Transport under
status and Machinery therein,
anchors and Chain Cables, and
and that the following

meter of Trend

4" x 5"

Description Hallo Type (best Steel Lead)

Section Shil. Shil

2. 21.

H Phillips

SUPERINTENDENT.

Committee of Lloyd's Register of Shipping.

and no alterations in, or additions to,

	3	3	3	3	3	3	3	3	3	3	3
3/4	52 1/2	56 1/4	60	63 3/4	68	72 1/2	77	81 1/4	85 1/2	90	95
1/0	48 1/2	46 3/4	48 7/8	50 7/8	52 1/2	55	57 5/8	59 3/4	61 5/8	63 5/8	65 7/8
9/14	149 1/2	160	170 1/2	182	194 1/2	207	219 1/2	232	244 1/2	257 1/2	271
	42	45	48	51	54 1/2	58 1/2	61 1/2	65	68 1/2	72	76
1/0	37 1/2	39 5/8	41 3/8	43	45 1/2	47 5/8	49 3/8	51	52 5/8	54 1/2	56 1/2
1/1	119 1/2	128	136 1/2	145 1/2	155 1/2	165 1/2	175 1/2	185 1/2	195 1/2	206	217
	14	15	16 1/4	17 1/2	19	20 1/2	22	23 1/2	25	26 1/2	28

Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons.

r†	s†	t†
3	3	3
147 1/2	153	159
83 5/8	85	86 10/16
420	436	452
118	122 1/2	127
74	75 10/16	76 18/16
336	349	362
46	47 3/4	49 1/2

Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons.

is not less than that given in the Table, the second bower
s may be of equal weight, the sum of their weights being the

the anchor. Where anchors with stocks are provided the

A. & G. PRICE LTD.

QUAY STREET, AUCKLAND, C.I.

P.O. Box 3126

Phone 34-29534-280

5th November, 1956.

Ref: 1383/JJM/KW

The General Manager,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND, C.1

AUCKLAND HARBOUR BOARD
RECEIVED - NOV 1956
ACKED.
ANSD.

Dear Sir,

Contract 1372:

We enclose invoice for £6796.8.9
representing our final claim under the above
contract.

Yours faithfully,
A. & G. PRICE LTD.,

J. J. McCarthy
J. J. McCarthy,
Accountant

Mr Steel & Laborn her address
documents already handed
to Treasurer
already paid in London

Freight increases.

as above

INVOICE from

Established 1868

Number **A**

A. & G. PRICE LTD.

ENGINEERS, SHIP REPAIRERS, BOILERMAKERS & FOUNDERS

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

HEAD OFFICE
Quay Street, Auckland, C.I., P.O. Box 3126
Phone 34-280 (7 lines) Telegrams: "PRICECO"

SHIPPING ACCOUNT

DATE	YOUR ORDER NO.	OUR REFERENCE
31st October.1956.	Contract 1372.	
To: <u>12 only 200 Ton Steel Lighters.</u> As quoted 11/8/52. Plus: A. <u>Agreed extras.</u> Modification Schedule. 6/10/52. £ 150. 0. 0. ✓ x 12 ✓ Bow Boards Capping. 16/ 2/53. £ 26.10. 0. ✓ x 12 ✓ Anchor and Cable. 3/ 6/53. £ 14. 0. 0. ✓ Marine Insurance. 3/ 6/53. £ 13.10. 0. - " ✓ Alteration Chain Gypsies. 19/ 8/53. £ 8.10. 0. x " ✓ Remounting Windlasses. 27/ 1/54. £ 3. 0. 0. x " ✓ Anti-fouling. 2/ 3/54. £ 53. 2. 6. x " ✓ Stanchions. 27/ 1/55. £ 59.17. 6. x " ✓ Stanchions. 27/ 1/55. £ 1.10. 0. x 6 ✓ Additional Stanchions. 3/ 6/55. £ 27. 0. 0. ✓ x 8 ✓ Additional Stanchions. 3/ 6/55. £ 22. 0. 0. ✓ x 4 ✓ B. Net United Kingdom Steel and Labour Increases and decreases. Plus 10% <i>why?</i> C. <u>Freight Increases.</u> Allowed £ 569.15. 0. per Lighter. ✓ x 12 Actual cost. D. <u>Wage Adjustments</u> Effect on work's operating costs, of the following variations to the Boilermakers' award in the Northern Industrial District. 15.9.53. 50400 Hours @ 9.187d. per manhour. ✓ 18.11.54. 21000 Hours @ 2.755d. per manhour. ✓ 23.8.55. 12600 Hours @ 2.967d. per manhour. ✓ E. <u>Sub-contractor's Increases.</u> As per invoice from W.G.Lowe and Son Ltd. attached. Plus 5%. Less: Progress payments received : (1) In United Kingdom. £ 67752.14. 3. (2) In New Zealand. 61500. 0. 0. Balance now due.		12 x 5375. C.I.F. 64500 12 x 5125 Assembly 61500 126000 - - 1800 - - 318 - - 168 - - 168 - - 102 - - 36 - - 637 10 - - 718 10 - - 9 10 - - 216 - - 88 - - 4253 10 - - 945 15 11 ✓ 94 11 7 ✓ 1040 7 6 6837 - - 7222 8 4 ✓ 385 8 4 1929 5 4 ✓ 241 1 3 ✓ 155 15 4 ✓ 2326 1 11 1892 11 7 1946 8 10 97 6 5 1892 11 7 2043 15 3 136049 3 - 135642 17 9 129252 14 3 £ 6796 8 9 6390 3 6

Drawings UK
Remount NZ

2 lighters
5 lighters
3 lighters

out

Telephone 41-649

M. A & G. Price, Limited.

P.O. Box. 3126. AUCKLAND. C.1.



