

Museum Western Springs
Technology Maritime
765 Museum

T

Western Springs & Meola Reef

Maritime Museum Proposals

- Includes miscellaneous
- Correspondence ex M.O.T.A.T.
- Sir Keith Park Memorial Airfield

~~To Sept 83.~~

CLOSED

Previous No 689.

140
~~15 MAR 1982~~

1. PROPOSED STORMWATER OUTFALL ON MOTIONS CREEK, MECLA ROAD,
WESTMERE, MUSEUM OF TRANSPORT & TECHNOLOGY

The Committee considered the Senior Property Officer's report of 24 February 1982 which advised that an application had been made by the Museum of Transport and Technology to construct a stormwater outfall on Board foreshore land at Motions Creek as shown on Plan B.2982. Details were explained. The proposal had already been approved by the Waitemata Harbour Maritime Planning Authority in June 1981 without the need for public notification. A right to discharge the stormwater had been granted by the Auckland Regional Water Board.

In conjunction with the Chief Engineer, the Senior Property Officer recommended that subject to the approval of the Ministry of Transport pursuant to Section 178 of the Harbours Act 1950 the siting of the proposed outfall on foreshore land adjoining Motions Creek (Plan B.2982) be approved and an appropriate licence issued for the structure pursuant to Section 156 of the Harbours Act 1950 at the annual fee of \$10.00 per annum subject to review.

The General Manager endorsed the joint recommendation.

It was RESOLVED to recommend that the reports be adopted.

Chief Planning Officer

to note

ADOPTED BY BOARD

23 MAR 1982

Copies To:

CE, CPO, TR



Auckland Harbour Board

93/15

24 February 1982

The General Manager
AUCKLAND HARBOUR BOARD

ITEM 1

PROPOSED STORMWATER OUTFALL ON MOTIONS CREEK
MEOLA ROAD, WESTMERE, MUSEUM OF TRANSPORT & TECHNOLOGY

An application has been made by Consultants on behalf of the Museum of Transport and Technology to construct a stormwater outfall on Board foreshore land at Motions Creek shown on Plan B.2982. The tributary flow to the outfall is from a drainage system serving approximately 8 hectares (19 3/4 acres) of the Museum's airfield site.

The site chosen for the structure is on the southern bank of Motions Creek from which it is envisaged the discharge will quickly spread beyond an apron of boulders to a thin sheet flow over the adjoining mudflats. The design discharge of the outfall is 578 litres per second generated by a rain intensity of 50 millimetres per hour.

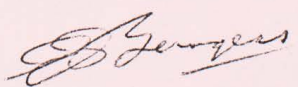
The proposal was considered by the Waitemata Harbour Maritime Planning Authority in June 1981. The form of the structure was considered unlikely to detract from the amenities and not unduly restrict public access or recreational opportunities. The Planning Authority resolved to approve the structure without the need for public notification.

A right to discharge the stormwater has been granted by the Auckland Regional Water Board.

The Chief Engineer to the Board has advised that the method of construction of the outfall complies with acceptable standards.

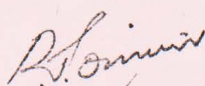
In conjunction with the Chief Engineer it is recommended that subject to the approval of the Ministry of Transport pursuant to Section 178 of the Harbours Act 1950 the siting of the proposed outfall on foreshore land adjoining Motions Creek (Plan B.2982) be approved and an appropriate licence issued for the structure pursuant to Section 156 of the Harbours Act 1950 at an annual fee of \$10.00 per annum subject to review.

The Chairman
Property Committee
AUCKLAND HARBOUR BOARD


G.C. Burgess
SENIOR PROPERTY OFFICER

I endorse the joint recommendation.

24 February 1982


R.T. Lorimer
GENERAL MANAGER

THE SENIOR PROPERTY OFFICER

22 January 1982

THE CHIEF ENGINEER

M.O.T.A.T. - PROPOSED STORMWATER
OUTFALL MOTIONS CREEK

Reference your memorandum of 14 January 1982

I have examined the relevant Drawing B.2982 and consider the structure to comply with acceptable standards.

CHIEF ENGINEER TO THE BOARD

RJR:JMH



To: CHIEF ENGINEER

Date: 14 January 1982

From: SENIOR PROPERTY OFFICER

M.O.T.A.T. - PROPOSED STORMWATER OUTFALL MOTIONS CREEK

Plan B2982 provides details of a proposed stormwater outfall on the foreshore of Motions Creek.

The Waitemata Harbour Maritime Planning Authority has considered that the proposed outfall structure will not detract from the amenities of the area and accordingly the proposal was not required to be publicly notified.

The Auckland Regional Water Board has granted a right to discharge stormwater with a condition that foreshore scour be reduced as far as possible.

Would you please advise whether the structural design of the outfall meets with your requirements.


G.C. Burgess
SENIOR PROPERTY OFFICER



Design Agreed

Please draft reply.

See SPO re plan.

JB 20/1
AR 21/1

File

To: THE CHIEF ENGINEER

Date: 8 June 1981

From: THE CHIEF PLANNING OFFICER

File: 60/26/112

STRUCTURE FOR STORMWATER DISCHARGE
ADJACENT TO MEOLA ROAD

765
141

AUCKLAND HARBOUR BOARD Maritime Planning Authority	
REC'D	- 9 JUN 1981
ACK'D	
ANS'D	

The above proposal has been submitted to the Waitemata Harbour Maritime Planning Authority by the Museum of Transport and Technology. A plan of the proposed work is attached.

At this stage the Waitemata Harbour Maritime Planning Authority is required to determine whether the work will require a planning application.

The right to discharge stormwater is a separate matter for consideration by the Regional Water Board. It is our current view that the Maritime Planning Authority's concerns are solely with the design and specific location of the structure. Under the provisions of interim planning control the work will only require to be "publicly notified" if in the view of the Maritime Planning Authority it is likely to detract from the amenities of the area. Matters to be assessed in determining whether public notification is necessary include visual appearance, interference with public access or recreation activities, disturbance to the ecology and undesirable erosion or siltation.

Would you please advise whether in your opinion the design and specific location of the structure is likely to upset the coherence of the natural environment in the area as a result of scouring, siltation etc. If you believe that this would be the case would you also indicate whether modifications to the design or specific location of the structure would be likely to lessen the impact of the proposal.

On receipt of your advice the Planning Office will need to prepare a report to the Maritime Planning Authority recommending either

- (a) That the proposal does not require maritime planning consent
- or (b) That the proposal does require maritime planning consent and will need to be publicly notified.

If it is finally decided that the application requires public notification and if this in part or primarily stems from your coastal engineering advice then your more detailed advice would be required at the time of preparing a full planning report for the consideration of the Hearings Sub-Committee of the Waitemata Harbour Maritime Planning Authority.

For 

CHIEF PLANNING OFFICER

*Mr Wells-Green please comment
by draft for CTS signature
noted RUG*

c.c. Paul Wells-Green 

765

THE SENIOR PROPERTY OFFICER

23 March 1981

THE CHIEF ENGINEER

M.O.T.A.T. - AIR FIELD
PROPOSED NEW STORMWATER OUTFALL

The proposed work conforms with other structures on similar fore shores - serving the same purpose.

Approval should be given for the work to proceed subject to:-

1. For stormwater disposal only.
2. The proposed exposed rock apron should be 2 metres wide and extend for 4 metres to seaward.

CHIEF ENGINEER TO THE BOARD

GDHTFK

*not sent.
referred to C.P.O.
to coordinate reply to S.P.O. memo
on letter of 11/3/81. POC*

Auckland
Harbour Board

Auckland Harbour Board
1 Ousen Street, Auckland, New Zealand
P.O. Box 1259, Auckland
Telephone 795-950, Telex: N Z 2705
Telegrams: Haboard, Auckland

Reference 93/15

11 March 1981

Messrs Steven Fitzmaurice
& Partners
Consulting, Civil &
Public Health Engineers
P O Box 9437
AUCKLAND



Attention : Mr Henderson

Dear Sirs

M.O.T.A.T. - SIR KEITH PARK MEMORIAL AIRFIELD :
APPROVAL TO CONSTRUCT FORESHORE STRUCTURE

I refer to your letter ref 2/695/1 dated 20 February 1981 detailing a proposed stormwater outfall structure affecting the foreshore at Motions Creek, Meola Road. The proposal will be investigated in accordance with Section 178 of the Harbours Act 1950 and from a Maritime Planning point of view. I note you have lodged an application for a Water Right with the Auckland Regional Authority and sought the approval of the Auckland City Council to the reticulation system.

