

1987-028-626

Dredger
Paritutu.

(stripped down, used for

Target practise, sunk by R.N.Z.A.F

929

TT

To

929

FILE NO. 929.

DREDGER "PARITUTU".

1987 5/8 626

Dredger
Paritutu.
(stripped down, used for

Target practise, sunk by R.N.Z.A.F

929

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929

FILE NO. 929.

DREDGER "PARITUTU".

929

10 December, 1971

Mr. Nelson Sim,
92 Browns Rd.,
MANUREWA

Dear Sir,

I acknowledge your letter of 7 December 1971 addressed to the General Manager and enquiring about a photograph of Dredger "Paritutu". Oddly enough we haven't any.

When Auckland Harbour Board bought "Paritutu" she sailed from New Plymouth on 10 July 1958. She was sold to the Auckland Timber Co. (Machinery) Ltd. in April 1964 and after stripping, the hull was towed out to sea and sunk by the Navy.

I believe a photograph appeared in either the "Herald" or the "Star" about the time "Paritutu" arrived in Auckland July 1958. If you enquire from these papers they may be able to help you, or alternatively the publishers of Taranaki papers may well have some photographs in their files.

I regret that we ourselves have no photograph for you but I hope the suggestion to contact the press may be of some help.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

RCP:JARP

AUCKLAND HARBOUR BOARD

TO

Chief Engineer 9/12/1971

PLEASE ACKNOWLEDGE

PLEASE REPLY DIRECT
SUBMITTING COPY TO
HEAD OFFICE

PLEASE REPORT

FOR YOUR INFORMATION
AND RETURN PLEASE

FOR NECESSARY ACTION
PLEASE



No

Star or Herald about 1957-58

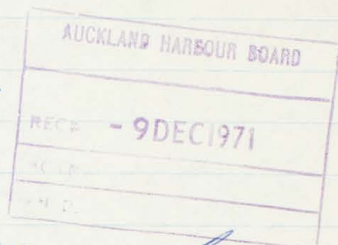
W. Beckett

HO 38

GENERAL MANAGER
SECRETARY

92 Browns Rd
Manurewa.
Dec 7. 1971

Manager
Auckland Harbour Board
Auck.



Dear Sir

Would you be
good enough to inform me
re (old Caritata Dredger ex
N.P.)

Mr Boddg (General Manager)
Tara Harbour Board suggested
I contact you.

Did you Board take any photos
of this Dredger and remember it
only too well in New Plymouth
31 yrs ago

Would you inform if the Navy
Dept had photos taken
this is purely for

C/E-5

private reasons only, [&] personall.

I trust I will hear from
you soon.

yours Sincerely
Arthur Linn.

929

16th. July, 1964.

THE CHIEF ENGINEER

THE TREASURER:

DREDGE "PARITUTU".

Would you now please 'write off' from the Board's books, the above vessel as from 20th. April, 1964.

CHIEF ENGINEER TO THE BOARD.

LC:MJC

5th. May, 1964.

Mr. L.J. Slyfield,
22 Roy Terrace,
NEW PLYMOUTH.

Dear Sir,

Your letter dated 30th. April, 1964, addressed to the General Manager, has been handed to me for attention.

In reply I wish to advise that the Dredge "Paritutu" has been sold to Auckland Timber Co. Machinery Ltd., 123 Franklin Road, Ponsonby, Auckland.

I have spoken to Mr. P. Zambucka, Manager of the above Company who has suggested that you visit the "Paritutu" berthed at Eastern Viaduct and contact someone in authority on board. The wrecking crew will be working on Saturday morning.

Should you have any difficulty, I am sure Mr. Zambucka (telephone No. 11-444 or after hours 11-794) will be pleased to assist you in your quest for some souvenir.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

WJT:MJC

929
110

4th. May, 1964.

THE CHIEF ENGINEER

THE PURCHASING AND
STORES OFFICER.

SPARE GEAR DREDGER "PARITUTU".

In reply to your memorandum of 27th. April, 1964, following discussions with the Mechanical Engineer and the Foreman of Works, it is in order for you to write off and dispose of Lots 5, 7, 24, 25, and 26.

Lot 23 - Bucket Lips, are to be retained and transferred on charge as "Hapai" bucket spares.

Lot 40 - the Electrical Engineer advises that this is considered a general spare and wishes to retain protem. Please accommodate this until further direction.

Lot 34 - It is considered doubtful that further stocks of steering chain are required for "Hapai", and it is in order for this chain to be sold, if a good price can be obtained for this certificated chain, otherwise transfer on charge as "Hapai" steering chain.

CHIEF ENGINEER TO THE BOARD.

NS:MJC

Headmaster: J. S. WEBSTER, M.Sc.
Telephone: Office 4510
Residence 4569



22, Roy Terrace

BOYS' HIGH SCHOOL
NEW PLYMOUTH
NEW ZEALAND

30th April, 1964

Mr. A. Clarke,
General Manager,
Auckland Harbour Board,
AUCKLAND.

Dear Sir,

RE DREDGE "PARITUTU"

Mr. J. Boddy, Secretary, Taranaki Harbour Board, has suggested I contact you regarding the acquiring of some souvenir of the Paritutu.

Having lived in New Plymouth for 42 years and the last 35 years right on the Harbour front, I have some kin with the old dredge. As a hobby over the years I have collected many shipping souvenirs from various ships and ports, and am trying to build up a museum, and, naturally, a piece of the "Paritutu" would always remind me of the (to me) pleasant sound of her buckets scraping the bottom of the harbour.

I will be in Auckland on Saturday, 9th May, and would like to contact whoever would be responsible at that stage - I expect it will be the wreckers - for disposal of dredge. If you could supply me with an address of the person concerned I would be very grateful. As this is a Saturday perhaps a home address would be desirable as well as business location.

Unofficially, I have been asked to acquire something tangible for the Harbour Board at the same time, so would appreciate any help you may be able to give.

Thanking you,

Yours sincerely

L. J. Slyfield

L.J. Slyfield,
22, Roy Terrace,
New Plymouth

Mr. Brett please furnish Lambucca's address.

The Chief Engineer

Can you assist please. if so

*1/6/64. I feel it would be a reasonable gesture.
Please advise Mr. Slyfield directly.
djk*

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

21 APR 1964

10. DISPOSAL OF DREDGE "PARITUTU"

The reports of the Chief Engineer and the General Manager advised that the dredge had been sold to the Auckland Timber Co. (Machinery) Ltd., for £100, and that a suitable Bond had been lodged by the Company to cover conditions of sale.

Recommended -

That the reports be received.

ADOPTED BY BOARD

28 APR 1964

Car. Kemberston

please note

Auckland Harbour Board

MEMORANDUM

27th April, 1964

FROM

PURCHASING & STORES OFFICER

TO

THE CHIEF ENGINEER

G1

SPARE GEAR DREDGER "PARITUTU".

Resulting from the sale of the Dredger "Paritutu", I would like to bring to your notice the range of surplus spare gear, stored on account of this vessel, at Halsey Street;

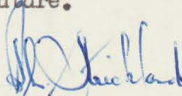
Lot No. 5	1 Only 6 $\frac{1}{2}$ " dia. bronze encased Tailshift	<i>Bay.</i> No
" " 7	1 " 8' dia. 3 blade Propeller	No
" " 23	33 " Bucket Lips	Yes.
" " 24	56 " " Pins	No
" " 25	399 " " Bushes	No
" " 26	104 " Link Bushes	No
" " 34	180 ft. $\frac{3}{4}$ " Steering Chain	-
" " 40	1 Only Switch Panel	-

In regard to Lot No. 24, a shipment of 50 pins came to hand in August last, at a cost of £207.10. 0.

The steering chain, shown as Lot No 34, I understand is identical with that used by Dredger "Hapai", for which a reserve of 143 ft is at present set aside. If you consider sufficient chain is available to cover the future requirements of the "Hapai's" limited life, a direction on Lot 34 would be appreciated.

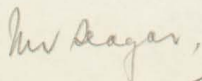
A Switch Panel taken from "Paritutu" prior to sale was incorrectly directed to Bays 1 and 2 and is only suitable for dismantling. The Electrical Section may be in a position to utilise the rotary switches and meters when recovered, on other work.

As the above spares are occupying considerable space in my store and because of their nature, have limited scrap value, I would be pleased to receive your plans on their future.



PURCHASING & STORES OFFICER.

PLS:jal




Auckland Harbour Board

MEMORANDUM

FROM

56/1/3.

TO

24th April, 1964.

The Manager,
South British Insurance Co. Ltd.,
P.O. Box 27,
AUCKLAND, C.1.

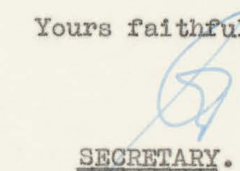
Dear Sir,

Marine Policies Nos. 1/66422 and 1/66423.

Further to the advice contained in the final paragraph of my letter of 10th September, 1963, I have to confirm that the Dredge 'Paritutu' has now been sold to Messrs. Auckland Timber Co. (Machinery) Ltd., for breaking up.

Will you please delete this vessel from the schedule attached to the above Marine Insurance policies as from 4 p.m., 20th April, 1964, and arrange for the appropriate return of premium to be made to the Board in due course.

Yours faithfully,


SECRETARY.

JES:NMP

The Chief Engineer,

Copy for your information.


SECRETARY.

21st. April, 1964.

THE CHIEF ENGINEER

THE SECRETARY.

SALE OF DREDGE "PARITUTU".

As you are aware Dredge "Paritutu" has been sold for breaking up.

Arrangements should therefore be made with our insurers for her to be taken off risk and for any premium that may be refundable to be claimed.

CHIEF ENGINEER TO THE BOARD.

ANT:MJC

Auckland Harbour Board

MEMORANDUM

FROM

TO

AIRMAIL

16th April 1964.

The Secretary,
Lloyd's Register of Shipping,
71 Fenchurch Street,
LONDON. E.C.2.

Dear Sir,

DREDGE "PARITUTU".

I have to advise that the above mentioned dredge, particulars of which are given below, has been sold for breaking up to The Auckland Timber Co. (Machinery) Ltd., 123 Franklin Road, Auckland, W.1., New Zealand.

Name of Ship	"Paritutu"
Port of Registry	Auckland, New Zealand.
Official Number	121384
Name of Previous Owners	Auckland Harbour Board.
Name of New Owners	The Auckland Timber Co. (Machinery) Ltd., 123 Franklin Road, Ponsonby, Auckland, <u>NEW ZEALAND.</u>

Yours faithfully,

The Chief Engineer -

Copy for your information.

SECRETARY.

ANT:FS

SECRETARY.



A handwritten signature in blue ink, appearing to be 'D. H. ...', written over a faint grid.

A handwritten signature in blue ink, appearing to be 'S. ...', written over a faint grid.

Auckland Harbour Board

MEMORANDUM

FROM

TO

16th April 1964.

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

Dear Sir,

DREDGE "PARITUTU"

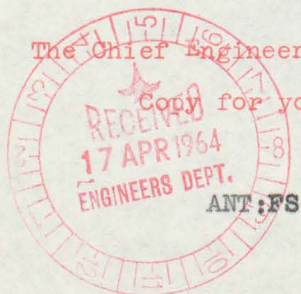
I have to advise that the above mentioned dredge has been sold for breaking up to The Auckland Timber Co. (Machinery) Ltd., P.O. Box 7014, Ponsonby, Auckland. W.1.

As instructed by the Secretary for Marine in his letter to the Board's Chief Engineer dated 16th September 1963 (copy of which has been minuted to you) I enclose herewith the vessel's official Certificate of Registry No. 121384 to enable you to close her registry after you have ascertained that she has been broken up. In this latter regard and for your information, I have to advise that the new owners anticipate the scrapping of the vessel will take them about six weeks.

Yours faithfully,

gr
The Chief Engineer -

Copy for your information.



[Signature]
SECRETARY.

[Signature]
SECRETARY.



16th. April, 1964.

THE CHIEF ENGINEER

THE MECHANICAL ENGINEER.

DREDGE "PARITUTU" - BREAKING UP.

As you are aware this dredge has been sold for breaking up to Auckland Timber Co. (Machinery) Ltd.

Please arrange for some supervision of this work to ensure that the berth is not unduly cluttered up and is left clean and tidy after completion of scrapping operations.

CHIEF ENGINEER TO THE BOARD.

ANT:MJC

Engr's file 929

16th April, 1964.

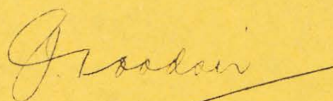
The General Manager,
AUCKLAND HARBOUR BOARD.

DISPOSAL OF DREDGE "PARITUTU".

As previously reported no offers were received when tenders were called for the sale of Dredge "Paritutu" for breaking up.

In consequence of this the Chief Engineer to the Board was authorised to dispose of the dredge to best advantage.

I now have to report that the dredge has been sold to The Auckland Timber Co. (Machinery) Ltd., for £100. 0. 0. on terms similar to those prescribed when tenders were previously called.

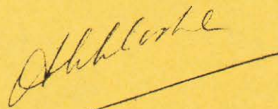


CHIEF ENGINEER TO THE BOARD.

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

This offer has just been negotiated, and I would be pleased if the matter could be received for information when dealing with your Committee's Agenda.

A suitable bond has been lodged by the Auckland Timber (Machinery) Ltd. to cover conditions of sale.



GENERAL MANAGER

16th April 1964

16th April, 1964.

The Manager,
The Auckland Timber Co. (Machinery) Ltd.,
P.O. Box 7014,
PONSONBY.

Dear Sir,

RE: DREDGE "PARITUTU".

Thank you for your letter dated 15th April, 1964
accepting the terms of sale of Dredge "Paritutu" scheduled
in my letter of 14th April, 1964.

Please accept this letter as your authority to
proceed with the scrapping of the vessel on the aforementioned
terms.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

ANT/MJC

AUCKLAND TIMBER CO. (MACHINERY) LTD.
MOBILE CRANE, BULLDOZER AND GENERAL CONTRACTORS

Phones:
Office and Workshop 11-444
Accountant - - 42-077

123 FRANKLIN ROAD,
AUCKLAND, C.1.

After Hours:
P. J. Zambucka 11-794

P.O. Box 7014,
Ponsonby,

15th April, 1964.

The Chief Engineer,
Auckland Harbour Board,
Quay Street,
Auckland.

Dear Sir,

SUCTION DREDGE "PARITUTU".

Your letter dated 14th April to hand and we have pleasure in advising you that we accept the terms outlined.

We have already paid the amount of £100 for the dredge and £50 against current account. The bond of £1000 is in the process of being executed by our bankers, the A.N.Z. Bank, Wellesley Street.

Thanking You,

Yours faithfully,

p.p. Auckland Timber Co. (Machinery) Ltd.

P. Zambucka
.....
(P. Zambucka.)

Mr Layton

ANZ Bank phoned Clapcott that the bond is approved but has to go to Wellington for execution. Please process - draft an acknowledgment incorporating authority to proceed. Also prepare a report to Rd. advising the outcome of negotiations for disposal.

J.P.

file

*Done
Aut.
16.4.64.*

14th April, 1964.

The City Metal Company Limited,
22 Union Street,
AUCKLAND C.1.

Dear Sirs,

DREDGE "PARITUTU".

I wish to thank you for your letter dated 5th March, 1964, offering to purchase Dredge "Paritutu" for the sum of £100. 0. 0. but have to inform you that other arrangements have now been made for her disposal.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

ANT/MJC

A 251 31/2 GOVT URGENT
WELLINGTON 12PM =
HARBOARD AUUCKLAND HARBOUR BOARD
BOX 1259
AUUCKLAND

DATE STAMP 1730

14 APR 1964

HARBOARD Serial No.

D 33200 122F

Rec'd By *M. S. V.*

Checked

By *JFD*

INLAND



TELEGRAM

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

= RE SALE DREDGE PARITUTU STOP PLEASE REFER
MY FURTHER LETTER OF 25 NOVEMBER STOP
MINISTERS CONSENT NOT REQUIRED TO SALE OF
REGISTERED VESSEL TO NEW ZEALAND REGISTERED
COMPANY =

SECYMARINE +-

+ COL 25 ++

14th April, 1964.

Mr Zambucka,
Auckland Timber Co. (Machinery) Ltd.,
P.O. Box 7014,
PONSONBY.

Dear Sir,

SUCTION DREDGE "PARITUTU"

In reply to your letter of 7th April and confirming subsequent discussions I have to advise that your offer of one hundred pounds (£100) for the dredge "Paritutu" is accepted subject to the following conditions:-

- (1) Payment of shipping wharfage at the rate of $\frac{3}{5}$ d. per ton, per day whilst the "Paritutu" is lying alongside any of the Board's wharves. Nett tonnage of the "Paritutu" is 233.
- (2) Payment of goods wharfage at the rate of 5/- per ton on all scrap material unloaded.
- (3) Execution of a Performance Bond for the sum of £1,000.
- (4) Your Company to be responsible for any costs incurred in moving "Paritutu" from one berth to another should the Harbourmaster so require.
- (5) A credit of £50 to be established with the Board.
- (6) The Board to be advised in writing as soon as the "Paritutu" has been completely demolished.

Every endeavour will be made to fit in with your Company's requirement that the "Paritutu" be allowed to remain at her present berth for a period of six weeks but no guarantee can be given.

If these conditions are satisfactory would you please have the attached Performance Bond executed at your earliest convenience and return with your cheque for £150.

Yours faithfully,



CHIEF ENGINEER TO THE BOARD.

ATTACH.
FC:SR

AUCKLAND TIMBER CO. (MACHINERY) LTD.
MOBILE CRANE, BULLDOZER AND GENERAL CONTRACTORS

Phones:
Office and Workshop 11-444
Accountant - - 42-077

123 FRANKLIN ROAD,
AUCKLAND, C.1.

After Hours:
P. J. Zambucka 11-794

P.O. Box 7014,
Ponsonby,

7th April 1964.

The Secretary,
Auckland Harbour Board,
Auckland.

Dear Sir,

re: Suction Dredge "Paritutu."

We respectfully offer the sum of one hundred pounds (£100) for this dredge.

Auckland Harbour Board.

(1)
dism

(2)
mobil
dism

Weeks that we estimate for

cutting gear, that is,
charges on scrap etc.

Mr. Taylor

*Before I deal with
this are there any
other outstanding offers?*

lly,

er Co. (Machinery) Ltd.

Zambucka

....

Accountant.

*Only one other offer which
I have declined by letter today.
(Auckland Metals Co. Ltd.)*

Ans. 14. 4. 64

AUCKLAND TIMBER CO. (MACHINERY) LTD.
MOBILE CRANE, BULLDOZER AND GENERAL CONTRACTORS

Phones :
Office and Workshop 11-444
Accountant - - 42-077

123 FRANKLIN ROAD,
AUCKLAND, C.1.

After Hours :
P. J. Zambucka 11-794

P.O. Box 7014,
Ponsonby,

7th April 1964.

The Secretary,
Auckland Harbour Board,
Auckland.

Dear Sir,

re: Suction Dredge "Paritutu."

We respectfully offer the sum of one hundred pounds (£100) for this dredge.

This offer is made, subject to:

- (1) Our being granted ~~the~~ berthage for the six weeks that we estimate for dismantling and disposal of the dredge.
- (2) Our being able to use all our own lifting and cutting gear, that is, mobile cranes, trucks etc. and also free of wharfage charges on scrap etc. dismantled and unloading off the dredge.

Yours faithfully,
p.p. Auckland Timber Co. (Machinery) Ltd.

P. J. Zambucka
.....

~~(M. G. Khouri.)~~ Accountant.

[Handwritten note on a separate piece of paper, partially obscured and illegible.]

22 Union St.,
AUCKLAND C.1.
5th March 1964

The Engineer In Charge,
Auckland Harbour Board,
P.O.Box 1259,
AUCKLAND C.1.

Dear Sir, Re: Dredge "Paritutu".

Further to our conversation with your Mr. Pemberton we wish to offer the sum of one hundred pounds (£ 100) for the above dredge as per your tender number 1760.

We have explained to Mr. Pemberton that owing to the small return on scrap steel delivered to the local mill the value of the ship is only nominal, as a shipbreaking proposition.

However our experience in completely dismantling three "Shirley Class" naval minesweepers would stand us in good stead, as to a satisfactory conclusion, and removal of the stripped down hull. We have approached Messrs. Chas. Bailey & Sons Ltd., re the disposal of the hull on their slip. This appears to be the only successful way of removing the ship completely from the water.

We agree to the terms of the specification subject to the following provisions:-

- A. £200 to be lodged as a fidelety bond payable by this company on acceptance.
- B. Two to Three months use of the present berth and thereafter berthage to be arranged at your discretion.
- C. Special berthage rate of £7.0.0 per week after one month of acceptance.
- D. Complete removal from the port of Auckland within one year of acceptance, although we anticipate complete removal within a three months.
- E. In view of the oncoming winter months and ~~that~~ the present labour position we must have an answer within seven days.

*Mechanical Engr.
What about Lambton
& Sperry ?
Consult Clapnet.*

*Not practicable in view of
alternatives being considered.*

(2).

Yours faithfully,
City Metal Company Ltd.

R.C. Travis

R.C. Travis.

Director.

20th February, 1964.

THE CHIEF ENGINEER

THE GENERAL MANAGER.LIFEBOAT 'PARITUTU'.

*79 Sussex St.
Gray Lynn.*

In reply to your query concerning the letter from Peter Gerulaitis 18.2.64., this matter has been discussed with the Registrar of Ships, Marine Department and Mr. C. Levy, Sub-Collector Customs Department. Both state that, as it is most unlikely that the lifeboat is the original one imported with the dredge, their respective Departments would have no objection whatsoever to its being sold or given away.

The book value for 'Paritutu' does not give any individual figure for the lifeboat or other equipment. The Board has no requirement to retain it.

ACTING CHIEF ENGINEER TO THE BOARD.

JAG:MJC

Auckland Harbour Board.

W. Goodwin

Lifboat - "Paritutu"

Have spoken to the
Registrar of Ships, Marine Dept
& Mr. C. Levy, Sub-
Collector Customs Dept and
~~written of them would.~~
both state that, as it is
most unlikely that the
lifboat is the original one
imported with the ~~credence~~,
their respective Departments
would have no objection
whatssoever to its being
sold or given away.

A. Taylor.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

01 FEB 1964

11. CONTRACT NO. 1760 - SALE OF BUCKET DREDGE "PARITUTU"

The Reports of the Acting Chief Engineer and General Manager advised that tenders for the above Contract closed at noon on 28th January 1964, but no tenders were received. If tenders were recalled it was considered extremely doubtful whether anyone would tender on the second occasion and the dismantling of the Dredge for sale as scrap to the local mill was thought an uneconomic proposition. However the Acting Chief Engineer stated it may be possible to arrange for disposal of the Dredge by negotiation.

It was RESOLVED that the Acting Chief Engineer be authorised to dispose of the Dredge to the best advantage.

REMAINED IN COMMITTEE

Mechanical Engineer

Please proceed with negotiations
to best advantage

81/24

Engr's file 929

2nd February, 1964.

The General Manager,
AUCKLAND HARBOUR BOARD.

CONTRACT NO. 1760
SALE OF BUCKET DREDGE "PARITUTU".

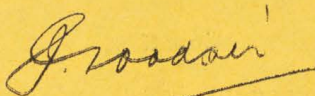
Tenders for the above contract closed at Noon on the 28th January, 1964. No tenders were received.

The courses now open to the Board are :-

Tenders could be re-called for the sale of the dredge. As no tenders were received for Contract No. 1760, it is extremely doubtful whether anyone would tender on the second occasion.

The Board could dismantle the dredge and sell the scrap to the local Mill. This would conflict with other urgent maintenance work and is unlikely to be an economic proposition.

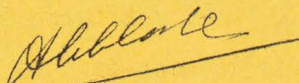
It may however be possible to arrange for disposal of the dredge by negotiation and I therefore recommend that I be authorised to dispose of the dredge to best advantage.



ACTING CHIEF ENGINEER TO THE BOARD.

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

I endorse the recommendation of the Acting Chief Engineer.



GENERAL MANAGER.

5th February, 1964.

Auckland Harbour Board

MEMORANDUM

29th January 1964.

FROM

THE SECRETARY.

TO

THE GENERAL MANAGER.

CONTRACT NO. 1760

SALE OF SUCTION DREDGE "PARITUTU"

Tenders for the above contract closed at Noon
on 28th January 1964.

No tenders were received.

The contract was advertised in the local press
and the undermentioned firms obtained copies of the
specification -

Waste Metals Ltd.
Auckland Timber Co. Machinery Ltd.

Mechanical Eng.



SECRETARY.

VACC:FS

The Chief Engineer -

Copy for your information.



SECRETARY.

AUCKLAND HARBOUR BOARD:

CONTRACT No. 1760

FOR THE SALE OF COMBINED BUCKET & SUCTION DREDGE "PARITUTU".

SPECIFICATION:

1. Tenders will be received up to NOON on TUESDAY, 28th JANUARY, 1964, for the purchase and removal from the Port of Auckland of the Dredge "Paritutu" 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" and endorsed "Tender for Paritutu".
3. Tenders shall be accompanied by a deposit of £200. Deposits will be returned to unsuccessful tenderers within twenty-one 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 from its present berth within one month. However, an extension of this time may be granted at the discretion of the Board's Engineer and Harbourmaster providing -
 - (a) The tenderer states in his tender the time within which he guarantees to remove the vessel, and
 - (b) Undertakes to pay berthage fees at the rate of £4. 0. 0. per day commencing one month from the date of notification of acceptance of tender.
6. Should the successful tenderer require a lay-up berth for the vessel elsewhere in the Port, such berth may be made available at the Harbourmaster's discretion and subject to other shipping demands for the same fee.
7. Should the successful tenderer fail to make the contract payment as required by this Specification, then the Board shall have the right to terminate the Contract and the deposit lodged by the successful tenderer shall be forfeited to the Board as and for liquidated damages.
8. The Contract shall not be deemed to be complete until the vessel has been removed completely from the Port of Auckland.
9. Should the successful tenderer fail to remove the entire vessel from the Port within the Contract period or such extended period as may have been agreed in writing, then the Board shall have the right without further notice to repossess the vessel and to re-sell it or its components on the same terms and conditions except price and apply the proceeds as far as they will go, first towards the cost of re-sale, and then on reduction of the defaulting tenderers debt to the Board and the defaulting tenderer shall have no claim whatever against the Board in respect of his having failed to complete the Contract.

10. Any tender which does not comply fully with the terms and conditions of this Specification may be rejected.
11. The Board does not undertake to accept the highest or any tender.
12. DESCRIPTION:

Dredge "Paritutu" is for sale "as is, where is" for removal from the Port of Auckland.

The vessel is a steam, twin-screw, oil-fired, seagoing bucket and suction hopper dredge, built by Flemming and Ferguson in 1910 - previously owned by Taranaki Harbour Board and purchased by Auckland Harbour Board in 1958.

The Bucket line of 38 - 9 cu.ft. buckets is worn out and has been removed by the Board.

The Sand pump has 20 inch diameter suction pipe and dredges to 40 ft. depth. Hopper capacity is 400 Tons.

The vessel is 180 ft. long, 34 ft. beam, 13 ft. moulded depth. In working condition displacement with hoppers empty is about 800 Tons, - draft forward 5 ft. 6 inches, draft aft - 12 ft.

Present displacement is estimated to be about 700 Tons.

The Oil-fired return tube marine Boiler has a working pressure of 160 p.s.i.

Two vertical reciprocating triple expansion engines are each 300 I.H.P.

Bunker capacity (boiler oil) is 32 Tons with 5½ Tons ^{59.6.10} remaining and fresh water tank capacity is 20 Tons.

The dredge was working till 23rd October, 1963, since when the bucket line, mooring chains and certain pumps, fittings and equipment required by the Board have been removed.

Such equipment as is now on "Paritutu" (except for fire-fighting equipment) is for sale under this Contract. Other equipment formerly used by the "Paritutu" but not now on board is not for sale unless specifically nominated by the Tenderer and agreed by the Tenderer and Engineer in writing.

Fire-fighting appliances are not included in the sale of the vessel and will be removed by the Board upon handing over the vessel to the successful tenderer.

