

460 Registration
Floating ~~Plant~~ Plant



T

{ FILE No. 938
Previous No }

REGISTRATION OF FLOATING PLANT

To Sept 83

EXTRACT FROM MINUTES
ORDINARY MEETING OF BOARD
23 AUG 1977

(b) Appointment of Authorised Officer - Section 387
Shipping and Seamen Act 1952

The General Manager in his report of 22 August 1977 advised that responsibility and procedures for registration of ships were set out in the Shipping and Seamen Act 1952. By resolution of the Board dated 11 April 1961 the Secretary was authorised to act on the Board's behalf in making applications for registration. It was now necessary to advise the Registrar of Shipping, Auckland of the appointment of Mr L.G. Mayn as the Board's Secretary succeeding Mr V.A.C. Christiansen and to have the Board's new tug "Daldy" duly registered. In order that future applications could be processed without individual reference to the Board, he recommended in terms of the Act that the Board authorise Lawrence Garvan Mayn, Secretary, or such other person as may hold the office of Secretary from time to time as the Board's agent to make and sign all declarations of ownership or otherwise for and on behalf of the Board, such authority to be under the Seal of the Board.

The Chairman moved, Mr Magness seconded -

- (a) That the report be adopted.
- (b) That the Seal of the Board be affixed to the document (in duplicate) in the presence of the Chairman and Mr H.L. Julian. CARRIED

(The Seal of the Board was accordingly attached and duly attested)

led

ADOPTED BY BOARD
23 AUG 1977

10th. January, 1967

THE CHIEF ENGINEER

THE SECRETARY.

REGISTRATION OF NEW VESSELS.

Attached is a letter dated the 10th. January 1967 to the Registrar of British Ships requesting permission to use the names approved by Board for the two new Dredges and the new Manukau Tug.

The Contractors for the Suction Dredge and Manukau Tug have been requested to give "Builders Certificates" which will be forwarded when to hand to enable you to complete the registration of these vessels.

CHIEF ENGINEER TO THE BOARD.

CJF:NKG

THE GENERAL MANAGER: Copy for your information

938

20th January, 1961.

The Registrar of British Ships,
Customs Department,
Auckland C.1.

Dear Sir,

NEW PILOT LAUNCH "AKARANA" REGISTRATION
AS A BRITISH SHIP

With reference to your letter dated 13.12.60
(your ref. AK.S.O.1) stating that the name "Akarana" is
available for registering the Board's new pilot boat as a
British Ship, please accept this letter as the Board's
formal application to have her so registered under that
name.

If there are any other formalities to be
observed I should be pleased if you will advise accordingly.

Yours faithfully,

ANT:HEW

CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

19th January 1961

FROM

THE GENERAL MANAGER

TO

THE CHIEF ENGINEER

NEW PILOT BOAT "AKARANA" - REGISTRATION
AS A BRITISH SHIP

Your memo dated 11th January 1961 refers.

I consider it desirable to proceed with registration as a British Ship, and shall be glad if you will take the necessary action.

Mr Saylor

*Letter to Registrar of British Ships
sent 20. 1. 61. Aut*

[Signature]

GENERAL MANAGER

ACC.JB

11th January, 1961.

THE CHIEF ENGINEER

THE GENERAL MANAGER

NEW PILOT BOAT "AKARANA" REGISTRATION AS A
BRITISH SHIP (SECRETARY'S FILE 81/14/2.)

With reference to the attached letter from the Customs Department dated 13.12.60 (ref. A.K. S.O.1) stating that the name "Akarana" is available for registering the new pilot boat as a British Ship, I have to advise that as her register tonnage is less than 15 tons (actual 11.91 tons) there is no statutory obligation on the Board to register her as such.

If however it is desired to so register her, on receipt of your direction in this regard, necessary action will be taken.

CHIEF ENGINEER TO THE BOARD

ANT:HEB

GENERAL MANAGER: Copy for your information

938

11th August, 1960.

The Registrar of Ships,
Customs Department,
AUCKLAND C.1.

Dear Sir,

AUCKLAND HARBOUR BOARD CRAFT - REGISTRATION
AS BRITISH SHIPS

I have to advise that a new hull has been constructed for the Board's Grab Dredge "Taniwha" which is now in use. The old hull is being offered for sale for breaking up. We are informed that the reconstructed dredge has been measured for tonnage by the Marine Department preparatory to their lodgment of a "Surveys 59" with your Department.

Please accept this letter as the Board's formal application for the registration of the new hull as a British Ship.

The reconstructed dredge has been renamed "Taniwha II".

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

ANT:HEB

Auckland Harbour Board

27100

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,


To THE SAILING MASTER, DREDGE "HAPAI"

Date 19th April 19 60

Subject SUBMERSION LINE CERTIFICATE

Please receive herewith Submersion Line Certificate No.33, Official Number 130070 for Dredge "Hapai", which remains in force until 14th December, 1960.

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 £ _____ : :

27100

REMARKS: _____

Signature _____

938

6th August, 1959.

British

The Registrar of Ships,
Customs Department,
AUCKLAND C.1.