I will write to you again as soon as possible.

B 2921

Yours faithfully

c.c. CHIEF ENGINEER

Copy of letter dated 20 February 1981 from the above firm, and Plan 22 (Drawing 698/1) ~~attached~~.

G.C. Burgess
SENIOR PROPERTY OFFICER

Would you please consider the proposal both from an engineering and Maritime Planning point of view. Please let me have your comments in due course. If you support the proposal and all other associated approvals are given, the consent of the Ministry of Transport for the structure will be sought.

Copy to
CPLO
Design Engr. } for written
 } comment
 } Blec.

S.P.O.

765
70/11

Steven, Fitzmaurice and Partners
Consulting, Civil and Public Health Engineers



Auckland
JOHN R. FITZMAURICE, BE MS (HARVARD) ENZIE FICE MASCE, CENG, Regd Engr
CAME A. LEGGAT, BE MNZIE MASCE, PE CIVIL, Regd Engr

Christchurch
D. LEICESTER STEVEN, BE ENZIE FICE, CENG, Regd Engr
DAVID R. WILKIE, BE MNZIE MASCE, CENG, Regd Engr

Ref: 2.695.1

REC'D
FILED 26 FEB 1981
ACED
AND

48 Broadway, PO Box 9437
Auckland 1, New Zealand
Telephone 547156

Water Resources Laboratory
Telephone 544721

20 February 1981

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

Dear Sir,

MUSEUM OF TRANSPORT AND TECHNOLOGY OF NZ (INC)
SIR KEITH PARK MEMORIAL AIRFIELD
APPROVAL TO CONSTRUCT FORESHORE STRUCTURE

On behalf of the Museum of Transport and Technology we submit the enclosed Drawing 695-1 sheet 22 showing details of a proposed stormwater outfall structure.

The tributary flow to the structure is from a drainage system serving approximately 8 hectares of the Museum's airfield site. Long term plans for future development of the remainder of the site allow for discharge through a separate outfall to Meala Creek.

878 ± 30 cuxes.

The design discharge from the outfall is 870 litres per second generated by a rain intensity of 50 millimetres per hour with a corresponding return period of 1 in 5 years.

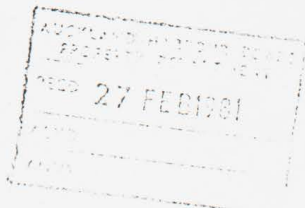
The site of the outfall has been chosen as the edge of the existing clay fill. Construction of a pipeline beyond this point would be expensive and does not seem warranted. It is envisaged that stormwater discharge will quickly spread to a thin sheet flow over the mudflats and thereby find its way through the mangroves to Motions Creek. Minor removal of mangrove plants will be necessary to permit the placing of a boulder layer beyond the apron.

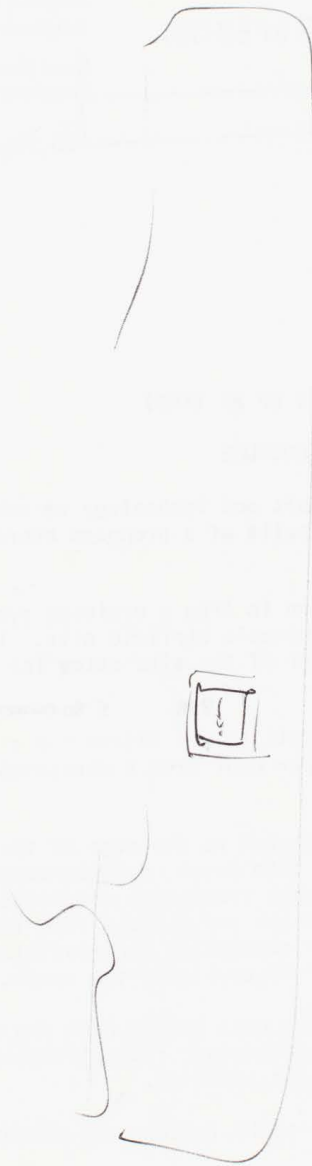
An application for a Water Right has been lodged with the Regional Water Board and plans for construction of the stormwater reticulation system have been lodged with Auckland City Council for approval.

We would be pleased to discuss the works further and elaborate on any particular matters you consider necessary.

Yours faithfully,
STEVEN, FITZMAURICE AND PARTNERS

G.B. HENDERSON





765



Auckland Harbour Board

Auckland Harbour Board
1 Queen Street, Auckland, New Zealand
P.O. Box 1259, Auckland
Telephone 795-950, Telex: N Z 2705
Telegrams: Haboard, Auckland

Reference 93/15

11 March 1981

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Copy of letter dated 20 February 1981 from the above firm, and Plan 22 (Drawing 695/1) *recorded as B 292/*

G.C. Burgess ✓
SENIOR PROPERTY OFFICER

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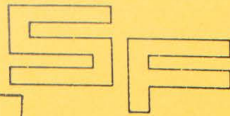
Copy to
CPhO
Design Eng } *for written comment*
done 17/3
MS
Bec

[Signature]
SENIOR PROPERTY OFFICER

70/15
Steven, Fitzmaurice and Partners
Consulting, Civil and Public Health Engineers

R. FITZMAURICE, BE, MS. (HARVARD), FNZIE, FICE, MASCE, CENG, Regd Engr
G. ME A. LEGGAT, BE, MNZIE, MASCE, PE Cam, Regd Engr

Christchurch
D. LEICESTER STEVEN, BE, FNZIE, FICE, CENG, Regd Engr
DAVID R. WILKIE, BE, MNZIE, MICE, CENG, Regd Engr



RECD	26 FEB 1981
ACKD	
ANSD	

48 Broadway, PO Box 9437
Auckland 1, New Zealand
Telephone 547156
Water Resources Laboratory
Telephone 544721

20 February 1981

Ref: 2.695.1

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

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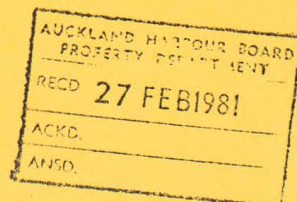
We would be pleased to discuss the works further and elaborate on any particular matters you consider necessary.

Yours faithfully,
STEVEN, FITZMAURICE AND PARTNERS

G.B. HENDERSON

Encl.

WBS.



2.695.1

4

Steven, Fitzmaurice and Partners
Consulting, Civil and Public Health Engineers



Auckland
JOHN R. FITZMAURICE, B.E., M.S. (HARVARD), F.N.Z.I.E., F.I.C.E., M.A.S.C.E., C.E.N.G., Regd. Engr.
GRAEME A. LEGGAT, B.E., M.N.Z.I.E., M.A.S.C.E., P.E. (Can.), Regd. Engr.

Christchurch
D. LEICESTER STEVEN, B.E., F.N.Z.I.E., F.I.C.E., C.E.N.G., Regd. Engr.
DAVID R. WILKIE, B.E., M.N.Z.I.E., M.I.C.E., C.E.N.G., Regd. Engr.

RECEIVED
26 FEB 1981
ACKD
ANSO.

48 Broadway, PO Box 9437
Auckland 1, New Zealand
Telephone 547156
Water Resources Laboratory
Telephone 544721

20 February 1981



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

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Yours faithfully,
STEVEN, FITZMAURICE AND PARTNERS

G.B. Henderson

G.B. HENDERSON

File
Bring up end March
Bel

+ Also to G.F.V.
8 c/o.

file
Spo. sv)
Encl.

2
C
5

137 A

En-Consult
TECHNOLOGY LIMITED



Development Consultants
100
Street
New Zealand
Wellesley Street
3 410
PO Box 2677

To: *Chief Engineer* Date: *27/2/81*

From: *Secretary*

PLEASE ACKNOWLEDGE

PLEASE REPLY DIRECT
SUBMITTING COPY TO
HEAD OFFICE

PLEASE REPORT

FOR YOUR INFORMATION
AND RETURN PLEASE

FOR NECESSARY ACTION
PLEASE

26 February 1981

Auckland Harbour
Box 1259,
AUCKLAND.



Dear Sir,

Re: MARKET PROSP
BOARD CONTRACT 37

Our company has been
carry out an investigation
Petroleum Gas (LP

[Signature]
J4038/6

GENERAL MANAGER
CHIEF ADMINISTRATIVE
OFFICER & SECRETARY
OPERATIONS MANAGER

conditions for this fuel that are expected to prevail in the future. Our report on the study is intended to assist the LFTB in its task of promoting an orderly and efficient progress towards partial self sufficiency in liquid fuels in New Zealand by the mid-1980's.