The keys of the vessel are held by the Board's Foreman of Works with whom prospective tenderers may make arrangements for inspection.

J.A. GOODSIR, M.I.C.E.

ACTING-CHIEF ENGINEER TO THE BOARD.

TENDERS CLOSE AT NOON ON TUESDAY, 28th JANUARY, 1964.

AUCKLAND HARBOUR BOARD.

CONTRACT No. 1760

FOR THE SALE OF THE COMBINED BUCKET & SUCTION DREDGE "PARITUTU"

FORM OF TENDER:

To the Chairman,
Auckland Harbour Board,
Quay Street,
AUCKLAND.

I/We, the undersigned, do hereby offer to purchase and
remove the Dredge "Paritutu" in accordance with the terms and
conditions of the Specification for the sum of
.
. (£)

The purpose for which the vessel is desired is as follows:-

.
.
.
.

I/We agree to the terms of charges for berthage after
expiry of one month and I/We undertake to remove the vessel
completely from the Port of Auckland within
. months from the date of acceptance of tender.

I/We enclose a cheque for the sum of £200 as deposit
with tender in accordance with the Specification.

Signature: _____

Name: _____

Address: _____

Date: _____

13. 12. 63

PACKING ET "PARITOU"

- A. 179 JOINTING "PILOT" $\frac{1}{16}$ " 1 SH.
A. 204 PACKING "TSREAVR" 1" 1 DCF
A. 242 - "SERPENT" $\frac{5}{16}$ " 1 DCF
A. 247 - - - $\frac{5}{8}$ " 1 DCF

QUANTITE OF LOOSE
PACKING (2 SACKS).

(10 MACHINE SHOP)

A 149 9-1
A 204 2-5-6
A 242 1-3-11
A 247 3-3-4

4-2-1

Thomas
Superior
Pet. Prod.

1 tin fine grinding paste. 19.0 /
 1/2 Roll, 3/4 asbestos Rope. 3.2 /
 1 Thermometer. 20.0
 6 ft. Telegraph chain. 11-12-10 /
 1 24 ft 3/6 ~~One~~ Rubber (Reding vlt⁶).
 1/4 asbestos flake packing (Red). 9.0 /

 \$ 5.11.00

Taken to Hapai

929

SCHEDULE OF CHAIN TRANSFERRED FROM DREDGE
"PARITUTU" TO STORES DEPARTMENT.

DESCRIPTION:

1" Short Link	1" Long Link	1" Studded Link	1, 1/16"	1 1/2"	1 3/8"
67'	33'	81'	79'	64'	64'
48'	77'	82'		64'	42'
72'	38'	49'		68'	45'
100'	71'	79'		49'	66'
66'	49'	90'		64'	41'
67'	60'	90'		125'	68'
66'	99'	90'			70'
65'	54'	79'			66'
69'	102'	95'			37'
88'	87'	95'			60'
74'	90'	80'			69'
70'	105'	46'			67'
	96'	46'			72'
	83'	98'			68'
	8' (a)	89'			73'
	5' (a)	144'			56'
		81'			65'
		99'			61'
		92'			29'
		118'			61'
		40'			66'
		18' (a)			68'
					42'
					128'
					50'
					64'
					15'
852'	1057'	1781	79'	434'	1613'

Legend: (a) Issued by G. & T. Section During Transfer - See Reqs. Nos. 9920T, 9924T and 9679T. attached.

929

Copy to Purchasing Officer.

16th December, 1963.

THE CHIEF ENGINEER

THE TREASURER

DREDGE "PARITUTU".

I wish to advise that the following values of remaining stores ex "Paritutu" have been disposed of as follows :-

Dredge "Hapai" M/A. £5. 11. 11.

Stores Stock C/A. £7. 2. 1.

Please credit "Paritutu".

Also, there remains on board fuel oil to the value of £51. 7. 7. which will be sold with the dredge under Contract 1760.

ACTING CHIEF ENGINEER TO THE BOARD.

RW:MJC:



M. 2518

PLEASE QUOTE "Paritutu"

MARINE DEPARTMENT.

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

TELEGRAMS AND CABLES: "SECYMARINE"

TELEPHONE ⁷¹⁻⁷⁵⁹~~48-400~~ Ex. 22

REC'D. 27 NOV 1963
ACKD.
NSD.

25 November 1963

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

Dear Sir,

Dredge "Paritutu"

Further to my letter of 7 October, it is advised that it is not now necessary that you obtain the consent of the Minister of Marine to the sale of the above dredge, provided that the "Paritutu" is sold to a person resident in New Zealand or to a New Zealand registered corporate body, with its place of business in New Zealand.

The Shipping and Seamen Amendment Act 1963, passed recently, amends section 410 of the Shipping and Seamen Act by providing that the consent of the Minister is not required to any transfer, mortgage or transfer of mortgage of a New Zealand registered ship to any person qualified to own such a ship and resident in New Zealand, or to a corporate body qualified to own a registered New Zealand ship, which has its place of business in New Zealand.

Yours faithfully,

G. L. O'Halloran
for G. L. O'Halloran
Secretary for Marine

See aut.

file aut.

C/E

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

15 OCT 1963

5. DREDGER "PARITUTU"

For information, the Committee had under consideration the reports of the Acting Chief Engineer and the General Manager which dealt with costs, maintenance and operation of dredger "Paritutu" since its purchase by the Board.

It was RESOLVED that the reports be received.

REMAINED IN COMMITTEE

X

Engr's file 929

1st October, 1963

The General Manager,
A.H.B.

DREDGE "PARITUTU".

This dredge, which was purchased by the Board from the Taranaki Harbour Board for £40,000. 0. 0. was delivered in Auckland on 20th June, 1958.

After some modifications to adapt her to local conditions she commenced dredging operations on the eastern side of the site of Freyberg Wharf on 20th August, 1958.

Since that date she has carried out dredging operations in the following areas:-

Rangitoto Channel (dredging for material for sand mattress for Freyberg Wharf)	59,020	cubic yards	
Freyberg Wharf - Berth and approaches	149,585	"	"
Bulk Cement Jetty - approaches	106,350	"	"
Captain Cook Wharf - Berths and approaches	23,800	"	"
Wynyard Wharf " " "	5,750	"	"
Calliope Wharf Basin	31,350	"	"
Viaduct Basin	63,980	"	"

Total Quantity Dredged to 1.10.63	439,835	"	"

=====

It will be recalled that the main reason for the purchase of "Paritutu" was to overcome the backlog of dredging work which had built up since the capsizing and sinking of Dredge "Hapai", particularly the dredging for Freyberg Wharf without which the wharf could not be used or even built. At the time the purchase was arranged it was also quite uncertain whether "Hapai" could be successfully reconditioned and in any case, as subsequent experience has proved, there was plenty of scope in the Board's dredging programme for two dredges.

This is further exemplified by the fact that two of the areas mentioned above, namely the Calliope Wharf Basin for the Navy and the Viaduct Basin could not have been dredged unless "Paritutu" had been available. In the first case mentioned, because "Hapai" could not be spared to do the work and in the second case because of "Hapai's" beam she could not get through the Viaduct Bridge gap and her draft was such that she could not economically operate in the shallow water of the Basin.

The only major modification which was necessary to adapt "Paritutu" to local dredging methods was the installation of chutes to enable her to discharge overside into hopper barges and the fitting of extra fendering to allow hopper barges to be moored alongside. This work cost £6,500. 0. 0. Minor capital installations carried out later cost £351. 0. 0. making the total extra capital charges £6,851. 0. 0.

Maintenance costs over the period of her service to and including the year ended 30th September, 1962 were as follows:-

1958. 59	16,446. 18. 4
1959. 60	10,868. 10. 2
1960. 61	15,084. 18. 0
1961. 62	8,311. 12. 7

 £ 50,711. 19. 1
 =====

Costs for the year ended 30th September, 1963 are not yet available but should be lower than previous years as, consistent with Marine Department requirements, repairs have been kept to an absolute minimum in view of her limited life. This is also reflected in the low repair cost for the year 1961. 62. The repair costs averaged over five years should therefore be under £12,000. per annum which is very reasonable for this type of plant.

Throughout her period of service repair work has been confined to the normal repair always encountered on dredges which are subject to heavy wear and tear.

"Paritutu" has proved to be a most useful temporary addition to the Board's dredging plant and the loss of her services will of necessity be reflected in a slowing down in the maintenance and development programme.

J. Goodwin

ACTING CHIEF ENGINEER TO THE BOARD.

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

This report was requested by Mr. A.R. Eyre at the last Board Meeting.

A. H. Clarke

GENERAL MANAGER

9th October 1963

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 29th October, 193

Subject DREDGER "PARITUTU" - BUCKET LINE.

MEMBER
360/044/50-59

Harbourmaster has requested that the buckets and links, and all moorings chain from "Paritutu" be recovered for use in his Department.

Please proceed with this work and deliver to Harbourmaster where required.

Copy to the Mechanical Engineer.

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 _____

Auckland Harbour Board

MEMORANDUM

25th October 1963

FROM THE HARBOURMASTER

TO THE CHIEF ENGINEER

DREDGE BUCKETS - "PARITUTU"

I shall be pleased if you will reserve for the use of my Department 35 buckets, 70 links and all mooring chain ex dredge "Paritutu" and charge to "Sundry Buoys, Lights and Signals etc." 360/044/51.

Mr Beegan

Please issue instructions accordingly.

J.T.

L.B. Goss

HARBOURMASTER

CM/HC

78/10/63.

18th October, 1963

THE CHIEF ENGINEER

THE HARBOURMASTER.DREDGE BUCKETS - "PARITUTU".

There are 35 buckets in the chain. I presume you will want all of these. Also there are 70 links. Are these of any value to you?

There will be some cost in dismantling the bucket chain. This should not be a charge on the dredge. Please advise me of the code heading for such charges.

ACTING CHIEF ENGINEER TO THE BOARD.

JAG:MJC:

Auckland Harbour Board

MEMORANDUM

17th October, 1963.

FROM

THE HARBOURMASTER

TO

THE CHIEF ENGINEER.

DREDGE BUCKETS - "PARITUTU"

I understand that there is a number of dredge buckets available ex "Paritutu". As my stock of buckets for mooring navigation buoys is seriously low, I would ask that all surplus dredge buckets be allocated to my Department.



HARBOURMASTER

929

Auckland Harbour Board

2832 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

THE DREDGING SUPERINTENDENT
AND FOREMAN OF WORKS.

ENGINEER'S OFFICE,

To

Date 15th October, 19 63

Subject DREDGER "PARITUTU".

This dredger is to cease work as from the 23rd October, 1963 and be laid up awaiting disposal by Sale of Tender.

Arrange for all consumable stores, tools navigation equipment and such similar stores and gear with further use or on charge to be removed.

Please consult with Mechanical Engineer to inspect and remove such items of machinery and equipment which will have a further use in the Board.

Crew of Dredger and Barge Hands to be returned to Departments and Sections or given notice in terms of recommendations to be submitted.

NS:MJC:

Copy to Mechanical Engineer.

Supervisor of Gear & Tools.

Acting Chief Engineer to the Board.

J. Woodson
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



PLEASE QUOTE "Paritutu" M. 2518

MARINE DEPARTMENT.

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

TELEGRAMS AND CABLES: "SECYMARINE"

71-759
TELEPHONE 29460X Extn.22

7 October 1963

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

Dear Sir,

Dredge "Paritutu"

I have to hand your letter of 26 September, concerning the obtaining of the consent of the Minister of Marine to the sale of the dredge.

I regret that it is not possible to obtain the Minister's consent without knowing the name of the prospective buyer.

This is made necessary by the fact that until the vessel is broken up it is still on the British register, and, under the Shipping and Seamen Act, no person may own a British registered vessel unless he gives evidence that he is either a British subject or a corporate body registered in the Commonwealth.

However, once you are fairly certain that you have a purchaser, a telegram to this office, giving the full name and address of the purchaser, and also details of qualifications to own the vessel, viz. whether New Zealand registered company or, if an individual, particulars of the birth certificate etc., should have a reply within about 24 hours.

Yours faithfully,

Gormley
for G. L. O'Halloran
Secretary for Marine

Mr Taylor
10. OCT. 1963
Please acknowledge.
Mr Pemberton to see.

No acknowledgment necessary.
Aut.

See further letter from Marine Dept dated 25.11.64
Aut.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
.....17 SEP 1963

7. DREDGE "PARITUTU"

The Committee had under consideration the reports of the Acting Chief Engineer and General Manager which recommended the disposal of the bucket dredge "Paritutu".

The dredge's certificate expires on 23rd October 1963, when she will be laid up and advertised for disposal.

Recommended -

That the "Paritutu" be disposed of to the best advantage at such date not later than expiry of the certificate on 23rd October 1963. ?

ADOPTED BY BOARD
.....24 SEP 1963.....

Chief Engineer Please arrange accordingly

25

Engr's file 929

81/24

9th September, 1963

The General Manager,
A.H.B.

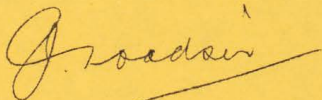
DREDGE "PARITUTU"

In a report from the Chief Engineer to the General Manager 18th July, 1961 advice was given on the condition of Dredge "Paritutu" and of the Engineer's intention to recommend disposal of this dredge late in 1962.

In view of authorisation to proceed with dredging inside the Viaduct Basin, (which work was envisaged when "Paritutu" was purchased from Taranaki Harbour Board) the disposal of the dredge was deferred for one year. This work is now well in hand and can be completed by "Taniwha".

The Report on Dredging Plant and Operations of 26th September, 1962 was adopted by the Board on 2nd October, 1962. The 5th recommendation of this report was that "Paritutu" be laid up and disposed of not later than the annual survey in October, 1963.

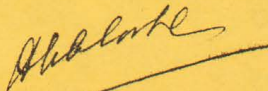
"Paritutu" is now worn out and the bucket line is being nursed with great care. The dredge's certificate expires on 23rd October, when "Paritutu" will be laid up and advertised for disposal.



ACTING CHIEF ENGINEER TO THE BOARD

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

I recommend that the "Paritutu" be disposed of to the best advantage at such date not later than expiry of the certificate on 23rd October as proposed by the Chief Engineer.



GENERAL MANAGER

10th September 1963

26th September, 1963

The Secretary for Marine,
Marine Department,
T. & G. Buildings,
Grey Street,
WELLINGTON C.1.

Dear Sir,

DREDGE "PARITUTU".

As previously advised it is this Board's intention very shortly to dispose of its Dredge "Paritutu" to best advantage, most probably for breaking up.

At the moment of course we do not know the name of the buyer but it would save later delay in accepting a tender if we could obtain the necessary consent of the Minister of Marine in terms of Section 410 of the Shipping and Seamen Act prior to the sale being finalised leaving the other formalities of the sale mentioned in your letter dated 16.9.63 for later attention.

If it is possible to adopt this procedure, it would be appreciated if you would arrange for the Minister's consent to be obtained.

Yours faithfully,

ACTING CHIEF ENGINEER TO THE BOARD.

ANT:MJC:



PLEASE QUOTE "PARITUTU" M. 2518

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

TELEGRAMS AND CABLES: "SECYMARINE"

71-759
TELEPHONE ~~79450X~~ Extn.22

16 September 1963

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

Dear Sir,

Dredge "Paritutu"

In reply to your letter 929 of 9 September, I have to inform you that in regard to the disposal of the dredge to a ship-breaker, it will first be necessary for the Board to obtain the consent of the Minister of Marine to the sale of the dredge, under the provisions of section 410 of the Shipping and Seamen Act.

After the consent to the sale of the dredge has been obtained, the Board should notify the Registrar of Ships, Marine Department, Auckland, that it is intended to dispose of the dredge to a ship-breaker, and at the same time forward the Certificate of Registry to the Registrar. The Registrar will then be in a position to close the Registry of the vessel immediately he ascertains that the "Paritutu" has been broken up.

However, I would advise you to contact the Registrar in Auckland and discuss this matter with him. A copy of this letter will be minuted to him.

Yours faithfully,

Mr Taylor
Mr. Rembertson.

Conway
for G. L. O'Halloran
Secretary for Marine

*See further
letter dated
25.11.63.
on this file*

9th September, 1963

The Secretary for Marine,
Marine Department,
Private Bag,
WELLINGTON

Dear Sir,

DREDGE PARITUTU

On 2nd October, 1962 my Board adopted a recommendation that Dredge Paritutu be laid up and advertised for disposal not later than the date of its annual survey in October, 1963.

The dredge's annual certificate expires on the 23rd October, 1963 when the Paritutu will be laid up and offered for sale.

Yours faithfully,

ACTING CHIEF ENGINEER TO THE BOARD

RCP:MJC:

Copies to: Dredging Superintendent.
and The District Surveyor of Ships,
Marine Department,
P.O. Box 1254,
AUCKLAND.

THE STORES OFFICER: Copy for your information

929

10th April, 1963.

The Comptroller of Customs,
WELLINGTON

Dear Sir,

URGENT PINS FOR DREDGE "PARITATA"

Dredge "Paritatu" is working in hard material which is causing very rapid wear of the forged manganese steel pins for the bucket line. Because of this rapid wear the Board's very limited stock of replacement pins is fast becoming exhausted. Such forged manganese steel pins cannot be produced in New Zealand. Unless a fresh supply of bucket pins can be obtained without delay the dredge will be forced to stop working until new pins come to hand.

This dredge is unlikely to last another year and stocks of replacement parts have been kept to a minimum. However the task of dredging within the Viaduct Basin cannot be done with any other of the Board's plant and it is therefore essential to the work that "Paritatu" be kept dredging without interruption.

The number of pins for which this licence is required is the minimum considered to be necessary to allow "Paritatu" to complete the job. The value is approximately \$220.

Would you please give urgent approval to the granting of an Import Licence for 50 only Radfields ERA Manganese Steel dredge pin-forgings 2½" diameter for Dredge "Paritatu".

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

ROP:HEV

INLAND TELEGRAM



No.

(Date-stamp)

(If prepaid in stamps, affix in space above)

Code:..... Words:.....

Instructions:

Time:..... Charges:

--	--	--

FOR OFFICE USE ONLY

ADDRESS (To facilitate accurate transmission, please print in BLOCK CAPITALS)

Serial No.

FISHER
HARBOUR BOARD
NAPIER

Sent

To

By

Checked

PARITUTU WORKING WITH HARGRAVES MAJOR BURNERS
STOP AVAILABLE INSPECTION PREFERABLY ON FINE DAY

HABOARD

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

NOTE.—The name and address of the sender, if not to be telegraphed
should be written on the back of the form.

NOTICE TO THE SENDER OF THIS TELEGRAM.

CONDITIONS OF ACCEPTANCE.

This telegram is presented for transmission subject to the Post and Telegraph Act and Regulations.

The sender of a telegram is responsible for all charges incurred in the transmission and delivery thereof.

Neither Her Majesty the Queen nor the Government of New Zealand will accept liability for errors, omissions, or delays in the transmission of any telegram, or for the non-delivery or non-transmission of any telegram.

The signature or name of the sender of this telegram should be written hereunder. If given by an agent, the latter must add his name or initials.

Name and Address of Sender: { MR. J. R. SUTTON, CHIEF ENGINEER,
AUCKLAND HARBOUR BOARD, QUAY STREET,
AUCKLAND C. 1.

Telephone No.—Day: Night:

Tel. 130.

GISBORNE HERALD 1,000,000/5/57—79297-x17.

DATE STAMP

A73 18 NAPIER 12 5P =

ENGINEER HARBOUR BOARD AUCKLAND =

Telephoned:

AUCKLAND HARBOUR BOARD,
BOX 1259
AUCKLAND.

Rec'd
By

R.A.A.

1507

HABOARD

12.35

Serial No.

Sent
To 33200

By 33200
8E9394

Checked

Telephoned

M.P.

INLAND



TELEGRAM

Tel. 142 50,000 pads/2/60—19144 M

CONSIDERING OIL CONVERSION WHAKARIRE BOILER PLEASE
REPLY IF PARITUTU WORKING AND AVAILABLE INSPECTION =

FISHER +

929

31st July, 1962.

THE CHIEF ENGINEER

THE HARBOURMASTER

DREDGER "PARITUTU" DOCKING DATE

The Survey Certificate for the above vessel expires on 2nd November, 1962.

Will you please make an application for the dock for 10 working days from 11th October, 1962.

CHIEF ENGINEER TO THE BOARD

RKW:HEW

C.P.O. Box No. 1259 AUCKLAND

TELEPHONE 33-200

REFERENCE



*Auckland Harbour Board
Quay Street
Auckland, N. Z.*

30th May 1962

INFORMATION ABOUT DREDGING

The Dredger "Paritutu" has completed dredging in the vicinity of Calliope Basin and the approaches to Stanley Bay. All moorings and chains have been withdrawn. Thus, Notice to Mariners No.42 (T) of 1962 may be cancelled.

The Dredger "Paritutu" will commence dredging in the basin between Jellicoe and Freyberg Wharves on Tuesday June 5th 1962. She will be moored 100 to 200 feet east of the outer end of Jellicoe Wharf in the first instance and will work to the southward on the first cut.

The head chain and anchor will be up to 750 feet north-east of the dredge; the stern mooring will extend to the breastwork to the southward, while side chains will extend to both Jellicoe and Freyberg Wharves.

Masters of all vessels are warned against using anchors in this area and should give the dredger as wide a berth as possible. Extreme caution is to be exercised at all times.

The Standard Dredger signals will be exhibited.

8 COPIES sent to
Foreman of Works for
information and
distribution.

HARBOURMASTER

J. R. SUTTON

CHIEF ENGINEER. PER 

JOW/HC

12 FEB 1962

MEMORANDUM

9th February 1962

FROM THE DEPUTY HARBOURMASTER TO THE CHIEF ENGINEER

G1

NOTIFICATION OF NAVIGATIONAL
HAZARDS

Following my recent telephone conversation with Mr. Goodsir, I wish to remind you that from time to time, my Department has requested adequate prior advice regarding the commencement of new dredging projects, laying of moorings therefor, and the establishment of any other navigational hazard. The reasons for these requests have also been given and are as follows:-

1. A public notice of warning must be inserted in the local press.
2. The Marine Department must issue a Notice to Mariners covering the existence of such hazards.
3. In many cases a circular must be prepared and distributed to all local shipping firms.

Regarding the Marine Department being advised, their Notices to Mariners are usually printed and issued fortnightly. Thus to ensure that the information is circulated prior to the establishment of the moorings or other obstruction at least three weeks' notice should, if possible, be given.

Naturally, any emergency is treated as such, and every means taken to issue advice.

As on many occasions the onus for delay in issuing advice in these matters has been laid on my Department and I would again ask that ample prior information regarding moorings of dredgers etc. be given me, together with relevant dates and positional details.

Advice received too late may force me to delay a project until such information may be distributed

W. H. Carter

DEPUTY HARBOURMASTER

cc: Goodsir →

*This item was brought to
attention of Senior Engineers
at Staff Conference 20.3.62.*

J.

RHC/HC

929.

Richardson McCabe & Co. Ltd.

ENGINEERS IMPORTERS  MANUFACTURERS' AGENTS

TELEGRAMS AND CABLES:
'DREDGER' WELLINGTON
TELEPHONE 54-212

P. O. BOX 792
216-218 WILLIS STREET,
WELLINGTON, N.Z.

6th September 1961

AG:MD

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




Dear Sirs,

M. V. "TASMANIA STAR"

Enclosed please find our Invoice covering 12 only Hard Cast Steel Bucket Cutting Lips which are being delivered per Carrier to your Store at Lower Hobson Street, ex the abovenamed Vessel at Auckland against your Order No. 656 dated 19th October 1960.

Trusting these Lips are received in good order and condition, and looking forward to receiving settlement of this Indent at your early convenience.

Yours faithfully,
RICHARDSON, McCABE & CO LIMITED

*Invoice sent
to Stores Office*


A. Gilmour
A. Gilmour

-8. SEP. 1961

ENG.

HEAD OFFICE: WELLINGTON

BRANCHES AT: AUCKLAND

ROTORUA

CHRISTCHURCH

INVERCARGILL

file
C.P.O. Box No. 1259 AUCKLAND
TELEPHONE 33-200

REFERENCE



*Auckland Harbour Board
Quay Street
Auckland, N. Z.*

20th July 1961

Dear Sir,

DREDGER "PARITUTU"

On or about 31st July 1961 the dredger "Paritutu" will commence dredging an area of the harbour lying northward from the ends of Kings and Bledisloe Wharves. At the commencement of this work the dredge will be moored head eastward approximately 1100 feet north of Bledisloe Wharf, with chains extending North, South, East and West.

Head and stern chains will extend 1100 feet East and West from the dredger and side chains will extend up to 700 feet North and South from the dredger.

All vessels are warned to navigate with caution in the vicinity and not to use anchors within the above distances of the dredge.

The Standard Dredger Signals will be displayed at all times.

Yours faithfully,

A handwritten signature in dark ink, appearing to be 'B. J. ...'.

ACTING HARBOURMASTER

18th July, 1961

The General Manager,
A.H.B.

DREDGER "PARITUTU"

This vessel was built in 1910 and when purchased by the Board from the Taranaki Harbour Board in 1958 was partically worn out but was expected to last for two or three years work in Auckland Harbour.

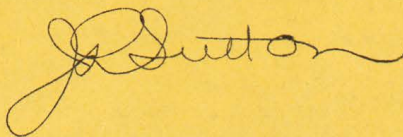
"Paritutu" has been in almost constant use for 3 years and only essential maintenance has been done during this period.

I had considered whether the dredger could justifiably be preserved for a few more years work and obtained from the builders a quotation for a new bucket line and replacements for some particularly badly worn gears. The price quoted was £17,130 and installation and other essential work would increase this to at least £25,000.

Some parts of the hull are in a very bad state, machinery, winches etc. being very worn indeed and even if the obvious shortcomings were brought up to good condition there is no certainty that other major defects would not become apparent at any time.

"Paritutu" is due for annual survey late in October and after this survey I propose that the dredger continue to work on maintenance dredging north of Kings Wharf which is estimated to take some 8 or 9 months, at the conclusion of which I recommend that the "Paritutu" should be sold.

I propose to submit a comprehensive report on the subject of dredging to the Board in the near future.



CHIEF ENGINEER TO THE BOARD.

This report not put to Board.

6th July, 1961.

THE CHIEF ENGINEER

THE HARBOURMASTER

DREDGER "PARITUTU" DOCKING DATE

The Survey Certificate for the above vessel
expires on 1st November, 1961.

Will you please make an application for the dock
for 10 working days from 30th October, 1961.

11th to 20th Oct 1961

CHIEF ENGINEER TO THE BOARD

CSB:HEW

EXTRACT FROM MINUTES
PURCHASING & STORES COMMITTEE

2 MAY 1961

3. QUOTATION - BUCKET PINS, DREDGE "PARITUTU".

Consideration was given by the Committee to the reports of the Stores Officer and General Manager regarding a quotation received from Richardson McCabe & Co. Ltd., who are New Zealand Agents for the builders of the dredge, and are the sole suppliers of the 100 only Manganese Steel Bucket Pins required for the maintenance of the Dredge "Paritutu's" bucket line.

Recommended -

That the offer of Richardson McCabe & Co. Ltd. be accepted for the total cost of £395.0.0.

FINANCIAL PROVISION
MADE - 9 MAY 1961

ADOPTED BY BOARD

9 MAY 1961

*Mechanical Equip.
to note
J.S.*

17th May, 1961.

Messrs. Richardson McCabe & Co. Ltd.,
P.O. Box 792,
WELLINGTON

Dear Sirs,

DREDGE "PARITUTU"

I acknowledge your letter GBB-GS of 24th April and thank you for the information supplied.

No decision has yet been made regarding the future life of Dredger "Paritutu" but my present thinking is that I will not recommend the purchase of a new bucket line for the old dredger. In due course I shall notify you of the Board's decision.

Thank you again for your help and for the quotation from Messrs. Fleming and Ferguson Limited.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEW

TELEGRAPHIC & CABLE ADDRESS
"DREDGER" WELLINGTON
TELEPHONE 54-212 (4 LINES)

RICHARDSON, McCABE & CO LIMITED

ENGINEERS AND MANUFACTURERS' REPRESENTATIVES

BRANCHES AT:
AUCKLAND
& CHRISTCHURCH

216-218 WILLIS STREET,
WELLINGTON, C.2, N.Z.