Dear Sir,

AUCKLAND HARBOUR BOARD CRAFT -
REGISTRATION OF BRITISH SHIPS.
as

Further to my letter of 20.7.59 regarding the above, please accept this letter as the Board's formal application for the registration as British Ships of the following craft owned by the Board:-

- Silt Punt No.1
- Silt Punt No.2
- Grab Dredge "Taniwha"
- Transport Punt No.1

*"Taniwha" "
Called as from 9.8.60*

We are informed that the abovementioned craft have been measured for tonnages by the Marine Department preparatory to their lodgment of "Surveys 59" with your Department.

- Hopper Barge No.1
- Hopper Barge No.2

These two barges are already registered as British Ships but the Marine Department advise that they both require a further "Surveys 59" to be lodged with you because of a tonnage alteration consequent upon accommodation alterations.

- Transport Punt No.3
- Transport Punt No.4
- Pile Punt No.1
- " " No.2
- " " No.3
- " " No.8
- Derrick Punt No.38
- " " Harbour Department
- Suction Dredge No.2

Arrangements have been made with the Marine Department for the above nine craft to be measured for tonnage prior to completion by them of the necessary "Surveys 59".

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

ANT:HEB

5th August 1959

The Senior Surveyor of Ships,
Marine Department,
P.O. Box 1254,
AUCKLAND.

Dear Sir,

AUCKLAND HARBOUR BOARD CRAFT - REGISTRATION
AS BRITISH SHIPS

In response to your letter M.3/18 dated 14th July 1959, the following schedule gives the name and address of builders, place and date of building of the craft mentioned in your letter for which an application for registration will shortly be lodged by the Board with the Registrar of Ships. The information refers to the hulls of craft only.

NAME OF CRAFT	BUILDERS	PLACE BUILT	DATE BUILT
Grab Dredge "Taniwha"	Bought by Board in 1947. We have no record of builders name.	No record	No record
Transport No.1	Seagar Bros.	Auckland	1912
Transport No.3	Auckland Harbour Board	Auckland	About 1920
Transport No.4	A. & G. Price Ltd.	Auckland	1956
Pile Punt No.1	Kiwi Engineering Co. Ltd.	Whangarei	1956
" " No.2)	J. McKee	12 Drummond Street Whangarei	1958
" " No.3)			
" " No.8	Auckland Harbour Board	Auckland	1910
Punt No.38	" "	Auckland	1946
Punt H.M. Department	" "	Auckland	1954
Suction Dredge No.2	Fleming & Ferguson Ltd.	Paisley, Scotland	1910

... ..

The Senior Surveyor of Ships,
AUCKLAND.

5th August 1959

It is pointed out that in the case of most of the older hulls scheduled, repairs over the years since they were built have probably resulted in almost complete rebuilding.

Yours faithfully,



SECRETARY

THE ENGINEER

Copy for your information.



SECRETARY

ANT. JB

COPY TO THE GENERAL MANAGER

938 Copy of Customs letter
for H/O file please.

20th July, 1959

The Registrar of Ships,
Customs Department,
AUCKLAND C.1.

Dear Sir,

AUCKLAND HARBOUR BOARD CRAFT -
REGISTRATION AS BRITISH SHIPS

As you are aware, Surveyor's Certificates (commonly referred to as "Surveys 59") have been lodged with your Department in regard to the following craft owned by this Board.

12 Lighters lettered "A" to "L".
3 Hopper barges numbered "H.3", "H.4" and "H.5".

Please accept this letter as formal application for registration of these craft.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

ANT:HEB

24th June, 1959.

THE CHIEF ENGINEER

THE GENERAL MANAGER

REGISTRATION OF FLOATING PLANT

(Your memo 10.6.59 refers.)

The attached list comprises all the Board's Floating Plant and includes vessels which are already registered and also vessels for which registration may now be required.

The following vessels over 15 tons are not registered, but have been measured by the N.Z. Marine Department:-

Grab Dredger "Taniwha", No.1 Transport, Hopper Barges H1 and H2 and cargo lighters "A" to "L" inclusive, also Hopper Barges H3, H4 and H5 (measured by Marine Department, Hong Kong)

Vessels with estimated tonnage of 15 and over, which have yet to be measured by N.Z. Marine Department are:-

Suction Dredger No.2, Nos. 3 and 4 Transports, Silt Punts Nos. 1 and 2, Pile Punts Nos. 1,2,3 and 8, Small punt No.38 and Harbourmaster's derrick punt. It is unlikely that the Marine Department will insist on registration of the last two punts.

