

SAFETY

760

Safety

Floating Plant.

T

Control and Safety ofFloating PlantTo Sept 83.



4441

The Director,  
Marine Division,  
Ministry of Transport,  
Private Bag,  
WELLINGTON.

27 September 1977

Dear Sir,

COLLISION REGULATIONS ORDER 1976

I acknowledge receipt of your letter dated the 20 September 1977, which was in reply to my correspondence of the 19 July.

Your comments are noted and I wish to advise you that the work shall be expedited and it is scheduled that all the Board's craft will comply with the above regulations by the end of November 1977.

Yours faithfully

N. Seagar  
CHIEF ENGINEER TO THE BOARD  
JB:KMS

Copy to - Mechanical Engineer for information

CHIEF ENGINEER TO THE BOARD





# MINISTRY of TRANSPORT

## MARINE DIVISION

PRIVATE BAG, WELLINGTON 1  
TELEPHONE: 721-253  
TELEGRAMS: DIRMARINE

AURORA HOUSE  
THE TERRACE  
WELLINGTON 1

53/10/3

20 September 1977

The Chief Engineer to the Board  
Auckland Harbour Board  
1 Queen Street  
AUCKLAND



Dear Sir

COLLISION REGULATIONS ORDER 1976

Receipt of your letter with enclosed copy of instructions to your workshops is acknowledged, the delay in replying is regretted as it appears that your letter was overlooked.

We are not a little surprised to hear from you that all the craft would be altered by July 1978.

The whole purpose of allowing a years grace from 1976 to 1977 was in order for owners to make their vessels comply with the revised Collision Regulations and it appears that you have still not complied with the terms of these new regulations, and require an exemption for a further year.

In the circumstances we regret that no exemptions can be granted and your vessels should be brought up to the new standards at the very earliest opportunity.

With regard to compliance with the Collision Regulations Order 1976 I advise that the spacings between the stern light are dependent upon the length of the vessels concerned.

The Ministry is well aware that the proper yellow screens are not yet available in New Zealand, but suitably constructed stern lights are available, and the tugs may use either a Thorn electric yellow bulb, (which needs frequent replacement) or utilise Cinemoid Film, No. 33, Deep Amber colour, As a temporary measure, as outlined in our letter to all Harbour Boards.

Yours faithfully

Capt G.T.H. Nicol  
for Director, Marine Division

*JB*  
26/9/77.  
*Mr. Bray.*  
*Your comments please*  
*JB*  
26/9/77

4441  
EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE  
16 AUG 1977

10. COLLISION REGULATIONS ORDER 1976

The report of the Chief Engineer referred to the above regulations which came into force on 15 July 1977 and in order to comply with the latest rules it would necessitate the installation of extra lights and other alterations to the Board's floating plant. He set out details of the major items of work to be carried out and in order to progressively carry out the above work it was proposed to modify each vessel in turn on their annual survey and therefore have all the plant completed by July 1978. The Chief Engineer referred to the financial provision and requested authority to proceed with the purchase of the extra towing lights for the Board's tugs and towboats and carry out the associated alterations. The General Manager recommended that the Chief Engineer be authorised to proceed as requested. Completion of the modification work necessary on the Board's floating plant by July 1978 would satisfy the requirements of the Collision Regulations Order 1976. Financial provision had been allowed as stated under Priority 2A.

Recommended -

That the reports be adopted.

*Chief Engineer  
please proceed*

FINANCIAL PROVISION  
MADE 23 AUG 1977

ADOPTED BY BOARD  
23 AUG 1977





Auckland Harbour Board

96/3

9 August 1977  
Engr's file  
441

The General Manager  
AUCKLAND HARBOUR BOARD

ITEM 10

COLLISION REGULATIONS ORDER 1976

The above regulations came into force on 15 July 1977. In order to comply with the latest rules it will necessitate the installation of extra lights and other alterations to the Board's floating plant.

Although the effect of the revision of the above regulations is relatively minor on individual items of plant, when considering the Board's fleet the cost of the extra lights, their installation and other alterations are estimated to come to \$3,500.

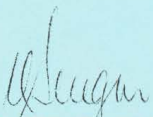
The major items of work to be carried out are as follows:-

- (a) Re-paint the side screens of all vessels matt black instead of red or green.
- (b) Re-position the port and starboard side lights of tugs "Aucklander", "Daldy", "Tamaki" and "Te Awhina".
- (c) Purchase and install new yellow electric towing lights on all tugs and towboats.
- (d) Cable the lights and modify the navigation light panels.

In order to progressively carry out the above work it is proposed to modify each vessel in turn, at their annual survey and therefore have all the plant completed by July 1978.

Financial provision has been allowed for in the Capital Works Programme for 1977/78 at Item No. C9.

I therefore request authority to proceed with the purchase of extra towing lights for the Board's tugs and towboats and carry out the associated alterations.