PLEASE ADDRESS ALL MAIL TO THE
COMPANY
P. O. Box 792
WELLINGTON, N.Z.

GBB-GS

24th April 1961

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

Dear Sir,

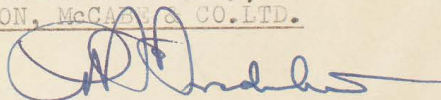
DREDGE 'PARITUTU'

Further to our letter of April 17th we have now received from our Principals - Messrs. Fleming & Ferguson Ltd., - their mailed confirmation of their cabled quotation which gives additional information. We are accordingly enclosing a print of this letter for your consideration, and also the drawing of the bevel pinion and wheel on which you will note Fleming & Ferguson would want keyway and shaft dimensions marked in the case of order.

Regarding the bucket teeth for which they have quoted, you will note they have not given any details except that these teeth would be of 35/40 tons tensile cast steel. In the event of order we would suggest that it would be advisable for our Principals to forward a drawing of their design or, alternatively, designs for your approval before proceeding.

Assuring you that your order would have our most careful attention.

We are,
Yours faithfully,
RICHARDSON, McCABE & CO. LTD.


(G.B. Bradshaw)

Encl.

Dr Pemberton

Arch. R.C.P. memo 4 of 16 May 61
Please File

AIR MAIL

FLEMING & FERGUSON, LTD.
SHIPBUILDERS,
ENGINEERS
AND DREDGER BUILDERS.



TELEGRAPHIC ADDRESS—
"PHOENIX PAISLEY."

CODES—
A B C, 5th EDITION.
BENTLEY'S PHRASE.
2nd PHRASE.

ENGINEERING DEPT.

Our Ref: Letter No. 21/61
Your Ref: " " 553/61

PHOENIX WORKS,
PAISLEY,
SCOTLAND.

17th April, 1961.

Messrs. Richardson, McCabe & Co. Ltd.,
P.O. Box No. 792,
Wellington. N.Z.

Dear Sirs,

Dredger "PARITUTU" - No. 389

Further to ours of 4th instant relative to above, we confirm having cabled you on 14th instant as follows:

"YOUR LETTER 30TH MARCH REFER ITEMS SUTTONS LETTER 24TH MARCH WE QUOTE CIF AUCKLAND ONE £14120 TWO £2290 THREE £720 DELIVERY 9 MONTHS LETTER FOLLOWS "

In amplification of our cable, we quote as under:-

	TOTAL FOB GLASGOW	Fr. & Ins.	TOTAL CIF AUCKLAND
1 Complete Bucket Chain comprising 37 buckets complete with bushes (19 off fitted with cutting lips and 18 off fitted with teeth) 74 bucket links complete with bushes and 148 bucket pins complete with cotters.	£13,486.10.0.	£833.10. 0.	<u>£14,120.</u>
6 Spare Buckets complete with Bushes (3 off fitted with cutting lips and 3 off fitted with teeth), 12 spare bucket links complete with bushes and 24 spare bucket pins complete with cotters.	£2,187. 0.0.	£103. 0. 0.	<u>£2,280.</u>
1 M/c Bevel Pinion, 21T., 3½" P., 9" F., and 1 M/c Bevel Wheel, 49 T., 3½" P., 9" F., for Top of Main Gear Vertical Shaft and Cross Shaft respectively.	£896. 0.0.	£24. 0. 0.	<u>£720.</u>

As at present situated we could give delivery in 9 months from date of receipt of definite instructions to proceed, part earlier if required.

The Specification of Materials is as follows:-

Bucket Backs	Cast Steel 35/40 tons per sq.in. tensile
Bucket Body Plates	Steel Plate 28/30 tons per sq.in. tensile.
Bucket Mouth Plates	Steel Plate 30/35 tons per sq.in. tensile.
Cutting Lips	11/14% Manganese Steel Castings.
Bucket Bushes	11/14% Manganese Steel Castings.
Bucket Teeth	Cast Steel 35/40 tons per sq.in. tensile.
Bucket Links	Forged Steel 28/32 tons per sq.in. tensile.
Link Bushes	11/14% Manganese Steel Castings.
Bucket Pins	11/14% Manganese Steel Forgings.
Bucket Pin Cotters	Mild Steel 28/32 tons per sq.in. tensile.
Bevel Pinion and Wheel	Cast Steel 32/35 tons per sq.in. tensile.

The above specification is in accordance with our present day practice.

Please/.....

MAIL

FLEMING & FERGUSON, LTD.
SHIPBUILDERS AND ENGINEERS,
PAISLEY, SCOTLAND

17th April, 1961.

Please note Bevel pinion and wheel are offered with machine cut teeth in accordance with modern practice, but should cast teeth be required we would be prepared to submit an alternative quotation.

We enclose a drawing of the bevel pinion and wheel, and in the event of order, please advise us the bores required to suit existing shafts and full particulars of the keyways. Provision of point gauges and keyway templates would be advisable.

Bucket teeth can be either welded on or riveted to the bucket as required, and we shall be glad if you will advise the method preferred.

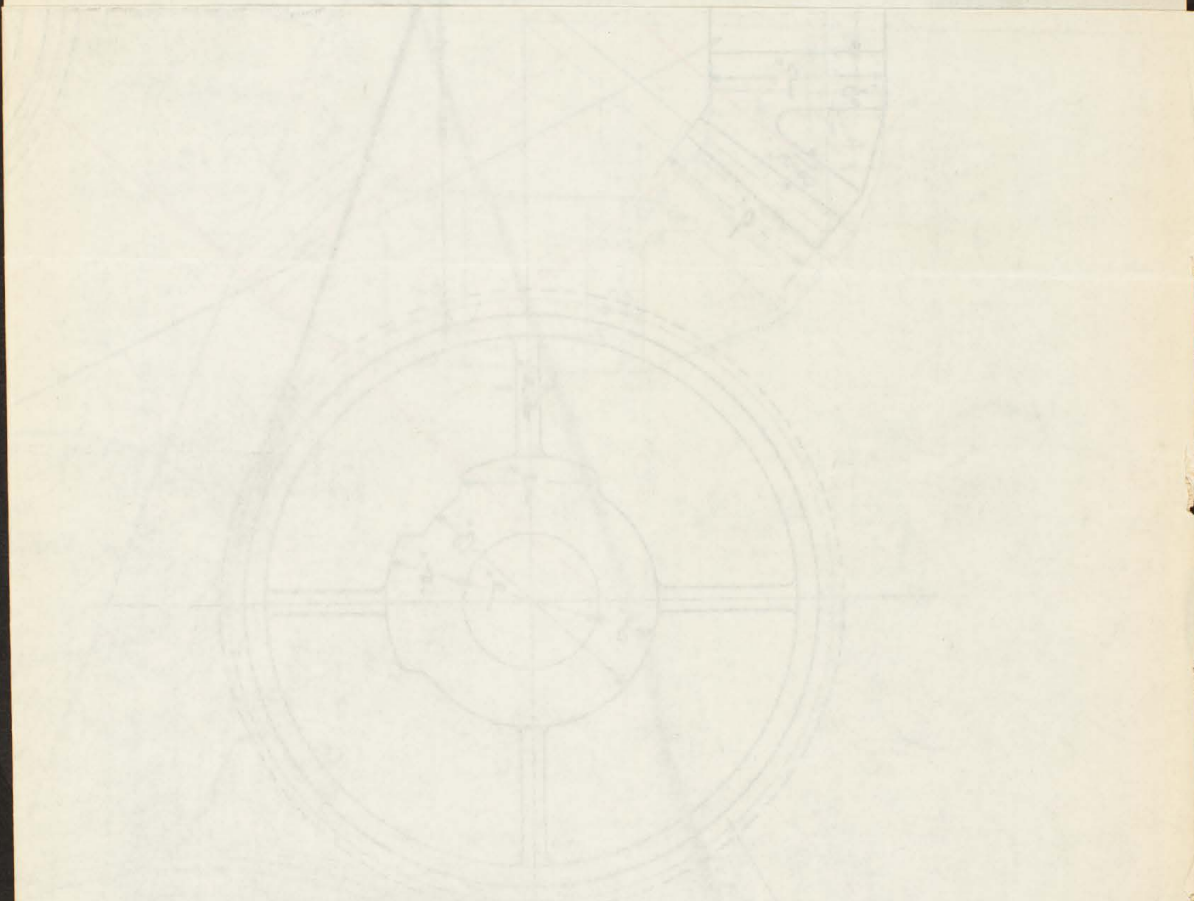
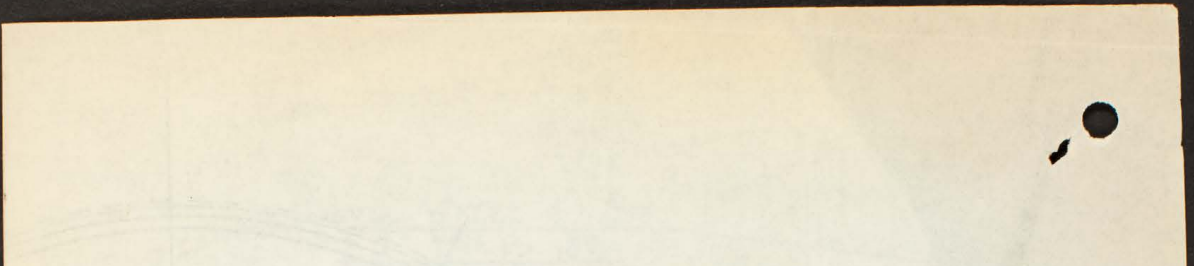
We trust the above will meet Mr. Sutton's requirements, and look forward to your further news.

Yours faithfully,

Fleming & Ferguson Limited

W. J. A. H. Boyd
MANAGING DIRECTOR

Encl:
AWP/WH



24 APR 1961
AFPO

27th April, 1961.

Messrs. Richardson McCabe & Co. Ltd.,
P.O. Box 792,
WELLINGTON

Dear Sirs,

DREDGE "PARITUTU"

Thank you for your letter GBB:PR of 17th April,
1961.

The costs quoted will assist me to make recommendations to my Board regarding the future life and use of the dredge.

I will advise you further on this matter at a later date.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEW

TELEGRAPHIC & CABLE ADDRESS
"DREDGER" WELLINGTON
TELEPHONE 54-212 (4 LINES)

RICHARDSON, McCABE & CO LIMITED
ENGINEERS AND MANUFACTURERS' REPRESENTATIVES

BRANCHES AT:
AUCKLAND
& CHRISTCHURCH

216-218 WILLIS STREET,
WELLINGTON, C.2, N.Z.

PLEASE ADDRESS ALL MAIL TO THE
COMPANY
P. O. Box 792
WELLINGTON, N.Z.

GBB:PR

17th April, 1961

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

Dear Sir,
Dredge "Paritutu"

We would refer to your letter of March 24th in which you asked us to obtain from Fleming & Ferguson a quotation for bucket line etc. We were advised by Mr. Malcolm that you might require some sort of indication as early as possible in connection with an impending Board meeting and accordingly in referring your enquiry to our Principals we asked them to cable their prices. We have now received from them the following figures.

- (1) New bucket line complete£14120. 0. 0
- (2) Six spare buckets complete with links,
bushes and pins £2290. 0. 0
- (3) New mating bevel pinion and wheel for the
top of the vertical drive shaft and the
cross shaft £720. 0. 0

The above prices cover for delivery C.I.F. Auckland and this is in line with Fleming & Ferguson's past quotations and you would, of course, have to allow for exchange and also landing charges.

Delivery: Our Principals advise in their cable that they could deliver in 9 months from date of receipt of order.

Welded Teeth: In their cable our Principals do not make any reference to these but we assume that they are included in their price.

We will, however, pass forward full details from their mailed quotation as soon as it comes to hand.

Yours faithfully,
RICHARDSON, McCABE & CO. LTD.

G.B. Bradshaw
G.B. Bradshaw DIRECTOR

TELEGRAPHIC & CABLE ADDRESS
"DREDGER" WELLINGTON
TELEPHONE 54-212 (4 LINES)

RICHARDSON, McCABE & CO LIMITED
ENGINEERS AND MANUFACTURERS' REPRESENTATIVES

BRANCHES AT:
AUCKLAND
& CHRISTCHURCH

216-218 WILLIS STREET,
WELLINGTON, C.2, N. Z.

PLEASE ADDRESS ALL MAIL TO THE
COMPANY
P. O. Box 792
WELLINGTON, N. Z.

GBB:PR

30th March, 1961

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

Dear Sir,

Dredger "Paritutu"

We are in receipt of your letter of March 24th and note the equipment for which you require a quotation. We are passing the contents of your letter to our Principals, Messrs. Fleming & Ferguson, and will communicate with you as soon as we receive their reply.

Yours faithfully,

RICHARDSON, McCABE & CO. LTD.

G.B. Bradshaw

DIRECTOR

*clerk Richardson
File REP*

24th March, 1961.

Messrs. Richardson McCabe & Co. Ltd.,
P.O. Box 2214,
AUCKLAND C.1.

Dear Sirs,

DREDGER "PARITUTU"

The future of Dredger "Paritutu" is now being considered and it is possible that I may recommend to my Board that we continue to use this dredge for a further five years. Some hard dredging is to be done and it appears that "Paritutu" could well handle this work if fitted with a new bucket line with teeth welded on to alternatè buckets.

The whole bucket line and top bevel gears are particularly badly worn. Otherwise, considering her age, "Paritutu" is in reasonably good shape.

To assist me in estimating the costs of keeping the dredge in operation I would be pleased if you would quote for the supply to the Board at Auckland, all charges paid, of:-

- (1) A new bucket line complete.
- (2) Six spare buckets complete with links, bushes and pins.
- (3) New mating bevel pinion and wheel for the top of the vertical drive shaft and the cross shaft.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

24th March, 1961.

Messrs. Richardson McCabe & Co. Ltd.,
P.O. Box 2214,
AUCKLAND C.1.

Dear Sirs,

DREDGER "PARITUTU"

The future of Dredger "Paritutu" is now being considered and it is possible that I may recommend to my Board that we continue to use this dredge for a further five years. Some hard dredging is to be done and it appears that "Paritutu" could well handle this work if fitted with a new bucket line with teeth welded on to alternaté buckets.

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- (1) A new bucket line complete.
- (2) Six spare buckets complete with links, bushes and pins.
- (3) New mating bevel pinion and wheel for the top of the vertical drive shaft and the cross shaft.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

Site - Paritutu Gen

DREDGER "PARITUTU"

Maintenance (Year ended 30/9/60) (incl. 10% on labour)		10,868.10. 2.
	A.I.P. included	
Operations	" " "	29,329. 1.11.
Depreciation (20%)	" "	6,534. 0. 0.
Int. on Capital 5%		1,633. 0. 0.
		<u>£48,364.12. 1.</u>

HOPPER BARGES

Maintenance (Year Ended 30/9/60) (10% on labour M/A only)		18,578.14. 5.
and	A.I.P. included	
Operations		
Depreciation (10%)	" "	11,628. 0. 0.
Int. on Capital		5,800. 0. 0.
		<u>£36,006.14. 5.</u>

file
C.P.O. Box No. 1259 AUCKLAND

TELEPHONE 33-200

REFERENCE



*Auckland Harbour Board.
Quay Street
Auckland, N. Z.*

5th December 1960

DREDGER "PARITUTU"

As from and including Tuesday 6th December 1960, the dredger "Paritutu", with hopper barges, will be dredging a channel immediately westward of the Western Reclamation commencing between the Western Reclamation and the St. Mary's Bay Breakwater and working towards the new Bulk Cement Jetty.

Six moorings will be laid in North, South, East and West directions.

The regulation dredge signals will be exhibited by night and day.

Masters of all vessels, including small craft, are warned to exert the utmost caution when navigating in the vicinity and also to keep well clear of the dredger.

M. G. Kelsey.
HARBOURMASTER

EXTRACT FROM MINUTES SPECIAL MEETING
BOARD IN COMMITTEE

~~28 NOV 1960~~
28 NOV 1960

2. DREDGER "PARITUTU" - AUXILIARY GENERATOR - ENGINE

In a further report dated 7th November 1960 the Chief Engineer stated that the "Lister" S.L. 2 Air cooled diesel engine recommended in his report of 26th October 1960 for purchase at a cost of £165. from stock was not now available.

He therefore recommended that the purchase of a "Ruston" I.Y.W.A. air cooled diesel engine ex stock from John Burns Ltd. be approved at a cost of £263. In the circumstances the General Manager recommended accordingly.

Recommended -

That the reports be adopted.

Mechanical Engr.
Please requisition &
arrange for installation.

J.

ADOPTED BY BOARD

~~.....~~
-8 NOV 1960

Draft Memo.

7th November 1960

74

The Engineer to the General Manager

Dredger "Paritutu" Aux Diesel Generator Engine

Further to my memorandum of 25th ulto, the "Lister" SL2 Air Cooled Diesel Engine referred to, and costing approximately £164, is not now available.

A similar engine would have to be imported, with delivery in two to three months.

A "Ruston" 1.Y.W.A. Air Cooled Diesel Engine is available ex stock from John Burns & Co. Ltd, Auckland. This engine is suitable in every respect but would cost £263 nett. ex store, Auckland. This engine would cost less for installation than the "Lister" as the latter would require a belt drive for speed reduction, whereas the "Ruston" is suitable for direct coupling. Installation in this case would be about £12.

It is intended to re-commence dredging immediately the overhaul is finished, which should be at the end of this month. The dredger will then be in constant service except for the Statutory Christmas & New Year Holidays.

If approval is given for the purchase and installation of a "Ruston" engine, which



Draft memo 2 (continued)

7/11/60 75

The Engineer to the General Manager

would total about £ 275, the increase in cost over the "Lister", which is estimated to cost, with installation, approximately £ 214. would be more than offset by the saving in wages which would require to be paid to an Engineer and Fireman (and, sometimes a launch and driver) for "flashing" the boiler on Sundays and public holidays - from the beginning of December until a "Lister" engine might arrive from U.K.

I shall be pleased to have your approval for the immediate purchase of the "Ruston" engine ex Stock.

Chief Engineer



JOHN BURNS (ENGINEERING) LTD. ENGINEERS & MERCHANTS

GORE STREET, AUCKLAND, NEW ZEALAND
LONDON OFFICE: 98-106 CANNON STREET, LONDON, E.C.4

TELEGRAPHIC ADDRESS: BURNSENG

TELEPHONES 33-600 (18 LINES) P.O. BOX 1729

~~45-982~~
45-908

3rd November, 1960.

File

RUSTON & HORNSBY LTD.
DAVEY PAXMAN & CO. LTD.

DIESEL ENGINES
GENERATING SETS
DIESEL LOCOMOTIVES
GAS TURBINES
THERMAX BOILERS
WATER TUBE BOILERS
PACKAGED BOILERS
ROTARY VACUUM FILTERS

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

Dear Sir,

In response to your enquiry for a Diesel Engine suitable for driving a 4KW Generating Set, we have pleasure in offering the following Unit:

One only Ruston Mark LYWA Air Cooled, Vertical, cold-starting Diesel Engine being generally in accordance with the following Specification:

TECHNICAL DATA:

Makers	...	...	Messrs. Ruston & Hornsby Ltd. England.
Type	...	...	Four stroke compression ignition.
Mark	...	...	LYWA
Number of Cylinders...	...	...	One
B.H.P. at 1200 R.P.M.	...	...	7.25
Starting	....	...	12 Volt Electric Starting.
Bore & Stroke	...	...	4" x 4 $\frac{1}{8}$ "
Fuel Injection	...	...	C.A.V. type solid injection.
Lubrication	...	...	Pressure lubrication to all parts of the Engine with the exception of gudgeon and piston which are splash lubricated.

For further Specifications see Publication No. 9769 enclosed herein.

RUSTON BUCYRUS LTD.
BUCYRUS ERIE LTD.

EXCAVATORS
(DIESEL AND ELECTRIC)
MOBILE CRANES
DRILLING RIGS

GWYNNES PUMPS LTD.

LAND DRAINAGE PUMPS
SEWAGE PUMPS
GRAVEL PUMPS
CENTRIFUGAL PUMPS
SUCTION DREDGES

FOOD MACHINERY (AUST.) LTD.

PEERLESS TURBINE PUMPS

CHICAGO PUMP CO.

SEWAGE TREATMENT PLANT

JOHN THOMSON INDUSTRIAL
CONSTRUCTIONS LTD.

COMPOSTING PLANT
REFUSE DISPOSAL AND
ASH & DUST HANDLING PLANT

RIVERSIDE CENTRIFUGAL PUMPS

CONTRACTORS' PORTABLE PUMPS

GRAVITY ROLLER CONVEYORS

ROCK DRILLS & BREAKERS

Mr Pemberton

Branches at:

AUCKLAND

WELLINGTON

CHRISTCHURCH

INVERCARGILL

Cont'd

CONDITIONS OF TENDER

1. The price is based on latest quotation of manufacturer or supplier and current rates of insurance, freight to and unloading charges at New Zealand main ports, exchange and customs duties. Any fluctuations up or down are for buyer's account.
2. All indent orders are subject to licence to import, export regulations of the country of export, acceptance of order by manufacturer or supplier, and confirmation as regards price and approximate date of shipment or delivery.
3. The expression "Documents" where used in this contract shall mean Bill of Lading or Shipping Receipt or Delivery Order, Insurance Policy or Insurance Certificate and the Seller's Invoice or, alternatively, the Seller's Invoice and Shipping Company's Delivery Order on ship, wharf or store. Shipment may be made in more than one bottom and in such cases separate payment shall be made against each set of documents.
4. Rejection by buyer constitutes shipment and/or delivery.
5. The Seller will not be liable for any defaults of the manufacturer or supplier, or for hindrances however caused, to the shipment or delivery of the goods beyond its control or the control of its agents or suppliers, and the buyer shall be bound to accept the goods if the same are shipped or delivered within a reasonable time after such hindrances have been lifted.
6. It is understood and agreed that weight and quantity are approximate only.
7. Any disputes which may arise out of this contract shall be determined by arbitration in Auckland under the Arbitration Act, 1908, and its amendments.
8. If the buyer shall make default in payment of the price, the seller may at his option suspend further shipments and/or delivery of the goods or rescind this contract without prejudice to its other remedies by reason of such default.
9. Goods are sold on the usual Insurance Cover of F.P.A. only. The cost of any extra Insurance Cover required by the buyer shall be for his account.

ENGINE EQUIPMENT:

Standard Flywheel, Housing and Fan
Oil Bath Air Filter
Dry type Exhaust Silencer
Mounted Fuel Tank
Electric Starting
Standard Spares
Standard Tools
Extension shaft on opposite end to Flywheel.

PRICE:

..... EX STORE AUCKLAND £263. 0. 0. NETT.
less 10% 26. 6. 0
£ 236. 14. 0
(Two hundred and sixtythree pounds)

DELIVERY:

The above offered Engine would be available ex Store Auckland approximately one week from date of receipt of order. This delay being necessary to allow the fitting of the Electric Starting and testing.

It will be noted that the H.P. output of the Engine at 1200 R.P.M. would lend itself admirably to the direct coupling of Engine and Generator, thereby removing the necessity of a space consuming belt drive.

We trust this offer is satisfactory and assure you of our best attention at all times,

Yours faithfully,
JOHN BURNS (ENGINEERING) LTD.

K.B. Armstrong
K.B. Armstrong,
SALES ENGINEER.

ENCL.

KBA:RDL

approved by Board

8/10/60

Auckland Harbour Board

7th November, 1960.

The General Manager,
A.H.B.

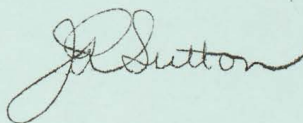
DREDGER "PARITUTU" - AUXILIARY GENERATOR ENGINE

The "Lister" SL2 Air Cooled Diesel Engine recommended in my report of 26th October for purchase at a cost of £165 from stock is not now available. A similar engine would have to be imported with delivery in some months.

A "Ruston" I.Y.W.A. Air Cooled Diesel Engine is available from stock from John Burns Limited. This is suitable in every respect, but would cost £263 ex store, Auckland. The installation cost of this engine however would be some £40 less than in the case of the engine previously recommended. The installed cost would be about £273 instead of the £214 with the "Lister".

"Paritutu" will recommence dredging immediately her present overhaul is finished. Until this auxiliary plant is installed it is necessary to pay for an engineer and fireman (and sometimes a launch and driver) for "flashing" the boiler on Sundays and public holidays.

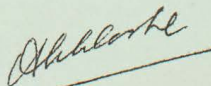
I therefore recommend that the purchase of the Ruston Diesel Engine at a cost of £263 be approved.



CHIEF ENGINEER TO THE BOARD

The Chairman,
AUCKLAND HARBOUR BOARD.

In the circumstances I recommend accordingly.



GENERAL MANAGER

8th November, 1960.

81/24

26th October, 1960.

The General Manager,
A.H.B.

DREDGER "PARITUTU"

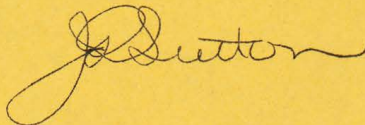
When this vessel was bought in 1958, it was decided to install a diesel driven auxiliary generator to provide dredging lights when on moorings and to facilitate raising steam on Monday mornings and on other occasions after the boiler had been out of service for some time. These facilities were not required when the dredger was owned and operated by the Taranaki Harbour Board as she was berthed alongside when not in actual use.

The engine only of a "Turner" diesel generator which had been in use as an emergency set for the main office building during power shortages, and which became redundant, was installed in the dredger in 1958. The engine has never been satisfactory in use, neither for an emergency generator nor for an auxiliary generator in the dredger and it is in poor condition. The N.Z. agency has lapsed and much needed spares are not now available.

Oil lamps are being used meantime and an engineer has to attend on Sundays to "flash" the boiler; a procedure which is not necessary when auxiliary power is available.

A "Lister" S.L.2 Air Cooled Diesel Engine is available ex stock Wellington, and would cost approximately £164, which with a further £50 for installation would make a total cost of approximately £214.

I recommend that this be approved.



CHIEF ENGINEER TO THE BOARD

The Chairman,
Purchasing and Stores Committee,
AUCKLAND HARBOUR BOARD.

I endorse the recommendation for approval for the purchase of this equipment, the cost of which will be chargeable to maintenance.

GENERAL MANAGER.

27th October, 1960.

Antecedent by report 7/11/60

AUCKLAND HARBOUR BOARD
MEMORANDUM

20026

FROM

FOREMAN OF WORKS

SIR,

I beg to report that

To

5th Oct.

1960

The Engineer.

dredger "Paritutu"
auxiliary lighting plant.

In conjunction with Mr Taylor, Dredging Superintendent I examined the above unit and find that the main bearings will require renewal or remetalting.

This engine has given considerable trouble since it was installed and as spare parts are unprocureable and the engine being approximately 15 years old it is becoming uneconomical to maintain and run.

In my opinion it warrants replacing with a reliable unit and I would ask that consideration be given to this.

Mr Pemberton

Recommend purchase of air cooled 2 cylinder motor.

RCP's memo No 57/8 of 250/360

RCP

W J Miller

Asst FOREMAN OF WORKS

23rd August, 1960.

THE CHIEF ENGINEER

THE HARBOURMASTER

DREDGER "PARITUTU" DOCKING DATE

The Survey Certificate for the above vessel
expires on 19th November, 1960.

Will you please make an application for the dock
for 10 working days from 13th November, 1960.

30 October '61

CHIEF ENGINEER TO THE BOARD

CSB:HEB

Harbourmaster advised 25 October 1960
19/60

Auckland Harbour Board

MEMORANDUM

26th April 1960

FROM THE HARBOURMASTER

TO THE CHIEF ENGINEER

DREDGE "PARITUTU"

I have attached copies of a circular letter regarding dredging operations in the vicinity of Captain Cook Wharf.

Will you please inform your staff accordingly.

M. G. Kelway
HARBOURMASTER

CM/HC

*6 copies sent
to Dredging Dept.
for distribution.*

27 APR 1960

Auckland Harbour Board

26th April 1960

DREDGE "PARITUTU"

As from Wednesday, 27th April, the Dredger "Paritutu" with hopper barges alongside, will be working in the area immediately northwards of Captain Cook Wharf, at times overlapping to the east and west.

