

Wynard Whf

150

1987.328.254

150 Wharf

Wynyard

T

Wynyard Wharf Reconstruction and
Extension ~~1926~~ General

Includes concrete Reconditioning 1960

CLOSED
now H.O. 120/52/1

Contracts No 1694
Contract 2083P
" 2084
" 2125

Rev. No. 424

Sept.
To Oct 83

20 SEP 1983

16. WYNYARD WHARF - WATERFRONT INDUSTRY
COMMISSION ACCOMMODATION

The report of the Chief Engineer dated 12 September 1983 advised that a proposal had been received from the Waterfront Industry Commission to erect a new building at Wynyard Wharf to provide accommodation for Watersiders attending the discharge of bulk chemical tankers. It was intended that the building would replace the caravan which, at present, was being used as a waiting room. Details and location of the building the siting of which had been agreed with the Operations Manager were set out.

In conjunction with the Operations Manager and Senior Property Officer the Chief Engineer concluded with his recommendations 1 to 4. In endorsing the Chief Engineer's recommendations, the General Manager advised that a lease of the site would be completed with the Waterfront Industry Commission at the appropriate time.

It was RESOLVED to recommend that the reports be adopted.

ADOPTED BY BOARD

27 SEP 1983

DEVELOPMENT, CONSTRUCTION AND ELECTRICAL ENGINEERS: TO NOTE

(Gm) CE, Om, SpA



Auckland Harbour Board

2/8

12 September 1983
Engr's file
150

The General Manager
AUCKLAND HARBOUR BOARD

ITEM 16

WYNYARD WHARF - WATERFRONT INDUSTRY
COMMISSION ACCOMMODATION

A proposal has been received from the Waterfront Industry Commission to erect a new building at Wynyard Wharf to provide accommodation for Watersiders attending the discharge of bulk chemical tankers. It is intended that this building will replace the caravan which, at present, is being used as a waiting room.

The proposed building (Drawing B.3084) comprises a 6.65 m by 3.65 m single room with tea making facilities and seating accommodation for 20 persons and is to be erected north of Shed 40 between the wharf gate and the oil companies amenity building. The Operations Manager is in agreement with the proposed building being erected in this location on Wynyard Wharf.

There are existing electric power and water services in the area available for connection to the building. Drainage from the building has been discussed with the Auckland Regional Water Board and it has been agreed that drainage be directed into the discharge from the adjacent oil companies building without the need for an application to the Auckland Regional Authority.

Cost of erecting the new amenity and connection to Board's existing services would be borne by the Waterfront Industry Commission. The Senior Property Officer has advised that the wharf site, as shown on Drawing B.3084, would be leased to the Waterfront Industry Commission on standard terms related to new cargo workers amenities as agreed between the Harbours Association of New Zealand and the National Amenities Committee in 1962.

Recommendations

In conjunction with the Operations Manager and Senior Property Officer it is recommended that:-

1. The erection of a 6.65 m by 3.65 m amenity building (as shown on Drawing B.3084) at Wynyard Wharf be approved.
2. Waterfront Industry Commission be authorised to proceed with the work to the Chief Engineer's satisfaction.

... ..

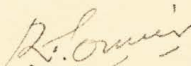
3. Costs of all work involved in erecting the building and connecting to existing electric power and water services to be borne by the Waterfront Industry Commission.
4. The lease for the site be completed in terms of the 1962 Agreement referred to earlier in this report.



B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

The Chairman
Works and Traffic Committee
AUCKLAND HARBOUR BOARD

I endorse the Chief Engineer's recommendations. A lease of the site will be completed with the Waterfront Industry Commission at the appropriate time.



R.T. Lorimer
GENERAL MANAGER

13 September 1983

DEVELOPMENT ENGINEER

5 September 1983

CHIEF ENGINEER

Re: WIC ACCOMMODATION WYNYARD WHARF

The attached drawing from W.I.C. Auckland, dated July 1983 shows the proposal for waterfront labour accommodation on Wynyard Wharf and notes from Elect. Engineers regarding agreed power supply.