Telegraphic Address: "LOWSON," Auckland

Office and Works: BEAUMONT STREET,

AUCKLAND, C.1 31st October 1956

Dr. to W. G. LOWE and SON LIMITED

SHIP, LAUNCH, YACHT, and BOAT BUILDERS and DESIGNERS

To:
O/No. 1151. A.H.B. Steel Lighters.

Increased costs on above contract:-

A. Materials.

(1)	9 x 3 Pinus			
	45224 s.ft. cost.	£ 1555. 5. 1.		
	45224 s.ft. @ 48/11.			
	ruling rate at time			
	of quoting.	✓ £ 1106. 2. 1.		

68/8^v
av. rise approx 19 1/4% / 100

(2)	9 x 3 Oregon.			
	39297 s.ft. cost.	£ 3169. 2. 1.		
	39297 s.ft. @ 157/6.			
	ruling rate at time			
	of quoting.	✓ £ 3094. 12. 7.		

161/3
3/67. 12. 1
av. rise approx 3 1/4% / 100

Plus 10%

B. Wage Adjustments.

Increased costs due to variations in Shipwrights' award in the Northern Industrial District as under:-

15.9.53.	32272 hours @	8.645d per hour.	✓
18.11.54.	13256 "	@ 2.592d per hour.	✓
19. 9.55.	6557 "	@ 2.373d per hour.	✓

@		
✓	449	3
✓	72	19 6
✓	74	9 6
✓	523	12 6
✓	52	7 3
	✓	1370 9 1
		£ 1946 8 10
		£ 1892 11 7

522 2 6

=

In original estimate
allowed 4200 hrs per
house.

Actual hours exceed
this.

=

UK Steel & Labour increases }
Freight increases ^{AMB} 3/6/53 }
ArGP 21/5/53

Copy of increases in Award Rates
" " Timber Invoices

1st Lighter landed 27.1.54.

copy

The Auckland Provincial Employers' Association

DES/GA.

4th October, 1956.

The Accountant,
A. & G. Price Limited,
P.O. Box 3126,
AUCKLAND.

Dear Sir,

As requested in your letter of the 3rd October,
I have pleasure in enclosing herewith a schedule of the award rates
of wages for boilermakers and shipwrights in the Northern Industrial
District as at the 11th August 1952, and the subsequent increases
in these rates to date.

Yours faithfully,

Secretary.

Enc.

COPY

BOILERMAKERS.

<u>DATE:</u>	<u>RATE PER HOUR</u>
11/8/52	4/1 $\frac{1}{2}$ + 15%
1/9/52	5/1 $\frac{1}{4}$
15/9/53	5/1 $\frac{1}{4}$ + 10% (max. £1:4:0 per week)
18/11/54	5/1 $\frac{1}{4}$ + 13% (max. £1:11:3 per week)
23/8/55	5/3 + 13% (max. £1:11:3 per week)

SHIPWRIGHTS

<u>DATE:</u>	<u>RATE PER HOUR</u>
11/8/52	4/2 + 15%
1/9/52	5/1 $\frac{3}{4}$
15/9/53	5/1 $\frac{3}{4}$ + 10% (max. of £1:4:0 per week)
18/11/54	5/1 $\frac{3}{4}$ + 13% (max. of £1:11:3 per week)
19/9/55	5/3 $\frac{1}{4}$ + 13% (max. of £1:11:3 per week)

Timber purchased by W.G. Lowe & Son Ltd.

9 X 3 PINUS.

Estimated rate
48/11/100

<u>Date</u>	<u>Quantity</u>	<u>Rate</u>	<u>Amount</u>
✓ 21st July 1954	3,209 ✓	70/6 ✓	✓ £113. 2. 4. ✓
16th Mar. "	7484 ✓	61/- ✓	✓ 228. 5. 3. ✓
26th Nove. 1953	4,502 ✓	46/- ✓	✓ 103.10.11. ✓
" " "	3,672 ✓	46/- ✓	✓ 84. 9. 2. ✓
- 18th Apl. 1955	621 ✓	76/3 ✓	✓ 46.12. 3. ✓
" " "	2,680 ✓	73/3 ✓	✓ 23.13. 6. ✓
10th Feb. "	601 ✓	76/3 ✓	✓ 98. 3. 1. ✓
20th Jan. "	3,157 ✓	73/3 ✓	✓ 22.18. 4. ✓
- 29th Nov. 1954	3,278 ✓	72/- ✓	✓ 115.12. 6. ✓
- 18th Oct. 1954	3,328 ✓	72/- ✓	✓ 118. 0. 2. ✓
" " 1955	3,847 ✓	77/3 ✓	✓ 119.16. 2. ✓
- Feb. 17th 1956	3,944 ✓	73/3 ✓	✓ 148.11.10. ✓
- July 2nd "	4,100 ✓	73/3 ✓	✓ 152. 2. 10. ✓
- 14th Dec. 1954	513 ✓	73/3 ✓	✓ 150. 3. 3. ✓
- 10th May 1955 ✓	288 ✓	76/3 ✓	✓ 18.15. 9. ✓
			✓ 10.19. 5. ✓
	<u>45,224</u>		<u>£1,555. 5. 1.</u>