Six moorings are laid N.S.E. and W. The eastern moorings lie towards Kings Wharf and the western moorings lie north of, and extending across, the end of Queens Wharf; but not further west than the line of Queens West.

The Dredge will show the Standard Dredger Signals.

The Masters of all vessels, including small craft, are warned to pay special attention to the Dredger's signals and pass her at reduced speed, keeping well clear.

M. G. Kelsey
HARBOURMASTER

JOW/HC

16th March, 1960.

The Chief Engineer,
Taranaki Harbour Board,
P.O. Box 348,
NEW PLYMOUTH

Dear Sir,

GOVERNOR SPRINGS - DREDGER "PARITUTU"

I acknowledge receipt from Messrs. Richardson McCabe
and Co. Limited of the 12 governor springs in replacement of
those loaned to you for your Dredger.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

Copy for: Mr. R.C. Pemberson.
Mechanical Engineer,
Auckland Harbour Board.
AUCKLAND

Memo from: Richardson, McCabe & Co. Ltd.,
216-218 Willis Street,
P.O. Box 792,
WELLINGTON, C.1.

Date: 11th January 1960.

To: The Engineer,
Taranaki Harbour Board.
P.O. Box 348,
NEW PLYMOUTH

ADVICE OF SHIPMENT.

Dear Sirs:

We have received advice from our Principals that the undermentioned equipment has been booked/shipped per the vessel(s) shown below:-

Your Order: GR.1715. 14th August 1959

Equipment: 12 only Governor springs for Dredger PARITUTU

Vessel: -

Scheduled departure date: Parcel posted 30th December, 1959

Yours faithfully,
RICHARDSON, McCABE & CO. LTD.,

per:

*Deliver to
J. Atkins. ✓
Per Taylor REF*

*Robert
File*

"A" INSTRUCTION
Auckland Harbour Board

26800A

MEMORANDUM

7th December, 1959.

FROM

THE CHIEF ENGINEER

TO

THE DREDGING SUPERINTENDENT

G1

DREDGERS "PARITUTU" & "HAPAI" - STEAM
SMOTHERING

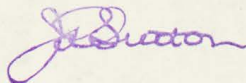
The Marine Department Surveyor requires the following alterations and additions to the above:-

"Paritutu". As the steam smothering valve must be connected directly to the boiler shell, disconnect the existing smothering valve from the auxiliary steam line, fit one 2" G.M. flanged stop valve direct to the for'd end plate on starb. side near smoke box, with extended spindle operable from top of boiler casing, then connect up existing steam smothering pipes in boiler room and extend steam smothering pipes into bunker compartment. They should be led across one end of bunker tanks, along centre line between tanks and along each wing at a level above the floors.

"Hapai". In this case also, stop valves must be connected directly to the boiler shell, so, disconnect the existing steam smothering valve from the auxiliary line, fit one 2" G.M. flanged screw down non-return valve to the after end plates of each boiler, with extension spindles operable from deck, then connect up these 2 valves with the existing steam smothering pipes in boiler room and extend these into bunker compartment. They should be led across one end of bunker tanks, along centre line between tanks and along each wing at above floor level.

Additional piping is to be 2" and should be of copper, except in bunker compartments where "steam" quality steel pipe must be used.

This work must be started now in both dredgers, and can be completed as opportunity occurs.



CHIEF ENGINEER TO THE BOARD

JST:MEB

Copy to Foreman of Works and
Mechanical Engineer

Auckland Harbour Board

26730

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 5th November 1959

Subject DREDGER "PARITUTU" CREW'S MESSROOM
VENTILATION

Please construct fan casing, inlet and air trunking etc. to Drawing E.878/1.

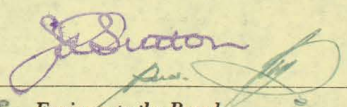
Fan unit, rubber - mounts and holding clamps to be supplied by the Electrical Department who have this fan in stock.

Please install this unit, during this survey, on the Port side where indicated on Drawing E.878/1 and fit air trunking, with four outlets, below in the messroom.

CODE	NUMBER
210A	027 / 40-49.

Encl: Drg. No. E.878/1

JB: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 £	_____		:	:

26730

REMARKS: _____

Signature _____

16-24 WESTMORELAND STREET,
(off Richmond Road)
DUNEDIN, W.2.

Box 1072, AUCKLAND
Phones: 11-109 (3 Lines)

R. GOLDINGHAM & Co. LTD.

CLEANING, PAINTING & MAINTENANCE CONTRACTORS

Specialised Services include:—
PNEUMATIC DESCALING

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- STEAM CLEANING
- WIRE BRUSHING
- FLAME CLEANING
- DISC SANDING
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- SPECIALISED APPLICATION OF PROTECTIVE COATINGS
- BUILDING PAINTING
- BITUMINOUS APPLICATION
- PREPARATION OF SURFACES FOR PLASTER WORK
- DEGREASING AND PAINTING
- DEMOLITION WORK
- SHIP PAINTING
- BOILER CLEANING
- TANK CLEANING

- MOTOR VEHICLE UNDERSEAL

- SPECIALISED MOBILE TEAMS ALWAYS AVAILABLE AT SHORT NOTICE.

4TH NOVEMBER, 1959.

THE MANAGER,
MESSRS. AUCKLAND HARBOUR BOARD,
P. O. Box 1259,
AUCKLAND.

DEAR SIR,

ATTENTION MR. TAYLOR.

WE HEREWITH SUBMIT OUR QUOTATION FOR THE CLEANING OF BILGES AND TANKS IN YOUR DREDGE "PARITUTU".

TO STEAMCLEAN AND CLEAN FREE OF SLUDGE OR ANY FOREIGN MATTER AT PRESENT CONTAINED IN THE TWO FORWARD OIL FUEL TANKS. TO CLEAN AND REMOVE FROM THE FORWARD, ENGINE ROOM, STROKEHOLD, SIDEPOCKET, AND AFTER BILGES, ANY OIL, GREASE AND OTHER RESIDUE TO THE SATISFACTION OF YOUR REPRESENTATIVES.

OUR PRICE FOR THIS WORK WOULD BE FIVE HUNDRED AND SEVENTY THREE POUNDS, TEN SHILLINGS. (£573.10.0.).

OUR CHARGE OUT RATES FOR THIS WORK ARE AS FOLLOWS:

ORDINARY TIME	16/1	PER HOUR
TIME & HALF	19/2	" "
DOUBLE TIME	22/3	" "
TRAVELLING TIME	9/-	" "
FOREMANS DIFFERENTIAL	2/-	" "
STEAM CLEANER AND OPERATOR	25/-	" "
TRUCK	1/6	PER MILE.

AS YOU ARE NO DOUBT AWARE, THAT WHERE A WORKER COMES INTO DIRECT CONTACT WITH CRUDE, DIESEL OR OTHER SIMILAR OILS HE SHALL BE PAID AT THE RATE OF TIME AND HALF FOR ORDINARY TIME HENCE OUR HIGHER CHARGE OUT RATE.

*Approved
11/11/59*

PASSED.....

25 NOV 1959

FOR PAYMENT

IT WOULD BE OUR INTENTION TO WORK A 10 MAN GANG ON THIS JOB AND THE WORK WOULD BE COMPLETED IN 6 DAYS.

SHOULD WE BE FAVOURED WITH THIS WORK IT WOULD BE CARRIED OUT IN A WORKMANLIKE MANNER UNDER THE STRICTEST OF SUPERVISION.

WE REMAIN,

YOURS FAITHFULLY,
R. GOLDINGHAM & CO. LTD.

A.M. King

A.M. KING,
MANAGER,

PASSED
25 NOV 1959
FOR PAYMENT

28th September, 1959.

THE CHIEF ENGINEER

THE INDUSTRIAL OFFICER

UNION COMPLAINTS - DREDGE "PARITUTU"
(Your memo 3.9.59 refers)

- (1) Ventilation of Crews Quarters. Owing to the position of the lifeboat above the crew's quarters it is not practicable to provide an additional ventilator. The question of improving ventilation by installing a fan and chute is being investigated.
- (2) The deckhead and ships side in the crew's quarters will be treated with cork insulation at the next survey.
- (3) Drying Cupboard. Owing to the fact that the voltage on "Paritutu" is only 110 a suitable low wattage heater was not readily procurable but our electricians are having one wound. This should be installed shortly.
- (4) Stove. There is not sufficient power available on "Paritutu" to allow an electric stove to be installed in the crew's quarters.

Arrangements are therefore being made to replace the existing worn out coal stove in the galley with a new coal or coke burning stove.

- (5) Dirt Money. No action is being taken in this regard as the "Paritutu" crew are paid the same "dirt moneys" as "Hapai" crew.

CHIEF ENGINEER TO THE BOARD

ANT:HEB

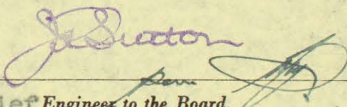
INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE DREDGING SUPERINTENDENTDate 28th September 19 59Subject UNION COMPLAINTS - DREDGE "PARITUTU"
(Your memo 16,9.59 refers.)

- (1) Ventilation of Crews Quarters. Please confer with Mr. Pemberton and report proposals and estimated cost for installing a fan and chute to improve ventilation of the crew's quarters.
- (2) The deckhead and ships side in the crew's quarters are to be treated with cork insulation during the next survey.
- (3) Drying Cupboard. Arrangements made with the Electrical Section re the winding and installation of a suitable heater for drying clothes may proceed.
- (4) Galley Stove. Arrange to replace the existing worn out galley stove with a suitable coal or coke burning stove.

ANT: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 £			:	:

26630

REMARKS: _____

Signature _____

Auckland Harbour Board

MEMORANDUM

FROM

J. Taylor
Dredging Supt.

16th Sept.

1959

TO

THE ENGINEER

Sir

Mr Pemberton, Mr Wheeler & myself inspected the crews quarters aboard the "Paritutu" relative to the claims put forward by the "Union".

No. 1. Ventilation in the forward end of crews accommodation

Owing to the position of the lifeboat above the crews quarters a ventilator is impracticable so a fan & chute seems to be the only answer.

No. 2. The cork insulation on deck head & ships side to be done at survey.

No. 3. Owing to the fact that the voltage aboard the "Paritutu" is only 110 a low wattage heater was not procurable but the electricians are having one wound & this should be installed shortly.

No. 4. Stove. There is not sufficient power available on the "Paritutu" to instal an electric stove in crews quarters but if the present ^{coal} stove in the galley was replaced with a new one I consider that the requirements will be met.

No. 5. No action - Paritutu crew are paid same "dirt money" as Hapai crew.

Memo to Industrial Officer and
Instruction to Dredging Superintendent

J. Taylor

3rd September 1959.

UNION COMPLAINTS

"PARITUTU"

1. Ventilation in the crews mess quarters is provided by one Vent at the aft end of the quarters. The Union consider that there should be an additional vent in the for'ard section or alternatively a suitable fan installed.
2. Lack of ventilation causes condensation on the ceiling of the mess room and they request that a cork ceiling similiar to that on the "Hapai" be installed.
3. Drying Cupboard: Request that a suitable drying heater be provided.
4. Request a suitable stove for use of crew in line with one already provided on "Hapai".
5. Dirt Money: Claim that crew when performing certain jobs such as working in chain lockers etc. receive no dirt money although agreement regarding the chain lockers applies only when under overhaul. Consider that men should receive dirt money payment at other times.

INDUSTRIAL OFFICER

16th September, 1959.

Mr. K. Christie,
Richardson McCabe & Co. Ltd.,
P.O. Box 792,
WELLINGTON

Dear

DREDGER "PARITUTU"

I acknowledge your letter of 9th September with Fleming and Ferguson's little drawing of the Governor Spring.

The springs on the "Paritutu's" governor differ slightly from this in length and the diameter of the centre hole.

Drawing S.1319/1 gives the dimensions of the springs now on "Paritutu" and those that we loaned to Taranaki Harbour Board. I dare say that either set of dimensions would fit. If our size would have to be specially made, we will accept Fleming and Ferguson's standard size in lieu.

Yours sincerely,

TELEGRAPHIC & CABLE ADDRESS
"DREDGER" WELLINGTON/
TELEPHONE 54-212 (4 LINES)

RICHARDSON, McCABE & CO. LIMITED
ENGINEERS AND MANUFACTURERS' REPRESENTATIVES

BRANCHES AT.
AUCKLAND
& CHRISTCHURCH

216-218 WILLIS STREET,
WELLINGTON, C.2, N. Z.

PLEASE ADDRESS ALL MAIL TO THE
COMPANY
P. O. Box 792
WELLINGTON, N.Z.

KC:LH

9th September 1959.

Mr R.C.Pemberton,
Auckland Harbour Board,
P.O.Box 1259,
AUCKLAND.

Dear *Dick*

Dredger "PARATUTU".

I have an order from Peter Holmes covering some governor springs for the "PARATUTU" to be invoiced to him but to be supplied to you.

Fleming and Ferguson Limited have just written to say that the records of their supplier do not go back far enough to cover the original supply of this governor. However, we enclose herewith a sketch showing the dimensions of the springs that they propose to supply and Fleming and Ferguson ask that you confirm that they will be suitable for fitting to the governor. If not, suitable, please advise the dimensions required.

This seems much the safest way to ensure that the correct parts get to you.

Kind regards,

Yours sincerely,

Ken Christie

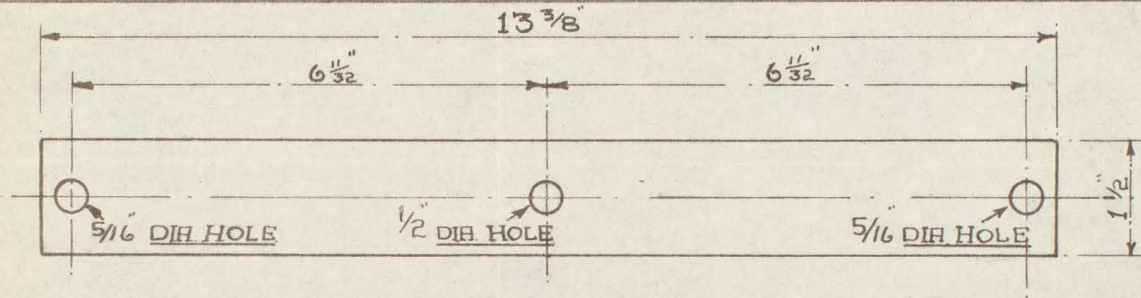
*File
Dredger Paritutu*

FLEMING & FERGUSON Ltd. PHOENIX WORKS.

ENGINE DEPT

PAISLEY.

31 AUGUST 1959



.020 THICK

DREDGER "PARITUTU"

12 - OFF

STEEL LEAF SPRING FOR 3 1/2 GOVERNOR



EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

2. FREYBERG WHARF - DREDGING BY "PARITUTU"

Arising from a direction by the Committee on the 21st July 1959, the reports of the Chief Engineer and General Manager were considered advising that the Harbourmaster had instructed the Master of the "Paritutu" that no floating plant was to be left made fast to the dredge during periods when the crew was not on board.

The "Paritutu" is still engaged on dredging sand in the vicinity of Rough Rock, in Rangitoto Channel for transportation by hopper barge to the site of Freyberg Wharf, and to date about 106,100 cubic yards have been placed, or 85% of the total required. Allowing for the restriction on the mooring of barges overnight, it was estimated that the work would be completed in 6 - 8 weeks.

Recommended -

That the reports be received.

ADOPTED BY BOARD
~~25 AUG 1959~~

fr

EXTRACT FROM MINUTES
PURCHASING & STORES COMMITTEE

~~18 AUG 1959~~

4. BUCKET PINS - DREDGE "PARITUTU"

The Committee gave consideration to the reports of the Stores Officer dated 29th July and the General Manager dated 4th August 1959, advising that a quotation had been obtained from Richardson McCabe Limited, N.Z. Agents for Hadfields Limited, England for the supply of 144 Manganese Steel Dredger Bucket Pins. The price quoted - £3.15. 3. each - was reasonable being comparable in ratio with the cost of the larger pins for Dredge "Hapai"

Recommended -

That the offer of Richardson McCabe & Co. Ltd. in amount £541.16. 0. be accepted.

ADOPTED BY BOARD
25 AUG 1959

Mechanical Eng.

Have these been covered by requisition?

J.



EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

21 JUL 1959

Mr. Eyre enquired as to the cost of repairs to the Dredge "Paritutu" and the measures intended to be taken for the safety of the hopper silt barges each evening. The Chief Engineer was directed to report to the next meeting of the Committee.

Mr Button is dealing with this.

G.

INLAND TELEGRAM



Date-stamp

No

(If prepaid in stamps, affix in space above)

Code: Time: Words:

Charges:

Instructions:
(For conditions of acceptance see over.)

FOR OFFICE USE ONLY

ADDRESS (To facilitate accurate transmission, please print in BLOCK CAPITALS)

JOHNSTON
TARANAKI HARBOUR BOARD
NEW PLYMOUTH.

Sent

Serial No.

To

Checked

By

Twelve governor Springs Airfreighted this morning

HARBOARD.

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

NOTE.—The name and address of the sender, if not to be telegraphed,
should be written on the back of the form.

NOTICE TO THE SENDER OF THIS TELEGRAM

CONDITIONS OF ACCEPTANCE

This telegram is presented for transmission subject to the Post and Telegraph Act and Regulations.

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The signature or name of the sender of this telegram should be written hereunder. If given by an agent, the latter must add his name or initials.

Name and Address of Sender: { AUCKLAND HARBOUR BOARD,
C. P. O. BOX 1259,
AUCKLAND.

Telephone No.—Day: Night:

Tel. 130.

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"TaraGate"



Taranaki Harbour Board
New Plymouth
New Zealand

ENGINEER'S OFFICE : 17th August, 1959.

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

Dear Sirs,

Dredges "Paritutu" & "Ngamotu"

Enclosed is our order GR 1715 for Governor springs on pumping engines for both the above vessels. 12 springs ex "Paritutu" were borrowed from the Auckland Harbour Board and adapted for "Ngamotu". This item is in replacement of these and I would be pleased if you would consign the item of 12 springs for "Paritutu" direct to.

Mr. R.C. Pemberton,
Mechanical Engineer,
Auckland Harbour Board,
A U C K L A N D.

The second item of 60 springs for "Ngamotu" should be forwarded direct to us.

The account for both items will be forwarded to this Board.

Yours faithfully,

ENGINEER TO THE BOARD.

To Chief Engineer,
Auckland Harbour Board,

The forgoing instructions have been given to Richardson McCabe to effect replacement of governor springs loaned ex "Paritutu". Thank you for your assistance.

dr Pemberton

Noted RCP

ENGINEER TO THE BOARD.

81/24/1

10th August, 1959.

The General Manager,
A.H.B.

FREYBERG WHARF - DREDGING BY "PARITUTU"

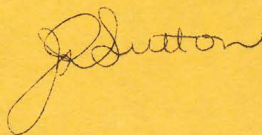
The Harbourmaster advises that he has instructed the Master of the "Paritutu" that no floating plant is to be left made fast to the dredge during periods when the crew is not on board.

This instruction was issued by the Harbourmaster after 24th June, when unpredicted heavy easterly weather made it necessary to bring the dredge into shelter. A similar, though slightly more severe, unpredicted short period of heavy weather again made this necessary on 2nd August.

"Paritutu" is still engaged on dredging sand in the vicinity of Rough Rock in Rangitoto Channel. This sand is then transported by hopper barge to the site of Freyberg Wharf where it has to be deposited with considerable accuracy to conform to the required profile.

To date about 106,100 cu.yds have been placed, or 85% of the total required.

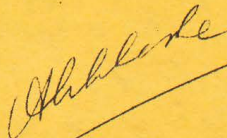
Allowing for this restriction on the mooring of barges overnight, it is estimated that the work will be completed in 6 - 8 weeks.



CHIEF ENGINEER TO THE BOARD

The Chairman,
Works and Traffic Committee,
AUCKLAND HARBOUR BOARD

This report is submitted in accordance with the direction of the Works and Traffic Committee on the 21st July 1959.



11th August 1959

GENERAL MANAGER

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE DREDGING SUPERINTENDENT

Date 5th August 19 59

Subject DREDGE "PARITUTU"

Please note that the Harbourmaster has now confirmed that while moored in her dredging position in Rangitoto Channel, no floating plant is to be left made fast to this dredge during periods when the crew is not on board.

Please arrange accordingly.

JAG: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/>		:	:

26525

REMARKS: _____

Signature _____

Auckland Harbour Board

MEMORANDUM

4th August 1959

FROM

THE HARBOURMASTER

TO

THE CHIEF ENGINEER

On the night of 29th June 1959, heavy easterly weather suddenly developed.

Dredger "Paritutu" with a hopper barge made fast alongside was moored in her dredging position in Rangitoto Channel with only a watchman on board. Certain damage was sustained by dredger and hopper barge.

Subsequent to this happening I issued instructions to the Master of "Paritutu" that until further orders no floating plant was to be left made fast to the dredge during periods when the crew was not on board.

File
WGK/HC
[Signature]

W. G. Kelly
HARBOURMASTER

11th August, 1959.

The Chief Engineer,
Taranaki Harbour Board,
P.O. Box 138,
NEW PLYMOUTH

Dear Sir,

For Attention Mr. A.G. Johnston

I acknowledge your letter of 3rd August addressed to Mr. Pemberton.

We were very glad to be able to help you by lending you twelve governor springs for the "Ngamotu" from the spares of the "Paritutu".

I can well understand that the 2nd Engineer of the "Ngamotu" would be relieved to get the springs on Saturday.

When your spares come to hand would you please address the replacements to Mr. R.C. Pemberton, Mechanical Engineer, A.H.E., who will then ensure that they are delivered to Mr. Atkins on the "Paritutu".

I trust that the springs we sent you will last at least until your fresh stock arrives.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"Taragate"



Taranaki Harbour Board
New Plymouth
New Zealand

ENGINEER'S OFFICE : 3rd August, 1951

Mr. R.C. Pemberton,
Mechanical Engineer,
Auckland Harbour Board,
P. O. Box 1259,
AUCKLAND.

Dear Sir,

We received your telegram by phone on Friday, and I was able to pick up the governor springs on Saturday. I would like to express my appreciation of your very prompt action in this matter, and I am sure that the 2nd Engineer on "Ngamotu" will be more than pleased to be able to put the governor in operation, as he has been considerably tied to the engine controls when pumping. Several sets of pump shaft coupling bolts have sheared, owing in the main to engine overspeed when the loading on the pump has been suddenly relieved. Under existing conditions the governor was regulating the engine speed at a point approximately two thirds of the recommended pumping revolutions, and the governor was cut out and the engine hand controlled to allow full revolutions to be obtained. Relief from these conditions will allow the 2nd Engineer much more latitude in the care of machinery under his control. Thanking you once again.

I remain,

Yours faithfully,

H. Johnston

FOREMAN OF WORKS.

Mr Johnston rang me Thursday 30 July asking for the loan of 12 or even 6 springs for Lubering Governor. Mr Atkins sent the springs ashore that afternoon & they were despatched this freight the following morning.

REP

File

EXTRACT FROM MINUTES
BOARD IN COMMITTEE
30 JUN 1959

6. DREDGE "PARITUTU"

Mr. Eyre referred to a recent mishap involving the Dredge "Paritutu" on the 23rd June when, after some buffeting in the Channel, the Dredge belting had been damaged. He asked on whose authority the Dredge had been allowed to remain in the Channel with hopper barges alongside. He further stated that the Dredge-masters have very little say when berthing their dredges and that instructions in this regard appear to be issued by the Dredging Superintendent. He requested that Members be advised of the facts.

The Chairman referred to necessity of obtaining sand as a mattress for the Freyberg Wharf project and stated that it was a question of expediency to keep the project to schedule. He advised Members that he had enquired into the matter with the Chief Engineer, Harbourmaster and General Manager, and stated that the procedure laid down had been carried out. He considered that it was necessary to take certain calculated risks at times and stated that the only alternative would appear to be to keep a tow boat at Devonport on call in case of emergency, as considerable delays would follow if hopper barges were brought in at night.

Further discussion followed, during which the General Manager and the Chief Engineer explained the system with regard to keeping watch on board and the procedure for proper communication, all of which has been laid down in writing. The Chief Engineer stated that the damage was not serious and that at no stage had the Dredge been in any danger.

Mr. Eyre considered that the Engineer's explanation was satisfactory and he was assured by the Chief Engineer that the responsibility for coming alongside a berth rested with the Dredge-masters who had not complained in this regard.

ADOPTED BY BOARD IN COMMITTEE
30 JUN 1959 AND REMAINED IN COMMITTEE

91.

8th July, 1959.

THE CHIEF ENGINEER

THE HARBOURMASTER

DREDGER "PARITUTU"

(Memo from G.M. 6.7.59 refers.)

Reference second paragraph of attached letter. If unexpected emergency conditions arose, I doubt whether either tow boat ("Kaha" or "Mana") with a launchman and perhaps one assistant would be of much help in "bringing the dredge into sheltered water" - in fact under severe storm conditions they might even be unable to remove a barge.

If these conditions arose, your emergency call out system should make a tug available in as short a time as we could get a tow boat to the site.

Are there any factors which would prevent a tug from rendering assistance to the dredge at her present dredging site near Rough Rock, such as depth of water etc?

An alternative worth considering would be to arrange for a suitable method of call out for one of our new tow boats and for your emergency system to provide the requisite trained crew and labour to deal with the situation.

As far as can be seen at present, within three or four months the necessity to moor the dredge in the relatively exposed position at Rough Rock will have passed. When the dredges are working within the basins of the city port area the likelihood of urgent assistance being required at short notice should be more remote.

Would you please give these matters your consideration and then discuss them as requested in the attached memo from the General Manager.

CHIEF ENGINEER TO THE BOARD

Encl: Memo

JRS:HEB

29th June, 1959.

THE CHIEF ENGINEER

THE GENERAL MANAGER

DREDGE "PARITUTU"

As requested, I forward details of the damage sustained by "Paritutu" on the morning of 24th June. The Master of the "Paritutu" reports as follows:-

"From Master, "Paritutu", to the Engineer -

I beg to report that on the morning of 24th June on arrival at "Paritutu" the damage to the ship was - Forward on the starboard side directly below the bridge the wooden belting had been worn away and the angle bars holding the wooden belting flattened against the hull for 3' or 4'. Similar damage was sustained aft where the after vertical rubbing strake of the barge was in contact with the ship. As the upper steel angle bar holding this wooden belting is incorporated in the upper deck plating at side this is bent down also. At the after damaged belting the forward boat davit pedestal was loosened at its deck boltings as this pedestal is right out at the ship's side.

Referring to these two seats of damage, prior to this there was a certain amount of damage to the belting in these areas due to continuous rubbing of barges against the ship over the months she has been in the exposed area. The steel capping on the belting was missing and the boat davit pedestal was slightly loosened when it had been hit by barges when coming alongside.

On departure from the ship on the evening of 23rd the wind was moderate breeze from S.E. The sea slight to moderate. The weather report that day gave moderate S.E. winds. The actual wind at 6 p.m. was S.E. x E 5 knots.

The nightwatchman has instructions to contact Queens at the slightest sign of trouble. He was in contact with Queens from 2 a.m. on the 24th onwards, reporting an increase of wind and sea getting up and the barge beginning to pound against the ship's side. The watchmen have my telephone number and address displayed in a prominent position in case of emergency.

On arrival at "Paritutu" on the morning of 24th I immediately sent the weather barge away. When the tow boat returned the lee barge was sent away. In the mean time the ships mooring chains were made ready for slipping.

About 0930 I received a radio message from Queens to send barges in. This had been done. Approximately 1100, orders were received from Queens to bring "Paritutu" in to harbour. Approximately 1230 as soon as tow boat arrived we slipped chains.

R.J. Salmond, Master"

The damage on "Paritutu" was confined solely to the belting, and to the loosening of a boat davit. As stated in the Master's report both these items had been damaged previously, but the damage was accentuated by the moored

... ..

barge on the weather side.

The damage sustained by the Hopper Barge was occasioned by a vertical timber fender being pushed back through part of the plating which had wasted away by corrosion behind the timber. The timber fender was not broken.