En-Consult is a group of four New Zealand professional consulting engineers and has no commercial affiliations. Our reports are recognized as being independent and free of bias.

We are conducting a limited postal survey of known LPG users to sample experience in using this fuel, in particular for automotive purposes. The questions relate to costs of operation on LPG in relation to other fuels, characteristics of your transport operations, and information on the size and nature of your enterprise. We undertake that any information you supply will be treated confidentially and will not be released to a third party without your permission. It is intended that the information collected will be reported in a non-identifying fashion to the LFTB.

We would therefore be grateful of your response to this questionnaire in full or in part in the postage paid envelope attached.

Telephone queries should be directed to Mr. M.J. MacDonald, Auckland 773410 ext. 828.

Yours Faithfully
EN-CONSULT TECHNOLOGY LTD

I.H. Bone
I.H. Bone
IHB/lt

*Mr. Bray please
comply. BOC*

CE/S

En-Consult
TECHNOLOGY LIMITED

AUCKLAND HARBOUR BOARD

RECD 27 FEB 1981

AG&D

137 A
Energy Development Consultants

132 Vincent Street
Auckland 1 New Zealand
PO Box 6345 Wellesley Street
Telephone 773 410
Telex Number NZ 2677

222264
EC030020

26 February 1981

Auckland Harbour Board,
Box 1259,
AUCKLAND.

Dear Sir,

Re: MARKET PROSPECTS FOR LPG IN NEW ZEALAND - LIQUID FUELS TRUST
BOARD CONTRACT 3701/1 - POSTAL QUESTIONNAIRE SURVEY.

Our company has been retained by the Liquid Fuels Trust Board to carry out an investigation of the potential markets for Liquified Petroleum Gas (LPG) within New Zealand under the easier supply conditions for this fuel that are expected to prevail in the future. Our report on the study is intended to assist the LFTB in its task of promoting an orderly and efficient progress towards partial self sufficiency in liquid fuels in New Zealand by the mid-1980's.

En-Consult is a group of four New Zealand professional consulting engineers and has no commercial affiliations. Our reports are recognized as being independent and free of bias.

We are conducting a limited postal survey of known LPG users to sample experience in using this fuel, in particular for automotive purposes. The questions relate to costs of operation on LPG in relation to other fuels, characteristics of your transport operations, and information on the size and nature of your enterprise. We undertake that any information you supply will be treated confidentially and will not be released to a third party without your permission. It is intended that the information collected will be reported in a non-identifying fashion to the LFTB.

We would therefore be grateful of your response to this questionnaire in full or in part in the postage paid envelope attached.

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Yours Faithfully
EN-CONSULT TECHNOLOGY LTD

I.H. Bone
I.H. Bone
IHB/lt

*Mr Bray please
comply. BAC*

Questions 17 to 20 apply to road vehicles only.

17. Please provide details of road vehicles which you have converted to run on LPG.

	<u>Vehicle 1</u>	<u>Vehicle 2</u>	<u>Vehicle 3</u>	<u>Vehicle 4</u>
Vehicle Make	-----	-----	-----	-----
Vehicle Model	-----	-----	-----	-----
Body Style	-----	-----	-----	-----
Engine c.c.	-----	-----	-----	-----
Year of Registration	-----	-----	-----	-----
Date of LPG conversion	-----	-----	-----	-----
Cost of conversion (\$)				
materials	-----	-----	-----	-----
labour	-----	-----	-----	-----
TOTAL	-----	-----	-----	-----
Size of LPG tank fitted (litres)	-----	-----	-----	-----
Make of conversion kit	-----	-----	-----	-----
Annual kilometres run by vehicle	-----	-----	-----	-----
Percentage of running on LPG (assuming no supply problems)	-----	-----	-----	-----

18. Have you kept accurate records of fuel consumption before and/or after conversion to LPG? If so, please indicate what fuel consumption apply (please specify the model of vehicle referred to).

- . Before conversion to LPG.....
- . Now, on LPG
- . Now, on Petrol

(Please specify the units used mpg or L/100km)

19. Have you kept accurate records of engine maintenance costs on any of your vehicles before and after conversion to LPG? If so, do these show any change which you attribute to conversion? (Please specify the model of vehicle referred to).

.....

.....

.....

20. Any other comments on LPG (other than supply problems).

.....

.....

En-Consult
TECHNOLOGY LIMITED

PO Box 6345 Wellesley Street Auckland 1 New Zealand

NEW ZEALAND
★ ★ 0.20
★
POSTAGE PB.6403

EN-CONSULT TECHNOLOGY,
P.O. Box 6345,
Wellesley Street,
AUCKLAND.

MINUTES OF MEETING OF PROPOSED MARITIME MUSEUM INTERESTED PARTIES HELD
ON THURSDAY 13 NOVEMBER 1980, AT MOTAT, COMMENCING AT 11.30 A.M.

PRESENT: Mr.E.P. Salmon (Chairman, Board of Trustees, MOTAT); Mr.M. Shanahan (Chairman, Auckland Harbour Board); Mr.D.N. Morgan (Deputy General Manager, Auckland Harbour Board); Captain I. Forrest (Chairman, Public Relations, Auckland Harbour Board); Mr.W. Clark (Auckland City Councillor); Captain J.H. Malcolm (Trustee, MOTAT); Mr.M.McR. Jameson (Executive Director, MOTAT); Mr.R. Norton (Chairman, Management Committee, MOTAT); and Mr.G.D. Barnaby (Councillor and Director, Publicity & Public Relations, MOTAT).

APOLOGIES: Commodore O'Donaghue (Commodore Auckland); Mr.R. Carr (Retired Chairman, Auckland Harbour Board); Mr.R. Lorimer (General Manager, Auckland Harbour Board); Mr.N. Seagar (Engineer, Auckland Harbour Board); Mr.J.O. Haworth (Trustee, MOTAT); Mr.D. MacLean (Town Clerk, Auckland City Council); Mr.G.J. Bradbourne (Director, Parks & Reserves, Auckland City Council); and Mr.J. Firth (Auckland City Council).

Mr. Salmon took the Chair and congratulated Mr. Shanahan on his appointment as Chairman of the Harbour Board, Mr. Clark as Chairman of the Parks Committee of the City Council, and Mr. Barnaby as Chairman of the Traffic Committee of the City Council. He welcomed Captain Malcolm and Mr. Norton and introduced Mr. Jameson, Executive Director of MOTAT, asking him to say a few words.

LETTER FROM DEPARTMENT OF JUSTICE

Mr. Shanahan spoke to the letter received from the Assistant Registrar of Incorporated Societies which revoked the approval previously given to the name 'National Maritime Museum Incorporated'. General discussion took place.



Moved That this meeting record an objection to the action of the Assistant Registrar of Incorporated Societies and advise that it is proposed to persist in obtaining the retention of the name 'National Maritime Museum Incorporated' having regard to the fact that Executive Council approval has already been given. Carried

Moved That meantime application be made to secure a name from one of the following alternatives: 'The Maritime Museum of New Zealand Inc.'; 'The Maritime Museum Inc'; 'The Museum of Maritime History Inc'; or 'The Museum of New Zealand Maritime History Inc'. Carried

Mr. Shanahan to act on the above two matters.

Moved That a sub-committee comprising Mr. Salmon, Mr. Jameson, Mr. Clark and Mr. Shanahan have the power to act on the determination of the name if the alternative names quoted above are not acceptable. Carried

*Fri
Rel.*

Draft for an Order Paper
the Patron, Vice-Patrons
maritime museum:

...2...

CORRESPONDENCE TO AUCKLAND HARBOUR BOARD RE A MARITIME MUSEUM IN DOWNTOWN AREA:

An approach has been made to the Harbour Board re the above. The Board will keep this steering committee informed as to any developments in this area.

TRUSTEES' MEETING:

Moved That a meeting of the Patron, Vice-Patrons, Trustees and members of this steering committee, be held on Wednesday 10 December 1980 at 11.30 a.m. at MOTAT. Carried

PRINTED MATERIAL:

Moved That printed material for the proposed maritime museum be held in abeyance. Carried

ORDER PAPER:

The Chairman read out a draft of an Order Paper to be submitted to the combined meeting of the Patron, Vice-Patrons, Trustees and members of this steering committee. It was agreed that this draft contained the necessary material for an Order Paper.

MANAGEMENT COMMITTEE

It was agreed that members of this committee liaise with each other re members of a management committee for the maritime museum.