CHIEF ENGINEER TO THE BOARD

JST:HEB

FLOATING PLANT

NETT REGISTERED TONNAGE FOR REGISTRATION PURPOSES

		<u>Tons Nett</u>
<u>Tugs</u>	"Auckland" as per register	143.37
	"William C. Daldy" as per register	Nil
	"Te Awhina" as per register	87.00
<u>Dredgers</u>	"Hapai" as per register	363.55
	"Paritutu" as per register	232.91
	Grab "Taniwha" (Marine Dept's measurement)	65.48
	Suction No.2, not yet measured, estimated	100.00
<u>Floating Crane</u>	"Mahua" as per register	353.16
<u>Launches</u>	"Kaha") Marine Dept's measurement, when	8.48
	"Mana") towing = Nil. For other service =	8.48
	"Te Hauraki" as per register	4.86
	"Orere" " " "	5.04
	"Arahi" " " "	4.33
	"Te Waka" " " "	2.08
	"Te Tui" " " "	2.69
	"Manukau" " " "	6.50
	"Waitemata" " " "	7.16
	"Ferro" " " "	5.80
<u>Transports</u>	No.1 Marine Department's measurement	88.61
	(Timber) 3 Not yet measured, estimated	40.00
	4 " " " "	155.00
<u>Silt Punts</u>	No.1 " " " "	120.00
	2 " " " "	120.00
<u>Hopper Barges</u>	No. H1 Marine Department's measurement	304.47
	H2 " " "	304.47
	H3 " " "	349.54
	H4 " " "	349.54
	H5 " " "	349.54
<u>Pile Punts</u>	No.1 No figures available, estimated	64.00
	2 " " " "	64.00
	3 " " " "	64.00
	(Timber) 8 " " " "	87.00
<u>Small Punts, various</u>	No.1	14.30
	2	7.50
	3	10.30
	4	9.00
	6	1.90
	7	1.81
	8	1.85
	11	2.15
	15	9.20
	16	2.15
	17	3.60
	18	10.20
	19	1.00
	21	1.65
	23	6.60
	25	2.15
	26	2.15
	27	2.15
	28	13.20
	29	1.40
Timber	30	1.35
Steel	31	8.40
Timber	32	2.00

ALL TIMBER
estimated
tonnages

E
ESTIMATED
TONNAGES

... ..

Small Punts Various (Continued)

		<u>Tons Nett</u>
Timber	No. 33	2.25
"	34	2.15
"	35	1.90
"	36	2.15
"	37	2.15
"	38	17.00
"	39	1.00
"	40	1.00
"	H.M. Dept.	18.80
"	S.D. No. 6	14.00
"	" 8	14.80
"	" 9	13.30
"	" 10	13.00
"	" 17	14.40
Steel mooring punt		6.60
Cargo Lighters	A	129.97
	B	"
	C	"
	D	"
	E	"
	F	"
	G	"
	H	"
	I	"
	J	"
	K	"
	L	"
	Marine	"
	Department's	"
	measurement	"

FLOATING PLANT

NETT REGISTERED TONNAGE FOR REGISTRATION PURPOSES

		<u>Tons Nett</u>
<u>Tugs</u>	"Auckland" as per register	143.37
	"William C. Daldy" as per register	Nil
	"Te Awhina" as per register	87.00
<u>Dredgers</u>	"Hapai" as per register	363.55
	"Paritutu" as per register	232.91
	Grab "Taniwha" (Marine Dept's measurement)	65.48
	Suction No.2, not yet measured, estimated	100.00
<u>Floating Crane</u>	"Mahua" as per register	353.16
<u>Launches</u>	"Kaha" Marine Dept's measurement, when	8.48
	"Mana" towing = Nil. For other service =	8.48
	"Te Hauraki" as per register	4.86
	"Orere" " " "	5.04
	"Arahi" " " "	4.33
	"Te Waka" " " "	2.08
	"Te Tui" " " "	2.69
	"Manukau" " " "	6.50
	"Waitemata" " " "	7.16
	"Ferro" " " "	5.80
<u>Transports</u>	No.1 Marine Department's measurement	88.61
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	H5 " " "	349.54
<u>Pile Punts</u>	No.1 No figures available, estimated	64.00
	2 " " " "	64.00
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<u>Small Punts, various</u>	No.1	14.30
	2	7.50
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	6	1.90
	7	1.81
	8	1.85
	11	2.15
	15	9.20
	16	2.15
	17	3.60
	18	10.20
	19	1.00
	21	1.65
	23	6.60
	25	2.15
	26	2.15
	27	2.15
	28	13.20
	29	1.40
Timber	30	1.35
Steel	31	8.40
Timber	32	2.00

... ..

22nd June 1959

~~Mr. A. Taylor~~
The General Manager

Registration of Floating Plant
(see memo 10.6.59 ref.)

The attached list comprises all the Board's Floating Plant and includes vessels which are already registered and also vessels for which registration may now be required.

The following vessels over 15 tons are not registered, but have been measured by the N.Z. Marine Dept.:-

Grab Dredger "Tanimba", N^o 1 Transport Hopper Barges H.1 + H.2, and cargo lighters "A" to "L" inclusive, also Hopper Barges H.3, H.4 + H.5. (Measured by Marine Dept. Hong Kong)

Vessels with estimated tonnage of 15 and over, which have yet to be measured by N.Z.

Marine Department are:-

Suction Dredger N^o 2, N^{os} 3 + 4 Transports, Silt Punts N^{os} 1 + 2, Pile Punts N^{os} 1, 2, 3 + 8, Small Punt N^o 38 and Harbour Master's Derrick Punt. It is unlikely that the Marine Dept will insist on registration of the last two punts.



John Duffus for Mechanical Engineer
Chief Engineer to the Board

Mr Goodier

18 June 59

Registration of Floating Plant. Board's Solicitors opinion

I understand Mr CP Hutchinson's opinion (^{Dated} ~~of~~ 25. May) to be as follows-

Any floating plant belonging to the Board and used on the Harbour and exceeding fifteen registered tons requires to be registered under the Shipping & Seamen Act 1952.