Water supply source and metering should be discussed with the foreman plumber. It is usual for the meter to be the responsibility of the W.I.C.

Drainage has been discussed with the A.R.W.B. and agreed to be directed into the discharge from the adjacent building without the need for application to the authority.

Would you please prepare a report for September Board concerning the W.I.C. application and make a recommendation for its approval subject to such conditions as are necessary.

Consult O.M. and S.P.O. in preparation of the report and record rentals on other conditions they require and their concurrence with the matters reported.

B.R. Le Clerc
CHIEF ENGINEER

c.c. O.M.
S.P.O.



P.O. Box No. 1138
Tel. No. 795.850

BRANCH OFFICE
At AUCKLAND

Ref: R.P. Mooney

9 August 1983

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



Dear Sir,

PROPOSED SHELTER - WYNYARD WHARF

Adverting to previous correspondence and discussions with you, I would confirm my telephone message of 8th inst., in which I advised that the Commission, after considering various proposals concerning a shelter at Wynyard Wharf, accepted a suggestion from Mr S.J. Penman of the firm of Curtis, Penman, Read, Williams that he prepare a plan and obtain a price for a relocatable shelter.

Mr Penman has now provided such a plan and estimate of cost which, at all times bearing in mind the need for your Board's appraisal and approval, has been, in terms of our Waterfront Industry Act 1976, submitted to and discussed by the Auckland Port Amenities Committee and the Waterfront Industry Commission. Each body in turn has approved the plan and estimate as being appropriate to the requirement.

For your information and perusal, I now submit a copy of the plan which is designed not only for our needs but also to meet as far as can be ascertained, the requirements of the Board.

I look forward to your comments.

Yours faithfully,

[Handwritten signature]