*8/2 + 8/2
Surcharge
not
8/2*

Estimated rate 157/6/100

9 X 3 OREGON

Dec. 10th 1954	2,363 ✓	162/- ✓	191.15. 5. ✓
Apl. 21st " -	3,240 ✓	157/6 ✓	✓ 255. 3. 0. ✓
Feb. 18th " -	3,173 ✓	160/6 ✓	✓ 254.12. 8. ✓
			✓ 1.11. 9. ✓
May 4th " -	3,285 ✓	157/6 ✓	✓ 258.13.11 ✓
" 20th " -	3,182 ✓	157/6 ✓	✓ 250.11. 8. ✓
Aug. 31st " -	3,173 ✓	153/6 ✓	✓ 244.19. 8. ✓
Jan. 18th " -	1,240 ✓	157/6 ✓	✓ 97.13. 0. ✓
" 12th " -	2,720 ✓	168/8 ✓	11. 4. 5. ✓
Apl. 26th 1955 -	3,200 ✓	163/6 ✓	✓ 229. 7. 9. ✓
Feb. 8th " -	1,791 ✓	" ✓	✓ 261.12. 0. ✓
Nov 13	1,008 ✓	160/6 ✓	✓ 146. 8. 3. ✓
	270 ✓	163/6 ✓	✓ 80.17.10. ✓
Jan. 10th " -	968 ✓	162/- ✓	✓ 22. 1. 5. ✓
Oct. 1955 -	2,889 ✓	163/6 ✓	✓ 80. 3. 8. ✓
	306 ✓	163/6 ✓	✓ 78. 10. 8. ✓
Feb. 21st 1956	3,222 ✓	163/6 ✓	✓ 236. 3. 6. ✓
Mar. 15th "	3,267 ✓	163/6 ✓	✓ 25. 0. 4. ✓
			✓ 263. 8. 0. ✓
			✓ 268. 9.11. ✓
	<u>39,297</u>		<u>£3,169. 2. 1.</u>

Surcharge on Oregon

8x2 1/4

£ 3,167. 12. 1

£1-10/- Cartage included in error

2 + 10

Steelwork ex United Kingdom.

*Tender price.
less estimated
freight at £10.15/ton*

*22/10/53
121/124
1102.550*

I N C R E A S E S

NO.	DATE	SHIP	INITIAL CONTRACT	EXTRAS	STEEL	WAGES	FREIGHT	INSURANCE	TOTAL
1	June 53	NOTTINGHAM	£4,805. 5. 0. 105. 0. 0.	✓ 95. 0. 0. ✓ 26.10. 0. ✓ 14. 0. 0.	✓ 40.15. 8. ✓ 33.19. 9.		✓ 588.11. 3.	13.10. 0. ✓	5,512.11. 8.
2/3	July 53	HURUNUI	✓ 9,610.10. 0. ✓ 250. 0. 0.	✓ 190. 0. 0. ✓ 53. 0. 0. ✓ 28. 0. 0.	✓ 81.10. 6. ✓ 67.18. 9.		1,169.12. 7.	27. 0. 0. ✓	10,977.11.10.
4/5	" "	HAURAKI	✓ 9,610.10. 0. 240. 0. 0. ✓ 130. 0. 0.	✓ 190. 0. 0. ✓ 53. 0. 0. ✓ 28. 0. 0.	✓ 81.10. 2. ✓ 67.18. 6.		✓ 1,193. 7. 4.	27. 0. 0. ✓	11,361. 6. 0.
6	August 53	SUSSEX	✓ 4,805. 5. 0. 65. 0. 0.	✓ 95. 0. 0. ✓ 26.10. 0. ✓ 14. 0. 0.	✓ 40.15. 1. ✓ 33.19. 3. ✓ 20. 7. 6.		✓ 590. 2. 4.	13.10. 0. ✓	5,533.14. 2.
7/8	October 53	HAPARANGI	✓ 9,610.10. 0. 130. 0. 0.	✓ 190. 0. 0. ✓ 53. 0. 0. ✓ 28. 0. 0.	✓ 81.10. 2. ✓ 67.18. 6. ✓ 40.15. 0.	67.18. 6.	✓ 1,179.14. 7.	27. 0. 0. ✓	11,134.16. 9.
9	" "	DUNEDIN STAR	4,805. 5. 0. 400. 0. 0. 25. 0. 0.	✓ 95. 0. 0. ✓ 26.10. 0. ✓ 14. 0. 0.	✓ 40.15. 1. ✓ 33.19. 3. ✓ 20. 7. 6.	✓ 33.19. 3.	608.12. 2.	13.10. 0. ✓	6,026. 3. 3.
10/11	November 53	CUMBERLAND	9,610.10. 0. 250. 0. 0. 80. 0. 0.	✓ 190. 0. 0. ✓ 53. 0. 0. ✓ 28. 0. 0. ✓ 85. 0. 0.	81.10. 2. 67.18. 6. 40.15. 0.	67.18. 6.	✓ 1,302. 5. 8.	27. 0. 0. ✓	11,642. 7.10.
12	January 54	SUFFOLN	4,805. 5. 0. ✓ 65. 0. 0. ✓	95. 0. 0. ✓ 26.10. 0. ✓ 14. 0. 0. ✓ 8.10. 0. ✓	40.15. 1. ✓ 33.19. 3. ✓ 20. 7. 6. ✓	21.18. 6. ✓	590. 2. 5. ✓	13.10. 0. ✓	5,564. 2. 9. ✓
			①	②	③	④	⑤	⑥	⑦
			£57,703. 0. 0.	£1,719.10. 0.	£754. 1. 2.	£191.14. 9.	£7,222. 8. 4.	£162. 0. 0. ✓	£67,752.14. 3.