The Minister, on conditions which he may prescribe, may exempt any ship within extended river limits from obligation to carry a certificated master or certificated engineer. The Minister may also on conditions he may prescribe exempt any ship from any specific requirement or dispensation with the observance of any requirement on certain grounds. [Anything that floats is a "ship"!]]

Mr Hutchinson thinks that the only grounds applicable to the Board's dumb barges or transports for exemption from Registration are "that compliance with the requirements is unnecessary in the circumstances of the case."

He suggests that an approach be made to the Minister of Marine asking for dispensation for the Board's floating plant, and that the Governor General make an Order in Council accordingly.

Ref G.M.'s Memo of 10th June 1959. Mr Troffner is now preparing a list of the Board's vessels which exceed 15 tons.

Mr Taylor

RCP

Auckland Harbour Board

MEMORANDUM

10th June, 1959.

FROM

THE GENERAL MANAGER.

TO

THE CHIEF ENGINEER.

Attached is a copy of the Board's Solicitors opinion on the Registration of Floating Plant. Please supply a list of those vessels under your control which come within the category mentioned by the solicitor for which exemption should be sought by an approach to the Minister of Marine asking for dispensation in respect of the complement of the Board's floating plant on the grounds that "compliance with the requirement is unnecessary in the circumstances of the case".

A. B. Clarke

GENERAL MANAGER.

ln

Encl.

FEW:FS

*Mr Taylor.
Mr Tuffner is now preparing a list
of all the Board's floating plant suitable
for registration and I will forward
this list to you shortly.*

*RCP
15 June 59.*

O P I N I O N for THE AUCKLAND HARBOUR
BOARD

Re

REGISTRATION OF FLOATING
PLANT

I have been asked to advise the Board on the question of registration of the Board's floating plant under the Shipping & Seamen's Act, 1952, to which I shall hereafter refer as "the Act" and the implication of such registration as regards manning scales and, lastly, what steps could be taken to have the Act amended.

The provisions in respect of registration of ships are contained in Part XII of the Act. S.282, the initial section in Part XII, specifically excludes the operation of that part of the Act as regards lighters, barges or like vessels used exclusively in non-tidal waters other than any harbour. The Board's floating plant inevitably falls outside that specific exemption. "Ship" is defined in S.2 of the Act as meaning 'every description of vessel (including barges, lighters and like vessels) used in navigation however propelled'.

Under the provisions of S.386 the only vessels exempt which are New Zealand ships are those not exceeding fifteen register tons employed solely on the coasts or inland waters of New Zealand. Accordingly, in my opinion, it is manifestly plain that any floating plant belonging to the Board and used on the Harbour and exceeding fifteen register tons requires to be registered under the provisions of S.386 which are mandatory. It would seem that a dumb-barge would be a ship within the definition (See "The Mac" 7, P.D. 126, "The Mud Lark" 1911, p.116 and "The Harlow" 1922, p.175).

Part II of the Act governs the minimum number of the ship's company required on a New Zealand or Home trade ship. Sec. 17 and the First Schedule lays down the requisite number and grade of officers and S.65 and the Second Schedule lays down the requisite number and grade of seamen, firemen and

apprentices, etc.

S.250 makes provision for the issue of restricted limit certificates for ships of which there are three classes - (a) river limits (b) extended river limits and (c) extreme limits. Under s.s.5 of S.17 the Minister, on such conditions as he may prescribe may if he thinks fit exempt any ship plying or proceeding within "extended river limits" from any obligation to carry a certificated master or a certificated engineer; s.s.10 of S.55 provides that nothing in S.55 or in any regulations made thereunder shall apply with respect to any ship that does not proceed beyond extended river limits.

Under the provisions of S.505 the Minister may if he thinks fit and upon such conditions (If any) as he thinks fit to impose exempt any ship from any specified requirement contained in or prescribed in pursuance of the Act, or dispense with the observance of any requirement in the case of any ship upon certain grounds stated therein. In my opinion, the only ground applicable to the present case and set out in S.505 is "that compliance with the requirement is unnecessary in the circumstances of the case". This ground would appear to me to be a sound one for exempting certain of the Board's plant such as dumb barges; a dumb barge or a transport, when at anchor and being operated as a machine, should be exempted from the provisions of Ss.17 and 55 if such plant has not got a restricted certificate to "extended river limits".

As regards registration, there would appear to be no real reason why the floating plant should be exempt from registration as I presume that in any event such plant is subject to survey, and the only additional provision would appear to be compliance with the provisions of s.s. (i) and (ii) of S.389 and again the Governor-General by Order-in-Council under s.s.3 may exempt any classes of vessel from the requirements of s.s. (i) and (ii).

Accordingly, an approach should be made to the Minister of Marine asking for dispensation in respect of the complement of the Board's floating plant and that the Governor-General shall make an Order-in-Council under s.s.3 of S.389.

(Sgd.) C.P. Hutchinson

AUCKLAND,
25th May, 1959.

Auckland Harbour Board

MEMORANDUM

11th March 1959

FROM

THE GENERAL MANAGER

TO

THE CHIEF ENGINEER

REGISTRATION OF FLOATING PLANT

Referring to your memo of 6th March 1959, would you please defer any action to register craft meanwhile.

The implications of such registration are being investigated, as is the need for craft to be so registered when operating within harbour limits.

The present practice of surveying and allocating load lines when craft are being slipped should nevertheless be continued.