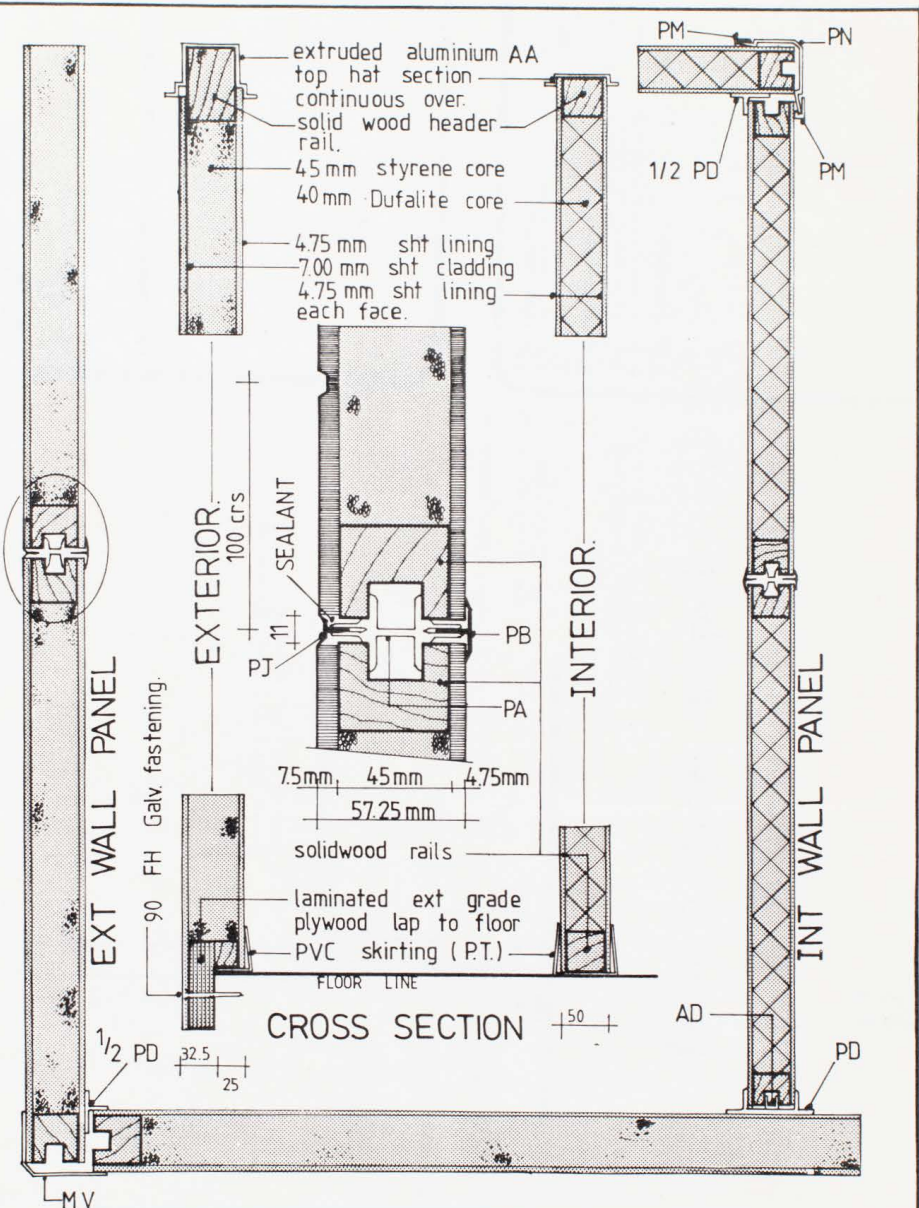
R.P. Mooney
Branch Manager

- Encl:

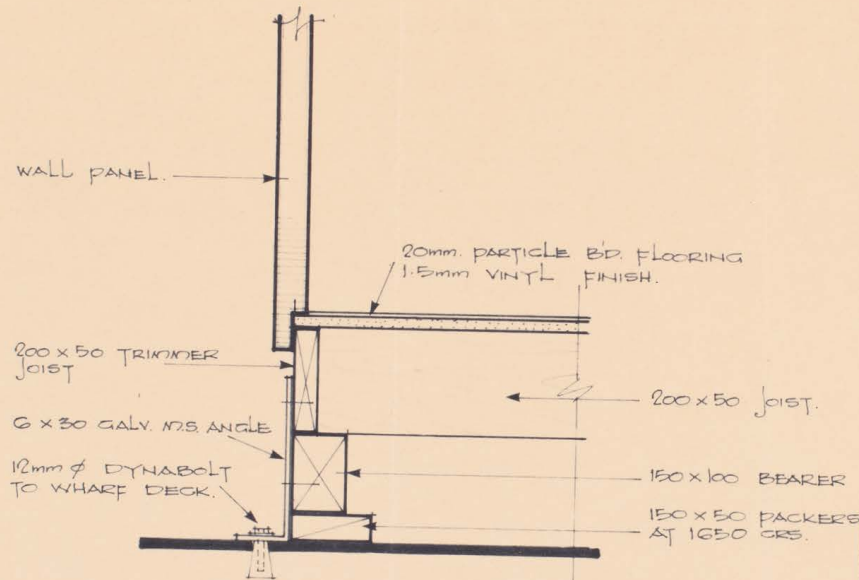
- Discussed with Mooney & Penman 11/8/83.
- Penman to clarify supply for power & water with Webb & McGehean, sitting with DM & resubmit as an application. Drainage agreed to join existing.
Consider sfo
cfo
DM

in report to Bd. BCC

File



	<p>WALL PANELS / COUPINGS & TRIM</p> <p>FOR CODE SEE REF SEE PROFILES SHEET.</p>	<p>DETAIL REF</p> <p>1</p> <p>5/80.</p>
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NOTE: ALL SUBFLOOR
TIMBER TO BE TAN. C7.

FOUNDATION DETAIL 1:10

cprw CURTIS
PENMAN
READ
WILLIAMS
architects and engineers
NORWICH UNION BUILDING QUEEN STREET, AUCKLAND
P.O. BOX 6245 AUCKLAND TELEPHONE 34 514

Dimensions:
Dimensions shall be verified on site prior to commencement of the work. Architect to be notified of any discrepancy.