*not tender price
57.663
diff £ 40.0.0 +*

*8 10. 0
1728*

£ 945. 15. 11

*Freight estimated
12 + 53 tons at £10. 15/- ton
= £6837*

Messrs A. & G. Price Ltd.,
C.P.O. Box 3126,
AUCKLAND

20th December, 1956.

Dear Sirs,

CABLES: CONTRACTS 1372 and 1473
LIGHTERS 11 & 12 and SILT PUNTS 1 & 2

I acknowledge your letter of 6th inst., advising me that you are unable to get Marine Department approval for the cables supplied for above.

I note that you are making a further application to the Secretary for Marine and await your reply, meanwhile I am retaining £100 per lighter and £100 per silt punt against final settlements, pending the supply of cables, properly certified under the Anchors and Cables Act.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

ESTABLISHED 1888

PRICE LTD.

WAIKAWAI STREET, AUCKLAND, NEW ZEALAND

TELEGRAMS "PRICOCO" TELEPHONE ~~XXXX~~ (7 LINES)
34-280

1738/EAG/FMH

6th December, 1956

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

Dear Sir,

Chain Cables for Silt Barges and for
Replacement Lighters 11 and 12

We would refer to our letter of November 22nd and subsequent telephone conversations regarding the above.

We regret to inform you that the Marine Department cannot see their way clear to meet us on the score of acceptance of these cables notwithstanding the fact that, as indicated by Dawnays, the cable itself is of the correct type and quality and that the error is one of incorrect certification only.

For your information we enclose copy of letter received from the Marine Department and copy of our reply. As soon as we have any further information from either the Marine Department or from Messrs. Dawnays in England we will communicate again with you.

We very much regret the situation which has arisen through no fault of ours and can assure you that we are doing all possible to rectify the position.

Yours faithfully,
A. & G. PRICE LIMITED.,

E.A. Cooke
E.A. COOKE
MANAGER

*Mr Pemberton
Please note and
draft reply.*

C O P Y

MARINE DEPARTMENT
P.O. BOX 1254
AUCKLAND C.1.

5th December, 1956

Manager,
A. & G. Price Ltd.,
C.P.O.Box 3126,
AUCKLAND

Dear Sir,

Lighters etc. for Auckland Harbour Board
Improperly Certificated Chain Cables

Replying to your letters of the 22nd and 23rd November last respecting the four lengths of chain intended as chain cable for the above-mentioned vessels, it is advised that the matter of the acceptance of the chain as anchor cables was referred to the Secretary for Marine.

The Secretary for Marine has advised in reply that chain cables for these vessels are required to comply with the Statutory Provisions of the Shipping & Seamen Act, and it will be necessary therefore for the cables to be returned to the United Kingdom for proper certification.

Under the circumstances, it is suggested that similar cables on board lighters not in use be used in the meantime.

The certificates are returned herewith.

Yours faithfully,

C.H.COWELL
SENIOR SURVEYOR OF SHIPS

AUCKLAND HARBOUR BOARD

XXXXX
34-280

1737/EAC/FMH

6th December, 1956

The Senior Surveyor of Ships,
Marine Department,
Box 1254,
AUCKLAND

Dear Sir,

Chain Cable for Auckland Harbour Board.

We would acknowledge receipt of your letter of the 5th instant in connection with the above, contents of which we have duly noted.

We very much regret to note that the chain cables supplied from the U.K. are not acceptable to the Department, notwithstanding the fact that, as previously mentioned, we have confirmation that the chains in question are correct in so far as their quality is concerned, but that owing to wrong instructions to the Proving House, the test carried out was not in accordance with the Cable Act.

As indicated to you in our letter of November 22nd, we were, on behalf of the suppliers and indeed also of our customers, the Auckland Harbour Board, endeavouring to find ways and means whereby satisfactory proof could be given the Department that the chain cable is indeed of the quality required under the Act and we would have thought that it would have been possible for the cables to have been authorised for use providing some such steps as are proposed in Dawnay's cable, copy of which you have, could have been taken to ensure the necessary proof being available.

We are passing the Auckland Harbour Board and Messrs. Dawnays Ltd. a copy of your letter as, if there is no possibility at all of the Department co-operating in the manner suggested, then we have no option but to advise our suppliers and the Auckland Harbour Board accordingly.

With a view however to obviating the necessity for sending this cable all the way back to England and obtaining fresh supply, would you please ask the Secretary for Marine to give consideration to the cables being tested in Australia as, if you are agreeable to this, the time factor can possibly be considerably reduced and possibly the expense also.

The Senior Surveyor of Ships

-2-

6/12/56

In the meantime, as indicated above, we are advising the Auckland Harbour Board of the difficulty still obtaining and are contacting our suppliers on the subject also.