*Mr Goodwin ✓
Mr Taylor aut.
Mechanical Engr. to note. J. x d*

RTL:JB

A. Clarence
GENERAL MANAGER *RL*

THE MECHANICAL ENGR. : Please see that applications for registration of floating plant are initiated in groups as load lines are allocated and marked on the respective craft. The written applications will have to be made by the Secretary, following our advise as to the items to be included in the successive applications. 6th March, 1959.

THE CHIEF ENGINEER

THE GENERAL MANAGER

REGISTRATION OF FLOATING PLANT

Under the Shipping and Seamen Act 1952 (Secs. 382, 386 etc.) all ships of 15 net tons and over must be registered.

Last July verbal advice was received from the local office of the Marine Department that after postponement of action for several years in its application to dumb craft, it has now been decided to enforce the requirement completely. Vessels which will definitely come within these requirements are the fleet of cargo lighters, hopper barges, silt punts, transports and pile punts. There are other vessels which will probably come within the category requiring registration but the full list has not yet been completed and cannot be completed until surveys have been done in collaboration with the Departments Engineer Surveyors.

In the interim the Boards cargo lighters have been surveyed as they have been slipped, load lines have been allocated and these have been painted on the respective craft. There is therefore no reason why an application for registration could not be now lodged in respect of these craft. Other craft could be so dealt with from time to time as the surveys and load line allocations are completed.

I am informed that the procedure following allocation of load line is as follows:-

- (a) Application should be made to the Registrar of Shipping by letter advising that it is intended to register the following craft under the name (s) (name or identification letter or number).
- (b) The Registrar will allocate a register number and will obtain from the Engineer Surveyor a Surveyors tonnage certificate.
- (c) The official number so allocated will be cut in on the main beam.
- (d) Application should then be lodged on the prescribed form.

I therefore recommend that steps now be taken to register the Board's fleet of twelve lighters and that other craft requiring registration be dealt with by groups from time to time.

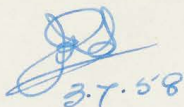
CHIEF ENGINEER TO THE BOARD

JAGHEB

Mr Taylor.

Please investigate the implications in this, and in collaboration with Mechanical Engineers prepare a list of all plant (not already registered) which will be affected.

After this investigation, I think the actual application for registration should be done through Head Office.


3.7.58

As each ship comes up for survey
Marine Dept will advise re lead-line
and tell us where to mark it
Ref

DEPARTMENT Engineers

MEMORANDUM OF INTERVIEW

NAME Mr. B. H. Cowell

REPRESENTING Marine Dept.

WAITED ON Telephoned ON 2/7/1958 @ a.m.
p.m.

SUBJECT OF INTERVIEW Registration of
..... Floating Plant.

REMARKS:

Under Shipping + Seamens Act (Secs. 337, 336 etc)
all "ships" of 15 net. tons and over must be
registered.

After postponement of action for several years
it has now been decided to enforce completely.

Cowell says we should apply to Customs for
registration of all lighters, hopper barges, sill
punts, transports, pile punts etc like if over
15 tons net.

Length x Breadth x Depth (inside measurement)
100

= tons gross
= tons net.


Less crew accommodation

(Lighters for example are 129.9 tons)

Marine Department will measure for Customs Dept.
as required.

This is for registration and marking of load line
only. It is not a certificate of seaworthiness.

Generally under the Act for non compliance is
"detention" of the vessel, which means that she cannot
leave the harbour, but presumably is free to move
within "harbour limits"! I don't think we could
have all our barges permanently "detained" however.

 2.7.58

30th August, 1949.

AUCKLAND HARBOUR BOARD.

LIST OF TOWED BARGES AND PUNTS.