Copyright:
These drawings are the copyright of CURTIS PENMAN READ WILLIAMS architects and engineers.

Revisions:



150

Works Instruction No.

5635

To: THE ELECTRICAL ENGINEER Date: 12 July 1983

Subject: WYNYARD WHARF - SAFE ELECTRICAL SYSTEMS

Authority: Board/General Manager/Routine Maintenance Date
Estimate of Cost: \$ 6,450.00 Expenditure Code COO 853 & LSPD
Target Completion Date: 31.8.83

Description:

Please carry out the following electrical work:-

- 1. Install three power outlets at northern end of wharf for caravans.
2. Transfer one crane power supply socket and one ships supply socket from southern berth standard system to the centre berth 'safety circuit' arrangement.

REJ:JMH

Copy To: CONSTRUCTION ENGINEER: re installation of brackets to mount power and outlets etc.
WORKS MANAGER: re manufacturer of brackets (drawing to follow)

[Signature]
Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed Signature Date

Works Instruction No.

5635

120/52/1
75/12/1
150

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
..21 JUN 1983..

6. WYNYARD WHARF - SAFE ELECTRICAL SYSTEMS

The Committee dealt with the report of the Chief Engineer dated 31 May 1983 which advised that due to changes in operation at Wynyard Wharf modifications to the electrical systems were necessary to maintain a 'safe' installation and comply with relevant regulations when handling dangerous products.

The modifications proposed included the electrical supply to caravans on the northern berth and the electrical circuits safety system at the centre berth and concluded by recommending he be authorised to proceed and financial provision be made for the following work:-

1. Provide a permanent electrical supply with power outlets at the northern tanker berth at the estimated cost of \$5,700.00.
2. Transfer two circuits at the southern berth to the 'safe' system at the centre tanker berth for the estimated cost of \$750.00.

The Acting General Manager endorsed the Chief Engineer's recommendations which were supported by the Operations Manager. In August 1981 the Board authorised the purchase of a caravan to accommodate Security Staff involved in gatekeeping at the northern end of Wynyard Wharf in order to avoid the expenditure involved in providing permanent facilities having regard to the completion of the Refinery-Auckland Pipeline.

As no financial provision existed for the work the estimated cost of \$6,450 would be met from the Contingency Sum.

It was RESOLVED to recommend that the reports be adopted.

ADOPTED BY BOARD

28 JUN 1983

ELECTRICAL ENGINEER: TO ISSUE WORKS INSTRUCTION

CONSTRUCTION ENGINEER AND WORKS MANAGER: TO NOTE

sent 4 July

(GM)

CE, TR, Omv



Auckland Harbour Board

75/12/1
120/

31 May 1983
Engr's File
150

The General Manager
AUCKLAND HARBOUR BOARD

ITEM 6

WYNYARD WHARF - SAFE ELECTRICAL SYSTEMS

1. Introduction

At the tanker berths at Wynyard Wharf electrical power and lighting installations have been designed and installed to provide inherent safe systems.

Due to changes in operation at this wharf modifications to the electrical systems are necessary to maintain a 'safe' installation and comply with relevant regulations when handling dangerous products.

2. Modifications

1. Electrical Supply to Caravans - Northern Berth

When parcel chemical tankers are working at the northern berth it is necessary to discharge some product through the North gate to road tankers.

During discharge, contractors for the consignee place caravans in the area also the Board's Traffic Department has a caravan for use by security staff.

Until recently a temporary power supply has been arranged for the caravans by running an unprotected power cable along the fence line from the Gatehouse. This practise is considered dangerous and has been discontinued.

It is proposed to install a permanent power supply to the end of the north berth with three outlets sockets and control switches mounted in lockable boxes.

The proposal has been submitted to, and been approved by, the Auckland City Council Dangerous Goods Inspector.

Cost of the above work including equipment and Boards labour is estimated at \$5,700.00.

2. Electrical Circuits Safety System - Centre Berth

As with the northern berth the centre berth is provided with a 'safe' electrical power system.