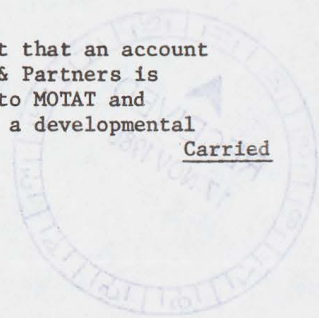
MINUTES OF MEETING HELD ON 25 MAY 1980:

Moved That the minutes of the meeting held on 25 May 1980 be signed as a true and correct record of that meeting. Carried

MURRAY-NORTH ACCOUNT:

Moved That this meeting record the fact that an account for \$1,259.04 from Murray-North & Partners is outstanding having been charged to MOTAT and that it is acknowledged as being a developmental cost for the project. Carried

The meeting closed at 12.35 p.m.



THE MUSEUM IN DOWNTOWN AREA:
Harbour Board re the
steering committee
this area.

Draft for an Order Paper to be submitted to a combined meeting of the Patron, Vice-Patrons, Trustees and steering committee of the maritime museum:

- (1) Welcome and explanation - Chairman of Trustees
- (2) Report on Incorporation - Mr. Shanahan
- (3) Tabling of Murray-North proposals
- (4) Review of proposals for maritime museum
- (5) Matters arising from this review
- (6) Discussion and decisions on the next steps to be taken, eg:
 - (a) campaign for members;
 - (b) convening of a general meeting of members;
 - (c) appointment of officers and management committee;
 - (d) fixing of membership fee (see Rules);
 - (e) establishment of a registered office.

EXTRACT FROM MINUTES
GENERAL PURPOSES COMMITTEE

175 JUL 1980

11. 1977 RESERVES ACT - WESTERN SPRINGS AND MEOLA REEF
DRAFT MANAGEMENT PLAN

The Committee was advised in the Chief Engineer's report of 4 July 1980 of the draft management plan notified by the Auckland City Council which sought comments on the proposals put forward for the Meola Reef development. Three areas had been identified as having significance to the Board and these were described under 1. Boat Launching Facilities, 2. Marine Promenade and 3. Maritime Museum. The Chief Engineer recommended that the Board inform the Auckland City Council - 1. Of its support for both the provision of boating facilities and a walkway system within the Meola Landfill area and 2. That no further comment could be given on the Maritime Museum until such time as a definite proposal had been submitted to the Board.

The General Manager reported that while the provision of boating facilities and a marine promenade was a purpose established by the original empowering legislation, the proposal for a Maritime Museum required the separate consideration of the Board. Planning considerations aside, he believed the area generally could well be considered as a site for a Maritime Museum with floating exhibits. He therefore suggested that the Council be informed of the Board's interest and that it be asked to arrange for the preparation of a preliminary planning concept for further study.

It was RESOLVED to recommend that the reports be adopted.

ADOPTED BY BOARD

22 JUL 1980

Chief Planning Officer to note



Auckland Harbour Board

4 July 1980
Planning File
60/29/31

The General Manager
AUCKLAND HARBOUR BOARD

ITEM 11

1977 RESERVES ACT
WESTERN SPRINGS AND MEOLA REEF
DRAFT MANAGEMENT PLAN

1.0 Introduction

The Board was notified by the Auckland City Council on 5 May 1980 of the above draft management plan and advised of this public participation process under the Reserves Act 1977; the purpose of which is to seek comments on the proposals put forward for the Meola Reef development.

Attached with the Council letter was the following information;

1. Summary of submissions including comments on the National Maritime Museum Society.
2. Minutes of the public meeting called by the Point Chevalier Community Committee.
3. Draft management objectives and policies.
4. Meola Reef background data.

The Council note in their letter to the Board that "a number of suggestions and comments are outside the terms of the management planning process which is restricted to land use. However, in view of the close proximity of harbour waters within the Board administration and the land described, and possible future public activity across one to the other, your Board, as the Maritime Planning Authority, is given the opportunity to contribute to this process in whatever way the Board considers fit".

In Council's opinion the "principal issue for the Maritime Planning Authority is the site for a Maritime Museum in the Meola Creek estuary and on adjacent reserve". Council state that they are hopeful that the Board "may be able to contribute to this particular section of the draft management plan".

All submissions are to be lodged by Friday 25 July and addressed to the Director of Parks and Recreation.

2.0 Board's Interest

The areas to be included within the Western Springs/Meola Reef management plan have been outlined in map 1.

... ..

Of particular interest to the Board is that area described as "Meola Landfill", an area of land extending out to the reef.

The conditions applying to the transfer of this land from the Auckland Harbour Board to the Auckland City Council were set out in Section 27 of the 1960 Local Legislation Act:-

"And whereas the Council is desirous of continuing such controlled tipping operations beyond the limits of that land so as to reclaim the land thirdly described in subsection (6) of this section, being a further part of the bed of the Waitemata Harbour, for the purpose of ultimately establishing on the land secondly and thirdly described as subsection (6) of this section boating facilities and marine promenade".

The Board's interest therefore includes not only the Maritime Museum as referred to by Council, but also the extent to which the Auckland City Council have fulfilled the conditions of the land transfer as outlined in the 1960 Local Legislation Act.

3.0 Council Proposal

No illustration of Council policies has been prepared to date. It is Council's intention to collate submissions subsequent to preparing a draft management plan for the "Meola Landfill" area.

Council's future intent for the "Meola Landfill" area has been outlined in the following Objective Statement:-

"Over time the Council seeks to progressively open the area and popularise its use for passive recreational activities. In addition it is noted that few boat launching facilities exist in the west of Auckland which offer the potential of sites fronting on to the Meola and Motions Creek. The Council considers that boat launching facilities can be developed in a manner compatible with the passive recreational use of remaining parts of the reef. Future development will therefore provide for passive recreational uses and for boat launching with ancillary support facilities".

As a result of Community comment however, Council have modified this policy at a Special Meeting of the Parks and Recreation Committee held on the 24 January, 1980:-

"One aspect that had fairly evenly divided response was the provision of boat launching ramps and access to the reef. The Parks and Recreation Committee in consideration of the matter did not favour the proposal, but on inspection of the site, felt there could be some provision allowed".

Council are at present seeking further public comment on this policy.

4.0 Planning Assessment

The following three areas have been identified as having significance to the Board:-

1. Boat Launching Facilities: Council have identified this area as being suitable for boat launching facilities. However, the extent to which such facilities should be provided is still uncertain. The need for more extensive facilities in the Meola Landfill area was strongly supported by the Point Chevalier Sailing Club at a public meeting on Tuesday 3 July 1979.

In particular, the club wanted to see this area used for marine activity for the people of Auckland and particularly those living in the Western Suburbs as there are no public facilities for launching or retrieving boats between Westhaven and Te Atatu. The Sailing Club would like to see the area used for launching and retrieval of boats and water skiing with possible provision for a clubhouse.

An inspection of the area has identified that boat launching facilities would be feasible if confined to the northern end of the landfill bordering the Meola Creek Estuary. (refer figure 1 - Area A).

This location would enable a 10 metre boat ramp to provide launching and retrieving of trailer boats, two hours either side of high tide.

In addition the area has the capacity for providing sufficient carparking in close proximity to boat launching facilities.

This, plus the lack of boat ramps in the Western Suburbs, indicates the need for such facilities to be provided within the "Meola Landfill".

2. Marine Promenade: This has been interpreted as meaning the provision of walking tracks; allowing greater access within the area.

Reference has been made within Council policies for a "system of pathways which will be developed with regard for local interest

points, picnic and barbecue facilities and linkage to Black Reef which is of scientific interest".

The ecological importance of the Meola Reef has been noted in the Waitemata Harbour Study as being; "basaltic lava, salt marsh and mangrove area of unique ecological significance which is valuable for coastal nature studies".

It is Council's intention therefore to retain a natural open space atmosphere through physical improvements in the way of increased tree planting and the provision of walkways, picnic tables and barbecue facilities.

3. Maritime Museum: The Board has been requested by the Council; as the Maritime Planning Authority; for a specific input on this topic.

A "Feasibility Study of the Proposed Maritime Museum at Motions Creek" has been prepared for MOTAT by Murray North and Partners.

The objective is the impoundment of water space within the Motions Creek Estuary. This would allow vessels with suitable draft to be brought into this impounded area for preservation and public viewing.

It is noted in the consultants report that the construction of impounding banks, weirs, and water level control structures, wharves and jetties within the basin and dredging are all feasible.

The consultants have considered six alternative schemes and comment accordingly on their advantages and disadvantages.

To avoid continuing maintenance problems it is noted that only those schemes which divert Motions Creek around the basin should be considered. On this basis scheme 5 (refer figure 2) which channels the creek to the north of a basin containing salt water changed at each spring tide is the recommended alternative.