NAME OR NUMBER	APPROX. AGE YEARS.	DIMENSIONS			TYPE	WHERE OPERATED	CARGO	CREW	REMARKS
		L	B	D					
A.H.B. No. 1	35	124'	28'	11'6"	Hopper	River Limits	Dredger Spoil		with Dredger
" " 2	35	124'	28'	11'6"	"	" "	" "	2)	"Hapai"
"Rambler"	46	81'	25'10"	5'6"	Deck	" "	Various	2)	"Hapai"
"Rangitoto"	27	92'6"	27'10"	6'	"	" "	"		Letter File 515
Pile Punt No. 1	41	63'8"	20'6"	5'8"	"	" "	Piles etc.		
" " " 2	approx.	63'8"	20'6"	5'8"	"	" "	" "		
" " " 3	"	63'8"	20'6"	5'8"	"	" "	" "		60' x 24' x 6'
" " " 4	"	63'8"	20'6"	5'8"	"	" "	" "		
" " " 5	"	63'8"	20'6"	5'8"	"	" "	" "		
" " " 7	"	63'8"	20'6"	5'8"	"	" "	" "		
" " " 8	"	63'8"	20'6"	5'8"	"	" "	" "		
Silt Punt 2	"	63'8"	20'6"	5'8"	Hopper	" "	(Dredger Spoil)		
" " 5	"	63'8"	20'6"	5'8"	"	" "	" "		
Transport 1	36	60'	28'	5'9"	Deck	" "	" "	4	(Steel) with Steam Crane
" 2		66'4"	33'8"	6'	"	" "	" "	4	Timber with Steam Crane
Punts 1D	9	35'	11'	3'	"	" "	Wharf constn.		Derrick Punt
2		28'	9'	2'	"	" "	" "		With "Hapai"
3		30'	10'	2'	"	" "	" "		Divers Punt
4D		30'	12'	2'	"	" "	" "		Derrick " Dragline
5D		33'	11'6"	2'2"	"	" "	Wharf Repairs		Derrick Punt
6		24'	5'	1'5"	"	" "	" "		
7		25'	5'	1'4"	"	" "	" "		
8		25'	5'	1'4"	"	" "	" "		
9		20'	6'	1'5"	"	" "	" "		
10		20'	5'2"	1'4"	"	" "	" "		
11		22'4"	6'4"	1'3"	"	" "	" "		
15D		33'6"	3'	3'4"	"	" "	" "		Derrick Punt
16		18'	8'	1'5"	"	" "	" "		" "
18D		34'	12'4"	2'5"	"	" "	" "		" "
19		24'	4'6"	1'	"	" "	" "		" "
<u>Note:</u> "D" indicates that punt has a derrick mounted.									
Punt 21		22'	8'	1'5"	Deck	" "	" "		
22		20'	6'	1'5"	"	" "	" "		
23		25'	12'	2'3"	"	" "	" "		Dragline
25		29'4"	6'4"	2'5"	"	" "	" "		
26		29'4"	6'4"	1'5"	"	" "	" "		
27		22'4"	6'4"	1'5"	"	" "	" "		
31D	Built 1946	32'	12'	3'	"	" "	" "		Steel Derrick Punt
Pontoons									
S.D. 1		40'	16'	2'6"	"	" "	for		
2		40'	16'	2'6"	"	" "	Dischg.		
3		40'	16'	2'6"	"	" "	Pipes		
4		40'	16'	2'6"	"	" "	Suction		
5		40'	14'	1'6"	"	" "	Dredger		
6		40'	16'	2'6"	"	" "	No. 2		
8		40'	16'	2'6"	"	" "	" "		
9		40'	16'	3'	"	" "	" "		
10		40'	16'	2'6"	"	" "	" "		
17		40'	16'	2'6"	"	" "	" "		
Punt H.M. 28D		30'	12'	2'	"	" "	for		Onehunga
" H.M. -D	9	40'	14'	2'6"	"	" "	buoys & beacons		Auckland

	APPROX. AGE YEARS	DIMENSIONS			TYPE	WHERE OPER- ATED	CARGO	CREW	REMARKS
		L	B	D					
No. 3 Transport		61'2"	18'8 $\frac{1}{2}$ "	4'	Deck	River limits			Known as "Hurry Up"
Punt	Built 1948	24'	5'8"	1'8 $\frac{5}{8}$ "	"	" "	Wharf Repairs		
"	" "	24'	5'8"	1'8 $\frac{5}{8}$ "	"	" "	" "		

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13th January, 1948.

Senior Inspector of Ships,
Marine Department,
P. O. Box 1254,
AUCKLAND. C. 1.

Dear Sir,

TOWED BARGES AND LIGHTERS.

I acknowledge receipt of your letter of 6th instant addressed to the Harbour Master re the above.

Below is a list of the load carrying barges owned by the Board and used mostly for carrying out of engineering works. The scows "Rambler" and "Rangitoto" are not in constant use and sometimes are hired out.

NAME OR DESCRIPTION.	APPROX. AGE - YEARS.	DIMENSIONS			TYPE	CREW	REMARKS.
		L.	B.	D.			
✓ Scow "Rambler"	45	81'	28'	5' 6"	Deck	-	Barge.
✓ " " "Rangitoto"	26	92'	28'	6' 0"	Deck	-	Barge.
✓ Transport No.1	35	60'	28'	5' 9"	Deck	4	Derrick Crane
✓ " " No.2	35	66'	33'	6' 0"	Deck	4	Derrick Crane
✓ Pile Punt No.1)							
" " No.2)							
" " No.3)	all						
" " No.4)	approx.	63'	20' 6"	5' 8"	Deck	Nil	Barges for Engineering Works.
" " No.5)	40.						
✓ " " No.7)							
✓ " " No.8)							
✓ Hopper Barge No.1	34	124'	28'	11' 6"	Hopper	2	} For use with Dredger "Hapai"
" " " "	234	124'	28'	11' 6"	"	2	
✓ Silt Punt No.2	40	63'	20' 6"	5' 8"	"	-	} For use with Grab Dredger "Taniwha".
✓ " " " 5	40	63'	20' 6"	5' 8"	"	-	

All operate normally within River limits.

In addition to the above the Board has a number of smaller pontoons and small derrick punts used for wharf repairs, servicing buoys and for carrying suction dredge pipe lines but these are not used for carrying loads of any magnitude.

Yours faithfully,

NPA:EERB.

ENGINEER TO THE BOARD.



IN YOUR REPLY PLEASE

QUOTE THIS REFERENCE.

MARINE DEPARTMENT.

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

6th January, 1948.

The Harbourmaster,
Auckland Harbour Board,
Quay Street,
Auckland, C. 1.

Dear Sir,

Towed Barges and Lighters.