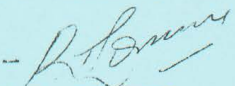
  
CHIEF ENGINEER TO THE BOARD

The Chairman  
Works and Traffic Committee  
AUCKLAND HARBOUR BOARD

I recommend that the Chief Engineer be authorized to proceed as requested. Completion of the modification work now necessary on the Board's floating plant by July 1978 will satisfy the requirements of the Collision Regulations Order 1976.

Financial provision has been allowed as stated under Priority 2A.

9 August 1977

  
R.T. Lorimer  
GENERAL MANAGER



THE GENERAL MANAGER

19 July 1977

THE CHIEF ENGINEER

COLLISION REGULATIONS ORDER 1976

The above regulations came into force on the 15 July 1977. In order to comply with the latest rules it will necessitate the installation of extra lights and other alterations to the Board's floating plant.

Although the effect of the revision of the above regulations is relatively minor on individual items of plant, when considering the Board's fleet the cost of the extra lights, their installation and other alterations are estimated to come to \$3,500.

The major items of work to be carried out are as follows:

- (a) Re-paint the side screens of all vessels matt black instead of red or green.
- (b) Re-position the port and starboard side lights of tugs "Aucklander", "Daldy", "Tamaki" and "Te Awhina".
- (c) Purchase and install new yellow electric towing lights on all tugs and towboats.
- (d) Cable the lights and modify the navigation light panels.

In order to progressively carry out the above work it is proposed to modify each vessel in turn, at their annual survey and therefore have all the plant completed by June 1978.

I therefore request that authority be given for an immediate start of this work and the purchase of towing lights for nine of the Board's tugs and towboats, the estimated cost being \$3,500.

CHIEF ENGINEER TO THE BOARD

JMB:GLB



The Director  
Marine Division  
Ministry of Transport  
Private Bag  
WELLINGTON 1

19 July 1977

Dear Sir

COLLISION REGULATIONS ORDER 1976

... Please find enclosed a copy of an instruction to our workshops to progressively carry out alterations to our floating plant in order to comply with the Collision Regulations Order 1976.

As you can determine from this instruction we intend to programme the work throughout the next twelve months, completing each vessel at its annual survey, all craft being altered by July 1978.

I would be obliged if you would peruse the instruction and give any comments you may like to make.

In order to comply with the above regulations I therefore wish to apply for exemptions under Rule 38 until such time as the work is carried out, i.e. July 1978.

Yours faithfully

N. Seagar  
CHIEF ENGINEER TO THE BOARD

JMB:MO'N

Enc. - Copy of A.N.S. Works Instruction

Copy to: HARBOURMASTER  
MECHANICAL ENGINEER  
REGIONAL SURVEYOR, MARINE DIVISION, M.O.T., AUCKLAND



## INSTRUCTIONS TO FOREMEN &amp; INSPECTORS

To FOREMAN OF WORKS  
ELECTRICAL ENGINEER

ENGINEER'S OFFICE,

Date 19 July 1977

Subject COLLISION REGULATIONS ORDER 1976

In order to comply with the latest collision regulations it will be necessary to carry out the following alterations to the Board power-driven floating plant:-

Port and Starboard Side Light Screens:

- (a) On all the Board's plant carrying P & S side lights please arrange to have painted MATT BLACK all the side screens instead of the existing colours RED and GREEN. This work should be completed as soon as possible.
- (b) On the following vessels - "Daldy", "Aucklander", "Tamaki", and "Te Awhina", please construct, paint and mount steel side screens as indicated on drawings to be supplied by the Mechanical Engineer's Drawing Office. Note: "Hikinui" complies with the new regulations for the positioning of side screens also all of the Board's other power driven craft as they are under 20 metres in length.

Towing Lights:

New YELLOW towing lights are to be fitted to all ... ..

CHIEF ENGINEER TO THE BOARD.

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

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

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

3424 B

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

Signature \_\_\_\_\_

E10

Date \_\_\_\_\_ 19



## INSTRUCTIONS TO FOREMEN &amp; INSPECTORS

FOREMAN OF WORKS  
ELECTRICAL ENGINEER

ENGINEER'S OFFICE,

To

Date 19 July 1977

Subject COLLISION REGULATIONS ORDER 1976  
(CONTD)

tugs and towboats as follows:-

(a) Tugs:

On the "Aucklander" and "Tamaki" the after jackstaff should be altered to fit a yellow light 2000mm vertically above the stern light. Note: "Daldy" has already been altered and "Te Awhina" is being done during its present survey.

(b) Towboats:

On "Tika", "Manukau", "Mana", "Kaha", and "Kumenga", a similar yellow light will have to be installed but at only 1000mm above the stern light. Drawings will be provided by the Mechanical Engineer's Office as each craft comes up for survey.

(c) Lights:

Approval will be obtained to purchase the necessary yellow navigational lights and when these become available should be installed on the vessels as appropriate.