The barge has been slipped to enable the fender to be repaired. The "Paritutu" was brought into the harbour because of the deterioration in the weather, and whilst inside, opportunity is being taken to repair the belting.

CHIEF ENGINEER TO THE BOARD

JRS:HEB

AUCKLAND HARBOUR BOARD

No 16347

Memorandum

From

INSPECTOR AT
Master "Paritutu"

To

THE ENGINEER

26th June 1959

I beg to report that

On the morning of 24th June on arrival at "Paritutu" the damage to the ship was:- Forward on the starboard side directly below the bridge the wooden belting had been worn away at the angle bars holding the wooden belting flattened against the hull for 3' or 4'. Similar damage was sustained aft, where the after vertical rubbing strake of the barge was in contact with the ship. As the upper steel angle bar holding this wooden belting is incorporated in the upper-deck plating at side this is bent down also. At the after damaged belting the forward boat doort pedestal

Signature

Continued

AUCKLAND HARBOUR BOARD

Nº 16348

Memorandum

From

2
INSPECTOR AT
Master "Paritutu"

To

26th June 1959
THE ENGINEER

I beg to report that

was loosened at its deck battings as this pedestal is right out at the ship's side.

Referring to these two seats of damage, prior to this there was a certain amount of damage to the belting in these areas due to continuous rubbing of barges against the ship over the months she has been in the exposed area. The steel capping on the belting was missing & the boat davit pedestal was slightly loosened when it had been hit by barges when coming alongside.

On departure from the ship on the

Signature

continued

3

AUCKLAND HARBOUR BOARD

No 16349

Memorandum

26th June 1959

From

INSPECTOR AT

Master, "Paritutu"

To

THE ENGINEER

I beg to report that

evening of 23rd the wind was moderate breeze from S.E. The sea slight to moderate. The weather report that day gave moderate S.E. winds. The actual wind at 6 P.M. was S.E. 5 knots.

The nightwatchman has instructions to contact Quakers at the slightest sign of trouble. He was in contact with Quakers from 2 A.M. on the 24th onwards, reporting an increase of wind & sea getting up & the barge beginning to pound against the ship's side. The watchmen have my phone number & address displayed in a prominent position in case of

Signature

continued

4
AUCKLAND HARBOUR BOARD

No 16350

Memorandum

From

INSPECTOR AT

Master "Paritutu"

To

26th June 1959
THE ENGINEER

I beg to report that

emergency.

On arrival at "Paritutu" on the morning of 24th I immediately sent the weather barge away. When the tow boat returned the lee barge was sent away. By the near time the ships mooring chains were made ready for slipping.

About 0930 I received a radio message from Queens to send barges in. This had been done. Approximately 1100 orders were received from Queens to bring "Paritutu" in to harbour. Approx. 1230 as soon as tow boat arrived we slipped chains.

Signature

R. J. Salvador
Master

Auckland Harbour Board

MEMORANDUM

12. 6. 59.

FROM

Construction Engineer

TO

Engineer.

G1

The barge had 450 yd³ of sand it would be full to the coamings and perhaps would be not more than 1'0. In general barges delivered do not conform to this condition and are considerably below. Actual quantity is assessed, and averaged on the 400 or 350 yd³ basis for our records. It now appears that two barges have been missed from our records which are noted on the dredging returns.

Our records show 19 barges	6900 yd ³ delivered.	(av. 360 yd ³).
" " should be 21 "	7450 yd ³ delivered.	(av. 355 yd ³).
Dredging returns are 21 barges	8800 yd ³ delivered.	(av. 420 yd ³).

For the purposes of dredging returns I would suggest 375 yd³ as a more reasonable figure for five barges.

S.

11th May 59

Dredger Paritutu
12th May 1959

To
per
day
the
the
in
space
new
out

Where are the missing
daily reports
What other work was done
while boiler cleaning and
progress.

Jr

line during the
of 1959. The last two
were requested by
they could finish
and thoroughly cleaned
steam and water
repacked, and rejointed
the shell, repacked and
nuts reconstituted chiller
attempting to remove

...ing came on vented sealing line overhauled
and new rubber fitted
Joints in the oil fuel line renewed.
Oil fuel tank made and fitted to Diesel generator
control valve for saddle hoist engine replaced by
spare previously overhauled. Relief valves and chain coiler
ground in and repacked.
Aux steam line rejointed and water service pipes to
main eng. columns replaced
Steam trap on aft deck line overhauled and parts
replaced
Hot well cleaned of sediment chipped scraped
and painted
Filters replaced in feed water filter
Aft deck steam line rejointed and new brackets fitted
for cover over same
Reconditioned roller fitted to saddle line also bracing
halves
off mooring chain plated from fore winch to aft winch
to compensate for wear on the working lengths
New mooring ballants fitted on aft quarter and
hand rails altered to suit angle of barge mooring ropes
Bracing fitted to signal triangle.
The bulk of the above work was carried out by
the Dredge Eng. room crew, The deck crew were engaged
on splicing New mooring ropes for dredge and barges
also chipping and painting where required
Several small welding jobs were done
mostly for the elect. dept in the form of brackets for
wiring etc.

Jr

Dredger Paritela
12th May 1959

Engineer AHB

Report of work done during the period Mon. 27th April to 1st May 1959. The last two days of the week namely 30th & 1st were requested by the Electrical Dept in the hope that they could finish the job of recovering the dredge.

The boiler opened up and thoroughly cleaned in the tubes, furnaces, back ends and steam and water spaces.

All high stop valve ground, in repaired, and re-jointed
Two gauge glass fittings on boiler shell, repaired and new studs fitted. The replacement of studs necessitated chipping out of old studs which broke off when attempting to remove
Reducing valve on burner heating line overhauled and new rubber fitted

Joints in the oil fuel line renewed.

Oil fuel tank made and fitted to Diesel generator
Bomb valve for ladder hoist engine replaced by spare previously overhauled. Relief valves and chain cocks ground in and repaired.

Aux steam line re-jointed and water service pipes to main eng. columns replaced

Steam trap on aft deck line overhauled and parts replaced

Hot well cleaned of sediment, shifted, scraped and painted

Filters replaced in feed water filter

Aft deck steam line re-jointed and new brackets fitted for covers over same

Reconditioned roller fitted to ladder line also bearing halves

Mooring chain plated from fore winch to aft winch to compensate for wear on the working lengths

New mooring ballrobs fitted on aft quarter and hand rails altered to suit angle of barge mooring ropes

Bracing fitted to signal triangle.

The bulk of the above work was carried out by the Dredge Eng. room crew. The deck crew were engaged on splicing new mooring ropes for dredge and barges also chipping and painting where required

Several small welding jobs were done mostly for the Elect. Dept in the form of brackets for wiring etc.

Gr.

On Wednesday dudge lumbered at Wynard wif
on the market to build at Verdun where work
was continued until Friday

J. H. Altus

Auckland Harbour Board

26155

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

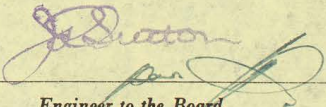
To THE SAILING MASTER, DREDGE "PARITUTU"

Date 25th February 19 59

Subject SUBMERSION LINE CERTIFICATE.

Please receive herewith Submersion Line Certificate No.16, Official No. 121384 for Dredge "Paritutu", which remains in force until 13th November, 1959.

Would you please see that this certificate is kept in a safe place on board the dredge, and arrange for it to be renewed as necessary.


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 £			:	:

26155

REMARKS: _____

Signature _____

Date _____ 19

929

27th January, 1959.

Messrs. Mason Bros. Ltd.,
C.P.O. Box 1633,
AUCKLAND

Dear Sirs,

DREDGER "PARITUTU" HUNTING LINKS

I thank you for your Quotation No. 6A-10/59
for above, but regret that your offer is declined.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

JST:HEB

TELEPHONE 30-103 (ALL DEPTS.)

CABLES AND TELEGRAMS:
"MASBROS"

MASON BROS. LTD.

PAKENHAM STREET - AUCKLAND, C.I. N.Z.
C.P.O. Box 1633

BRANCHES AT
WELLINGTON
AND
HAMILTON

WORKS

19th January, 1959

Reference: 6A-10/59

Designers and Fabricators of:

STEEL STRUCTURES
INDUSTRIAL PLANT
ROAD-MAKING APPLIANCES
BOILERS AND PRESSURE
VESSELS
TANKS
STEEL BRIDGES
STEEL SHIPS
FREEZING WORKS
EQUIPMENT
"PAKENHAM"
BITUMEN SPRAYERS

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

File

Attention Mr. Trippner

Suppliers of:

SEWAGE DISPOSAL
EQUIPMENT
BY
HARTLEYS (STOKE-ON-TRENT)
LTD.
BOILERS
INDUSTRIAL EQUIPMENT
BY
FOSTER, WHEELER LTD.
HYDRAULIC TURBINES AND
HEAVY MACHINERY
BY
DOMINION ENGINEERING
CO. LTD.
CRANES AND PUMPS
BY
J. H. CARRUTHERS LTD.
HYDRAULIC PUMPS
BY
ANDREW FRASER &
CO. LTD.
ROAD-SURFACING
EQUIPMENT
BY
PHOENIX ENGINEERING
CO. LTD.
BRIDGES AND STRUCTURES
BY
CLEVELAND BRIDGE &
ENGINEERING CO. LTD.
PRESSURE VESSELS,
HEAVY INDUSTRIAL
MACHINERY
BY
KLOCKNER-HUMBOLDT-
DEUTZ

Dear Sir,

We have pleasure in confirming our telephone
advice and enclose our quotation No. 6A-10/59
covering the supply of two hunting links for the
"Paritutu".

Our offer is made subject to material at present
available remaining unsold at the time of your placing
an order.

Yours faithfully,
p.p. MASON BROS. LTD

J. J. Drewry
ENGINEER

J.J. Drewry/ET

Enc:

Mechanical Engr.

*Please acknowledge receipt
& decline offer.*

J.S.

Services:

SHIP REPAIRS
GENERAL ENGINEERING
AND BOILERMAKING
ELECTRIC AND
OXY-ACETYLENE WELDING
ELECTRIC REPAIRS
AND INSTALLATIONS
IRON CASTINGS

QUOTATION from

MASON BROS. LTD.

TELEPHONE
30-103 (8 LINES)
CABLES AND TELEGRAMS:
"MASBROS"

PAKENHAM STREET,
AUCKLAND, C.1, N.Z.
C.P.O. BOX 1633

ENGINEERS AND BOILERMAKERS
SHIP BUILDERS
ENGINEERS' SUPPLIES

SPECIFICATION No.:

REF. No.: 6A-10/59

DRAWING No.:

PAGE No.: 1

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

19th January, 1959

Dear Sir,

We have pleasure in submitting our quotation in accordance with our letter of even date:

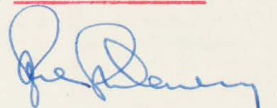
For the supply of 2 hunting links approximately 40" long
cut from 7" mild steel and as detailed on the
sketch provided.

PRICE: £120 (One hundred and twenty pounds) plus sales
tax if it applies thereto. NET

DELIVERY: Ex Works, Auckland

TERMS OF PAYMENT: Current Account

Yours faithfully,
p.p. MASON BROS. LTD


ENGINEER

J.J. Drewry/ET

This quotation is subject to the conditions endorsed on the back hereof.

CONDITIONS OF QUOTATION

Unless expressly altered or modified in writing in the body of the quotation, the following terms and conditions apply and shall be deemed incorporated in and form part thereof.

1. LIMITS

The quotation includes only such plant, goods, processes, treatments, painting, services or works as are specifically referred to herein.

2. ACCEPTANCE

The quotation remains open for acceptance for thirty days from the date hereof unless earlier withdrawn by notice in writing.

3. PRICE

The quotation is based on current ruling costs of labour and overhead, goods, materials, freight, cartage, exchange, insurance, duty and landing charges, and on latest quotations from sub-contractors and/or suppliers of component parts. Any increase in these items occurring after the date hereof if paid or incurred by the company shall be added to the price and any reduction therein shall be deducted.

4. SALES TAX

The prices quoted are net and do not include sales tax.

5. PAYMENT

All payments are to be made free of exchange at the office of the company in Auckland. Payment is to be made in full by the 20th of the month after delivery.

6. PROPERTY IN GOODS

Property in goods covered by this quotation is to pass on delivery unless otherwise expressly provided.

7. DELIVERY

Delivery is to be made only as specified in the quotation. Unless otherwise provided, ships and waterborne craft are to be deemed delivered when handed over to the purchaser for final trials.

8. LICENCES, etc.

The quotation is to be read subject to the company being able to secure all Governmental licences, permits and other authorities (whether in New Zealand or overseas) essential to the performance of its obligations under the contract.

9. DELAY

The company is to be exempted from responsibility for loss or damage caused by delay due directly or indirectly to war, strikes, lock-outs, perils of the sea, fire, earthquakes or other cause beyond the control of the company or of any person supplying to the company any goods, materials or services necessary to fulfil the contract.

10. DRAWINGS, etc.

All drawings, descriptive matter, weights, dimensions and shipping specifications submitted with the quotation are only sufficiently accurate for the purposes of this quotation. The company reserves the right to rectify any inaccuracy becoming apparent on the preparation of detailed drawings and specifications etc. following acceptance of the quotation.

11. WARRANTY

The company warrants that any machinery, plant or goods included in the quotation will be reasonably fit for the purpose disclosed therein and for the period stated. No warranty whatever is given over secondhand machinery, plant or goods. No responsibility will be accepted for any defect unless a complaint is first addressed to the company and the company is given first priority for rectifying the defect. In cases where the warranty is given, the company's liability is limited to replacing free of charge all or such parts of the machinery etc. as have proved defective. Save as provided herein all warranties and conditions whether statutory or otherwise are hereby expressly excluded.

929

15th January, 1959.

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

Dear Sirs,

Hunting Links for Dredger "Paritutu"

Thank you for your quotation dated 15th January, 1959 for two hunting links for the above dredger, in cast steel, but excluding the supply of bushes. It is understood from a telephone conversation that your quotation both as to price and delivery includes for normalising to relieve casting stresses and that the castings will be thoroughly sound and machined to the extent necessary to allow bushes to be fitted.

On this understanding I have pleasure in accepting your quotation and would stress the importance of early delivery.

Works order No. 688N enclosed. Two copies of drawing S4255/2 have already been handed to your Mr. Mason.

Yours faithfully,

for J.R. Sutton

CHIEF ENGINEER TO THE BOARD

JAG:c

Copy to Mechanical Engineer.

CHIEF ENGINEER

ENGINEERING DIVISION OF THE WILLIAM CABLE GROUP

ESTABLISHED 1888

A. & G. PRICE LTD.

QUAY STREET, AUCKLAND, NEW ZEALAND

C.P.O. BOX 3126 AUCKLAND TELEGRAMS "PRICECO" TELEPHONE 34-280 (7 LINES)

YOUR REF.

OUR REF. 3446/KR/MKB

15th January, 1959.

The Chief Engineer,
Auckland Harbour Board,
Quay St.
AUCKLAND.

Dear Sir,

We have pleasure in confirming our verbal quote for supply of two hunting links for Dredge "Paratutu" to your Drawing S 1255/2.

X To Supplying (2) two links in cast steel as per drawing S 1255/2 but excluding bushes.

£75. 0. 0.

Plus Sales tax if applicable

Delivery: 7 - 10 days from date of order.

Terms & Conditions As overleaf.

Yours faithfully,
A & G Price Ltd.

K. J. Powell
Administration Engineer.

X Per phone "Includes normalising"

14/1/59

MANUFACTURING AND



MARINE ENGINEERS

SEE REVERSE SIDE FOR CONDITIONS OF SALE

CONDITIONS OF SALE

Unless expressly altered or modified in the body of the quotation or elsewhere in writing the following terms and conditions apply to this quotation and shall be deemed incorporated in and form part of the quotation.

1. SALES TAX: Unless stated otherwise, all quoted prices are NET, and do NOT include SALES TAX.
 2. PRICES: The quotation is based on the current ruling costs of labour, materials, rates of exchange, insurance and freight, duty and landing charges, and on the latest quotation from suppliers of any component parts. Any increases in these subsequent to date of the quotation are to the Buyer's account.
 3. ACCEPTANCE: If acceptance of this quotation is not made within 30 (thirty) days from date hereof, the quotation is subject to confirmation.
 4. DELAYS: This Company will not accept liability or responsibility for any loss or damage caused by delay due directly or indirectly to war, strikes, lockouts, perils of the sea or other cause beyond its control including failure from any cause whatever on the part of any supplier to deliver the whole or any part of the goods.
 5. INSURANCE: The goods are not insured by this Company after they leave its premises and insurance for loss or damage in transit is the Buyer's responsibility.
-
- *****

15-1-59.

Dredger Paritute

"Hunting Links"

Mason Bros. rang through a price of £120-0-0
for a pair of hunting links at 3.45pm. With one
week delivery.

Links to be cut from steelplate.

Thomas Sutcliffe

Auckland Harbour Board

MEMORANDUM

FROM

DREDGE "PARITUTU"

13 January 199

TO

THE ENGINEER

8079

On Wed. 7th Jan at 12-1.30pm after having just shifted the main chain to another leg, the dredge was traversing the new cut when the buckets were thrown off the bottom ladder tumbler. On lifting the ladder the buckets were found to be caught rather precariously on the bearing cap off the lower roller on the ladder. The ladder was successfully raised to its normal position before vibration dislodged the line and it slipped for'ard on to the counter, starboard side.

There was no damage done to the dredge hull. A complete new bearing and cap, required for roller. (No new ones on the ship so was eventually replaced with a reconditioned one).

No 4 Transport was made available but owing to the lateness of the day and weather conditions no active work done except the preparation of gear.

Thurs. 8th Jan saw the bucket line being slung up and the life broken by twapping being done from a bucket. Free end of the line hung off the safe main chains overnight.

Frid 9th saw the bucket line repaired, the slack in belly let go by No 4 Transport, and the lower roller set up ready for the start of work on Sat 10th.

Launches showed that the bottom cutting buckets had come, during the Western traverse, down on to an eighteen foot ridge approx two feet wide and six to seven feet long. With the full of the tide again this has apparently glad the buckets off the bottom tumbler. Offending matter dredged clear on Sat 10th.

~~A. D. Shawne~~

~~Foreman of works~~

Reliving Capt.

929

Auckland Harbour Board

26023

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CHIEF ENGINEER
DREDGER "PARITUTU"

Date 17th December 1958


Subject TIGHTENING OF BUCKET LINE

1. Please arrange as soon as opportunity offers, for fitting of hardwood blocks, supported between steel plates, against the bucket ladder suspension bearings as shown on Drg. No. S.1258.
2. Removal of the existing blocks below the bearings and fitting of blocks above bearings should take up the equivalent length of the total wear in pins and bushes on the bucket line. Check thickness of H.W. block (Approximately 5") on job.
3. Foreman of Works will arrange for provision of materials and supply of assistance as necessary.

Encl: Drg. S.1258/1

Copy to Foreman of Works for information and action under paragraph 3.

RCP: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 £	_____		:	:

26023

REMARKS: _____

Signature _____

929

17th December, 1958.

Messrs. Mason Bros Ltd.,
C.P.O. Box 1633,
AUCKLAND

Dear Sirs,

Attention Mr. Drewry

QUOTATION FOR HUNTING LINKS -
DREDGER "PARITUTU"

Thank you for your quotation Ref. 6A-560/58
for the sum of £118. 0.0.

An alternative method has been devised for
tightening the bucket line by minor modification at the
ladder suspension.

Assuming that this modification will be
successful the hunting links will not now be required.

I regret any inconvenience to you in preparing
your quotation.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

929

17th December, 1958.

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

Dear Sirs,

Attention Mr. J. Mason

QUOTATION FOR HUNTING LINKS -
DREDGER "PARITUTU"

Thank you for your quotation (received by telephone) for the sum of £126. 0. 0.

An alternative method has been devised for tightening the bucket line by minor modification at the ladder suspension.

Assuming that this modification will be successful the hunting links will not now be required.

I regret any inconvenience to you in preparing your quotation.

Yours faithfully,

RCP:HEB

CHIEF ENGINEER TO THE BOARD

16 Dec 58

29

The Chief Engineer.

Bucket line Dredge Paritutu

Ref proposal to fit hunting links.
Mason Bros have submitted a quote of £118 and
A&C Price have advised by phone that their prices £126 for
the supply of a pair of hunting links.

T Sutchiffle has checked the lengthening of the bucket
line due to wear & found that the total wear
is of the order of 13". His measurements also
confirm that the sag of the belly of the bucket line
is approx as shown on the Dredges general arrangement Drg.
This was also conformed by M. Lead.

It was suggested by J Taylor that some of the
slack might be taken up in the bearing housing
of the ladder top suspension.

Shortening of the bucket line by 33" (the length
of a bucket) would result in considerably greater
loads on the tumbler bearings.

Drg N° 51258 shows how the ladder bearing length
can be increased by 7" which will account for
approx 14" in the bucket line. I think this will be
quite satisfactory.

Mr Goodwin

Draft Instruction herewith.

Draft Letters to Mason Bros & A&C Price herewith

To be issued J.S.

(Attached is Memo from T Sutchiffle for filing)
Rep

R. Pemberton

File

15-12-58

To Mechanical Engineer,

Dredger Paritutu

Mr Pemberton,

As directed by you, I carried out an inspection of the bucket line on the dredger Paritutu, to see if it would be possible to shorten the bucket line to prevent a recurrence of the bucket line coming off the bottom tumbler.

It had been suggested that it might be possible to remove one bucket and two links (one port, one starboard) and to fit a pair of "Hunting links", thereby shortening the line by 33". This shortening was to compensate for the bushes and pins.

To arrive at what approximate wear had taken place in the bushes I measured a distance between 11 pins and this was 27'-10⁵/₈". The link pin centres are 33" therefore the theoretical distance is 27'-6". But as the makers had allowed a working clearance of 1/8" in dia. per bush, so at each coupling the distance could be said to increase by .25". Assuming when new that this distance measured 27'-6" + 2³/₄" = 27'-8³/₄". This shows that the wear on the pins and bushes combine to make up the difference in length 27'-10⁵/₈" - 27'-8³/₄" = 1⁷/₈". Assuming that the wear was uniform through out, this means that the extra length around the bucket line was equal to the number of buckets and number of links, multiplied by 1⁷/₈" divided by 11. There are 38 buckets and 38 links in the line $\therefore \frac{76 \times 15}{11 \times 8} = 12.95$ say 13" inches is the total increase due to wear. This means that to remove 33" from the line, would mean that the remaining 20" would have to come from the working clearance in the bushes as the weight of the buckets on the underside of the line would still tend to increase the length of the line (I measured the distance from the bottom of the ladder to the buckets and the position as shown on the general arrangement appears to be correct). All this extra tensioning would tend to place extra load on the top

(2)

Report No. Dredger Paritutu.

tumbler bushes and it is my opinion that as the bearings pressure should not be increased, due to the condition and age of the bearings

During the inspection, I also had a look at the other suggestion, that of modifying the ladder suspension bearing. Originally the makers had fitted a spring shock absorber to allow the ladder suspension bearing to oscillate between guides, when excessive loading came on the bucket line. But over the years the springs have deteriorated, with the result the suspension bearings slide up the guides until they are "hard up" against ^{the} forward end of the bracket, in this position the ladder is in the shortest position. To prevent the ladder getting into this position, and as it would be a costly job to renew the springs, stopper blocks could be fitted. Due to the amount of wear which we want to compensate for, I suggest that the existing distance pads under the suspension bearings could be removed. This would increase the length of travel of the ladder by 7", giving us an extension of 14" in the bucket line. As the estimated wear is approximately 13", I therefore feel that ^{if} these stopper blocks are fitted we would eliminate the extra slackness in the line and prevent the buckets coming off.

Drawing No. S1258/1 shows the proposed modification

J. Sutcliffe

ENGINEERING DIVISION OF THE WILLIAM CABLE GROUP

ESTABLISHED 1889

A. & G. PRICE LTD.

QUAY STREET, AUCKLAND, NEW ZEALAND

C.P.O. BOX 3126 AUCKLAND TELEGRAMS "PRICECO" TELEPHONE 34-280 (7 LINES)

YOUR REF.

OUR REF. 3179/KR/MKB

AUCKLAND HARBOUR BOARD
REC'D. 16 DEC 1958
ACK'ED.
ANSR.

15th December, 1958.

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

Dear Sir,

We have pleasure in submitting our quotation for
the supply of 2 only hunting links for bucket line, Dredger Paritutu,
as shown on drawing No. S. 1255/1

Price: ex works. £126. 0. 0.

Terms & Conditions. As overleaf.

Yours faithfully,
A & G Price Ltd.

K. R. O'Connell
Administration Engineer.

ENG.

MANUFACTURING AND  MARINE ENGINEERS

SEE REVERSE SIDE FOR CONDITIONS OF SALE

CONDITIONS OF SALE

Unless expressly altered or modified in the body of the quotation or elsewhere in writing the following terms and conditions apply to this quotation and shall be deemed incorporated in and form part of the quotation.

1. **SALES TAX:** Unless stated otherwise, all quoted prices are NET, and do NOT include SALES TAX.
 2. **PRICES:** The quotation is based on the current ruling costs of labour, materials, rates of exchange, insurance and freight, duty and landing charges, and on the latest quotation from suppliers of any component parts. Any increases in these subsequent to date of the quotation are to the Buyer's account.
 3. **ACCEPTANCE:** If acceptance of this quotation is not made within 30 (thirty) days from date hereof, the quotation is subject to confirmation.
 4. **DELAYS:** This Company will not accept liability or responsibility for any loss or damage caused by delay due directly or indirectly to war, strikes, lockouts, perils of the sea or other cause beyond its control including failure from any cause whatever on the part of any supplier to deliver the whole or any part of the goods.
 5. **INSURANCE:** The goods are not insured by this Company after they leave its premises and insurance for loss or damage in transit is the Buyer's responsibility.
-

TELEPHONE 30-103 (ALL DEPTS.)

CABLES AND TELEGRAMS:
"MASBROS"

MASON BROS. LTD.

PAKENHAM STREET - AUCKLAND, C.1, N.Z.
C.P.O. Box 1633

BRANCHES AT
WELLINGTON
AND
HAMILTON

WORKS

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CO. LTD.
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J. H. CARRUTHERS LTD.
HYDRAULIC PUMPS
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CO. LTD.
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CLEVELAND BRIDGE &
ENGINEERING CO. LTD.
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GENERAL ENGINEERING
AND BOILERMAKING
ELECTRIC AND
OXY-ACETYLENE WELDING
ELECTRIC REPAIRS
AND INSTALLATIONS
IRON CASTINGS

11th December, 1958.

Reference: 6A-560/58.

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

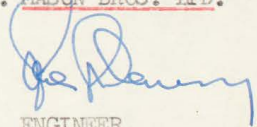
Attention Mr. Tripner.

Dear Sir,

We confirm our telephone conversation last night, and
enclose our quotation 6A-560/58 covering the supply of two
fabricated hunting links for the dredger 'Paritutu'.

Our offer is made subject to the material at present
available, remaining unsold at the time of your placing an
order.

Yours faithfully,
p.p. MASON BROS. LTD.


ENGINEER.

J.J. Drewry/PD

Enc.

QUOTATION from

MASON BROS. LTD.

TELEPHONE
30-103 (8 LINES)
CABLES AND TELEGRAMS:
"MASBROS"

PAKENHAM STREET,
AUCKLAND, C.1, N.Z.
C.P.O. BOX 1633

ENGINEERS AND BOILERMAKERS
SHIP BUILDERS
ENGINEERS' SUPPLIES

SPECIFICATION No.:

REF. No.: 6A-560/58.

DRAWING No.:

PAGE No.: 1.

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

11th December, 1958.

Dear Sir,

We have pleasure in submitting our quotation in accordance with our letter of even date, for the supply of two only hunting links 33" centres fabricated from 2½" and 5" mild steel plate to your Drawing No. S.1255/1. Bushes to be supplied by your goodselves.

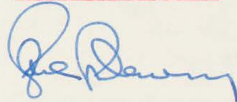
Price: £118 Os. Od. (One hundred and eighteen pounds.)
Plus Sales Tax if it applies thereto nett.