With reference to the above I have to advise that the matter of survey of this class of ship for a Load Line Certificate is under review by the Department, and as you possess one or more of the vessels will you please supply me with preliminary particulars as follows:

1. Owner of barge or lighter.
2. Name
3. Age.
4. Approximate dimensions, L. B. and D.
5. Type (Hold or Deck Ship)
6. Waters in which it operates - River, Extended River or Home Trade.
7. Usual Cargo Carried.
8. Number of crew if any carried.

I shall be pleased if you will forward me the particulars in due course.

Yours faithfully,

A. S. Dawson.

Senior Surveyor of Ships.

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Space

EXTRACT FROM STATUTES AMENDMENT ACT,
1947, NO. 60.

Regulations Regarding Barges, Lighters, and Other
Vessels Without Independent Means of Propulsion.

61. Notwithstanding anything contained in the principal Act, the following provisions of the principal Act - namely, section one hundred and twenty-two (which relates to accommodation of seamen), section one hundred and ninety-one (which relates to the collision regulations), section one hundred and ninety-seven (which relates to rules for life-saving appliances), and section two hundred and eight (which relates to load-lines and discs) - and the provisions of section thirty-six of the Shipping and Seamen Amendment Act, 1909 (which relates to load-lines and discs on certain ships in river and extended-river limits), shall, so far as applicable and with the necessary modifications, apply with respect to barges, lighters, and other vessels without independent means of propulsion in all respects as if such vessels were ships within the meaning of the principal Act.

gunwale of not less than 9 ft., a bright white light constructed and fixed as prescribed in Article 2(a), and of such a character as to be visible at a distance of at least two miles.

- (b) Green and red sidelights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 ft. below the white light.
2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 ft. above

REGULATIONS RELATING TO BARGES, LIGHTERS
AND OTHER VESSELS WITHOUT INDEPENDENT
MEANS OF PROPULSION.

Extract from the "Public Acts of New Zealand", Vol. VIII.

Section 122:

1. Every place in any ship occupied by seamen and appropriated to their use shall have for each of those seamen a space of not less than 120 cubic feet, and of not less than (fifteen) superficial feet measured on the deck or floor of that place, as the Inspector or Surveyor may require in each case, and shall be subject to the regulations in the sixth schedule hereto, and those regulations shall have effect as part of this section.
2. Penalty - Fine not exceeding £20.
3. Every place so occupied and appropriated shall be kept free from goods and stores of any kind not being the personal property of the crew in use during the voyage.
4. No paint locker, urinal, water closet, or latrine to be built in or around such place so as to be detrimental to the health of the Seamen. Penalty:- Pay each Seaman lodged in that place a sum not exceeding ten shillings for each day after a complaint is lodged.
5. Fees to be paid for inspection.
6. This section shall not apply to steamships which, prior to the 1st January, 1895, were plying within river limits or extended river limits.
8. In estimating the space available for the proper accommodation of Seamen there may be taken into account the space occupied by any Mess Rooms, Bathrooms, or washing places appropriated exclusively to the use of those Seamen, so however that the space in any place appropriated to the use of Seamen in which they sleep is not less than 72 cubic feet, and 12 superficial feet for each Seaman.

Section 191:

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

Art. 1:

The Rules concerning lights shall be complied with in all weather from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

1. Steam Vessels of less than 40 tons shall carry:
 - (a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 ft., a bright white light constructed and fixed as prescribed in Article 2(a), and of such a character as to be visible at a distance of at least two miles.
 - (b) Green and red sidelights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 ft. below the white light.
2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 ft. above

the gunwale, but it shall be carried above the combined lantern, mentioned in subdivision 1(b).

3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.
4. Rowing-boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

Art. 8:

Special Regulations apply for Pilot Vessels and Fishing Vessels and vessels trailing, i.e. dragging an apparatus along the bottom of the sea.

Sound Signals:

Sailing vessels and boats of less than 20T gross tonnage shall make some efficient sound-signal at intervals of not more than 1 minute.

See also steering and sailing rules.

Section 197:

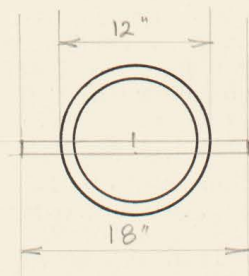
RULES AS TO LIFE-SAVING APPLIANCES.

The Governor-General may from time to time by Order in Council make rules in this Act called "Rules for Life-saving Appliances") with respect to all or any of the following matters, namely:

- (a) Classes of vessels.
- (b) The number and description of the boats, lifeboats, life-rfts, life jackets and lifebuoys to be carries by British ships.
- (c) Quality of apparatus.
- (d) Inspection of apparatus. All such rules shall have effect as if enacted in this Act.

Section 208:

Load line and disc to be marked when ship deemed to be unsafe.



in white or yellow on a dark ground; or
in black on a light ground.

On each side amidships or as near thereto as practicable.

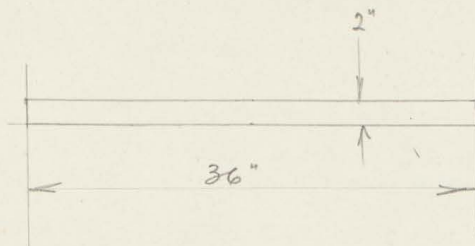
Position of the disc to be fixed in accordance with Tables from time to time used by the Imperial B.O.T.

SHIPPING & SEAMEN AMENDMENT ACT, 1909.