\*\*\* \* \* \* \*  
CHIEF ENGINEER TO THE BOARD.

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

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

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

3425 B

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

Signature \_\_\_\_\_

E10

Date \_\_\_\_\_ 19



## INSTRUCTIONS TO FOREMEN &amp; INSPECTORS

FOREMAN OF WORKS  
To ELECTRICAL ENGINEER

ENGINEER'S OFFICE,

Date 19 July 1977

Subject COLLISION REGULATIONS ORDER 1976  
(CONT'D)

Electrical Engineer:

As each tug and towboat, except for "Daldy" and "Te Awhina", is taken out of service for its annual survey please arrange for the yellow towing light to be wired and the navigation light panels altered.

Summary:

In order to comply with the new regulations the following programme should be adhered to:-

1. As soon as possible have painted MATT BLACK all port and starboard side screens of all craft.
2. As plant comes up for survey modify the jack-staffs or fit other attachments on the tugs and towboats in order to be ready to accept new yellow towing lights over the stern lights, cable ready for the new lights and modify the navigation panels as required.

... ..

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 \$ \_\_\_\_\_

3426 B

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

Signature \_\_\_\_\_



## INSTRUCTIONS TO FOREMEN &amp; INSPECTORS

FOREMAN OF WORKS  
ELECTRICAL ENGINEER

ENGINEER'S OFFICE,

To


Date 19 July 1977

Subject COLLISION REGULATIONS ORDER 1976  
(CONTD)

3. When the yellow lights become available progressively fit the lights.

JMB:MO'N

Copy to: HARBOURMASTER  
O.I.C. ONEHUNGA  
MECHANICAL ENGINEER (3)  
THE DIRECTOR, M.O.T.  
THE REGIONAL SURVEYOR, M.O.T.

  
CHIEF ENGINEER TO THE BOARD.

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

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

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

3427 B

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

Signature \_\_\_\_\_

Date \_\_\_\_\_ 19



To: THE CHIEF ENGINEER

Date: 12 July 1977

From: THE HARBOURMASTER

THE COLLISION REGULATIONS ORDER 1976

The Marine Division, M.O.T. Auckland advise that to comply with the above regulations, the following should be done :-

1. Port and starboard sidelight screens to be painted matt black.
2. A yellow towing light having the same characteristics as the sternlight to be fitted above existing sternlight.

Due to the continuing delay in obtaining yellow lenses from overseas, the M.O.T. have approved the following methods of providing the yellow colour required from the additional light :-

- (a) The use of an amber yellow bulb. These are described as Thorne Electrical 230/240 volt, 60 Watt B.C. Yellow. Due to non guarantee for marine use, life is estimated at three months. Spare bulbs should be carried.
- (b) The use of Sensimode (or Sinemode) screen, to make a cylinder to fit around ordinary navigation light bulb. This is described as Amber Yellow No.33, obtainable from Western Electronics, Carlton Gore Road, Auckland.

The M.O.T. Survey Office advised that no dispensations, other than those quoted in the new regulations, will be granted.

  
HARBOURMASTER

*In. Bay.*

*JB*  
*18/7/1977*

*please action as required*

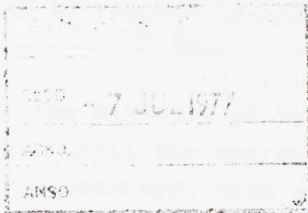
*HS*  
*12/7/77*



96/3

THE HARBOURS ASSOCIATION OF NEW ZEALAND

77/140



P.O. Box 1765  
WELLINGTON

5 July 1977

MEMORANDUM : For all Boards

The Collision Regulations Order 1976 (SR 1976/248)

Attached for your information and action is a statement issued by the Marine Division of the Ministry of Transport in respect of towing lines necessary for tugs and towing boats under Annex 1 of the abovementioned Regulations, which come into force on 15 July 1977.

✓ Chief Engineers, 12/7/77

An extra light with a yellow screen is required to be fitted to the tugs, the light to be 2 metres above the stern light, as these lights are not available in NZ the MOT will now allow as a temporary measure yellow light bulbs etc until the screen become available ex UK

*JB*

*[Signature]*  
SECRETARY

Encl.

*Mr. Dring*

What does this mean  
reference our fueling  
plant.

*12/8/77*



*Chief Engineer*  
*Harbours*

} Copy for your information  
appropriate attention

*[Signature]*

7/7



ADVICE TO OWNERS OF VESSELS LIKELY TO BE USED  
IN TOWING

The Marine Division of the Ministry of Transport advise tug and tow boat owners that until the approved yellow screens for towing lights can be obtained, then either of the two following alternatives may be temporarily adopted,

- (a) The use of Cinemoid Film No.33 (Deep Amber) as a suitable yellow screen, obtainable from Western Electronics Ltd or other suppliers.
- (b) The use of a yellow electric light bulb such as manufactured by Thorn Electrical Industries (230/240V 60 watts B.C. Yellow. This bulb should be changed at intervals not exceeding 3 months because the yellow colour character may change in time.