Place of Delivery: Ex our Works.

Time of Delivery: One working week from date of order.

Terms of Payment: Current Account.

Yours faithfully,
p.p. MASON BROS. LTD.


ENGINEER.

This quotation is subject to the conditions endorsed on the back hereof.

CONDITIONS OF QUOTATION

Unless expressly altered or modified in writing in the body of the quotation, the following terms and conditions apply and shall be deemed incorporated in and form part thereof.

1. LIMITS

The quotation includes only such plant, goods, processes, treatments, painting, services or works as are specifically referred to herein.

2. ACCEPTANCE

The quotation remains open for acceptance for thirty days from the date hereof unless earlier withdrawn by notice in writing.

3. PRICE

The quotation is based on current ruling costs of labour and overhead, goods, materials, freight, cartage, exchange, insurance, duty and landing charges, and on latest quotations from sub-contractors and/or suppliers of component parts. Any increase in these items occurring after the date hereof if paid or incurred by the company shall be added to the price and any reduction therein shall be deducted.

4. SALES TAX

The prices quoted are net and do not include sales tax.

5. PAYMENT

All payments are to be made free of exchange at the office of the company in Auckland. Payment is to be made in full by the 20th of the month after delivery.

6. PROPERTY IN GOODS

Property in goods covered by this quotation is to pass on delivery unless otherwise expressly provided.

7. DELIVERY

Delivery is to be made only as specified in the quotation. Unless otherwise provided, ships and waterborne craft are to be deemed delivered when handed over to the purchaser for final trials.

8. LICENCES, etc.

The quotation is to be read subject to the company being able to secure all Governmental licences, permits and other authorities (whether in New Zealand or overseas) essential to the performance of its obligations under the contract.

9. DELAY

The company is to be exempted from responsibility for loss or damage caused by delay due directly or indirectly to war, strikes, lock-outs, perils of the sea, fire, earthquakes or other cause beyond the control of the company or of any person supplying to the company any goods, materials or services necessary to fulfil the contract.

10. DRAWINGS, etc.

All drawings, descriptive matter, weights, dimensions and shipping specifications submitted with the quotation are only sufficiently accurate for the purposes of this quotation. The company reserves the right to rectify any inaccuracy becoming apparent on the preparation of detailed drawings and specifications etc. following acceptance of the quotation.

11. WARRANTY

The company warrants that any machinery, plant or goods included in the quotation will be reasonably fit for the purpose disclosed therein and for the period stated. No warranty whatever is given over secondhand machinery, plant or goods. No responsibility will be accepted for any defect unless a complaint is first addressed to the company and the company is given first priority for rectifying the defect. In cases where the warranty is given, the company's liability is limited to replacing free of charge all or such parts of the machinery etc. as have proved defective. Save as provided herein all warranties and conditions whether statutory or otherwise are hereby expressly excluded.

EXTRACT FROM MINUTES
PURCHASING & STORES COMMITTEE

11 NOV 1958

4. ANCHOR CHAINS FOR DREDGER "PARITUTU"

The reports of the Chief Engineer, Stores Officer and General Manager advised that two 120 fathom lengths of chain were required to replace old chain for "Paritutu" anchors. This can be obtained from the purchasers of several naval minesweepers at a price equivalent to the indent figure of £140 per ton as against new chain ex stock at £218 per ton.

RECOMMENDED -

That authority be given for immediate purchase from Messrs Ratcliffe and Sparrey of the available length of chain up to a total of 255 fathoms at an approximate cost of £1,250.

FINANCIAL PROVISION
MADE 25 NOV 1958

ADOPTED BY BOARD
25 NOV 1958

*Mechanical Engr.
Requisition please.
J.*

929

18th November, 1958.

The District Administration Officer,
Marine Department,
P.O. Box 1254,
AUCKLAND C.1.

Dear Sir,

INCLINING EXPERIMENT - DREDGE "PARITUTU"

An inclining experiment was carried out on the Dredge "Paritutu" when moored alongside the Western Viaduct. The hopper of the dredge was partly filled with sand at the time of this experiment, and the empty condition has been obtained by calculation.

Condition	Displacement	G.M.
As inclined with sand in hopper	1,060 tons	6.1 ft.
Hopper empty	950 tons	5.4 ft.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

PSH:HEB

949
30th. October 1958

The General Manager,
A. H. B.

ANCHOR CHAINS FOR DREDGE "PARITUTU".

Two 120 fathom lengths $1\frac{1}{8}$ " chain are required to replace old chain for the "Paritutu's" anchors.

John Burns have in stock 4 lengths each 15 fathom $1\frac{1}{8}$ " short link chain at 209/- per cwt. 1 length weighs $10\frac{1}{2}$ cwt. approximately. Thus for the requisite length (if available) the price would be £1,800.

Messrs. Ratcliffe and Sparrey who recently purchased several naval minesweepers have available now one anchor chain and may shortly have available a second. The lengths are 120 fathom and 135 fathom. This chain is $1\frac{1}{8}$ " stud link in first class condition and they are prepared to accept for the chain as it lies a price equivalent to the indent price for such chain viz. £140 per ton, which compares favourably with ex stock price for new chain at approximately £218 per ton. The total weight for the two chains would be $8\frac{1}{2}$ to $8\frac{3}{4}$ tons and the total price £1200 -£1250.

I recommend that authority be obtained for the immediate purchase of such chains as Messrs. Ratcliffe and Sparrey can supply up to a total of 255 fathoms.

J. Sutton

CHIEF ENGINEER TO THE BOARD.

I concur with the Engineer's recommendation

A. H. B.
STORES OFFICER.

The Chairman,
Purchasing & Stores Committee,
AUCKLAND HARBOUR BOARD

Recommended accordingly.

A. B. Clarke
GENERAL MANAGER *C.*

Auckland Harbour Board

25834

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE MECHANICAL ENGINEER

Date 7th October 19 58

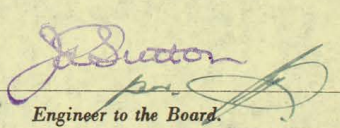
Subject DREDGER "PARITUTU" (ACCOMMODATION)

Proceed with work on accommodation on the lines indicated in your memo of 2.10.58 and as discussed with you. The work is to be kept to the minimum - broadly as shown on page 26 after discussion with Industrial Officer.

The galley should be left unaltered, and two bunks should be left in the crew's quarters to serve watchmen if required.

Charge all this work to maintenance in the meantime - and portion of the cost can be "capitalised" later if necessary.

JRS: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 £			:	:

25834

REMARKS: _____

Signature _____

E10

Date _____ 19

429
ENGINEERING DIVISION OF THE WILLIAM CABLE GROUP

CORRESPONDENCE SHOULD BE
ADDRESSED TO THE COMPANY
AND NOT TO INDIVIDUALS.



TELEGRAPHIC ADDRESS:
"CABLE" WELLINGTON
KAIWHARAWHARA WORKS:
HUTT ROAD, KAIWHARAWHARA
TELEPHONE 70-929 (8 LINES)
GRACEFIELD SECTION:
HUTT PARK ROAD, GRACEFIELD
TELEPHONE 60-345
ALSO AT DANNEVIRKE

WILLIAM **CABLE** LIMITED

MECHANICAL, STRUCTURAL AND ELECTRICAL ENGINEERS, SHIP-REPAIRERS,
GALVANIZERS AND IRON & BRASS FOUNDERS

G.P.O. BOX 286,
WELLINGTON, N.Z.

EH/MR

24th September, 1958.

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

Dear Sir,

Spares for Dredger "Paritutu"

We have forwarded by rail on 23rd September, spares
and patterns for the above vessel.

1 Propeller
1 Tailshaft
2 Pattern for suction pipe ends
Cylinder Pattern
Top gantry Bracket Pattern

The truck number is L.A. 22286 and the consignment
note No. 1278.

An invoice for the charges is enclosed herewith.

Yours faithfully,
WILLIAM CABLE LIMITED.

J. Barr
J. Barr, *15/11*
SHIPPING MANAGER.

REP

229

2nd September, 1958.

The Shipping Manager,
William Cable Limited,
P.O. Box 286,
WELLINGTON

Dear Sir,

SPARES FOR DREDGER "PARITUTU"

You will have been advised by Taranaki Harbour Board that the Auckland Harbour Board has purchased the "Paritutu".

Will you please ship to Auckland Harbour Board, freight forward, the spares which you hold for this dredger, namely -

- 1 propeller
- 1 tail shaft
- 2 patterns for suction pipe ends.

Please advise when these are despatched in order that arrangements may be made for receiving them in Auckland.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

29th August, 1958

THE CHIEF ENGINEER

THE INDUSTRIAL OFFICER

DREDGE "PARITUTU"

The Chief and Second Engineers have been appointed from the Board's existing staff as follows:-

Chief Engineer J. Atkins (previously Engineer No.2 Suction Dredge)
Second Engineer J. Osborne (previously relieving Engineer Crane
"Mahua")

A Selection Committee consisting of Captain D. Burgess, Deputy Harbourmaster; R.C. Pemberton, Mechanical Engineer; and J. Taylor, Chief Engineer "Hapai" and Dredging Superintendent, considered sixteen applications for the position of Sailing Master. They called for interview the most promising applicant, Captain R.J. Salmond, considering the applicants' previous experience and the personal knowledge of the Harbour Master's staff of most of the applicants.

After interview Captain R.J. Salmond was offered the position and has accepted.

Rates of pay are currently under investigation with the Merchant Service Guild and the Marine and Power Engineer's Institute. When agreements have been negotiated it will be necessary to consider what above agreement rates will be paid.

RCP:HEB

CHIEF ENGINEER TO THE BOARD

Keary Penitente - Evening + Morning.

Notes on Maintenance + Decision Taken 26.8.58.

Present - Penitente, Keary, J. Taylor, Roberts, Keighly.

Morning - The same worked under the present system but not recommended or it is considered not recommended to require a 4-hourly R.T. report which is not more necessary than attendance to give on last running, changes are operated satisfactorily in the past. Keighly reports that the watchman who was on last week - but was perfectly satisfied, doing a full 40 hours straight + reporting every 4 hours.

Keighly reports that the watchman who was then, says + then this, 4 pm. to last 4 pm. is likewise quite satisfied with that shift.

There is therefore no reason to change the present hours for anything on Mon, Fri, + the week-end.

Regarding the remaining shifts, under present conditions an extra trip for lunch is necessary + there would be considerable advantage in taking the watchman out at 4 pm. rather than at 5 pm. Keighly reports to the effect that the hours are not excessive + this arrangement is to be implemented when opportunity watchman.

Afternoon - Due to the disposition of the engine there is some difficulty in operating the boiler when the change is being or picking up running?

The way to overcome either by appointing one of the week hands Penitente - Afternoon or putting another engine on a filter steam.

Since the greatest value would be obtained by having an extra engine on filter steam, able to undertake maintenance as well as return in the engine room to enable the Keary Eng. to supplement boiler work this is to be implemented.

Penitente

AUCKLAND HARBOUR BOARD
MEMORANDUM

No 20425

FROM
FOREMAN OF WORKS

SIR,
I beg to report that

13th August 1958
To The Engineers.

Success Paritutu - Lums.

As directed I submit report re complement dredger "Paritutu" with exception of Master I have arranged for provision of crew as indicated below:-

Dredge Engineer	(1)	J. Atkins
Assistant "	(1)	J. Osborne.
Steward	(1)	
Crew	(1)	
Winchmen	(3)	
Deck Hands	(3)	

I recommend that rates of pay of personnel affected, be at least maintained in cases where they are as present above award rates.

I am arranging for trial run of bucket-line, winches etc to tomorrow, 14th Aug. if this meets with your approval.

Arrangements for necessary watchmen are in hand.

Noted. Para 2 is approved.

J.F.
14.8.58.

Donert

FOREMAN OF WORKS

COPY

30th July 1958.

The Secretary,
N.Z. Harbour Boards Industrial Union
of Employers,
P.O. Box 1765,
WELLINGTON. C.1.

Dear Mr. Dawson,
Marine Engineers & Master, Dredger "Paritutu"

With regard to the entry of this dredger into service at this port, it has now been decided that -

- (a) In similar manner to Dredger "Hapai" she will carry a Master whose duties will include attendance on the bucket ladder, and
- (b) that the Engineering complement will comprise that of a Chief Engineer and a Second.

I would be obliged if you would approach both the Merchant Service Guild and the Marine and Power Engineers Institute with a view to negotiating insofar as is possible, a settlement in the following terms -

In respect of the Master

Tonnage of the Paritutu is 564 Tons gross as compared with that of the Dredger "Hapai" 867 gross. While it is expected that the duties of the respective Masters would be somewhat identical both in nature and volume, a consideration which exercises our minds is the rather wide disparity in the gross tonnage of the two vessels. A reference to the Book of Awards 54, page 1227, the N.Z. Ship Masters & Officers (Coastal Shipping) provides a basis for distinguishing between classes of vessels under 1000 tons gross register. Under the scale provided for in this agreement the Master of the Dredger Hapai would maintain a margin of £2.6.0. per month over that of the Master of Paritutu.

It is therefore suggested that in agreement in respect of the Dredger Paritutu this principle be recognised and the Master be paid a salary of £703.15.9. per annum, this being £27.12.0. per annum (the yearly equivalent of £2.6.0. per month) less than the agreement rate for the Master of the "Hapai". The figures quoted do not include the Board's pleasure grant of £23.1.0. per annum nor the Court's Order of 18% limited to £122.3.0. per annum. Other conditions of employment would be as in the present Auckland dredgemasters agreement.

Marine Engineers

The Paritutu will not, except on odd occasions, proceed beyond river limits and as such the requirement for a Chief Engineer holding a 1st Class Certificate will seldom be a necessity.

It is proposed to transfer the Engineer of the Board's now laid up Suction Dredge, who possesses only a 3rd Marine qualification, to the Paritutu as Chief and in all probability the Second Engineer will also be recruited from within the Board's Staff and be similarly qualified.

... ..

*Notes
J.F.T.*

N. Z. Harbour Boards Industrial Union of Employers

30th July 1958.

As a basis of negotiation I suggest the following rates of pay -

Chief Engineer (possessor of Extended River Qualifications)	14.10.2. p.w.
(See Taranaki Schedule)	
Chief Engineer (possessor of River Limit Qualifications)	14. 5.10.p.w.
(See Timaru Schedule)	
2nd Engineer (as per Taranaki Schedule)	12.17. 1.p.w.

These Agreements, particularly in respect of the Marine and Power Engineers whose agreement will very shortly be up for renewal, would establish a temporary arrangement under which dredging operations could proceed.

The Auckland Dredgemasters Agreement (Expired 30.6.58) provides for only the Master of the "Hapai" and a similar pro tem arrangement as for the Engineer's may be all that is possible at the present.

Yours faithfully,

INDUSTRIAL OFFICER

Auckland Harbour Board

81/22

25th August, 1958.

The General Manager,
A.H.B.

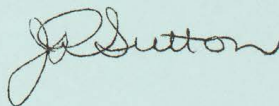
DREDGING PLANT

"Paritutu" has commenced dredging at site of Freyberg Wharf, and within two or three weeks it is anticipated that "Hapai" also will commence work in the same area. In the immediate future the two dredges will be working at this site, within the protection of the Eastern Breakwater. Later on, one or other of the dredges will be required to procure sand for the mattress, which will be dredged from Rangitoto Channel.

Pending further discussion and decision upon the safety precautions to be adopted to cover all our floating plant (which decision might well be influenced by the findings of the Marine Department enquiry re "Hapai") the following arrangements have been made.

The responsibility for the safety of "Paritutu" is in the hands of the Master, who is a master mariner as required by the Marine Department regulations, and the various watchmen have been placed under his control to work under his instruction (although the watchmen may be, physically, provided by Foreman of Works). In the meantime the night watchmen are found from Regular General hands, and for week-ends a watchman has been appointed. Arrangements have been made with Harbourmaster to have Queens Wharf R/T station manned at the requisite times and for the watchman to report at four-hourly intervals. In addition the watchman is provided with a boat moored alongside, so that he could come ashore for assistance is necessary.

Some of the arrangements detailed above will involve payment of penal rates of wages, but until more permanent general coverage is instituted I consider that the present arrangement is necessary and adequate.

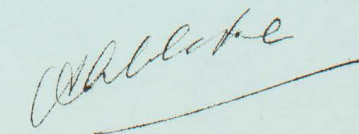


CHIEF ENGINEER TO THE BOARD

The Chairman,
AUCKLAND HARBOUR BOARD.

Submitted for information. I am satisfied that precautions taken at this stage are reasonable, but will pursue the matter in further detail so that a permanent basis of operation may be evolved for the future.

*See Original on File 1141
Control & Safety of Floating Plant.*



GENERAL MANAGER

25th August 1958

929

Auckland Harbour Board

MEMORANDUM

11th August, 1958.

FROM THE SECRETARY

TO THE CHIEF ENGINEER

Transfer of ownership, and transfer of port of registry of the dredger "Paritutu" has now been effected.

The name of the port of registry, Wellington, on the stern of the "Paritutu" may now be changed to Auckland.

Please arrange accordingly.

[Signature]
SECRETARY

de Pemberton ✓

*Re: Memo instruction to FOW
4/20/58 of 14 Aug. to print out
"Wellington" & substitute "Auckland"
Rif*

HAD:g

929

EXTRACT FROM MINUTES
GENERAL PURPOSES COMMITTEE

~~22 JUL 1958~~

8. TRANSFER OF DREDGE "PARITUTU"

The report of the General Manager dated 15th July 1958 advised that the Shipping & Seamen Act 1952 requires that where a ship registered in New Zealand is transferred to a corporation the transferee shall not be entitled to be registered as owner thereof until a declaration of transfer has been made by an agent duly appointed under the seal of the corporation.

Recommended -

That the Secretary of the Board be given written authority under the Seal of the Board to make all declarations required by the Shipping & Seamen Act 1952 in connection with the transfer of ownership of the Dredge "Paritutu".

ADOPTED BY BOARD
29 JUL 1958

4.

DEPARTMENT Engineers.

MEMORANDUM OF INTERVIEW

NAME : Mr. Cowell
REPRESENTING: Marine Dept.
waited on by Goodwin on 25/7 / 1958 @

a.m.
p.m. 345.

SUBJECT OF INTERVIEW: Reefer Permits.

REMARKS:

Mr. Cowell advised as follows.

1. Certificate. Application to be made to Reg. for Marine for variation of flying limits. Wellington will then advise the local office of their approval & the local office will endorse the certificate accordingly. It is not usual for the certificate to be forwarded to Wellington.

2. Extent of survey. There would be no difference in the extent of survey as between "Reefer limits" & "Extended Reefer limits" but there would be a difference in crew requirements (see below). Mr. Cowell suggests we should apply for Reefer limits. If it is necessary to proceed to outer dump no additional survey would be necessary but the additional togs. would have to be put aboard & the local office should strictly be advised.

3. Crew requirements. As required by Shipping Act.

<u>Reefer limits</u>	<u>Extended Reefer limits.</u>
Master (Reefer) or equivalent.	Master
Not less than 1 Reefer togs.	One 1 st class togs.
or equiv. (3 rd class is superior)	" 2 nd " "
Not less than 5 AB + 1 ord. seaman	Not less than 5 AB + 1 ord. seaman

1. Mechanical togs. please note & return to file

Industrial Officer is taking up questions of rates of pay for Master & Engineers with appropriate bodies & has had prelim. discussion with AHB union re deck hands & foreman / greasers J.T.

J. Goodwin.

The Senior Surveyor of Ships and Senior Engineer Surveyor,
Marine Department,
AUCKLAND

Copy for your information. As discussed, the Certificate of Survey will be produced for the appropriate endorsement whenever you request.

929

CHIEF ENGINEER TO THE BOARD

28th July, 1958.

The Secretary for Marine,
Marine Department,
WELLINGTON

Dear Sir,

DREDGE "PARITUTU" - CERTIFICATE OF SURVEY

Please note that this vessel has now been purchased from the Taranaki Harbour Board by the Auckland Harbour Board and that future surveys will therefore be undertaken at Auckland.

The plying limits as shown on the certificate therefore no longer apply and it is requested that permission be granted to have the plying limits amended to suit Auckland conditions viz. River Limits.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

JAG:HEB

929

23rd July, 1958.

The Secretary of Marine,
T. & G. Buildings,
Grey Street,
P.O. Box 2395,
WELLINGTON

Dear Sir,

DREDGE "PARITUTU"

As requested in your letter of the 27th of June, 1958, I forward herewith copies of stability data and plans recently received from the builders, Fleming & Ferguson Limited.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

Encl: Copy of letter from
Fleming & Ferguson Ltd.
dated 2.7.58
Displacement Scale
Body Sections
Longitudinal Centres of Buoyancy
General Arrangement.

PSH:HEB

929

23rd July, 1958.

The Managing Director,
Messrs. Fleming & Ferguson Ltd.,
Paisley,
SCOTLAND

Dear Sir,

I acknowledge receipt of your letter dated
2nd July, 1958, and accompanying data and thank you for
your prompt attention to this matter.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

PSH:HEB

A15 11 NEW PLYMOUTH 9 17A +

HARBOUR BOARD AUCKLAND +

AUCKLAND HARBOUR BOARD,
BOX 1259
AUCKLAND.

Telephoned

Rec'd

By

9.25 AM

INLAND



TELEGRAM

DATE-STAMP

289



HARBOUR

Sent		Arm No.
To	D 33200 <i>10c-</i>	
By	N 33200 <i>AB</i>	Checked
Ackgd	<i>Telephoned</i>	

Tel. 142. 138,000 pads/3/52-13020]

2 DREDGING ANCHORS FOR PARITUTU RAILED 8TH +

TARAGATE ++

Mr. Deighton advised

CT 2 8TH ++

-9 JUL 1958

EXTRACT FROM MINUTES
BOARD IN COMMITTEE
23 JUN 1958

Dredge "Paritutu" - In reply to a question by Mr. Dreaver, the Chairman stated that the dredge "Paritutu" was due to arrive from New Plymouth this month. The Chief Engineer advised that no further survey would be necessary on arrival but prefabricated chutes had to be fitted as previously agreed. Discussion followed on the question of operation of the dredge and for the information of Members the Chairman briefly referred to the system followed of having a Dredge Master and a Sailing Master on the "Hapai".

Mr Sutton,

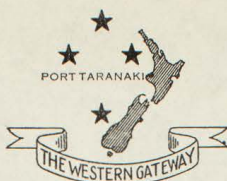
Please direct as to whether crew of Paritutu is to include a Master & crew of Hapai to also include a Master

or whether there is to be only one Master for the dredging fleet.

J.T.

929

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"Taranaki"



Taranaki Harbour Board
New Plymouth
New Zealand

ENGINEER'S OFFICE : 3rd July, 1958.

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

Dear Sir,

RE "PARITUTU"

Referring to the enquiries by Mr. Pemberton this week no trace has been found of stability curves for "Paritutu" all plans in our possession having been forwarded with the ship.

The crew for dredging work in this port was as follows:

- Master (Also Pilot etc)
- Mate (Relieves Master)
- Bosun / Ladderman
- 3 Winchmen,
- 2 Boatmen,
- 1 Chief Engineer,
- 1 2nd Engineer,
- 2 Firemen / Greazers.

It is to be noted that the Mate is extra over due to our arrangement of the Master being 2nd Pilot.

|| The Head and Stern dredging anchors are still in our possession and will be forwarded by rail at the earliest possible date. One is yet to be recovered by diver.

Yours faithfully,

ENGINEER TO THE BOARD.

*Mechanical Temp.
Please reply. P. R. phone
J.S.*

*Anchors received
File ref*

FLEMING & FERGUSON, LTD.

SHIPBUILDERS, ENGINEERS
AND DREDGER BUILDERS

TELEPHONE PAISLEY 4121/4
GRAMS "PHOENIX, PAISLEY"

LONDON OFFICE:
54-62 REGENT STREET, W. 1. 2
TEL. REGENT 6247



P. O. BOX No. 19

PHOENIX WORKS,
PAISLEY

SCOTLAND.

DATE 2nd July, 1958.

OUR REF WHS/MM.

YOUR REF

The Auckland Harbour Board,
NEW ZEALAND.

Dear Sirs,

In reply to your cable received 1st July re dredger "Paritutu", our
Yard No. 389, we enclose the following:-

Displacement Scale
Body Sections
Longitudinal Centres of Buoyancy
General Arrangement

The result of the Inclining Test was as follows:-

Vessel completely Light 812 tons KG=12.73 GM=5.25 draft S.W. 7'7 $\frac{1}{2}$ ". Mean.

The only other particulars of the vessel we have available are at mean
drafts of 7'7 $\frac{1}{2}$ " (vessel completely light) and 9'7 $\frac{1}{2}$ " (near loaded - loaded
draft as built was 10'2").

Draft S.W.	7'7 $\frac{1}{2}$ " Mean (trim unknown)	9'7 $\frac{1}{2}$ "
	Hopper & Well Open.	Hopper Closed-Well Open.
T.P.1"	9.93 tons	11.84 tons
M.T.1"	118 ft. tons.	130 ft. tons.
C _b	.76	.785
KB	3.93 ft.	5.0 ft.
Cr. of B. from A.P.	90.75 ft.	91.8 ft.
KG.	12.73 ft.	-
Trans. B.M.	14.05 ft.	10.70 ft.
Trans. KM	17.98 ft.	15.7 ft.
Trans. GM.	5.25 ft.	

We hope the above data will be of assistance to you.

Yours faithfully,

James Pennington
Mr Hutchison

Fleming & Ferguson Limited

Alfred L. Kaye
MANAGING DIRECTOR

BZ426 CW5 PAISLEY 11/10 2 0940

DATE-STAMP



HARBOARD AUCKLAND HARBOUR BOARD,
BOX 1259
AUCKLAND.

463

HARBOARD

33200

For Post Office use only

Rec'd at

9/11/58

By

2 JUL 58

33200
8650

Serial No.

To

33200 x

By

JK

Checked

OVERSEA



TELEGRAM

Wedge Kiritutu.

YOURTEL FIRST POSTING ALL AVAILABLE PARTICULARS TODAY

= PHOENIX +

File
929

MR. GOODSIR:

Phone Message from Mr. PEMBERTON, 30.6.1958.

DREDGE "PARITUTU": STAFF AT NEW PLYMOUTH.

- Master.
 - Mate (Supernumerary - mainly M/A.)
 - Bosun Ladderman.
 - Deckhands (6).
 - Chief Engineer.
 - 2nd. Engineer.
 - Greaser Firemen (2).
- Master and Mate
depending on whether
local ships or not to dump.*
- 2/300 IHP.

Mr. Holmes has no knowledge of any Stability Plans.

We have Docking Plans.

Master (Rever) or equivalent.
 +1 Senior Engineer or equivalent.
 Not less than 5 AB + 1 ord. seaman.

Extended require 1st } Class. Engin.
 2nd. }

W.J.T.

Dredge Kapaia

- Master 1
- Engins: 1st 1
- 2nd 1
- 3rd 1
- Fireman 1
- Greaser 1
- Winchmen 3
- Deckhands 3
- Engineer 1
- 2nd " 1

Two each happy days.

2/

OVERSEAS



TELEGRAM

DATE-STAMP

No.

Code: Time: Words:

Instructions: Charges:

(To facilitate accurate transmission please print in BLOCK CAPITALS.)

ADDRESS:

PHOENIX
PAISLEY

--	--	--

FOR OFFICE USE ONLY

Sent:	Arm Nr.
To .....	.....
By	Checked
Ackt. ....	.....

HAVE BOUGHT DREDGE PARITUTU FROM TARANAKI HARBOUR
BOARD YOUR NUMBER 389 STOP NOW FITTING SIDE CHUTES
STOP PLEASE FORWARD URGENTLY DETAILS INCLINING
TEST AND ANY AVAILABLE STABILITY CURVES OR DATA

*Recd
17/58*

HABOARD

NOTE.—The name and address of the sender if not to be telegraphed must be written on the back of the form
Tel. 138.

NOTICE TO THE SENDER OF THIS TELEGRAM.

CONDITIONS OF ACCEPTANCE.

This telegram is presented for transmission subject to the Post and Telegraph Act and Regulations.