The consultants note however, that their study has been limited and that further investigation would be necessary on submission of a more definite concept for a Maritime Museum.

To this extent, any definite proposal would first require Harbour Board approval as both the fore-shore owner and as the Maritime Planning Authority. The Board in this capacity would need to:-

1. Evaluate the planning and environmental issues; and
2. Co-ordinate the necessary approvals from the Auckland City Council, Ministry of Transport and Regional Water Board; and
3. Consider areas of responsibility and management for future operation and maintenance.

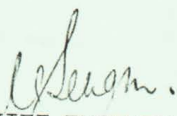
It is concluded therefore, that no further comment can be given until such time as a definite proposal for a Maritime Museum has been submitted to the Board.

5.0 Recommendation

It is recommended that the Board inform the Auckland City Council:-

1. Of its support for both the provision of boating facilities and a walkway system within the Meola Landfill area.
2. That no further comment can be given on the Maritime Museum until such time as a definite proposal has been submitted to the Board.

The Chairman
General Purposes Committee
AUCKLAND HARBOUR BOARD


CHIEF ENGINEER TO THE BOARD

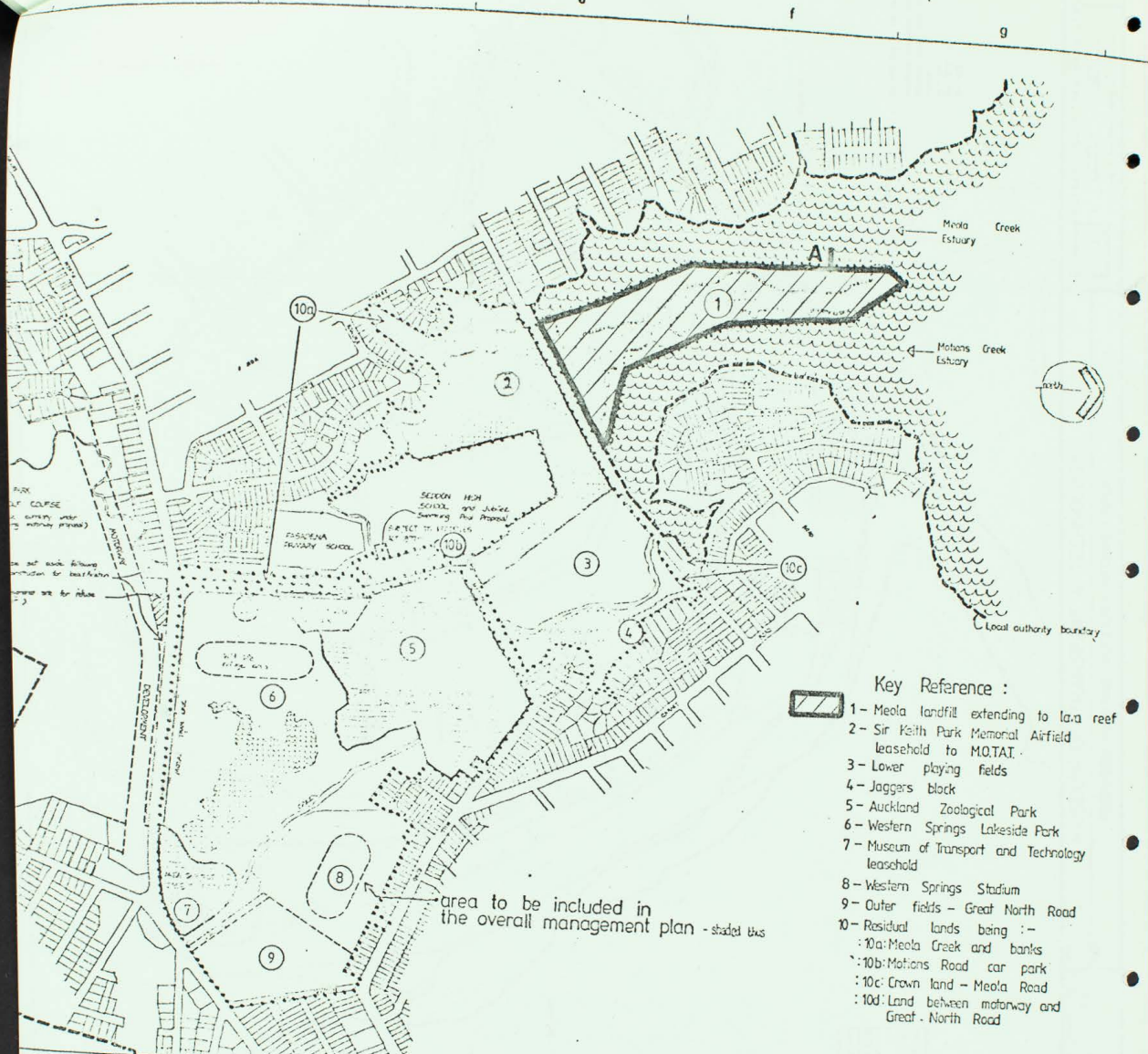
While the provision of boating facilities and a marine promenade is a purpose established by the original empowering legislation, the proposal for a Maritime Museum requires the separate consideration of the Board

Planning considerations aside, I believe the area generally could well be considered as a site for a Maritime Museum with floating exhibits. I therefore suggest that the Council be informed of the Board's interest and that it be asked to arrange for the preparation of a preliminary planning concept for further study.