The correct specifications for the yellow colour are provided within Annex 1 of the collision regulations and may be measured by any normal method capable of producing accurate colour co-ordinates.



30 May 1977

Mr Niven  
Liferaft Servicing  
Air New Zealand  
Private Bag  
AUCKLAND

Dear Sir

RETRO-REFLECTIVE TAPE ON LIFERAFTS

Further to your previous telephone conversations with the Technical Officer, would you arrange to fit approved type retro-reflective tape to all Auckland Harbour Board inflatable liferafts serviced by you, in accordance with M.O.T. memorandum 53/9/77 of 22 December 1975.

Yours faithfully

*C. Ross Blair*  
C. Ross Blair  
HARBOURMASTER

c.c. Chief Engineer  
General Manager  
Operations Manager

*Mr. Blair to note*  
*JB 1/6/77*





441 >  
30 May 1977

The Manager  
Rescue Equipment Ltd.,  
P.O. Box 2386  
AUCKLAND 1

Dear Sir

RETRO-REFLECTIVE TAPE

Further to your discussion with the Technical Officer,  
would you arrange to fit approved type retro reflective  
tape to all Auckland Harbour Board L.S.A. equipment  
serviced by you, in accordance with M.O.T. memorandum  
53/9/77 of 22 December 1975.

Yours faithfully

*C. Ross Blair*

C. Ross Blair  
HARBOURMASTER



c.c. Chief Engineer  
General Manager  
Operations Manager

*Mr. Barry Leake*

*JS*

11/6/77



441

2 May 1977

THE CHIEF ENGINEER

THE GENERAL MANAGER

INFLATABLE LIFERAFTS - DRUG THEFTS

(Refer G.M.'s Memo of 5 April '77)

The Board's fleet as Class II vessels and as such are not required by the current Shipping Lifesaving Appliance Rules to carry first aid kits containing morphine in their life-rafts.

Air New Zealand have been progressively replacing morphine with aspirin type pain killers as each of our liferafts comes up for servicing and to date, apart from "Auckland" there are only two vessels rafts which have not been changed over.

"Auckland's" 20 man liferaft is held in the Harbourmaster's loft for use in salvage operations and its first aid kit will continue to carry morphine for such emergencies.

CHIEF ENGINEER TO THE BOARD

CJO:JARP

Copies to:

OPERATIONS MANAGER	:	
HARBOURMASTER	:	
MECHANICAL ENGINEER	:	for information
SUPERVISOR GEAR & TOOLS	:	

CHIEF ENGINEER TO THE BOARD



Auckland Harbour Board

MEMORANDUM

5 April 1977

FROM

GENERAL MANAGER

TO

CHIEF ENGINEER

BOARD'S LIFE RAFTS

Since the theft last year of drugs from the life raft of the launch "Manukau" I am aware that regulations do not require the inclusion of morphine in the medical kits of the majority of the Board's life rafts. Although the removal of dangerous drugs from the life rafts may not prevent future burglaries we should take precautions against theft of the drugs by removing the opiates from the medical kits or by substituting milder forms of pain relief.

Please ascertain from the Shipping Lifesaving Appliances Rules the particular classification and medical requirements for each of the Board's life rafts and advise Air New Zealand to deal with each raft accordingly when they are next re-serviced.

R.T. Lorimer  
GENERAL MANAGER

*[Handwritten signature]*

*Chief Clerk see me re this*

*File*

*B.G.O.*





4441

Liferaft Servicing Dept  
Air New Zealand Maintenance Base  
AUCKLAND INTERNATIONAL AIRPORT

3 May 1977

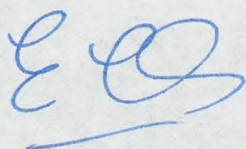
ATTENTION: MR NIVEN

Dear Sir

With reference to the recent discussion, I confirm the following points:-

1. There is no record of the four man Beaufort raft ever having been in the Board's possession.
2. The unidentified ten man raft belongs to Tug "Tamaki".
3. Morphine to be removed from the rafts of "Horanui" and "Manukau".
4. The "Aucklander" raft to be the only Board's liferaft maintained with full Class VIII (A) equipment.
5. In all other rafts the food and water supplies will not be replaced as their life expires but all other equipment including rockets and flares to be retained.
6. The "William C. Daldy" 25 man Elliott raft will be transferred to the new Tug "Daldy" and the "Daldy" ten man Beaufort raft will be installed on the pilot boat "Waitemata".

Yours faithfully



E.L. Swales  
MECHANICAL ENGINEER

jarp:CJO

Copies to: CHIEF ENGINEER )  
SUPERVISOR GEAR & TOOLS ) :for information.  
OFFICER IN CHARGE ONEHUNGA )

4441

MECHANICAL ENGINEER



Ceag, Ltd.  
Queens Road  
BARNSELY  
ENGLAND

Dear Sir:

The Board has in service on its four harbour tugs, various makes of rechargeable battery safety lanterns as required by the New Zealand Marine Department.