The sender of a telegram is responsible for all charges incurred in the transmission and delivery thereof.

Neither Her Majesty the Queen nor the Government of New Zealand will accept liability for errors, omissions, or delays in the transmission of any telegram, or for the non-delivery or non-transmission of any telegram.

The signature or name of the sender of this telegram must be written hereunder. If given by an agent, the latter must add his name or initials.

Name and Address of Sender: { Auckland Harbour Board,
P.O. Box 1259, Auckland C.1.

Telephone No.—Day: 33-200 Night:

Tel. 128. 1,000,000/8/52.—5212. Co.2 OISBOONE HERALD

Copy to Mechanical Engineer

929

18th June, 1958.

The Secretary for Marine,
Marine Department,
P.O. Box 2395,
WELLINGTON C.1.

Dear Sir,

BUCKET & SUCTION DREDGER "PARITUTU"

The Board has purchased this vessel from the Taranaki Harbour Board, and she is due to arrive here on 20th inst.

Her existing arrangement for discharging spoil from the buckets provides for discharge through one centrally placed shoot into her own hopper. To carry out efficient and economical dredging operations in this harbour, it is intended to fit shoots for side discharge into hopper barges and to keep the dredger working continuously. The arrangement and details of the additional shoots, door, hinged shoot operating gear etc. are shown on Drgs. E.783/1, 2, 3 and 4 and two copies of each drawing have been sent to you under separate cover. The calculated weights of the various components are as follows:-

Fixed and hinged shoots -	4.25 tons	Drg. E.783/1
Door and door fittings -	1.00 "	" " E.783/2
Additions to bucket discharge well	1.50 "	" " E.783/3
Shoot Operating Gear	1.00 "	" " E.783/4
Total -	<u>7.75</u>	<u>" say 8.00 tons</u>

When this work is completed it is intended to carry out inclining experiments, so that her stability may be determined, and additional ballast provided as may be required.

I shall be glad to have your approval as early as possible.

Yours faithfully,

JST:HEB

CHIEF ENGINEER TO THE BOARD

929

1st July, 1958.

Messrs. Mason Bros Ltd.,
C.P.O. Box 1633,
AUCKLAND

Dear Sirs,

DREDGER "PARITUTU"

I acknowledge your letter 4A of 29th May, 1958.

Progress on the "Paritutu" appears to be quite satisfactory and I trust that the work will be completed well before the end of this month.

I hope that it will not prove necessary to delay hull structural work on our 50 ft. towboats, and I am confident that you will make every effort to deliver these towboats at the agreed time.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

Refer also to File 921/3

929.

30th June, 1958.

The Engineer,
Taranaki Harbour Board,
P.O. Box 138,
NEW PLYMOUTH

Dear Sir,

DREDGE "PARITUTU"

Receipt is acknowledged of your letter dated 24th June, 1958, enclosing Lloyd's Boiler and Engine Certificates (2) for Dredge "Paritutu", for which I thank you.

It is noted that the donkey boiler referred to is not now installed.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

WJT:HEB

ADDRESS ALL CORRESPONDENCE TO:

SECRETARY OF MARINE,
MARINE DEPARTMENT,
WELLINGTON C. 1.
TELEGRAPHIC ADDRESS:
"SECYMARINE"
TELEPHONE 45-404



PLEASE QUOTE

MARINE 2513
(SMALL)

OUR REFERENCE

Ship file

YOUR REFERENCE

MARINE DEPARTMENT,
T. & G. BUILDINGS, GREY ST.,
P.O. BOX 2395,
WELLINGTON C. 1., N.Z.

27 June 1958.

The Engineer to the Board,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND, C.1.

Dear Sir,

Dredge 'Paritutu' : Stability Data

This Department is anxious to include in its records any stability data which may be available for the above vessel.

If the builder's stability calculations, stability curves etc are in your possession, I shall be pleased if you will forward copies to this office.

Yours faithfully,

(G.L. O'Halloran)
Secretary for Marine.

ADDRESS ALL CORRESPONDENCE TO:
SECRETARY OF MARINE,
MARINE DEPARTMENT,
WELLINGTON C. 1.
TELEGRAPHIC ADDRESS:
"SECYMARINE"
TELEPHONE 45-404



PLEASE QUOTE

MARINE 2519
(SMALL)

OUR REFERENCE

Ship file

YOUR REFERENCE

929

MARINE DEPARTMENT,
T. & G. BUILDINGS, GREY ST.,
P.O. Box 2395,
WELLINGTON C. 1., N.Z.

26 June 1958.

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

Dear Sir,

Dredger 'Paritutu'

In reply to your letter of 18 June enclosing plans of the proposed alteration to the above dredge it is advised that these appear to be satisfactory, subject to the materials and workmanship being to the satisfaction of a Surveyor of Ships.

This approval is subject also to the stability of the dredge being adequate, and I shall be pleased if, in due course, you will forward a report on the inclining experiment, together with sufficient hydrostatic data to enable curves of statical stability to be drawn for the vessel.

Yours faithfully,

(G.L.O. Halloran)
Secretary for Marine.

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"Taragate"



Taranaki Harbour Board
New Plymouth
New Zealand

ENGINEER'S OFFICE : 24th June, 1958.

PDLH/MMT


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

Dear Sir,

RE "PARITUTU"

Please find enclosed Lloyds Boiler and Engine Certificates for "Paritutu". It is to be noted that the donkey boiler referred to is not now installed.

Yours faithfully,


ENGINEER TO THE BOARD.

Enc. 2 Boiler Certificates.

Mechanical Engrs.

*Please note & return to Clerical Office
for filing. RCP*

Mr. Galt,

Please send acknowledgment ✓

J.S.

Lloyd's Register of British & Foreign Shipping,

71, Fenchurch Street,

London, 17th January 1910
E.C.



CERTIFICATE OF BOILER.

No. 10255

This is to Certify that the Iron Boiler
made by James Fleming Ferguson, Esq. (389)
for the Iron S/S A° 389 S.S. Paritutu
and marked as below, has been surveyed during construction by the undersigned.
The material has been tested by the Surveyors to Lloyd's Register; the scantlings
are in accordance with the Society's Rules for a working pressure of 160 lbs.
per square inch, and the workmanship is good. The Boiler having been
tested in my presence on the 12 January 1910 by hydraulic pressure
to 320 lbs. per square inch, showed no signs of weakness, and was
found tight and sound in every respect at that pressure. Working pressure
not to exceed one hundred and sixty lbs. per square inch.

MARK ON BOILER.

No. 10255
LLOYD'S TEST
320 lbs.
W.G.M 12-1-1910

Wm Gordon Maclellan

Engineer Surveyor to Lloyd's Register.

Glasgow

Scott
Secretary, Lloyd's Register of British & Foreign Shipping.

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

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are 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 the Surveyors, or other Officers or Agents of the Society."

Lloyd's Register of British & Foreign Shipping.

ESTABLISHED 1834.

CERTIFICATE FOR ENGINES AND BOILERS.

No. 11091
8712

No. 71, Fenchurch Street,

LONDON, 23rd March, 1910.

This is to Certify that the

Engines and Boilers of the Steel Twin Screw Steam Hopper Dredger
Paritulu of Wellington, N.Z.

No. ✓ Master, 564 Tons, have been

IN REGISTER BOOK.

Specially Surveyed by the Surveyors to this Society during
construction at Parley

and were reported to be on the 18th March, 1910

in good, efficient, and safe working condition, at a pressure of
160 lbs. per square inch on the main boilers. The approved
working pressure of the donkey boiler is 160 lbs. per square
inch.

The Record **LMC 3, 10** (Lloyd's Machinery Certificate)
has been made in the Register Book, subject to Periodical Surveys
as required by the Rules.

PARTICULARS OF ENGINES.

Description.	When Made.	Name and Address of Makers.	Diameter of Cylinders.	Length of Stroke.
<u>Triple Expansion</u>	<u>1910</u>	<u>Fleming Ferguson, Ltd., Parley</u>	<u>11" 18" + 30"</u> <u>(2 sets)</u>	<u>22"</u>

Witness my hand,

Edward Beauchamp
Deputy Chairman.

G. Redman
pro Secretary.

This certificate is issued upon the terms of the Rules and Regulations of the
Society, to which Owners are referred.

For convenience of Owners extracts from some of the principal Rules are
printed on the back hereof.

EXTRACTS FROM THE SOCIETY'S RULES AND REGULATIONS.

While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee, nor the Society, are 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 the Surveyors, or other Officers or Agents of the Society.

Periodical and Occasional Surveys.—The machinery and boilers of all steam ships, and the donkey boilers of sailing vessels, are to be surveyed annually, if practicable, and in addition are to be submitted to a Special Survey upon the occasion of the vessel's undergoing the Special periodical Surveys Nos. 1, 2, and 3, prescribed in the Rules, unless the machinery and boilers have been specially surveyed within a period of twelve months.

* * * * *

The boilers of all steam ships, and the donkey boilers of sailing vessels, are to be specially surveyed when six years old, and subsequently they are to be specially surveyed annually.

* * * * *

The stern shaft is to be examined annually, and drawn at intervals of not more than two years. On the application of Owners, the Committee will be prepared to give consideration to the circumstances of any special case.

Survey of Repairs.—All repairs of vessels, engines and boilers that may be required at ports where there is a Surveyor to the Society, in order that the vessels may retain their characters in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyor. When such repairs are effected at a port where there is no Surveyor to this Society, the vessel must be surveyed by one of the Society's Surveyors at the earliest opportunity.

Notice of Surveys.—Whilst the Society's Surveyors are required to attend for the purpose of holding surveys in their district, the duty of giving notice when the attendance of the Surveyors is required to carry out Periodical Special Surveys or to supervise repairs rests with the Owners, Masters or Agents. If such notice is not given and the requisite surveys are not carried out, the characters of vessels are liable to be expunged from the Register Book.

No. 71, Fenchurch Street,
London, E.C.

ANDREW SCOTT,
Secretary.

[N.B.—It is to be understood that the foregoing requirements are subject to amendments made by the Committee from time to time.]

23rd June, 1958.

THE CHIEF ENGINEER

THE TREASURER

DREDGE "PARITUTU"

It is hereby certified that all arrangements in regard to delivery of Dredge "Paritutu" were completed today and the agreed purchase price of £40,000 may now be paid to the Taranaki Harbour Board.

CHIEF ENGINEER TO THE BOARD

ANT:HEB

929

The Engineer,
Taranaki Harbour Board,
P.O. Box 138,
NEW PLYMOUTH

10th June, 1958.

Dear Sir,

DREDGE "PARITUTU"

Receipt is acknowledged of your letter dated 4th June, 1958, confirming delivery arrangements for Dredge "Paritutu".

Contents have been noted and the various matters referred to regarding transport of crew to bus after arrival, hotel accommodation and air travel for Mate and Chief Engineer, payment of allowances to crew (£4.15. 0. per man), and wages of J. Atkins are receiving attention.

I have just received your telegram advising that the "Paritutu" sailed this morning, and would appreciate further advices on the dredge's progress as the voyage proceeds.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

WJT:HEB

A19 14 NEW PLYMOUTH 9/18A +
ENGINEER HARBOUR BOARD AUCKLAND +

Rec'd

By

W. H. H. 1

INLAND



TELEGRAM

Tel. 142. 100,000 pads/ 5/55-48096

DATE-STAMP

421



Sent	Serial No.
To	
By	Checked

PARITUTU SAILED THIS MORNING ON FIRST STAGE OF DELIVERY

+ TARAGATE ++

W. H. H.

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES

"Taragate"

6/3



Taranaki Harbour Board
New Plymouth
New Zealand
ENGINEER'S OFFICE.

4th June, 1958.

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

Dear Sir,

DELIVERY "PARITUTU"

"Paritutu" completed dredging service with this Board 30th May and will commence delivery voyage at the earliest possible date.

Arrangements have been made for Gibson's Motors to provide a bus to return the crew and their effects to New Plymouth. I understand that the Auckland Harbour Board will make a truck available if necessary to transport the crew from ships side to bus.

The Mate and Chief Engineer will remain in Auckland for a period of two days following arrival of "Paritutu" to enable gear and equipment to be checked over. They will require accommodation and separate air travel arrangements. I would be pleased if you could arrange the necessary bookings (fares to be refunded by this Board) for these two officers.

(4 star accommodation)

On arrival in Auckland funds will be required for payment of certain allowances to the crew. £66.10. 0 will be required
* (£4.15. 0) per man. We will forward a cheque for this amount if you would arrange for the cash to be paid to the Master on arrival.

With reference to J. Atkins, the position is that normally a greazer would be employed, the award rate being £10.19.11 although we would normally send a man as extra whose rate is £11.15. 0. Since you will be paying Atkins, I will arrange for his hours to be certified and forwarded to you. We will pay him the allowances made to the crew by special agreement and these will be to our account.

Yours faithfully,


ENGINEER TO THE BOARD.

Mr. Grant

These acknowledge & arrange accordingly

Mr. Robertson to note.

REP

*Noted
10/6/58*

J. O.

Auckland Harbour Board

MEMORANDUM

From

The Mechanical Engineer

4 June

1958

To

THE ENGINEER

Dredger Paritutu Chutes

Herewith Invoice from Swanson Engineering Co Ltd of 11-5-58 for the sum of £1240 being their charge for fabrication of chutes in accordance with Requisition No 26079 of 1.4.58 and Drawing E 783/1.

I certify that the chutes have been made and are satisfactory.

Payment of this account may now be made.

R. C. P. Robertson
Chief Engineer

*R. C. P. signed
actual invoice
from Swanson Eng. Co.
which was passed
for payment. A.D.*

Attached.

Swanson's Invoice

" Letter of 12 May

T H B Letter " 30 May

" Certificate 19 "

R. C. P.

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"Taranaki"



*Taranaki Harbour Board
New Plymouth
New Zealand*

ENGINEERS OFFICE : 30th April, 1958.
W. H. G.

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

Dear Sir,

RE SHOOTS FOR "PARITUTU"

Enclosed certificate from Foreman of Works for
side shoots fabricated by Swanson Engineering Co Ltd.,

Yours faithfully,

A handwritten signature in blue ink, appearing to be "W. H. G.", written over a faint circular stamp.

ENGINEER TO THE BOARD.

MASON BROS. LTD.

PAKENHAM STREET - AUCKLAND, C.1. N.Z.
C.P.O. Box 1633

BRANCHES AT
WELLINGTON
AND
HAMILTON

WORKS

29th May, 1958.

Reference: 4A

Designers and Fabricators of:

STEEL STRUCTURES
INDUSTRIAL PLANT
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IRON CASTINGS

The Engineer,
Auckland Harbour Board,
AUCKLAND.

Dear Sir,

PARITUTU

We thank you for your letter of the 23rd May, and enclosed order instructing us to carry out work associated with the installation and fitting of the new side chutes to your dredge at Paritutu when it arrives here from New Plymouth.

We are making our arrangements to commence this work immediately on arrival of the dredge, and where possible fabricate components before this date. With regard to delivery every effort will be made to complete the known work on the dredge by late July or early August.

However, in order to meet this delivery, it may prove necessary to delay the hull structural work on your 50 ft harbour tugs for a few weeks. Every effort will be made to deliver these tugs at the agreed time, but should the work on the dredge effect the labour assigned for the tug construction work, we would ask you to grant a small extension time to the tugs.

In conclusion, we would thank the Board for entrusting us with the work on the dredge at Paritutu, and assure them that every effort will be made by us to complete the chutes so that the dredge may be operational at the earliest possible time.

Yours faithfully,
p.p. MASON BROS. LTD.

B. J. Tate
Ship Constructor.

B.J. Tate/ET

Mr. Pemberton
Please reply

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES

"Taragate"



*Taranaki Harbour Board
New Plymouth
New Zealand*

ENGINEER'S OFFICE : 19th May, 1958.

To the Engineer,
Taranaki Harbour Board,
Port Taranaki,
NEW PLYMOUTH.

Side Shoots for Dredger "Paritutu".

I have inspected the side shoots fabricated by Swanson Engineering Coy., Ltd., for the Auckland Harbour Board. They are satisfactory as to workmanship and are in accordance with Auckland Harbour Board Drawing No. E 783/1

A.G. Johnston.

A.G. JOHNSTON.

FOREMAN OF WORKS.

Copy to Mechanical Engineer

929

23rd May, 1958.

Messrs. Mason Bros.,
P.O. Box 1633,
AUCKLAND

Dear Sirs,

"PARITUTU"

It is intended to provide side discharge on this dredger, which is expected here about 20th June.

I confirm the arrangement made between your Mr. Tate and my Mechanical Engineer whereby you are engaged to do the following work for which order is enclosed at your normal rates:-

Fit side shoots (2 fixed and 2 hinged shoots) These have been made in New Plymouth and will be delivered with the dredger.

Make and fit shoot door and its operating gear and door landings.

Make and fit saddle back to bucket discharge well.

Make and fit plate to close for'd side of bucket discharge well.

Make and fit hinged shoot hoisting standards.

Make and fit hinged shoot hand operated winches.

As it is essential that this dredger be put into operation as soon as possible after arrival here, will you please make every endeavour to complete the work within a month of commencement.

Drawings are now in preparation and will be supplied as they are completed so that prefabrication may be started now.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

Encl: Order No. 2842M

JST:HEB

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"TaraGate"



Taranaki Harbour Board
New Plymouth
New Zealand

ENGINEER'S OFFICE : 22nd May, 1958.

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

Dear Sir,

RE "PARITUTU"

Your letter of 16th May and Telegram of
20th May have been received.

Bookings have been made for Atkins at the
Hotel Tasman adjacent to the Railway station for the
nights 27, 28, 29, & 30th May. He will be able to arrange
early breakfast and cut lunch with the hotel which is on
the bus route to the port. The dredge leaves her berth at
8.00am.

Atkins should bring his Certificate with him
and I suggest he contact me on arrival.

It is confirmed that suction dredging only will
be carried out and this will be completed 30th May. "Paritutu"
will then be prepared for the voyage to Auckland.

Yours faithfully,


ENGINEER TO THE BOARD

Mr Goodall

Jr.

Ask Atkins
to see Mr R.P.
for message R.P.

INLAND TELEGRAM



Date-stamp.

No.

(If prepaid in stamps, affix in space above)

Code : Time : Words : Charges :

Instructions :
(For conditions of acceptance see over.)

--	--	--

FOR OFFICE USE ONLY.

ADDRESS (To facilitate accurate transmission, please print in **BLOCK CAPITALS**)

ENGINEER
TARAGATE
NEW PLYMOUTH

Sent	Arm Nr.
To	Checked.
By	
Ackgt.	

NOT NECESSARY DELAY DEPARTURE PARITUTU
FOR ATKINS TO SEE BUCKET DREDGING STOP
ARRANGING TRAVEL FOR ATKINS TO ARRIVE
27TH STOP PLEASE BOOK SUITABLE HOTEL
ACCOMMODATION

Sent
20/5/58

HABOARD

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

NOTE.—THE NAME AND ADDRESS OF THE SENDER, IF NOT TO BE TELEGRAPHED,
MUST BE WRITTEN ON THE BACK OF THE FORM.

NOTICE TO THE SENDER OF THIS TELEGRAM

CONDITIONS OF ACCEPTANCE

This telegram is presented for transmission subject to the Post and Telegraph Act and Regulations.

The sender of a telegram is responsible for all charges incurred in the transmission and delivery thereof.

Neither His Majesty the King nor the Government of New Zealand will accept liability for errors, omissions, or delays in the transmission of any telegram, or for the non-delivery or non-transmission of any telegram.

The signature or name of the sender of this telegram must be written hereunder. If given by an agent, the latter must add his name or initials.

Name and Address of Sender: { Auckland Harbour Board,
P.O. Box 1259, Auckland C.1.

Telephone No.—Day: 33-200 Night: _____

16th May, 1958.

Mr. P.D.L. Holmes,
Engineer,
Taranaki Harbour Board,
NEW PLYMOUTH

Dear Peter,

I confirm our telephone advice to you that
H. Hughes will be replaced on the "Paritutu".

His replacement is J. Atkins who has his 3rd
Marine Certificate. (Certificate No. MO 3805 dated 13th
May, 1949).

Will you please make application to the Marine
Department for Atkins to replace Hughes on the trip
from New Plymouth to Auckland.

I should like Atkins to spend several days
on the "Paritutu" while you are still dredging, on suction
dredging particularly, and also on grab dredging if you
decide to do some more before "Paritutu" sails. Arrange-
ments for this will be made with you by phone next week.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

SWANSON ENGINEERING CO. LTD.

MARINE, GENERAL AND STRUCTURAL STEEL ENGINEERS

TELEGRAMS: SWANSON
TELEPHONE 5409
P. O. BOX - 232

DEVON STREET WEST
NEW PLYMOUTH
N.Z.

12th May, 1958.

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

Dear Sir,

DREDGER " PARITUTU" SIDE CHUTES.
Reference your letter 929, 8/4/58.

We would advise that the two fixed chutes and two hinged chutes and fittings for the Dredger Paritutu have now been completed in accordance with drawing E/783/4.

They are at present being held in our Steel Yard ready for delivery to the Paritutu at Port Taranaki when they are required prior to the Paritutu's sailing for Auckland.

Would you kindly advise if you wish to appoint anyone to inspect these chutes before they are delivered to the Port.

In due course our invoice will be forwarded to you covering this contract, it being clearly understood that the delivery of the chutes to the port being part of the Contract Price will not entail any further charge whatsoever in the event of the invoice being passed for payment by you Board before the chutes are delivered to the Port.

Thanking you for your valued business.

Yours faithfully,
SWANSON ENGINEERING CO. LTD.

W Jitter
MANAGING DIRECTOR.

de Pemberton

Auckland Harbour Board.

Mechanical Tugs.

If Hughes is unwilling
to go who do you recommend?

Please discuss with Taylor
or F. O. W.

What certificates are held
by Mr. Ranger & Alkins?

3rd. Home J. J.

R. J.

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"Taragate"



Taranaki Harbour Board
New Plymouth
New Zealand

ENGINEER'S OFFICE ; 18th April, 1958.

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

Dear Sir,

"RE "PARITUTU" REF YOUR 929 10APR. 1958.

1. Application has now been made to Marine Dept. for a permit for "Paritutu" to commence the delivery voyage on or after 9th June next.
2. Application has also been made for H.P. Hughes to sail on that voyage as 3rd Engineer. If it is desired that Hughes spend some time on "Paritutu" while bucket dredging programme is expected to be completed in 2 - 3 weeks after which sand pumping will be put in hand.
3. The Bosun and 2nd Engineer "Paritutu" would be willing to spend time with your Board at a time to suit you later this year, and this will be convenient to us.
4. Arrangements for care and transport of crew will be made at a later date.
5. Regarding Rigby we will be unable to include him on the crew as an extra officer as the "safety at sea" regulations preclude the carrying of more crew than the life boat capacity on class 9 ships. There are no vacancies for crew members.

Yours faithfully,

A handwritten signature in blue ink, appearing to be "J. H. ...", is written over a horizontal line.

ENGINEER TO THE BOARD.

*On or after 9th June.
1024 - back on 17th May
10 days to get ready for sea.*

*File
red*

929

10th April, 1958.

The Engineer,
Taranaki Harbour Board,
P.O. Box 138,
NEW PLYMOUTH

Dear Sir,

Re "PARITUTU"

I acknowledge and thank you for your letter 17th March and reply to the several points enumerated therein as follows:-

1. Side Chutes - Formalities are now nearly completed to enable me to place an order with Swansons to make up side chutes and hinged extension chutes - four pieces in all which can be nested in pairs. It is hoped that these can be transported by "Paritutu".

In view of the limitations on available deck space I am arranging for chute doors and door operating gear to be made here.

2. A Marine Engineer from my staff can be made available for the delivery voyage. He would not need to spend more than a week or so as supernumerary on actual dredging. For this I propose H.P. Hughes who was employed as 2nd on dredger "Hapai" but I must point out that he holds 3rd Marine Engineer's ticket only.

3. As "Paritutu" will need to be fitted with side chutes immediately on arrival and before commencing dredging there does not appear to be any point in retaining the Bosun and/or Engineer here after delivery is completed.

It would appear preferable that either one or both of these people should return to Auckland for a short period at a later date, when "Paritutu" goes to work after fitting of side chutes provided you could arrange to make this convenient.

4. The arrangements you propose under this heading are satisfactory. Presumably you will require an adjustment to be made for the value of unconsumed stores taken over by the Board following delivery.

Please let me know what arrangements you wish me to make on your behalf for payment to crew, their accommodation and transport home and I will see that the arrangements are made. It is understood of course that the Board will be reimbursed for any advances made in respect of these items.

Please also advise me, say 3 weeks or so before the event, of the date on which you expect your dredging to finish.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

P.S. B.G. Rigby who holds a Masters Certificate Home Trade and was sailing master on dredger "Hapai" has expressed a desire to make the voyage from New Plymouth to Auckland in "Paritutu". He states he is known personally by your Harbourmaster and would be prepared to act in any capacity as deck crew. My Board does not consider that the experience he would gain by this would warrant its sending him and bearing the cost of his wages. However no objection would be raised to Rigby joining the dredge if it is of any assistance to you in providing the requisite delivery crew. Presumably you would then accept liability for his transport one way and wages while employed as crew.

JAG:HEB

929

8th April, 1958.

The Managing Director,
Messrs. Swanson Engineering Co. Ltd.,
P.O. Box 232,
NEW PLYMOUTH

Dear Sir,

DREDGER "PARITUTU" SIDE CHUTES

I thank you for your quotation of 28th inst. for 2 only fixed chutes and 2 only hinged chutes and fittings all to drawing E.783/1, for £1,240. 0. 0. delivered on wharf New Plymouth.

Your offer is accepted and I shall be glad if you will put this work in hand as soon as possible. Works Order is enclosed.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

Encl: Order No. 2697M

JST:HEB

2nd April, 1958.

THE CHIEF ENGINEER

THE GENERAL MANAGER

DREDGER "PARITUTU"

Herewith quotation from Swanson Engineering Co. Ltd., of New Plymouth for the fabrication of two fixed and two hinged side chutes for "Paritutu". This modification is necessary, as already reported to the Board, to enable the dredge to discharge the dredged material into hopper barges instead of into her own hopper. The price quoted, £1,240. 0. 0., is a very satisfactory one; and is part of the sum of £5,000 for which financial provision has already been made.

Prompt acceptance of this quotation will enable the major part of the work to be done at New Plymouth before the dredge completes her dredging programme there, and will enable her to start dredging at Auckland considerably earlier than would be the case if the work were done in Auckland.

I recommend the acceptance of the quotation of £1,240. 0. 0. from the Swanson Engineering Co. Ltd of New Plymouth.

*The Chief Engineer
Approved. Please
arrange accordingly*

A. B. Clarke

2/4/58

CHIEF ENGINEER TO THE BOARD

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"TaraGate"



Taranaki Harbour Board
New Plymouth
New Zealand

ENGINEER'S OFFICE: 3rd April, 1956.

The Shipping Manager,
William Cable & Co Ltd.,
P.O. Box 286,
WELLINGTON.

Dear Sir,

RE PARITUTU

'Paritutu' has been sold to the Auckland Harbour Board and it is expected that delivery will be effected June next.

You hold in Wellington sundry patterns and a spare propeller shaft for "Paritutu" these will become the property of the Auckland Harbour Board and available to them on demand on completion of the sale.

Yours faithfully,

ASMA.

ENGINEER TO THE BOARD.

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

For your Information.

[Handwritten signature]

*de Goods in
notes.*

SWANSON ENGINEERING CO. LTD.

MARINE, GENERAL AND STRUCTURAL STEEL ENGINEERS

TELEGRAMS: SWANSON
TELEPHONE 5409
P. O. BOX - 232

DEVON STREET WEST
NEW PLYMOUTH
N.Z.

28th March 1958.

Ref 929

The Engineers Department,
Auckland Harbour Board,
AUCKLAND

Dear Sirs,

Attention Mr. Trippⁿler - Dredge Paritutu
New Plymouth.

We have pleasure in submitting the following quotation
for your consideration.

"DREDGE PARITUTU - SIDE CHUTES"

To supplying necessary Labour & Material and
fabricating two only "Fixed" and two only
"Hinged" side chutes all in accordance with
Drawing No E 783/1. Chutes painted one coat
priming paint and delivered to Wharf - New
Plymouth

Price £1240. 0. 0.