Yours faithfully,
A. & G. PRICE LIMITED.,

F.A. COOKE
MANAGER

11.8.52	<u>Tender Price:-</u> 12 x £5375 C.I.F. = £64500 Assembly in N.Z. 12 x £5125 = £61500		
			£126000
	Subject to variation in nett cost of materials, labour and freight to owners A/c. Freight allowed in tender was 53 tons @ £10.15. 0. per ton, i.e. £569.15. 0. per lighter. Cost & insurance only = £5375 - £569.15. 0. = £4805 5. 0. each		
	<u>U.K. Cost + Insurance</u> = 12 x £4805. 5. 0.		57,663. 0. 0.
	Freight (actual)		7,222. 8. 4.
	<u>Extras</u>		
	6.10.52 Modification 12 x £95	1140. 0. 0.	
	16. 2.53 Bow Boards 12 x £26.10.0.	318. 0. 0.	
	3. 6.53 Anchors & Cables 12 x £14	168. 0. 0.	
	19. 8.53 Alteration to Gypsies 12 x £8.10.0.	102. 0. 0.	1,728. 0. 0.
	Steel Increases & Decreases nett increase		754. 1. 2.
	Wages Increases		191.14. 9.
	<u>N.Z. Assembly & finishing</u> 12 x £5125		61,500. 0. 0.
	<u>Extras</u> 6.10.52 12 x £55	660. 0. 0.	
	27.1.54 Remounting Windlasses 12 x £3	36. 0. 0.	
	2.3.54 Painting Anti-fouling 12 x £53. 2. 6.	637.10. 0.	
	27.1.55 Stanchions 12 x £59.17. 6.	718.10. 0.	
	27.1.55 Stanchions 6 x £1.10. 0.	9. 0. 0.	
	3.6.55 Additional Stanchions 8 x £27	216. 0. 0.	
	3.6.55 " " 4 x £22	88. 0. 0.	2,365. 0. 0.
	Wages increases A. & G. Price		2,326. 1. 11
	Sub Contractor's Increases (Timber & Labour W.G. Lowe & Son Ltd.)		1,892.11. -
		<i>Total cost</i>	135,642.17. 9.
	Less Progress Payments		129,252.14. 3.
	1. U.K. £67,752.14. 3.		
	2. N.Z. 61,500. 0. 0.		
	£ 129,252.14. 3.	Balance due -	£6,390. 3. 6.

5th December 1956

THE ENGINEER

Insurance -

Marine Insurance on lighter hull and fittings is held with the New Zealand Insurance Company. The premiums paid in respect of such cover are to be absorbed by the Board and the previous charge of 15/- per day is to be discontinued.

Statistical Data -

The Traffic Manager is to submit to Head Office monthly reports on lighter operations. These reports should include the following information -

Vessel hiring lighter
Lighters in use - their identification letter etc.
Period of hire
Tonnage handled
Estimated revenue produced

Detailed reports of gang hours, stoppages etc. are not required.

NOTE - Retrospective reports in the above form should be submitted for all work performed since the adoption of the new rates, viz. 15th November 1956.

Shillwell

GENERAL MANAGER

File

JG

Auckland Harbour Board

MEMORANDUM

5th December 1956

FROM THE GENERAL MANAGER

TO THE ENGINEER

G1

LIGHTERAGE

Arising from the Board's resolution of 13th November 1956 the following administrative procedure and conditions are to apply in operating the Board's lighterage scheme.

Administration and Operation -

All requirements of Shipping Companies and others for use of lighters to be dealt with by the Traffic Department. Traffic Department to be responsible for computation and rendering of all charges.

The Harbourmaster to be responsible for the lighters, their equipment, movement etc., as required by the Traffic Manager, and for provision of personnel as required for manning. Details of acceptance and return dates of lighters for each hire to be confirmed with the Traffic Department.

Maintenance, overhaul, repairs, as necessary, to be undertaken by the Engineer.

Cargo Hire Rate -

(a) Inward & Outward goods -

A rate of 2/- per ton is to be levied against the ship concerned on all cargo handled in and/or out of lighters at ships side with minimum charge as for 50 tons.

FREE PERIOD : A period of 5 days shall be allowed from the commencement of loading to final discharge after which demurrage shall accrue on the lighter at the rate of £12.10. Od. per day or part thereof (excluding Sundays and holidays). (A day shall be deemed to commence at 8.a.m. and finish at 8.a.m. the next day.)

(b) Transshipment, Overlanded and Reshipped cargoes -

The same rates as in (a) above shall apply except that Stored By Arrangement rates shall be charged on the goods held in the lighter awaiting the on-carrying vessel. Period of storage shall be determined by the Traffic Manager as availability of craft permits.

FREE PERIOD : Not applicable. S.B.A. rates on cargo shall apply immediately lighter is released from the discharging vessel.

General Hire Rate

A daily hire rate of £12.10. Od. per day shall be maintained for general application when circumstances may require.

Towage -

The Board shall continue to arrange the towage of lighters in the commercial area of the port except when lighters are hired at the general rate the hirer shall arrange the necessary towage at his expense.

... ..

13th November, 1956.

Messrs A. & G. Price Ltd.,
P.O. Box 3126,
AUCKLAND C.1.

Dear Sir,

CERTIFICATES FOR CABLES

CONTRACT NO. 1372 REPLACEMENT LIGHTERS 11 and 12 IN
LIEU OF THOSE SUPPLIED TO BLUFF HARBOUR BOARD

The Marine Department has rejected the Anchor Cables for the above as they do not comply with the Anchors and Cables Act. The equipment for the preceding Lighters and for other items of ground tackle for the two Lighters in question have all been accepted.