It would be appreciated if you could forward to me any relevant data you have on Class II safety lantern equipment together with price, delivery and N.Z. agency information.

Frankl

SJC:GRA

Letters also sent to:

Alkaline Batteries Ltd.  
Redditch, England

Ionic Alkaline Batteries Ltd  
66 Victoria Street  
London S.W. 1, England

Patterson Lamps Ltd  
Second Avenue,  
Team Valley  
Gateshead-on-Tyne 11

Concordia Electric Safety Lamp Co.  
Luma Works, Cardiff, Wales

Oldham and Son Ltd.  
Denton, Manchester, England

Wolf Safety Lamp Co.  
(Wm Maurice) Ltd.  
Saxon Road Works  
Sheffield 8, England



# Auckland Harbour Board

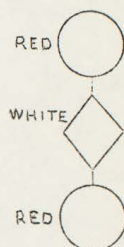
**COPIES TO:-**  
Chief Assistant Engineer,  
Sailing Master "DREDGE HAPAI",  
Foreman of Works (with 7 extra copies).  
TO WHOM IT MAY CONCERN

28th September 1965

## SIGNALS BY CRAFT ON SPECIAL PROJECTS.

The attention of all Masters and boat operators is drawn to the necessity of their being familiar with flags flown and signals exhibited by vessels and craft indicating the operation in which they are engaged.

1. A vessel engaged in submarine survey work such as sounding sea bottom sweeping etc. flies the two flag hoist of the International Code of Signals - "H" over "D".
2. A vessel engaged in laying or picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when from the nature of her work she is unable to get out of the way of approaching vessels shall exhibit by day 3 shapes in a vertical line, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white. By night she shall show 3 lights in a vertical line of which the highest and lowest shall be red and the middle one white.

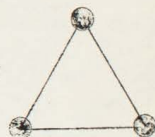


As from 1st May 1956, dredgers operating within port limits of all ports within New Zealand shall show the following signals:-

1. Passage clear on both sides -

By Day: Three black balls of not less than 2 ft. in diameter placed not less than 8 ft. apart in the form of an equilateral triangle with its apex uppermost and its base athwartship.

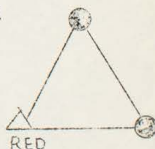
By Night: Three white lights so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least 2 miles, placed not less than 8 ft. apart so as to form the triangle described.



2. Passage obstructed on one side -

By Day: One red cone apex uppermost, of not less than 2 ft. in length, shown in lieu of one of the black balls placed at the base angles of the triangle described in 1 (a). The cone to indicate that side of the channel of fairway obstructed.

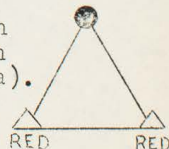
By Night: One red light and two white lights shall be carried in lieu of this day signal.



3. Passage obstructed on both sides -

By Day: Two red cones, apex uppermost, shall be shown in lieu of the two black balls placed at each base angle of the triangle described in 1 (a).

By Night: Two red lights and one white light shall be carried in lieu of this day signal.





28th September 1965

TO WHOM IT MAY CONCERN (Contd.)

Signals by Craft on Special Projects (Contd.)

4. Article 4 (c) of the International Regulations for Preventing Collisions at Sea does not apply to dredgers operating within port limits of ports within New Zealand.

It is to be impressed upon Masters that the above signals do not merely indicate the nature of the work in which the vessel displaying them is engaged, but also warn other craft to keep well clear and reduce speed in the interests of safety of all concerned.

In the event of the Master of any craft being unable to interpret any signal displayed he should proceed with extreme caution when in the vicinity.

Masters of all craft are reminded of the danger in passing tugs which are assisting vessels berthing and unberthing. The force of propeller thrust from tugs is not always apparent and some Masters are inclined to treat this too cheaply. In all cases of doubt Masters are warned to keep clear of tugs so working until safety in passing is assured. This applies particularly in the Queens-Princes Basin. When the tugmaster deems it safe for craft to pass he will hoist the flag "R" or sound "R" in morse code on his whistle. Both these signals indicate "You may feel your way past me".

  
ACTING HARBOURMASTER

JOW/HG



Notes re Questioning of Farrell - West-End Watchman  
Dredge "Parituter" re accident at approx 7 pm.  
Saturday, Dec. 9. 60 where he was rescued from  
the harbour at Froyberg Wharf by ~~Crew~~ Crew  
of Tanker "Anina" after which he was  
taken to hospital by ambulance in a semi-collapsed  
condition.

Capt. Salmon - Master of "Parituter" was present  
during questioning.