Thanking you for the opportunity of quoting.

Yours faithfully,
SWANSON ENGINEERING CO. LTD.

W. J. Fitter
MANAGING DIRECTOR.

*Approx 4 tons Steel
involved in these
4 chutes @ £300/ton*

21st March, 1958.

The Managing Director
Messrs. Swanson Engineering Co. Ltd.,
NEW PLYMOUTH

Dear Sir,

DREDGER "PARITUTU" SIDE SHOOTS

Further to my letter of 6th inst., and the arrangements made by Mr. Trippner with you in New Plymouth, it is now intended to fit side shoots for discharge into hopper barges and not to use the dredger's hopper.

I enclose three prints of Drg. E.783/1, which show 2 fixed and 2 hinged shoots with their fittings, and I shall be glad to receive your quotation for supplying these components only, delivered to the dredger at the Port prior to her departure for Auckland in the first week in June.

With discharge to the centre shoot eliminated, it is intended to fit a saddle back across the tower with one centrally disposed door, giving discharge to either side shoot. This, and all the remaining work will be carried out on the dredger's arrival here.

I await your reply.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

Encl: 3 prints
Drg. E.783/1

TST:HEB

TELEPHONE 5672
POST OFFICE BOX 138
TELEGRAMS & CABLES
"Taranaki"



Taranaki Harbour Board
New Plymouth
New Zealand

ENGINEER'S OFFICE: 17th March, 1958.

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

Dear Sir,

RE "PARITUTU"

Paritutu has now completed annual survey and overhaul and will recommence dredging immediately. We will endeavour to keep you informed as to progress with dredging work as it affects delivery to your Board.

Several matters now require attention,

1. Side chutes. It is understood, following a visit by Mr Trippner that prefabricated side chutes are to be made up and it is hoped to transport these to Auckland by Paritutu on the delivery voyage. Every endeavour will be made to do so but with the severely limited deck space it may not be possible to transport all sections.
2. It is understood that a Marine Engineer from your Staff will join Paritutu before completion of dredging as a super-numerary and sail to Auckland as 2nd Engineer. I would be pleased to have confirmation on this point.
3. It is also understood that you may desire the services of the Bosun and an Engineer for a short period following commencement of dredging service in Auckland. (The Bosun is ladderman and together with the Master controls all actual operating of dredging controls.) The persons concerned are willing to do so. The conditions being the same as for an overhaul in Wellington - wages plus subsistences plus long weekend and fares home (return) fortnightly.
4. No allowance has been made in our delivery estimates for pilotage, port dues of any kind or stores required on arrival at Auckland as delivery is deemed to have been effected. For hand over, will retain the necessary staff for up to 2 days following arrival. *we*

*As Goodsie
- Pemberton*

(2)

Cash for payment of crew, possibly accomodation and final arrangements for return home transport will probably be required in Auckland and I trust the Auckland Harbour Board would make these arrangements if required.

Application to Marine Department for a permit will be made once it is confirmed or otherwise your engineer will sail with Paritutu on delivery voyage.

Yours faithfully,



ENGINEER TO THE BOARD.

Copy sent to Mr. J.S. Trippner
Mechanical Engineer

929

6th March, 1958.

The Managing Director,
Messrs. Swanson Engineering Co.Ltd.,
NEW PLYMOUTH

Dear Sir,

DREDGER "PARITUTU"

The Bearer of this letter, Mr. J.S. Trippner is authorised to discuss with you proposals for fitting 2 side chutes and hinged doors for discharging spoil into hopper barges and to engage the services of your firm to take dimensions, templates, etc., and prepare detailed plans for this work, all on a cost basis.

Will you please submit to me your quotation for doing the actual work involved, preferably completed in New Plymouth, or alternatively for the components prefabricated in New Plymouth for erection by the Board after the "Paritutu" arrives in Auckland.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:HEB

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

4 FEB 1958

2. DREDGER "PARITUTU"

Report of the Chief Engineer to the Board dated 20th January 1958 stating that the Taranaki Harbour Board's Dredge "Paritutu" had been inspected and her condition discussed with the Local Marine Surveyor; that the vessel was in good order considering her age and providing it was not employed on dredging much hard material should be good for several more years work without great expense on overhauls. He advised further that the fitting of side chutes had been investigated and was found practicable, the preliminary estimate of cost of this work and fitting additional fendering being about £6,000, and that other minor improvements such as increase of bunker capacity, increase of fresh water capacity and fitting of picks etc. would need investigation and would cost approximately £5,000.

The Chief Engineer suggested that the Taranaki Harbour Board should be offered the sum of £32,500 for the "Paritutu" delivered at Auckland complete with all spare gear - with an upper limit of £40,000, and advised that the suggested sum had not been discussed with anyone representing the Taranaki Harbour Board.

The General Manager on 30th January 1958 recommended that the purchase of the Taranaki Harbour Board's Dredge "Paritutu" be approved in principle, and as the Chairman and Secretary of the Taranaki Harbour Board would be in Auckland during the first week in February he recommended further that arrangements be made to negotiate with them whilst here, as to a firm price for the transfer of the vessel.

It was RESOLVED to recommend that reports be adopted.

FINANCIAL PROVISION
MADE 11 FEB 1958

ADOPTED BY BOARD IN COMMITTEE AND REMAINED IN COMMITTEE
11 FEB 1958

See also Res. in Com. 11/2/58

Mechanical Dept.

See note on Res. in the resolution.

J.T.

31st January, 1958.

DISPOSAL OF "PARITUTU"

1. TERMS:

- (a) Sale price to mean "Paritutu" as is alongside the wharf at Port Taranaki ready for sea, with buckets stored, life boat shipped and spare gear aboard but without other than residual supplies of fuel, oils, greases and other expendable stores, complete with anchors and chains, without provisions and subject to separate adjustment in regard to forthcoming survey.
- (b) The price to be fixed on the basis of the inspection made January, 1958 fair wear and tear being not subject to adjustment.
- (c) The price shall include all plans, spare gear and equipment aboard and ashore in New Plymouth together with patterns and spare propeller shaft held by William Cable & Co. Ltd., Wellington, except as specified to be excluded. The former to be placed aboard the vessel prior to sailing and the latter to be available ex William Cable & Co. Ltd. at Wellington.

The following items are excluded specifically from the sale:

- i. Work boat.
- ii. 6" Centres lathe.
- iii. 1 Set gas cutting and welding equipment including bottles.
- iv. Radio Telephone.
- v. Model of "Paritutu."
- vi. Permanent berth side moorings.

(Items (ii), (iii) and (iv) will be made available for the delivery voyage and to be returned to the Board subsequently.)

- (d) Agreement for sale to include a repurchase or hire clause should delivery of the Board's new dredger be not obtainable or delayed. This clause to have a time limit.
- (e) The forthcoming survey will take place March next. Since the Survey Certificate will then carry "Paritutu" to March 1959, it is proposed that the cost of the survey be borne in proportion to the subsequent time dredging at Taranaki and time taken over by the purchaser.
- (f) The accompanying schedules of equipment and spare gear indicate the position at October, 1957; there will have been subsequent variation to a minor extent.

2. DELIVERY:

This Board sells alongside the wharf at Port Taranaki as previously set out but is willing to assist in making the delivery voyage and

(2)

Disposal of "Paritutu"

in negotiating an agreement with the Union.

(Note): (Owing to fuel range limitations, the delivery voyage will of necessity be along the following route: Port Taranaki - Wellington - Napier - Tauranga - Auckland. Certain of these ports may be bypassed; this will depend on weather and fuel considerations.)

3. TIME "PARITUTU" AVAILABLE FOR HAND OVER:

This depends on:

- (a) State of dredging at Port Taranaki - estimated that 3 - 4 months work to be done.
- (b) Delays in construction of new dredger - none expected.
- (c) Work to be done in forthcoming survey, estimated to take 4 weeks. (It is suggested that the purchaser have an observer present during the overhaul.)

Note: The survey will be carried out on the basis that this Board will be selling the dredge and that it will be making a coastal voyage subsequently. Subsequent to the survey, should any further work be required for the coastal voyage, the same to be to purchaser's account.

31st January, 1958

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- (a) Sale price to mean "Paritutu" as is alongside the wharf at Port Taranaki ready for sea, with buckets stored, life boat shipped and spare gear aboard but without other than residual supplies of fuel, oils, greases and other expendable stores, complete with anchors and chains, without provisions and subject to separate adjustment in regard to forthcoming survey.
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Note: The survey will be carried out on the basis that this Board will be selling the dredge and that it will be making a coastal voyage subsequently. Subsequent to the survey, should any further work be required for the coastal voyage, the same to be to purchaser's account.

C
O 120/58
P 37/1
Y 81/3/2.

20th January 1958.

The General Manager,
AUCKLAND HARBOUR BOARD.

DREDGER "PARITUTU"

Taranaki Harbour Board's Dredge "Paritutu" was inspected by J. Taylor, P. Potter and R.C. Pemberton on 8th, 9th and 10th January, 1958. Her condition was discussed with the local Marine Surveyor on 9th January.

The vessel is in surprisingly good order considering her age and the adverse reports of her condition of a few years ago. Work which has been done during recent surveys is extensive and very satisfactory.

Hull - The hull appears to be sound. Approximately half the plates have been renewed since 1946. Some hull and deck plates are likely to require renewal on future surveys but these should not be excessive.

Ladder and Bucket Line - condition good.

Engines - condition good. Considerable work was done on these last survey.

Boiler - condition very good for its age - no sign of any serious faults at all.

Tower - condition satisfactory. Has been strengthened during recent survey and should require little further work for some years.

Bucket Drive - gears etc. satisfactory.

Winches - gearing very worn but should last two or three years.

Providing the dredger is not employed on dredging much hard material she should be good for several more years work without great expense on overhauls.

Shortcomings are as follows :

1. Side chutes will have to be fitted and height available for discharging into "Hapai's" barges is limited. (We have borrowed plans of tower and chutes for investigating the fitting of side chutes.)
2. Maximum dredging depth is approximately 40 feet.
3. Bucket capacity is 9 cu.ft. against "Hapai's" 28 cu.ft. while the number of buckets per minute is approximately the same. Picks will have to be fitted to buckets for dredging anything but mud and sand.

Delivery - I anticipate no difficulty in arranging for the "Paritutu" to be delivered to Auckland.

The General Manager

20th January 1958.

The Chairman and Secretary Taranaki Harbour Board will be visiting Auckland about the 7th February. The Chairman has asked that he be advised promptly as soon as we decide that "Paritutu" would be suitable for A.H.B. work and we desire to negotiate purchase.

I told him I thought we would advise him within a week. He asked this in order that : -

- (a) They might arrange for overtime work on such dredging as they wish to complete.
- (b) He would be able to make arrangements to come to Auckland about the 4th February to arrange matters of price and delivery with someone authorised to act on behalf of the Board.

The fitting of side chutes has now been investigated and is practicable. A preliminary estimate of the cost of doing this and fitting additional fendering is about £6,000.

Other minor improvements that need investigation are : -

Increase of bunker capacity.
Increase of fresh water capacity.
Fitting of picks etc.

The cost of these is estimated to be within £5,000.

I suggest that, we should offer Taranaki Harbour Board the sum of £32,500 for the "Paritutu" delivered Auckland complete with all spare gear. (£35,000 would not be unreasonable - with an upper limit of £40,000.)

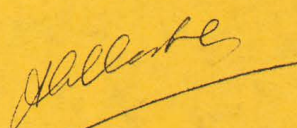
The suggested sum has not been discussed with anyone representing Taranaki Harbour Board.

(SGD.) J. R. SUTTON
CHIEF ENGINEER TO THE BOARD.

The Chairman,
Works & Traffic Committee.

I recommend that the purchase of the Taranaki Harbour Board's Dredge "Paritutu" be approved in principle.

As indicated in this report, the Chairman and Secretary of the Taranaki Harbour Board will be in Auckland during the first week in February and I recommend that arrangements be made to negotiate with them whilst here, as to a firm price for the transfer of the vessel.


GENERAL MANAGER.

30/1/58.

THE GENERAL MANAGER

DREDGER "PARITUTU"

Taranaki Harbour Board's Dredge "Paritutu" was inspected by J. Taylor, P. Potter and R.C. Pemberton on 8th, 9th and 10th January, 1958. Her condition was discussed with the local Marine Surveyor on 9th January.

The vessel is in surprisingly good order considering her age and the adverse reports of her condition of a few years ago. Work which has been done during recent surveys is extensive and very satisfactory.

Hull - The hull appears to be sound. Approximately half the plates have been renewed since 1946. Some hull and deck plates are likely to require renewal on future surveys but these should not be excessive.

Ladder & Bucket Line - condition good.

Engines - condition good. Considerable work was done on these last survey.

Boiler - condition very good for its age - no sign of any serious faults at all.

Tower - condition satisfactory. Has been strengthened during recent survey and should require little further work for some years.

Bucket Drive - gears etc. satisfactory.

Winches - gearing very worn but should last two or three years.

Providing the dredger is not employed on dredging much hard material she should be good for several more years work without great expense on overhauls.

Shortcomings are as follows:-

1. Side chutes will have to be fitted and height available for discharging into "Hapai's" barges is limited. (We have borrowed plans of tower and chutes for investigating the fitting of side chutes.)
2. Maximum dredging depth is approximately 40 feet.
3. Bucket capacity is 9 cu.ft. against "Hapai's" 28 cu.ft. while the number of buckets per minutes is approximately the same. Picks will have to be fitted to buckets for dredging anything but mud and sand.
4. Shelters will be required over winches.
5. Additional fuel tanks will have to be provided and provision made for carrying extra water.

Delivery - I anticipate no difficulty in arranging for the "Paritutu" to be delivered to Auckland.

The Chairman and Secretary Taranaki Harbour Board will be visiting Auckland about the 7th February. The Chairman has asked that he be advised promptly as soon as we decide that "Paritutu" would be suitable for A.H.B. work and we desire to negotiate purchase.

I told him I thought we would advise him within a week. He asked this in order that:-

- (a) They might arrange for overtime work on such dredging as they wish to complete.
- (b) He would be able to make arrangements to come to Auckland about the 4th February to arrange matters of price and delivery with someone authorised to act on behalf of the Board.

The fitting of side chutes has now been investigated and is practicable. A preliminary estimate of the cost of doing this and fitting additional fendering is about £6,000.

Other minor improvements that need investigation are:-

Increase of bunker capacity
Increase of fresh water capacity
Fitting of picks etc.

The cost of these is estimated to be within £5,000.

I suggest that, we should offer Taranaki Harbour Board the sum of £32,500 for the "Paritutu" delivered Auckland complete with all spare gear. (£35,000 would not be unreasonable, - with an upper limit of £40,000).

The suggested sum has not been discussed with anyone representing Taranaki Harbour Board.

CHIEF ENGINEER TO THE BOARD

RCP:HEB

27th
The Chief Engineer

Memo

No

13 Jan. 58

Dredge Paritutu

Taranaki Harbour Board's Dredge Paritutu was inspected by J Taylor, P Potter and R Pemberton on 8th, 9th & 10th January 58. Her condition was discussed with the local Marine Surveyor on 9th Jan.

The vessel is in surprisingly good order considering her age and the adverse reports of her condition of a few years ago. Work which has been done during recent surveys is extensive and very satisfactory.

Hull - The hull appears to be sound. Approximately half the plates have been renewed since 1946. Some hull and deck plates are likely to require renewal on future surveys but these should not be excessive.

Ladder & Bucket Line - condition good.

Engines - condition good. Considerable work was done on these last survey.

Boiler - condition very good for its age - no sign of any serious faults at all.

Tower - condition satisfactory. Has been strengthened during recent survey & should require little further work for some years.

Bucket drive, gears etc satisfactory.

Winches - gearing very worn but should last two or three years.

Providing the dredger is not employed on dredging much hard material she should be good for several more years work without great expense on overhauls.

Shortcomings are as follows: -

- ① Side chutes will have to be fitted and height available for discharging into Hapai's barges is limited. (We have borrowed plans of tower and chutes for investigating the fitting of side chutes.)
- ② Maximum dredging depth is approx 40ft.
- ③ Bucket capacity is 9 cu ft against Hapai's 28 cu ft while the number of buckets per minute is approx the same. Picks will have to be fitted to buckets for dredging anything but mud and sand.
- ④ Skets will be required over winches.
- ⑤ ^{Additional} Fuel tanks will have to be ^{provided} ~~carried~~ and provision made for carrying extra water.

Delivery I anticipate no difficulty in arranging for the Paritutu to be delivered to Auckland.

The Chairman and Secretary Taranaki Harbour Board will be visiting Auckland about the 7th Feb. The Chairman has asked that he be advised promptly as soon as we decide that Paritutu would be suitable for AHB work and we desire to negotiate a ~~purchase~~ ^{purchase}.

I told him I thought we would advise him within a week.
He asked this in order that —

- a. they might arrange for overtime work on such dredging as they wish to complete.
- b. ~~that~~ he would be able to make arrangements to come to Auckland about the 4th Feb to arrange matters of price and delivery with someone authorised to act on behalf of the Board.

x.

x.

The fitting of side chutes has now been investigated. It is practicable, a preliminary estimate of the cost of doing this is about £6000.

Other minor improvements that need investigation are: — Increase of bunker capacity — fresh water — fitting of berths etc.

The cost of these is estimated to be well under £5000

I told him I thought we would advise him within a week.
He asked this in order that —

- a. they might arrange for overtime work on such dredging as they wish to complete.
- b. ~~that~~ he would be able to make arrangements to come to Auckland about the 4th Feb to arrange matters of price and delivery with someone authorized to act on behalf of the Board.

I suggest that, subject to a satisfactory solution of the fitting of side skates, we should offer Taranaki Harbour Board the sum of £32,500 for the *Pookatua* delivered Auckland complete with all spare gear. (£35,000 would not be unreasonable; — with an upper limit of £40,000.)

The suggested sum has not been discussed with anyone representing Taranaki Harbour Board.

RCPemberton
Mech Engineer.

Chief Engineer.

Auckland Harbour Board.

Rev. Kewherton

Please contact Engineer
Taranaki Harbour Board
& make arrangements for
inspection & report.
Will Taranaki Harbour Board
deliver to Auckland?

rdt

27.12.57

AUCKLAND HARBOUR BOARD

DATE. 23/1/57

TO

The Engineer

PLEASE ACKNOWLEDGE

PLEASE REPLY DIRECT
SUBMITTING COPY TO
HEAD OFFICE

PLEASE REPORT

FOR YOUR INFORMATION
PLEASE RETURN



FOR NECESSARY ACTION
PLEASE

[Handwritten Signature]

SECRETARY

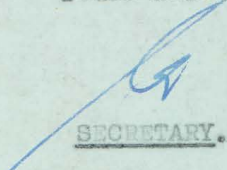
23rd December 1957.

The Secretary,
Taranaki Harbour Board,
New Plymouth.

Dear Sir,

Further to previous correspondence regarding your Board's Dredge "Paritutu", I have to advise that at a meeting of this Board held on 17th December 1957, the Chief Engineer was authorised to negotiate with your Board for the purchase of the "Paritutu". The Engineer will accordingly be communicating with you further in the matter as soon as possible.

Yours faithfully,


SECRETARY.

VAC:EH.



Mr Goodson —
Mechanical Engineer, Godes & Taylor
to inspect and report.

Auckland Harbour Board.

Mr. Lamberton

This is a spare copy
of G.M.'s file.

RS

7.1.58

6/7

19th August, 1957.

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

Dear Sir,

The Board has given consideration to the enquiry we received from your Chief Engineer regarding the possibility of giving assistance due to the unfortunate accident that befell "Hapai."

You will recollect that the Chairman and I were going to Auckland so the Chairman took the opportunity of having our Engineer accompany us to discuss the matter with your Chief Engineer. At this meeting we understand that Mr. Holmes gave Mr. Sutton technical details concerning our dredger "Paritutu." A discussion later that day was held between yourselves, the Chairman, the Engineer and myself and at that meeting we agreed to advise you of proposals for the sale of "Paritutu" to your Board.

This Board has placed an order with Messrs. Fleming & Ferguson Ltd. for a dredger of a different type and delivery is expected in March, 1959. Provided sufficient dredging work is accomplished here in a short time, it is considered that "Paritutu" could be released on or about the end of February next. You will appreciate that this will entail working overtime with "Paritutu" to the greatest extent possible.

Earlier this year "Paritutu" returned from Wellington after a major survey carried out on the basis that the Board would require her for at least a further four or five years. Since then a tender has been accepted for a new vessel with the result that delivery in March, 1959 considerably reduces the period of service required from "Paritutu." Due to the fact that "Paritutu" has to proceed to Wellington every two years because of hull surveys, the standard of maintenance required by the Marine Department is much higher than would be the case of a vessel that could be overhauled in its own port and thus be used at all times within river limits.

The hull, machinery and dredging equipment have been maintained to a high standard and in this regard if your Board is interested in our vessel, it would perhaps be advisable for members of your staff to inspect the vessel here and to obtain information on its condition from the Marine Department. The question of sale has been mentioned to the Marine Department and they would be pleased to supply any details from their records. Realising that the dredger would have to be replaced within the

19th August, 1957.

next decade and due to the fact that "Paritutu" is not the most suitable vessel for the type of dredging now required at the Port, the Board is replacing her with a trailing suction grab type dredger that would be more suitable to the work and would thus be more economical.

It is a little difficult to find a formula that would provide us with the present value of "Paritutu." As indicated above the new vessel will not include a ladder, bucket gear etc. and its cost delivered will be over £500,000. The Board was advised that a new "Paritutu" would cost in the vicinity of £700,000 delivered and it is relevant to mention that for coastal voyages, insurance with Lloyds for "Paritutu" has been £50,000. Taking in account :

- (a) The fact that the recent major overhaul cost just under £60,000
- (b) That subject to a machinery and dredging equipment survey afloat the survey referred to under (a) would carry the vessel until March 1959
- (c) That considerable overtime will have to be worked on maintenance dredging to enable early release of the vessel
- (d) That there is a possibility due to unforeseen conditions occurring before the new vessel arrives that a dredger may have to be hired to reduce excessive siltation ;

we consider that a reasonable price for the vessel may be as follows:-

1. T.S. "Paritutu" with dredging gear and life boats	62,000
2. Deck equipment and spare gear on board and ashore but not including the work boat	2,720
3. Engine room equipment and spare gear on board and ashore	<u>513</u>
	65,233
4. Less as set out hereafter	<u>5,000</u>
	<u>£60,233</u>

The price above includes repairs and all things necessary to make the vessel ready for sea but does not include the carrying out of

19th August, 1957.

any work which would be required in the forthcoming deck and machinery survey.

It will be appreciated as mentioned already that there may be some risk to us in releasing "Paritutu." In this regard we suggest that if the Board were in difficulties in regard to siltation, "Paritutu" would be made available to the Board for a period of up to say four months at rates to be agreed upon. It is quite unlikely that the Board would require assistance but should such be the case we would not require a dredger until after the lapse of at least 8 or 9 months. A further possibility comes to mind that through war, the imminence of war or other unforeseen circumstances, the Board could be prevented from obtaining delivery of the new vessel. Should this occur, we feel that we should have the opportunity of repurchasing "Paritutu" at the sale price but subject to a reasonable allowance for depreciation, wear and tear etc. We also suggest that should the Board require "Paritutu" that we should be able to take her over after notice of say two months. You may consider it reasonable that these requirements should remain available to the Board until the end of 1959 and on its part the Board would be prepared, if it did not need to hire a dredger nor to repurchase "Paritutu," to reduce the above price as already mentioned by the sum of £5,000.

The Board would be prepared if you so desire to discuss the possibility of making available one deck and one engineer officer for a short period to aid your staff in operating the vessel. Regarding delivery, the Board is agreeable to provide key personnel and to arrange delivery at your cost. The route would be via Wellington, Napier and Tauranga and it is tentatively estimated that delivery would cost £2,500 plus insurance at prevailing rates.

The Board would be pleased to discuss any points with you, to facilitate inspection by any of your staff and as mentioned above to assist in inspection of the records of the Marine Department.

Since the Board has placed the "Paritutu" on overtime we would appreciate an indication as to whether the vessel is likely to be of interest to your Board so that overtime may be continued or alternatively should your Board be not interested, we would appreciate advice so that overtime may be eliminated.

Leading particulars are enclosed.

Yours faithfully,

Secretary.

Page 4 copies

COMBINED BUCKET SUCTION DREDGER

T.S. "Paritutu"

Steam, Twin screw oil fired sea going bucket ladder and suction hopper dredge.

Built by: Fleming and Ferguson Ltd.,

When Built: 1910

Port of Registry: Wellington

Owners: Taranaki Harbour Board (Previously New Plymouth Harbour Board)

Hull certificate expires 7th March 1959

Deck and Machinery certificate expires 7th March 1958

Hopper Capacity: 400 tons (320 cu yds effective)

Bunker Capacity: 32 tons boiler oil

Fresh water tank: 20 tons.

Speed free running (Unladen): 8 knots

Laden : 6-7 knots

Consumptions of fuel oil approx

Steaming 0.65 tons per hour

Buckets 0.25 tons per hour

Pumping 0.3 tons per hour

Port main engine engages sand pump.

Starboard main engine engage bucket chain

Bucket capacity 9 cu ft

No buckets 38

Buckets per min. 16

Sand pump suction pipe 20 inch diameter

Average out-puts

By buckets, mud: 400 tons in 2 hrs 10 mins

By sand pump, sand: 400 tons in 28 mins

(in free running sand max 400 tons 17 mins)

Max dredging depth below W.L.

By buckets 40 ft

By sand pump 40 ft

Construction of gantry suitable for installation of side chutes for delivery to hopper barges, these are not fitted.

Boilers

1 Marine return tube boiler (Fleming and Ferguson makers) working pressure 160 lb per sq in

Engines

2 Reciprocating triple expansion direct acting vertical engines of 300 I.H.P. each (Fleming and Ferguson makers)

Dimension

Length	180 ft
Breadth	34 ft
depth Mld	13 ft
Draft Laden	aft 12' to , Fwd 5.6
Displacement	1235 tons
Gross tonnage	564.29
Register tonnage	232.91

13~~th~~ Jan 58

The Engineer

Dredge Paritutu Inspection - Expenses.

The following is a statement of Expenses incurred on the visit by J Taylor, P Potter & R C Pemberton to New Plymouth to inspect Dredge Paritutu 8-11 Jan 58.

Hotel charge Beds & meals (incl 6 th baggage)	£ 14-16-0
Petrol and oil	£ 5-2-4
Meals 8 & 11 Jan	£ 1-4-0
Telegram to Whangarei (Contract # 1579)	2-0
	<u>£ 21-4-4</u>

Enquiries were made on 6 Jan for air passages but due to holiday booking return passages were not available

(Air passage £6-10-0 each return)

Railway timings were not convenient (Leave Auckland 1.30 pm - arrive NP midnight, leave NP 2 am arrive Auckland 12.40 pm Sat)

(Rail fares £4— each return)

Had either air or rail travel been used additional cost for accommodation & taxis would have been incurred.

Mr J Taylor who offered to make his car available for the visit had a puncture which resulted in his having to purchase a new tube and tyre at New Plymouth at a cost of £11-8-7.

In view of the fact that Mr Taylor has also on other occasions made his car available for the Board's works inspections - (eg to Whangarei), I respectfully ~~suggest~~ recommend

that he be reimbursed the value of the tyre & tube.

R. C. Lamberton

Comparative Costs

- | | | |
|---|-------------------------------------------------------------------------------------------------------------------------------------|-------------|
| a | 3 Air passages Pitt without taxi fares etc | £ 17-10-0 |
| b | Public service reimbursement for small use of private cars on public duty Approx 500 miles @ $9\frac{3}{4}$ ² | £ 20-6-3 |
| c | Fuel & oil (£ 5-2-4) plus tyre (£ 11-8-7) | £ 16-10-11. |

R. C. L.

Revised with G. L. 14/1/58.

Allow £10 towards cost of replacing tyre & tube.

J. Roddick
14.1.58.

Vouchers prepared & passed
for payment 16/1/58
for £21-4-4 + £10-0-0

J. Roddick