Due to the increased length of tankers being accommodated by the centre berth the southern safety barrier encroaches into limits of the southern berth which has no provision for making 'safe', standard electrical circuits.

To overcome this problem it is proposed to transfer the electrical circuits of one crane power supply socket and a ship supply outlet to the centre berth 'safe' system. Cost of these alterations has been estimated at \$750.00 and would be carried out by Board's labour.

Recommendations

In order that the electrical installations at the centre and northern berths at Wynyard Wharf be modified to conform to the required safety standards I recommend that I be authorised to proceed and financial provision be made for the following work:-

1. Provide a permanent electrical supply with power outlets at the northern tanker berth at the estimated cost of \$5,700.00.
2. Transfer two circuits at the southern berth to the 'safe' system at the centre tanker berth for the estimated cost of \$750.00.

The Traffic Manager and Harbourmaster concur with this report.

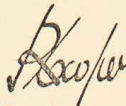


B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

The Chairman
Works and Traffic Committee
AUCKLAND HARBOUR BOARD

I endorse the Chief Engineer's recommendations which are supported by the Operations Manager. In August 1981 the Board authorised the purchase of a caravan to accommodate Security Staff involved in gatekeeping at the northern end of Wynyard Wharf in order to avoid the expenditure involved in providing permanent facilities having regard to the completion of the Refinery-Auckland Pipeline.

As no financial provision exists for this work the estimated cost of \$6,450 will be met from the Contingency Sum.



R. Cooper
ACTING GENERAL MANAGER

13 June 1983

To: GENERAL MANAGER

Date: 25 MAY 1983

From: TRAFFIC MANAGER

WYNYARD WHARF - SAFE ELECTRICITY SUPPLIES

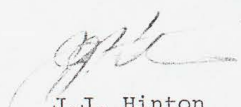
When we are working parcel chemical tankers at the WD berth it is generally necessary to discharge some products through the north gate. When this occurs the contractors for the consignee place two caravans in the area one being used as a lunch room and the other for Tally Clerks and other staff connected with the operation. In addition the Departments caravan is also placed in the area for use by security staff.

Until recently we have been able to obtain temporary power supply on each occasion by Electricians running power cables from a power supply near the WD/B Gatehouse. This practice is considered dangerous from more than one point of view and is to be discontinued.

It is now requested that a permanent supply be installed consisting of 3 socket outlets each with a control switch mounted in lockable boxes at the North end of the Wharf. The proposal will cost \$5 700 and authority for finance to complete the work is requested.

I would also seek authority as a matter of some urgency to carry out modifications to the power supply at the Southern end of the Wharf so that power supply can be "locked off" when it is necessary to make the berth safe. The Harbourmaster concurs with this proposal.

The more detailed technical report prepared by the Chief Engineer is attached for your information.


J.J. Hinton
TRAFFIC MANAGER



*Board Report
drafted*

The Chief Engineer

Mr Bray

31/5

*Enclose your please arrange for
a formal report to be submitted
recommending this work and
submitting estimate of cost.*

R. T. [Signature]

THE TRAFFIC MANAGER

12 May 1983

THE CHIEF ENGINEER

WYNYARD WHARF - SAFE ELECTRICITY SUPPLIES

This memorandum refers to three matters concerning safe electricity supplies on the above wharf, recommendations are given as necessary:-

1. ELECTRICAL SUPPLY TO CARAVANS - NORTH END

Further to your recent discussion with my Electrical Engineer and Mr Maich, Industrial Officer, you will be aware that the Electricians are refusing to install temporary electricity supplies to the north end of Wynyard for caravans for Auckland Harbour Board staff and other operators when certain ship tanker operations are in progress. The Electricians contend that a hazard is being introduced in as much that the very long length of cable is unprotected.

Apparently the request for this electricity service was started some time ago on the understanding that it would seldom be required but over a period of time demands for service have become much more regular.

The Electrical Engineer concurs with the Electricians that the continued running of unprotected cable at Wynyard introduces a hazard as the cables have had to be run along the fence and could be interfered with by the public.