CONTRACT NO. 1473 TWO SILT BARGES

The cables for these also do not comply.

Please arrange for replacement of these four cables, with their necessary enlarged end links and joining shackles, as soon as possible so that these lighters and silt barges may be approved for service

I enclose certificates Nos 62852, 62853,
(Silt Punts), 62854, 62855 (Lighters K and L.)

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

Encl: Certificates
RCF:HEB

AUCKLAND HARBOUR BOARD

MEMORANDUM

No 19739

FROM

FOREMAN OF WORKS

SIR,

I beg to report that

To

13th Nov. 1936

The Engineer.

600 Tons Slipway.

I am very much concerned over the number of cargo lighters awaiting accommodation on the above slipway. Some of these lighters have now been over 2 years without slipping for cleaning and painting.

The Harbour Master and the Dockmaster have been most co-operative and endeavoured to fit us in whenever possible but the N.S.S.C. "Clausman" has now occupied the top cradle for some months and still no word of her coming off.

If it is decided to repair her, the probabilities are that she will be there for many more months. I would suggest that perhaps she could be temporarily diked and taken off the slipway and reslipped later again if desired.

J. H. Jackaberry
FOREMAN OF WORKS

EXTRACT FROM MINUTES
GENERAL PURPOSES COMMITTEE

12 NOV 1956

LIGHTERS

Report of the Traffic Manager, 12/11/56, stating that in accordance with the recommendation of the Board in Committee dated 23rd October 1956, he had now to report regarding the revision of charges for hire of lighters; that in his previous reports it was indicated that adjustment was required to bring the rates more closely into line with those incurred by cargo dealt with over the Board's wharves and he now considered that to be the correct basis; that the Board's development programme was already slowed down by lack of loan finance and might well be still further set back from that cause. Meanwhile the steady rate of expansion of traffic continued and ways and means of handling that must be found if the traffic was not to be lost. Lighters must now therefore be regarded as an extension of the wharves and fill the gap until such time as additional berthage could in

fact be provided, and the port must be able to cope with an added tonnage estimated at approximately 500,000 tons within the next five years. If that traffic was to be retained for the port and the revenue obtained from it, then lighters must assist to cope with it. He recommended therefore that the existing daily rate of hire be abolished and the following conditions for lighter hire be approved and placed on trial for a period until 31st March 1957.

1. A rate of 2/- per ton be levied on all cargo handled into and/or out of lighters at ships side, with a minimum charge as for 50 tons.
2. That a period of 5 days be allowed from commencement of loading to final discharge, after which demurrage be charged at £12.10.0d. per day.
3. That goods wharfage received in respect of lightered cargoes be credited to the Lighter Basin.
4. That transshipment cargoes be dealt with under these conditions except that storage rates be charged for a reasonable period whilst held awaiting on-carrying vessel. Period to be determined by the Traffic Manager as availability of craft permits.
5. That a daily hire rate of £12.10. 0d. be maintained for general application where circumstances may require.
6. That the present system of operation by contract on these conditions be maintained.

Recommended:-

That the report be adopted.

ADOPTED BY BOARD
13 NOV 1956

4. LIGHTERS

Report of General Manager thereon, 19.10.56, stating that further to his report dated 20th September, he attached a statement giving details of costs to the Board of provision and operation of lighters, together with a summary showing the individual use made of the available craft; that the latter could ^{not} be regarded as the full and complete picture as it took no account of demands which could not be met on certain occasions because of non-availability of craft; that in regard to the costs incurred on the lighter basin it would be unrealistic to regard those as fully chargeable against the lighterage provision. The policy of development of that area for small craft had also been approved and when implemented would benefit to considerable extent by the work so far undertaken. In fact those must be regarded as complementary to the further development of the area; that since preparing the original report, representations had been made by the Master Carriers' Association and the Steel Industry on the difficulties encountered in the handling of their traffic, and which, as he had already stated, formed the major problem on the Board's wharves. He considered that every effort should be made to cater for that traffic at the lighter basin where adequate areas were available to deal with it. Conditions of hire over the initial period had been based generally upon a daily rate of £25 per lighter, and experience showed that to be uneconomic. As lighters performed a similar function to that of a wharf, charges more akin to those for such conditions would be more appropriate. Finally he considered that as conditions were today the expected volume of shipping and goods could not be adequately handled without additional berthage and that as the Board was not in position to provide it immediately, then the best use must be made of that facility if the trade of the port was not to suffer meanwhile.

The General Manager recommended therefore -

- (a) That every effort should be made to achieve a satisfactory arrangement for the handling of steel and like traffic at the lighter basin.
- (b) That discussions be arranged with shipping and other interests with a view to re-adjusting rates and conditions of operation.
- (c) That the principle be accepted that any adjustment made should now bring rates more closely into line with those for general handling over the Board's wharves.

The Chairman moved:-

That the report be adopted.

Discussion followed and as an amendment Mr. Armishaw moved:-

- (a) That the report be received and that a Sub-Committee be set up to investigate the use of lighters and evolve a policy in the best interests of the Port.
- (b) That the General Manager report to the next meeting of the General Purposes Committee regarding the revision of charges for the hire of lighters.

The matter was discussed at length with particular reference to the handling of steel overside into lighters, using ships gear. The General Manager also referred to the acute situation which would arise during the congested Xmas and New Year holiday period.