9 July 1980


R.T. Lorimer
GENERAL MANAGER

Figure 1

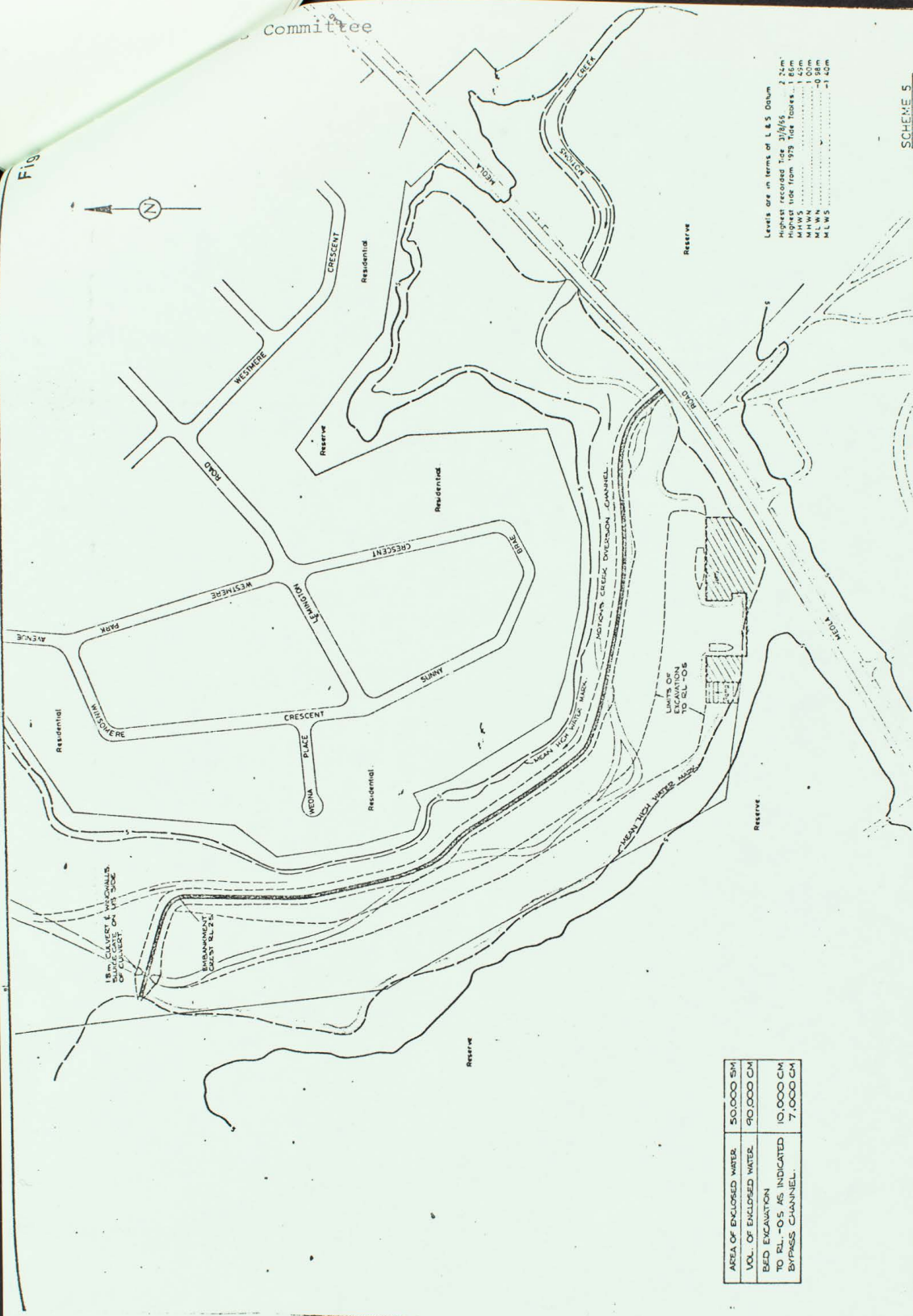


- Key Reference :**
- 1- Meola landfill extending to lava reef
 - 2- Sir Keith Park Memorial Airfield leasehold to MOTAI
 - 3- Lower playing fields
 - 4- Jaggars block
 - 5- Auckland Zoological Park
 - 6- Western Springs Lakeside Park
 - 7- Museum of Transport and Technology leasehold
 - 8- Western Springs Stadium
 - 9- Outer fields - Great North Road
 - 10- Residual lands being :-
 - 10a: Meola Creek and banks
 - 10b: Motions Road car park
 - 10c: Crown land - Meola Road
 - 10d: Land between motorway and Great - North Road

RECOMMENDED:	CITY of AUCKLAND PARKS & RECREATION DEPT.	WESTERN SPRINGS / MEOLA REEF overall management plan areas included in study	ORIGINAL SCALES 1:5000	PLAN No	
APPROVED:			REF PLANS	CODE No	C7-1
			FILE No	SHEET No	No of SHEETS

Fig

Committee



Levels are in terms of L.S Datum
 Highest recorded Tide 31/3/55 2.25m
 Highest tide from 1978 Tide Tables 1.85m
 M.H.W. 1.65m
 M.L.W. 1.05m
 M.L.S.W. -0.98m
 M.L.S.S. -1.20m

AREA OF EXCLUDED WATER	50,000 SM
VOL. OF EXCLUDED WATER	90,000 CM
BED EXCAVATION TO RL. -0.5 AS INDICATED BYPASS CHANNEL.	10,000 CM
	7,000 CM

SCHEME 5

MURRAY-NORTH PARTNERS LTD
 ARCHITECTS
 100-110 RANGITIKEI STREET, AUCKLAND

MUSEUM OF TRANSPORT & TECHNOLOGY
 PROPOSED MARITIME MUSEUM - MOTIONS CREEK

CLIENT: MURRAY-NORTH PARTNERS LTD
 PROJECT: MUSEUM OF TRANSPORT & TECHNOLOGY - PROPOSED MARITIME MUSEUM - MOTIONS CREEK
 ORIGINAL SCALE: 1:1250
 DATE: 1978

9P 11

4 July 1980
Planning File
60/29/31

The General Manager
AUCKLAND HARBOUR BOARD

1977 RESERVES ACT
WESTERN SPRINGS AND MEOLA REEF
DRAFT MANAGEMENT PLAN

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It is concluded therefore, that no further comment can be given until such time as a definite proposal for a Maritime Museum has been submitted to the Board.

5.0 Recommendation

It is recommended that the Board inform the Auckland City Council:-

1. Of its support for both the provision of boating facilities and a walkway system within the Meola Landfill area.
2. That no further comment can be given on the Maritime Museum until such time as a definite proposal has been submitted to the Board.

CHIEF ENGINEER TO THE BOARD

→ 689
r 1194/3

THE HYDROGRAPHER

20 February 1979

THE CHIEF ENGINEER

MOTIONS CREEK

Currently there is some thoughts related to Motions Creek outside Meola Road being utilized for Maritime Museum purposes.

Could you please undertake hydrographic survey and preparation of a base plan of the area out to say Chart Datum to allow consideration of possible development ideas.

CHIEF ENGINEER TO THE BOARD

NS:JMI

Copy To: MR LE CLERC

CHIEF ENGINEER TO THE BOARD

689

M O T A T

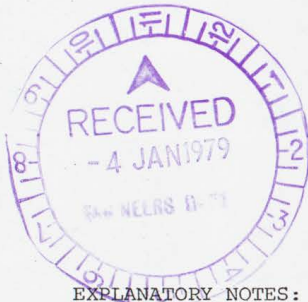
Notice of a General Meeting of Members

Notice is hereby given that a general meeting of the members of MOTAT, The Museum of Transport and Technology of N.Z. (Inc) will be held in the U.E.B. Theatrette at the Museum on Wednesday 24 January 1979 at 5.30 p.m.

Business: To consider and, if thought fit, to adopt the following alterations to the Museum's rules:

- (1) Rule 24: To delete the word "March" and to substitute the word "June".
- (2) Rule 24 (a) To delete this rule and to replace it with the following:
"To receive from the management committee an annual report, balance sheet and statement of accounts made up to the end of the preceding February."
- (3) Rule 24 (e) To delete the word "January" and to substitute the word "March".
- (4) To adopt a new set of rules incorporating all amendments to date including those referred to above.

By Order of the Management Committee



J.S. Mercer
SECRETARY

EXPLANATORY NOTES:

It is proposed to change the Museum's balance date from 31 December to the last day of February in each year, in order to alleviate the pressure associated with the preparation and audit of annual accounts during MOTAT's busy January/February period.

A changed balance date would involve a changed Annual General Meeting date, and it is proposed to hold the A.G.M. in June of each year (Item 1 above) and any resolution requiring prior notice would have to be in the hands of the Secretary by 31 March instead of 31 January (Item 3 above). Item 2 above is to establish a February balance date in the rules which, at present, are silent on the matter.

The proposal, if adopted, will have the effect of a set of accounts and balance sheet for fourteen months to 28 February 1979 being presented to members at the 1979 Annual General Meeting to be held in June instead of in March. Thereafter, accounts will revert to a 12 month basis up to the end of each February.

Because of the short agenda, the meeting is expected to be very brief.

THE MUSEUM OF TRANSPORT AND TECHNOLOGY OF NEW ZEALAND (INC)
Western Springs, Auckland 2

NOTICE OF MEETING

Notice is hereby given that the Annual General Meeting of MOTAT, The Museum of Transport and Technology of New Zealand (Inc) will be held on:

WEDNESDAY 29 MARCH 1978

in the U.E.B. Theatrette, ground floor of the Pioneers of New Zealand Aviation Pavilion at the Museum to commence at 8.00 p.m.

BUSINESS:

1. Present and Apologies
2. To confirm the Minutes of the last Annual General Meeting
3. Matters arising from those Minutes
4. To receive the report of the Board of Trustees
5. To receive the report of the Management Committee
6. To receive the Annual Accounts and Balance Sheet for the year ended 31 December 1977, together with the auditor's report thereon.
7. To appoint auditors for the ensuing year
8. Alteration to Rules: Notice is hereby given of intention to introduce the following motion at this meeting:

"That the Society's Rules be altered by adding to Rule 8 a new paragraph (IV) to read - "Notwithstanding anything in the foregoing provisions of this Rule 8, a member of the Society shall not be eligible to be elected or to be appointed to the Management Committee or of continuing as a member of that Committee if his main employment is with the Society. For the purposes of this Rule 'main employment' means employment by the Society for more than twenty hours per week."

(This alteration has been recommended by the Management Committee)

For the information of members Rule 34 dealing with the alteration to the Society's Rules reads as follows:

- (a) These Rules may be altered, added to, or rescinded or otherwise amended by a Resolution passed by a three-fifths majority of those present at a General Meeting of the members of which fourteen days notice has been given.
 - (b) Every such notice shall set forth the purpose of the proposed alteration, addition, rescission or amendment.
 - (c) Duplicate copies of every such alteration, addition, rescission or amendment shall forthwith be delivered to the Registrar in accordance with requirements of the Act.
9. To elect members of the Management Committee pursuant to Rule 8(I)(c) of the Museum's Rules
(Nominations will not be accepted if they are postmarked later than 21 March 1978. Voting papers will be available at the meeting if required).
 10. Any other general business which may be properly transacted at an Annual General Meeting.

J.S. Mercer
Secretary

P.O. Box 6844, Auckland, 1.

Note (1) A copy of the 1977 annual report and accounts will be forwarded to members shortly.

- (2) Nomination forms from Management Committee can be obtained from the Museum office and should be returned to the Secretary no less than 7 clear days before the advertised date of the A.G.M.