36. Load-lines and discs on certain ships.

1. All ships employed in river and extended-river limits carrying cargoes of sand, shingle, gravel, cement, or other dead-weight cargo, and all home-trade ships under 26T register carrying cargoes of such material, shall be marked with a load-line, the upper edge of which shall not be submerged when ship is in salt water.

2. Load-line, white line on dark ground or a dark line on a light ground on each side amidships. Position fixed by a Surveyor of Ships.



4. In fixing the load-line, the age, build, strength and general seaworthiness of the ship shall be taken into consideration.

5. Load-line certificate to be issued.

6. Penalty £100.

AUCKLAND HARBOUR BOARD PARTICULARS OF PUNTS & PONTOONS IN COMMISSION

15/1/16

NUMBER	DESCRIPTION	DIMENSIONS			DEPTH	DRAFT		LOADED	LIGHT	DISPLACEMENT	LOCALITY	REMARKS
		LENGTH	BREADTH	DEPTH		LIGHT	LOADED					
1	Steel Pontoon	60' 0"	26' 0"	9' 0"	2' 0"	2' 0"	170 Tons	170 Tons	Birkenhead	Required for Vehicular Landing Stage		
2	"	60' 0"	26' 0"	5' 9"	2' 9"	2' 9"	132	132	Hobson Wharf			
3	Wood Pontoon	70' 0"	24' 0"	9' 0"	1' 10"	2' 3"	90 Tons with 20000 lbs ballast	108	Victoria Wharf			
4	"	70' 0"	24' 0"	9' 0"	1' 08"	2' 9"	132	132	Northcote			
5	"	71' 0"	24' 0"	7' 4"		4' 0"			Victoria Wharf	For No 2 Priestman's - now used as temporary landing for vehicular traffic.		
6	"	71' 6"	24' 3"	7' 4"					Albert Wharf	No 3 No 4 - Laid up.		
7	"	70' 6"	24' 3"	7' 4"					Sheep Bay	No 4 Transport, old No 1 pile machine		
8	"	65' 0"	35' 0"	5' 0"					Julian's Wall	No 1 Transport		
9	"	60' 0"	24' 0"	4' 0"			75		Hobson Street	No 2 Pile Machine		
10	"	60' 0"	25' 0"	4' 4"			106		Quey St Landing	No 3		
11	"	65' 0"	30' 0"	3' 6"			233		Quey St Landing	No 4		
12	"	80' 0"	24' 0"	6' 6"						No 5 - converted silt-pont.		
13	"	65' 0"	20' 0"	6' 0"					Rangitoto Quarry	Ganget		
14	"	97' 0"	26' 6"		2' 0"	5' 0"				Havoc		
15	"	90' 0"	26' 6"	5' 7"	2' 2"	5' 3"				Rambler		
16	"	85' 0"	25' 10"		2' 2"	4' 10"				Kauni		
17	"	101' 0"	23' 6"	5' 9"	2' 6"	4' 3"				Boring - punt (See Notes & Summary, MS 72)		
18	"	60' 0"	20' 0"	2' 6"						Coal punt. Now in use by Mr Luke		
19	"	40' 0"	16' 0"	3' 6"						Carrying derrick crane		
20	"	40' 0"	16' 0"	2' 6"						Carrying pipe-lift No 1 Suction dredger		
21	"	40' 0"	16' 0"	2' 0"								
22	"	40' 0"	14' 0"	1' 6"								
23	"	30' 0"	15' 0"	2' 6"								
24	"	30' 0"	15' 0"	1' 6"						In use by Mr Gemmel		
25	"	30' 0"	12' 0"	2' 0"						In use by Mr Luke		
26	"	30' 0"	10' 0"	2' 0"	0' 6"					Derrick		
27	"	30' 0"	10' 0"	2' 0"	0' 4"					In use by Mr Gemmel		
28	"	30' 0"	10' 0"	1' 6"								
29	"	25' 0"	12' 0"	2' 5"						In use by Mr Luke		
30	"	25' 0"	5' 0"	1' 5"						Carrying derrick crane		
31	"	24' 0"	12' 0"	2' 4"						Sandspit Beach		
32	"	24' 0"	5' 0"	1' 5"						Under repairs		
33	"	24' 0"	4' 6"	1' 1"								
34	"	20' 0"	7' 0"	1' 4"								
35	"	18' 0"	5' 0"	1' 4"								
36	"	18' 0"	5' 0"	1' 2"								
37	"	13' 6"	5' 6"	1' 1"								
38	"	12' 0"	4' 6"	1' 1"								
39	"	65' 10"	20' 4"	6' 0"								
40	"	65' 4"	20' 4"	6' 0"						Converted silt-pont		
41	"	65' 10"	20' 3"	6' 0"								
42	"	64' 3"	20' 6"	6' 3"								
43	"	66' 4"	20' 6"	6' 6"								
44	"	65' 6"	20' 6"	6' 0"								
45	"	64' 0"	20' 0"	6' 0"								
46	"	65' 0"	20' 0"	6' 0"								
47	"	64' 6"	20' 0"	6' 0"								
48	"	64' 0"	20' 0"	5' 8"								

See Notes & Summary, MS 72
Under repairs & ...
Converted silt-pont
Laid-up
Under repairs & ...
On No 3 Priestman's