How did the accident happen? He reiterated  
the explanation he gave to J. Taylor (Dredging  
Supt) when Taylor saw him in hospital (Details  
on separate sheet)

How did he get aboard the dredge?

Came from his home in the 'bus,  
walked from bus to Froyberg Wharf, and pulled  
himself out to the dredge in the dinghy using  
the painter to haul the dinghy along. Dinghy  
had been left moored fore and aft by the  
other watchman, one painter tied to the dredge  
and another to the wharf ladder.

Why were the lights on the dredge not on?

He usually delays starting the  
generator as long as possible as it is liable  
to "park up" and in any case it wasn't very  
dark at the time of the accident. The  
denoting lights on the breakwater and on other  
wharves he could see were not on - he  
usually times his lighting of the "Parituter"  
lights by these other lights.

Had he been drinking?

Was drinking in the Pennine  
Hotel from 10.30 am to noon on Saturday morning,  
went home and had his lunch but felt  
no effects of his drinking when he left  
home on the bus to go to work.

What time did he get aboard dredge?

About 3.50 pm.

Did he leave the dredge and have anything  
more to drink between then and the accident or  
have any more to drink aboard the dredge?  
(He neither denied nor admitted this)

Can he swim?

Only a couple of yards.



## Notes on Questioning (Cont.)

I informed him that four persons who saw him after he was rescued said that he smelled very strongly of alcohol and one had gone so far as to say that he had more beer in him than water - we therefore had cause to suspect that he was more drunk than he would admit and this was probably the <sup>main</sup> cause of the accident.

I also informed him that the Master of the dredge now had to decide whether his employment with the Board should be terminated both in his own interest and the Board's as drinking by watchmen to any extent which would make them more prone to accident or unable satisfactorily to perform their duties could not be tolerated.

(Farrell was asked to retire while the Master and I discussed the question)

After his return the Master of the dredge informed him that no further action was being taken in this instance as although we had strong grounds for believing that he was drunk we could not conclusively prove this but if in the future he was <sup>or found</sup> known to be drunk on duty he would be dismissed.

*W. Taylor.*



Re Farrell - Work - and Watchman  
Dredge "Paritutee"

28.9.60

Hours of Work. 4 pm Saturday to 8 am. Monday.

J. Taylor, Dredging Superintendent, visited Farrell in hospital on Tuesday, 27.9.60

Farrell informed him as follows:-

"Paritutee" was moored about 20' off the wharf and the other watchman who came off duty at 4 pm Saturday had left the dinghy moored fore and aft - one painter attached to a ladder on Freyberg Wharf and another to the dredge. In this position there was enough slack in the painters to pull the dinghy either way i.e. from wharf to dredge or from dredge to wharf.

His usual routine when he goes aboard at 4 pm. is to have a general look around to see that everything is in order. If it starts to get rough he lets go the painter from the wharf and ties the dinghy up alongside the dredge.

At 7 pm he decided to do this - he got into the dinghy, pulled himself <sup>in the dinghy</sup> by the painter towards the ladder and when he reached over to the ladder to untie the two half-hitches in the painter, the dinghy shot astern & he fell over the bow into the harbour.

As he went over the bow the painter took a turn round his left ankle and held his foot above water and allowed his head to go under.

He doesn't remember any more until he awakes in hospital.

Taylor states that Farrell did not say that he had been on board the dredge but from his version of what happened gave the impression that he had been.

Taylor further states that one of the watchmen (Nelson) at Hobson St. Workshops received a 'phone <sup>on Saturday afternoon</sup> messenger from H.M. Office Queens Wharf to say that the watchman for "Paritutee" would not be going in the launch but would find his own way aboard. The launch therefore left the yard with only the "Hapai" watchman aboard.

On 3 Oct 1960 he

He later told me (AUF) that he went aboard about 10<sup>15</sup> & spoke to H.M. Office by Radio Telephone & gave them the message to pass on to the yard watchman that he would not be going down in the launch.

Aut.



12.30pm 28.9.60.

Note re Telephone Conversation with St. John Ambulance Driver (Gordon Hewitt) who took Farrelly to Hospital.

This official report read "Man in Water - Cause unknown"

Mr. Hewitt stated that when he arrived at Doneybeg Wharf the crew of Tanker "Arina" had got Farrelly out of the water and he was on the deck of the Tanker in a semi-collapsed condition. Farrelly smelled strongly of intoxicating liquor - it smelled like beer.

The crew of the tanker merely told Mr. Hewitt that they found Farrelly in the water and hauled him out.

Aut.



Farrelly - R'tutu

high Woman  
goes on a per & comes off next  
morning with the launch that  
takes crew aboard it.



## Auckland Harbour Board

2436

## MEMORANDUM

27.9.60

FROM

Dredge Master  
Paritutu

TO

Chief Engineer

Between 2030 & 2100 hrs on 24.9.60 I was called by Harbour Dept wharf office with report that the Paritutu's watchman had been rescued from the harbour by crew of "Amia" berthed at Greyfriar wharf & taken to Auckland Hospital. No other facts were obtainable.