Auckland Harbour Board

MEMORANDUM

26/2/3
FROM

SECRETARY

TO

CHIEF ENGINEER ✓

TREASURER

2 October 1974

The Secretary,
Museum of Transport and
Technology Inc.,
Great North Road,
Western Springs,
AUCKLAND 2.



Dear Sir,

Further to my letter of 14 March 1974, I have pleasure in enclosing the Board's cheque for \$25.00 covering membership subscription to the Museum.

Yours faithfully,

A handwritten signature in blue ink, appearing to be "V.A.C. Christiansen".

V.A.C. CHRISTIANSEN
SECRETARY

For your information.

A handwritten signature in blue ink, appearing to be "V.A.C. Christiansen".

SECRETARY

es

JES:JC

11 February 1976

The President,
The Maritime Museum,
P.O. Box 6436,
AUCKLAND

Dear Sir,

TIMBER WEIR - NOTIONS CREEK

Your letter of 4 February 1976 referred to discussions with an officer of the Board about your proposal for a timber weir in Notions Creek. The discussions were enquiring on your part as to how best to approach the matter with the Board. As a result you were able to arrange to see the Beatharbours Committee to put forward your proposals. Your presentation propounded the idea of a weir but did not give any plans of its location or form.

It will be necessary for your organisation to investigate your proposal and put up a scheme for Board consideration. As a guide you should consider the following aspects:-

1. The scheme should be developed having regard to the objectives and policies of the draft Waitemata Harbour Plan and would be considered by the Study Organisation before proceeding to a consideration by the Board.
2. As part of your project is on A.C.C. land you must inform Council of your proposals. In this regard I am sure Council officers would prefer to either have your scheme plan and proposals for comment, or to meet your representatives to have a preliminary discussion of your scheme before it is finalised. Mr Betts, a Principal Planner, is aware of the Museum's idea.
3. The Harbour Board has parts of the bed of the harbour vested in it including Notions creek up to mean high water. Any structure built in the creek would be subject to approval under the Harbours Act 1950. Such approval concerns the Board and the Ministry of Transport who consider the effects on navigation (including small craft), the effect on existing shorelines, mangroves etc., the maintenance of acceptable standards of water quality and the effect on public using the area.

... ..

The proposal could be unacceptable because it could cause the upstream mangroves to die and also result in an unacceptable reduction in water quality in an area that is already recognised as moderately polluted.

Therefore it is necessary to pursue your intentions properly to a practical solution which at the same time measures up to all requirements to safeguard the environment of the locality.

We would await your outline scheme plan with a view to more particular discussion.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

BRL:c:JARP

Copies to: PRINCIPAL PLANNER,
A.C.C.,
PRIVATE BAG,
AUCKLAND Attention: MR BETTS :for info.

GENERAL MANAGER :for info.
PLANNING OFFICER :for info.

AUCKLAND HARBOUR BOARD

RECEIVED
19 FEB 1976

CHIEF ENGINEER

PLEASE ACKNOWLEDGE	
PLEASE REPLY DIRECT SUBMITTING COPY TO HEAD OFFICE	
PLEASE REPORT	
FOR YOUR INFORMATION AND RETURN PLEASE	
FOR NECESSARY ACTION PLEASE	/

Mr. Le Belloc



GENERAL MANAGER
SECRETARY
OPERATIONS MANAGER

THE MARITIME MUSEUM

an institution for the preservation of new zealand's maritime history

JAMES DAVERN, President

PAUL TITCHENER, Secretary

4th February 1976.

General Manager,
Auckland Harbour Board,
Private Bag,
AUCKLAND.



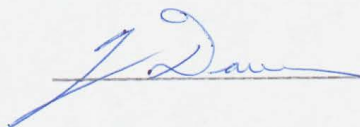
Dear Sir,

Regarding various discussions with your officer re a proposed timber weir for Motions Creek.

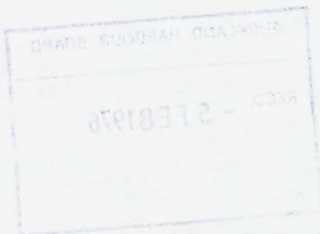
We now ask the department concerned to investigate in conjunction with the writer the feasibility of the scheme and the Boards reaction to the idea.

Yours faithfully,

THE MARITIME MUSEUM.

 J. DAVERN.

G/m ✓
C.E.S.



M M to be asked to investigate their own proposals & put up a scheme for TAB consideration.

At first glance there are objections to a weir blocking the creek.

List objections

EXTRACTS FROM MINUTES
BOAT HARBOURS COMMITTEE
18 NOV 1975

5. PROPOSED MARITIME MUSEUM

The report of the General Manager referred to a letter dated 31 October 1975 which had been received from Mr J. Davern, Chairman of The Maritime Museum requesting the opportunity to speak to the Board regarding the establishment of the Museum prior to a public meeting to be held on 15 December 1975.

The General Manager advised that the Board had endorsed his recommendation on 18 February last that thought should be given to the development of some shore/water facility in the Meola Creek area and the Steering Committee had been advised accordingly with the added suggestion that the proposal be discussed with the Auckland City Council.

The suggested location had received the support of The Maritime Museum and in his report of 16 October, a copy of which was attached, Mr Davern had outlined the objectives of the Museum. Mr Davern waited on the Committee, briefly elaborated on the proposal and sought the support of the Board in what the Museum was endeavouring to achieve.

Recommended -

- (a) That the report be received and the comments of Mr Davern be noted
- (b) That Management report on the effect that the proposal would have on the harbour bed and also discuss with the Auckland City Council, from a planning point of view, whether the proposed type of activity was an acceptable use.

*Mr. Le Cleve to arrange report on
effect on harbour
bed*

ADOPTED BY BOARD
25 NOV 1975

Miss Seagar.

Notes on Meeting Held on 11th September 1974
Committee Room Auckland Harbour Board
10 p.m.

Establishment of a Maritime Museum
for Auckland

Present:	Messrs	Garrett	}	Historical Boat Society
		Taylor		
		Titchener		
	Dr	Turbott	}	Auckland War Memorial Museum
		Frater		
		Maffey	}	Maritime Society
		Luxton		
		Julian		Auckland Yachting Association
		Dansey		Auckland City Council
		Sheehan		Devonport Borough Council
	Elliott		Auckland Regional Authority	
	Lt Com.	Mason		R. N. Z. N.
	Capt Mr	Forbes	}	Auckland Harbour Board.
		Palmer		
		Morgan		
		Seagar		
		Duncan		

Mr Garrett opened the meeting and described its objective as the establishment of a Maritime Museum for Auckland.

A plan of a proposal to site a museum on Devonport Passenger Wharf was tabled and fully discussed.

It was finally resolved that a Steering Committee should be formed (moved Frater, seconded Dansey and carried).

The Chairman of the Auckland Harbour Board was elected as the Chairman of the Steering Committee (moved Taylor, seconded Titchener, carried) Capt Forbes accepted on behalf of Mr Carr.

Mr Titchener was elected Hon. Secretary (moved Frater, seconded Garrett, carried)

MS
18/9/74

Capt Forbes moved that representatives of the organisations present should make nominations to the Hon Secretary within two months this was seconded by Lt Com. Mason and carried.

The Hon. Secretarys address was decided as Hon. Secretary, Maritime Museum, C/- P.O. Box 1259, Auckland.

The meeting closed at 11.25 a.m.

Devonport Borough. - Stechan

• A.C.C. - O'Leary.

A.H.S. ^{Takers, Palmer.}
^{League, League Council}

Museum Institute - Turbot - Spales.

ARA. - Elliot.

Navy - 1?

Historic Boat Society - 4?

RNZS -

AYA - Julian.

Seal haulage Soc. - 1

Gannett Chair

Historical Boat Assoc. Board

Response of meeting to elect
a Committee (Meeting) to set up
a maritime museum.

Must be a store for floating
and fixed exhibits

Low cost and capable of collecting
items by professionals at no
cost

Parking necessary.

Manley (Manley LeGrice)
working with Harbor Board
who?

Response, Passenger Wharf.

Wharf owned by DSI Co.?

Take over by H.B. Society

Water Space to west built
up with piled beams, leased
to owners of specific boats for
part of public section
Protection?

Looky for a memorandum of people
Ange to T+T. Ad would
assist Long to be service
New York ad lawrence with old
dine prices etc.

Dear Rod. Le Guice and
having it in one piece to be
Ad of the Chief.

is a new one. A handwritten
in a separate new building. as the
approximate time

Andrews ?

Possibilities of space &
expense.