The amendment was then put and carried, became the substantive motion and was carried.

It was decided that the Sub-Committee should be set up when the new Board came into Office.

Board in Committee

25th September 1956

2. LIGHTERS

Report of General Manager, 20.9.1956, submitting an analysis of of the purposes for which lighters had been employed and attaching a statement showing the extent of use and revenue received to date; that to achieve the object in regard to handling of steel, he considered that a concession in rates and conditions should now be granted for that traffic; in conclusion he was of the opinion that the initial period had proved successful and requested authority to proceed with the development of the proposal in regard to the handling of iron, steel and like products.

The Chairman moved:-

- (a) That the report be adopted.
- (b) That the General Manager be authorised to proceed with the investigation of the proposal regarding a concession in rates and conditions for the handling of iron, steel and like products.

As an amendment Mr. Carr moved:-

That consideration of the matter be deferred and that the General Manager submit a supplementary report to the next meeting of the Board in Committee giving full details of the cost to the Board of operating the lighterage scheme including wages, insurance, maintenance, depreciation, interest etc., together with further details of the individual use made of lighters. Carried.

The amendment became the substantive motion, was put and was Carried.

Auckland Harbour Board

20th September 1956

The Chairman,
AUCKLAND HARBOUR BOARD.

LIGHTERS

The fleet of twelve lighters is now completed, the last one becoming available for service during this month.

It is clear from the use that has been made of the facility since it first became available that the need for it has been established and that it provides material assistance to the turn-round of shipping.

The following is an analysis of the purposes for which lighters have been employed -

1. Discharge overside of ammunition for direct conveyance to explosive depots at Maraetai and Kauri Point.
2. Transfer and loading overside of explosives from depots to ships.
3. The receipt overside of over-stowed cargoes, holding and re-loading to ship to relief of transit sheds.
4. Direct handling of transshipment cargoes overside from inward vessel to on-carrying vessel to relief of transit sheds.
5. Discharge of cargo from vessels in the stream.
6. Removal directly overside of awkward and difficult cargoes, for example steel, pipes etc. to allow greater facility for sorting and relieving congestion at discharging berths.
7. Receipt overside of deck cargoes from tankers berthed at Devonport for delivery at Auckland wharves, avoiding removal of tanker and need for second berthing.
8. Discharge of mail from vessels in the stream.
9. To facilitate discharge of main hatches by provision of additional outlet for cargo, so reducing turn-round time.
10. Discharge overside of cable and direct transfer to cable wharf.

The attached statement shows the extent of use and revenue received to date.

It is of interest to note that use of the facility commenced immediately the first craft was completed and continues to be made whenever it is necessary to speed discharge beyond the capacity of the other facilities at the berth. The period of operation to date has given valuable experience and has illustrated the fact that at times of pressure considerable assistance can be given and speed-up of turn-round effected when berthage is at a premium.

It has now to be realised that availability of berths will continue to become more and more acute until relieved by the completion of the Eastern Development Scheme and the need for this facility accordingly increase if congestion, and indeed loss of traffic to the Port, is to be avoided. The Orient Line have indicated a step-up in the programme of vessels using the Port, and the Matson Line are shortly to commence their service which requires a minimum of one vessel per month and sometimes two. This programme will place a heavy additional demand upon the existing
(Please turn over)

31
The Chairman,
AUCKLAND HARBOUR BOARD.

20th September 1956

berthing capacity, to meet which it is essential that until further berths are available the period of occupation of existing berths must be reduced if congestion and delays are to be avoided.

In my view the biggest single cause of delay at the present time is the heavy traffic in iron, steel, pipes and like commodities requiring extensive and complicated sorting and for which our present wharves cannot offer adequate space for satisfactory despatch. This view is confirmed firstly by the fact that at times of pressure these commodities have been selected for removal over-side to assist general discharge, and secondly by the continuing pressure by Carriers and Receivers for some adequate provision for this type of traffic.

From the point of view of the Board the traffic imposes the heaviest demand upon mobile plant and if conditions could be improved economy of plant could be effected and its release to some degree for other general useage made possible. Having regard to the overall berthage situation I consider that in the general interest every effort should now be made to concentrate as much of this traffic as possible at the Lighter Basin. The area is well suited and allows adequate space for sorting, stacking and handling. Storage can also be afforded as required. By concentration an adequate pool of plant can be provided there with resulting economy in use of machines, and the traffic not being subject to weather difficulties, can be handled throughout in the adequate open areas.

The first consignment of structural steel for the harbour bridge is now in Port and arrangements have been made for its delivery overside and direct conveyance to the bridge site. In total some 8,000 tons of this material is expected to be so transferred and with pieces exceeding 50ft. in length and 25 tons in weight difficulty of handling over the wharves and through the shed doors will be obviated.

Since its inception lighterage has been dealt with on a contract basis which has proved satisfactory in operation and should continue. To achieve the object in regard to handling of steel however, I consider that a concession in rates and conditions should now be granted for this traffic. The suggested concession is fully justified in that the lighters must now fulfil the purpose of wharves and sheds which at present are lacking, and continue to do so until such time as the port can be adequately provided with permanent facilities.

In addition for future consideration must be the role of lighters at the time when the Upper Harbour development occurs. This can only be resolved when the pattern of the oil industry is more fully developed. An example of possible use is that which has already occurred in the case of handling packed products from tankers at Devonport.