I asked the Harbour Dept to inspect the dredge & see if all was in order. This they did & reported no anchor lights exhibited but vessel was otherwise safe.

I then phoned the hospital to find out if the watchman was all right & to glean any information about the incident. They were unable to help me & I did not know his name or any other particulars. They reported that he was not fit for duty, was suffering from shock & cold, condition "salt factory".

Next, I attempted to obtain a relief watchman. All crew members on the phone were either out, or would not take on the job. Eventually I contacted the



2  
Auckland Harbour Board

2437

MEMORANDUM

27.9.60

FROM

Dredge Master  
Paritutu

TO

Chief Engineer

Parnass police asked them to contact one of our other watchmen who lives there. This they did & they also transported him to the dredge. Mr. Phillips the relief watchman boarded dredge at approx midnight. He reported to me that all was well except there were no lights & the dinghy was missing.

The dinghy was found tied up to the tanker "Anina" & I understood from Pearson it was found originally tied to the wharf opposite the dredge.

I phoned the hospital again on Sunday & was told Mr. Evelyn was still there & condition satisfactory.

Mr. Phillips, the relief watchman told me that the crew of the "Anina" were not saying anything. I went aboard the Anina & spoke to the Captain & Chief Engineer. They say the watchman was picked up between 2000 & 2100 hrs. I was willing to go another chain. He appeared to have drunk a quantity of alcohol.

R. J. Leonard  
Master.





Bring to your attention  
on Saturday afternoon that  
lunch not prepared.

Work stopped at 7<sup>10</sup> pm.

Auckland Harbour Board

MEMORANDUM

27th September 1960

FROM

THE TRAFFIC MANAGER  
AND CHIEF WHARFINGER


TO

THE CHIEF ENGINEER

Attached please find a report dated 26th September 1960 submitted by Traffic Officer W. R. O'Callaghan, regarding an incident on the night of the 24th instant, concerning a man believed to be the watchman of the dredge "Paritutu".

I have made an enquiry regarding the identity of the individual and have been informed that he is Mr. J. Farrally of 2 Chiltern Crescent, Glen Innes.

Farrally was admitted to hospital and was still a patient on Monday, the 26th instant.

  
TRAFFIC MANAGER AND CHIEF WHARFINGER



C O P Y

26th September 1960.

THE TRAFFIC MANAGER AND CHIEF WHARFINGER

Sir,

On Saturday, the 24th September 1960, I was on duty from 5 p.m. to 10 p.m. at the Freyberg Wharf at the berth of the tanker "Anina".

At approximately 7.50 p.m. a member of the "Anina's" crew came running up the wharf and asked me to ring quickly for an ambulance. Fortunately at that moment a taxi pulled up at the gate and I got the driver to put out a call for an ambulance over his radio telephone. I then asked the taxi driver to stand by the gate for me while I went down to the ship to find out what was wrong. I found that members of the crew of the "Anina" had launched their painting punt and had picked up the Watchman of the dredge "Paritutu" from the water.

The ambulance arrived at 8.05 p.m., by which time members of the crew of the "Anina" had landed the Watchman onto the deck of the tanker.

The Watchman was fairly distressed, so I assisted to get him onto a stretcher and into the ambulance. The ambulance-man then told me that he thought the man had more drink in him than water; I did notice a strong smell of alcohol on the man when assisting to put him on the stretcher.

At 8.30 p.m. I rang the Queen's Wharf Harbourmaster's Office and advised that the Watchman had been picked up out of the harbour and taken by ambulance to hospital; also, that the "Paritutu" had no navigation lights burning.

(Sgd) W. R. O'Callaghan

EXTRACT FROM NIGHT LOG BOOK HARBOUR-  
MASTER'S WHARF OFFICE

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24th September 1960

2000 - Traffic Officer at "Anina" (Freyberg Wharf)  
reported Watchman of "Paritutu" rescued from  
water by "Anina's" crew. Ambulance called  
and man sent to hospital.



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.

*J. Sutton*

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.

*W. H. H. H.*

GENERAL MANAGER

25th August 1958



## THE GENERAL MANAGER

CONTROL AND SAFETY OF FLOATING PLANT

All the Board's floating plant is manned according to the various Marine Department requirements. These requirements depend upon the size of the vessel, its use, and the limits within which it is to be used.

Generally, our floating plant may be divided into two categories:-

- (a) Tugs, pilot boats and lighters, under direct control of the Harbourmaster.
- (b) Dredges, floating crane, works launches, transports, hopper barges, silt punts etc. all used in construction and maintenance of harbour works, are under the direct control and are at the disposal of the Engineer to the Board.