"Balchatha" in Francisco \$150,000
James Craig - \$150,000
etc. etc.

Turbott. Museum.

Has a selection of exhibits
believes there is need for such a museum
"Outpost" of main museum.

Satisfactory nature of Olaf building
to have exhibits?

Garnett.

Extension over Δ water space
one specific building as the
appropriate time.

Morgan AHB

- (a) Agreed there is a need
- (b) Set up committee & a debate notes and select one

Fales museum

Supports - likes Liverpool gear
or will it.

Dansey Acc.

No positive resolution in support
or otherwise. Council opinion not
obtainable until Dec. Appeals
to Dansey.

Julean. AYA. in principle.

Support. etc.

Garrett

RAS Smith - Wharf has a further
24 year?

Need would require particular
attention in the plan etc.

Lt Col. AKA. no policy or resolution
from Authority.

Wentworth Harbour Study - promote
in the plan.

Cape Forbes. Considered some
years ago. Board accepts the
idea as being desirable.

Bea Leves Legh House - do consider.

Costons building as a part

Deonipre Boulogne

Refer to have had done.
Nothing in it for Council?
Traffic Hazard.

Loxton Luck Maritime Soc.

1 Unanimous vote to set
up a steering committee

2 Nominations.

(a) Chairman - L.W. Carr.

(b) Secretary - Titlow.

Each organisation to appoint
a rep within one month.

Coloured photo in Archives?

8 September 1972

NOTE FOR FILE

HISTORICAL BOAT SOCIETY
PROPOSAL TO ESTABLISH A HISTORICAL BOAT MUSEUM
AT DEVONPORT PASSENGER WHARF

On 6 September 1972 at 10 a.m. Messrs. Garrett and Titchener of the Historical Boat Society visited the Chairman. Mr Lorimer and Mr Pemberton were present.

Mr Garrett outlined the Society's proposal as sketched on plans drawn by Murray Le Grice (AHB Nos. B.2354/1 and 2) to establish a Boat Museum at Devonport Wharf.

With assistance from the public the museum would be set up as an economical unit to pay its own way. Assistance of such public figures as Sir Wolf Fisher and Sir Wm. Stevenson would be sought.

School and tourist parties could be expected to visit frequently and the ferry service would be expected to benefit. Provision could be made for displays, lectures, film showing etc. The Society had had discussion with the Museum of Transport and Technology and with the War Memorial Museum who have a great quantity of exhibits they would be glad to hand over.

To gain public interest and support the Society would like to publicise the scheme at the Boat Show in September.

The Chairman liked the principle of the idea.

Mr Lorimer thought the scheme would appeal to the Board but that before being given any publicity the proposal would have to be approved by the Board, The Devonport Borough Council and the Ferry Company. The Board should therefore "pick up" and take up the matter with the Devonport Borough and Mr Dromgool.

Once these parties approved, an announcement could be made. The Board's decision to support the proposal in principle could be made this month and subject to the other two parties agreeing, an announcement could be made (at earliest) after the Board Meeting on 26 September 1972.

There was discussion on glassing in the open outer end of the wharf, installation of Bean Rock Lighthouse on the outer end requiring "Achilles" of River Plate fame in which case navy would doubtless assist with maintenance and staffing.

G.M. Seek agreement in principle with Devonport Borough Council, Ferry Co. and Board.

Engineer look into (1) Condition of the wharf and of the building and cost of reinstatement to a reasonable standard.

- (2) Strength of deck, feasibility and cost of mounting Bean Rock Lighthouse.
- (3) Suitable means and estimated cost of providing the external walkway.

R.C. PEMBERTON

DISTRIBUTION:

- CHIEF ENGINEER
- DESIGN ENGINEER
- MAINTENANCE ASSISTANT
- R.C. PEMBERTON

In view of the approval submitted to the Board by the above authority, the following documents and specifications are provided for your information.

The survey was made in 1940 and shows that the only repair work done was in 1940 when 50% of the windows were replaced. The structure was found to be in a state of considerable disrepair.

Inspection of the structure of the lighthouse tower was made in the month of April 1947. That report indicated a possible life of 10 years if no reconstruction was done but that if the structure was fully reconstructed it could be expected to last for 20 years.

It was found that the structure was in a state of considerable disrepair and that the tower was in a state of considerable disrepair. It was found that the structure was in a state of considerable disrepair and that the tower was in a state of considerable disrepair.

The estimated cost of the proposed reconstruction is £100,000. However, provision of a deck and walkway will be necessary at a cost of £20,000 and it is recommended that the total cost be £120,000.

REMARKS
In the last few years considerable work has been done on the lighthouse. The tower has been repointed and the windows replaced. The structure is in a state of considerable disrepair and it is recommended that the tower be reconstructed.

In 1 or 2 years it will be necessary to replace the roof timbers and in about 5 years the exterior will require attention.

Whilst it is necessary to reconstruct the tower, it is also necessary to reconstruct the walkway and deck. It is recommended that the walkway and deck be reconstructed at the same time as the tower.

14 September, 1972

THE CHIEF ASSISTANT ENGINEER

THE CHIEF ENGINEER

DEVONPORT PASSENGER WHARF
PROPOSAL OF HISTORICAL BOAT SOCIETY

In view of the proposal submitted to the Chairman by the above Society, the following comments and preliminary estimates are provided for your information.

- A Condition of Wharf
- B Wharf Building
- C Mounting of Bean Rock Lighthouse
- D External Walkway
- E Draught Reduction
- F Electrical Installation.

A Concrete Wharf (*Passenger Wharf*)

This wharf was built in 1925 and since then the only repair work done was in 1940 when 60% of the members were patched. By comparison the Cargo Wharf has been extensively repaired on two occasions.

A report on the condition of the passenger wharf was submitted to the Board in April 1967. That report estimated a probable life of 10 years if no reconditioning was done but that if the structure was fully reconditioned at an estimated cost of \$70,000 it was probable that a further 25 years life would be available.

Since that time, spalling of concrete and deterioration of reinforcing has increased. Although repairs may safely be deferred for up to five years, on the assumption that the wharf would be given at least a further 20 years useful life, repairs should be done in the near future to obtain the maximum return on cost.

The estimated cost of thorough repairs using "Gunitite" is \$130,000. However, protection of exposed reinforcing and some patching with epoxy material might be practicable at a much reduced cost and is worth investigating.

B Building

In the last four years maintenance work costing approx. \$8,000 has been carried out to galvanised iron ridging and some R.F.M. sheathing, repairs to windows and interior skirting boards, interior painting including roof trusses, and the water supply has been renewed.

In 3 or 4 years it will be necessary to repaint the roof trusses and in about 5 years R.F.M. sheathing will require attention.

Meanwhile it is necessary to renew window heads and flashings, repair ridge and valley flashings and paint externally sills, sashes, facias, facings, spoutings, downpipes and flashings.

... ..

This work is estimated to cost \$10,000 and could be done by Board's own staff.

The building maintenance work could be put in hand this summer. There is no provision as a "Special" in Schedule F of the 1972/73 Programme of Works.

Bean Rock Lighthouse

The outer end of the wharf could support the Bean Rock Lighthouse without strengthening of the deck.

It would be necessary to build a new leg structure generally in the form of the existing structure. A preliminary estimate for this is \$8,000.

The cost of dismantling and transporting the house is estimated at \$3,600 so that removal from Bean Rock and setting up of the lighthouse at Devonport Wharf would cost \$12,000 without maintenance or reconditioning.

Although many conservationists would like to preserve this building, the common sense of doing so is questionable. As well as the legs, the floor joists and much of the flooring is rotten and would require replacing and the work involved in making the inside attractive would be considerable. In general however, although the lighthouse looks interesting from the distance, its value as an attractive work of art for the people of Devonport to view at close range is questionable.

D External Walkway on West Side of Wharf (Approx. 700ft. length)

If this was constructed by the Board for the Historical Boat Society on a repayable basis, the work could be done for approximately \$18,000.

Note These figures are preliminary estimates only.

E Draught Reduction

The existing shed is very draughty being ventilated at the top of the side walls and having no filling between the deck and the corrugated side sheathing. Some improvement would be achieved by filling the bottom openings at a cost of about \$1,000.

F Electrical Installation

The electrical installation on the passenger wharf is adequate for present needs and requires only routine maintenance. If the building were used as a boat museum the Electrical Engineer would recommend the tenants arrange with the Power Board for their own separate metered supply.

CHIEF ASSISTANT ENGINEER

RCF:JARP

Copies to: R.C.PEMBERTON :For information
DESIGN ENGINEER :For information