The provision of the fleet has resulted in tentative enquiries to the Board for waterside facilities and consideration will have to be given in planning to the possible provision of wool stores and bulk depots linked to the port by this means.

In conclusion I am of opinion that the initial period has proved successful and request authority to proceed with the development of the proposal in regard to the handling of iron, steel and like products.

A B Clarke

GENERAL MANAGER

ENCL.

ESTABLISHED 1866

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QUAY STREET, AUCKLAND, NEW ZEALAND

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34-280

YOUR REF.

OUR REF. 9546/EAC/FMH

2nd July, 1956

The Acting Chief Engineer,
Auckland Harbour Board,
P.O. Box 1259
AUCKLAND

Dear Sir,

Contract No. 1372

We would acknowledge receipt of your letter of the 29th ult. in respect of Lighter No. 12 which, as you state, is virtually complete in so far as the steel work is concerned.

Unfortunately, as you know, we have to date had to place the woodwork and painting in the hands of our sub-contractors and we gather from conversations with the people concerned, that not only have they had to contend with adverse weather conditions but that they have had a rush of repair work on their hands which has taken up the available labour.

We do however appreciate the points made by you and we are passing our sub-contractors a copy of your letter with a view to getting them to speed up the job in question in order that we may give you delivery of this final lighter.

In the meantime we would be glad if you would accept our apologies for the delay which has been caused.

Yours faithfully,
A. & G. PRICE LIMITED.,

E. A. COOKE
E. A. COOKE
MANAGER

*Mr Pemberton to note
file*

noted
RCP

MANUFACTURING AND  MARINE ENGINEERS

29th June, 1956.

Messrs A. & G. Price Ltd.,
Quay Street,
AUCKLAND C.1.

Dear Sirs,

CONTRACT NO. 1372

Lighter "L" (No.12) was moved from jig to launching ways on 11th inst, since when very little work has been done towards completion.

It is realised that the recent wet weather has retarded painting of the exterior surfaces. However, the lower parts of the hold are painted, yet laying of the timber ceiling has not been started.

Will you please have all the timber work put in hand, so that this lighter may be delivered as soon as possible and this contract completed.

Yours faithfully,

ACTING CHIEF ENGINEER TO THE BOARD

J.S.T:HEB

AUCKLAND HARBOUR BOARD
MEMORANDUM

No 18587

FROM

FOREMAN OF WORKS

SIR,

I beg to report that

To

8th June
The Engineer

1956

Burgo lighter "G"

*Parts of the deck of this lighter are badly rusted
and corroded.*

*The Navy Sandblasting and Engineering Co. have
asked to be allowed to sandblast and zinc-plate a bad section
of the after-deck, free of charge, for a demonstration.*

*I have agreed to let them do this work as
soon as the weather is favourable.*

[Signature]

J. H. Tasker

FOREMAN OF WORKS

24th April, 1956.

The Senior Surveyor of Ships,
Marine Department,
AUCKLAND. C.I.

Dear Sir,

CONTRACT NO. 1372 - TWELVE 200 TON LIGHTERS.

The remaining two lighters to complete this contract ("K" and "L") are now being built by Messrs. A. & G. Price Ltd., from components prefabricated in the United Kingdom.

Certificates for anchors, cables and joining shackles have not yet been received, but these will be handed to you on arrival.

Yours faithfully,

ACTING CHIEF ENGINEER TO THE BOARD.

JST:MLY.

AUCKLAND HARBOUR BOARD
MEMORANDUM

No 18524

FROM
FOREMAN OF WORKS
SIR,
I beg to report that

To
18th January 1956
The Engineers.

Repair Bluff Harbour Board.
Lighters J & K 048/637/

Charges for taking delivery of lighters and making ready for tow by Company to Bluff as follows:-

1 hr @ 6/-	6			
5 " @ 9/-	45			
1/2 hr @ 4/0	25			
3 " @ 4/4	23			
1/2 " @ 6/11	35			
1/2 " @ 4/3	54			
1/2 " @ 7/3	106			
1/2 " @ 10/11	55			
Heat money	154			
4 hrs @ 5/6 3/4	123			
56 1/2 " @ 5/6 3/4	1060			
6 " @ 4/0 1/2	91 1/2			
3 1/2 " @ 8/4	92			
7 1/2 " @ 5/7	201 1/2			
Charge money	121			
9 1/2 hrs @ 5/6 3/4	211 1/2			
95 " @ 1/2	130			
10 " @ 7/7	315			
Heat money	36			
2 hrs @ 4/6 1/2	130 1/2			
1/2 " @ 6/3 1/2	63 1/2			
1 " @ 5/7 1/2	51 1/2			
1 1/2 " @ 8/7 1/2	121 1/2			
2 " @ 5/7	10			
3 " @ 7/6	39			
4 1/2 " @ 5/6	141 1/2			
4 1/2 " @ 8/7	301			
Gas money	164			
13%	133 1/2			
	1150 6			

Summary	
Labour	115 06
Pool Vehicles	5 50
Cartage	9 15 9
Crane	3 7 6
"	2 5
"	1 2 6
Le Kawake	7 17 6
Bradney	3 0 0
Front-end loader	3 1 6
Gear & tools	18 4
	151 13 4

Dates for this work were:-
29th Aug, 13th Sept, 7th Nov, 22-25th Nov
Blue Print Print Service 11-1-6
Office Labour 19-19-9
F.A. Tackabery

C/S 5373

FOREMAN OF WORKS