(With the proviso that the Harbourmaster has the over-riding authority at any time, under the General Harbour Regulations, to order the removal of any of this plant from any place, or to direct it to any berth at his pleasure)

The Tugs and pilot boats have masters and other officers as required, appointed by the Harbourmaster. The engineers on these craft are also appointed by the Harbourmaster (usually on our recommendation) and all the officers and crews are on Harbour Department pay-roll.

Dredges, floating crane, transports, barges, works launches etc. - Dredges and floating crane have a master and the necessary number of engineers, all certificated as required according to the limits of the use of the plant concerned. These officers are appointed by the Engineer to the Board, the masters being selected after consultation with the Harbourmaster and generally on his recommendation. Works launches etc. are manned with duly certificated personnel, again according to the requirements of the Marine Department. All these officers and crews are on the Engineers Department pay-roll.

In the case of the dredges, the master is responsible for the safety of the vessel at all times. The respective duties and responsibilities as between master and engineer should be as set out broadly in attached appendix. The officer held responsible for the various aspects of the work must be he whose "certificate" may be in jeopardy in the event of a "casualty" or accident of any kind. With this idea in mind the attached division of duties has been drawn up.

In the case of works launches a launchman both runs the engine and steers the ship. He is the master, and, when he is towing a "dumb" craft, e.g. transport or barge, he is responsible for the safety of both the launch and the craft being towed.

... ..



These matters have been discussed at length with the Harbourmaster, and he concurs in the above, which appears to cover the safety requirements when the craft are manned.

In addition, to ensure further safety while the craft are not manned by the regular crew, I recommend that further consideration should be given to the following:

(1) In the case of our more valuable and vulnerable plant such as dredges, tugs and floating crane, the desirability of improving the present method of employment of watchmen and the type of watchmen engaged be investigated, and

(2) Consideration be given to the question of the institution of some type of mobile patrol by a suitable launch, preferably under the Harbourmaster. This patrol should cover all floating plant, dumb or self-propelled, whether moored at wharves etc., or anchored anywhere in the harbour, and should include all plant and vessels whether carrying independent watchmen or not.

CHIEF ENGINEER TO THE BOARD

JRS:HEB



## THE GENERAL MANAGER

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CHIEF ENGINEER TO THE BOARD

JRS:HEB



JUNE, 1958.

AUCKLAND HARBOUR BOARD

ENGINEER'S DEPARTMENT..

GENERAL DUTIES OF CHIEF ENGINEER AND DREDGING  
SUPERINTENDENT - DREDGE "HAPAI"

The Chief Engineer and Dredging Superintendent of Dredge "Hapai" shall be responsible to the Engineer to the Board for all dredging operations performed by Dredge "Hapai" and for the care, maintenance, staffing and efficient employment of the dredge and appurtenances used therewith. Provided however that his responsibilities in regard to the care of the dredge and appurtenances shall be limited to the extent that such care becomes the responsibility of the Sailing Master of the dredge in accordance with the attached schedule of the Sailing Master's general duties.

Without derogating from the generality of the foregoing he shall also:-

- (a) Act only on instructions given by the Engineer to the Board. *as issued from time to time*
- (b) Act in collaboration with the Board's Mechanical Engineer in regard to the proper maintenance of the dredge including hull, engines, boilers, winches and all dredging parts and appurtenances to the dredge including hopper barges, mooring and other punts and boats.



JUNE 1958

AUCKLAND HARBOUR BOARD

ENGINEER'S DEPARTMENT

GENERAL DUTIES OF SAILING MASTER DREDGE "HAPAI"

<sup>s</sup> The Sailing Master of Dredge "Hapai" shall be responsible to the Engineer to the Board for the general safety of the dredge at all times and without derogating from the generality of the foregoing in particular he shall:-

- (a) Be responsible for the safe and efficient navigation, mooring, lighting and watching of the dredge and for the safety of mooring and other punts, hopper barges and boats, used as appurtenances to the dredge except when such appurtenances are being towed by a vessel other than the Dredge "Hapai".
- (b) Comply with the Board's by-laws and General Harbour Regulations and any instructions the Harbourmaster may issue as to mooring or moving the dredge and/or aforementioned appurtenances.
- (c) Take special precautions re mooring and watching during bad weather.
- (d) Act as ladderman as required.
- (e) Act insofar as dredging operations are concerned under the general instructions and supervision of the Chief Engineer and Dredging Superintendent of the dredge and in the event of his having any doubt as to the safety of the dredge arising from the carrying out of such instructions which doubt cannot be resolved in collaboration with the Chief Engineer and Dredging Superintendent of the Dredge he shall refer direct to the Engineer of the Board and/or the Harbourmaster for a decision in the matter.



MEMORANDUM FOR THE RECORD

The Acting Director of the Bureau of Prisons is hereby notified that the Board of Prison Commissioners has approved the plan of the new building at all times and without reservation. The plan of the building is hereby approved.

(a) The Board of Prison Commissioners has approved the plan of the new building at all times and without reservation. The plan of the building is hereby approved.

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