I would therefore recommend that a permanent installation consisting of 3 socket-outlets each with a control switch be mounted in lockable boxes at the north end of the wharf for use with staff caravans - when deemed necessary for tanker operation in that area.

The proposal has been submitted to the Auckland City Council Dangerous Goods Inspector and has been approved by him.

The work is estimated to cost approximately \$5,700. Would you please obtain the necessary financial authority to carry out the work as quickly as possible to obviate delays to future operations.

... ..

2. ELECTRICAL SUPPLY TO GATE HUT CENTRE BERTH - SOUTHERN BARRIER

I consider the installation of temporary flexible cables to ordinary movable gate huts to be hazardous in areas which are deemed to be 'safe'.

In this regard I note you intend, when necessary at the southern barrier of the Centre Berth, to utilise a self-contained caravan not requiring an electricity supply.

3. CENTRE BERTH LOCKABLE ELECTRICAL CIRCUITS SAFETY SYSTEM

In 1969 the Electrical Section, after consultation with the then Traffic Manager and Harbourmaster, was instructed to alter certain electrical circuits on the wharf so that the then southern safety barrier of the Centre Berth could be moved to a point 350 feet from the south end of the wharf to accommodate longer tankers using the Centre Berth.

The main circuit involved at that time was crane socket No. 5 which was transferred to the Centre Berth group of circuits which can all be locked into a safe condition.

You will, of course, be aware that both the North (WD) and Centre (WB) Berths have circuits so arranged that 'standard' circuits can be locked off when tankers are being worked at those berths. This way no accidental switching of these circuits can take place, as keys are under the control of the Duty Traffic Officer.

The South (WA) Berth has no provision for locking off standard circuits.

However I understand from time to time that longer tankers are being accommodated at the Centre Berth which has necessitated the southern safety barrier at that berth being placed when the occasion arises at a point 90 metres (approximately 300 ft) from the south end of the wharf.

I must point out that when these conditions prevail, crane socket No. 4 circuit and a 3 phase ship supply socket circuit both of which would be still alive are in an area which should be safe.

Correctly both of these circuits should be reconnected to the Centre Berth lockable condition - I would advise that to accommodate Crane No. 4 circuit in the Centre Berth lockable system it would be necessary to disconnect Crane No. 10 circuit (which I believe is rarely used) as the existing Centre Berth lockable control switch is insufficiently large enough to accommodate additional fuses for additional circuits.

... ..

You should also note that if this work is carried out (i.e. to allow the southern barrier of the Centre Berth to be placed 90 metres from the south end of the wharf) the South (WA) berth would become somewhat restricted for the working of cranes as only crane socket circuits Nos. 1, 2 & 3 would be available and that no ship supply socket (400 volt) would be available - when a tanker occupies the Centre Berth.

As this also concerns the Harbourmaster could the matter be discussed with him and would you please advise whether you require Crane No. 4 socket circuit and the ship supply socket transferred to the Centre Berth lockable safety system.

If so would you also obtain the necessary authorisation for expenditure.

The cost of the work would be approximately \$750.00.

For your information, as previously stated no alteration will be necessary to the wharf pole lighting circuits as these can be used at all times.

B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

OPF:JMH

- c.c. - Harbourmaster: for information Reference Section 3
- Industrial Officer (Mr Maich): for information
- Electrical Engineer

To: THE TRAFFIC MANAGER

Date: 9 May 1983

From: THE CHIEF ENGINEER

WYNYARD WHARF

SAFE ELECTRICITY SUPPLIES

This memorandum refers to three matters concerning safe electricity supplies on the above wharf, recommendations are given as necessary.

1. Further to your recent discussion with my Electrical Engineer and Mr Maich, Industrial Officer, you will be aware that the electricians are refusing to install temporary electricity supplies to the north end of Wynyard for caravans for Auckland Harbour Board staff and other operators when certain ship tanker operations are in progress. The electricians contend that a hazard is being introduced in as much that the very long length of cable is unprotected.

Apparently the request for this electricity service was started some time ago on the understanding that it would seldom be required but over a period of time demands for service have become much more regular.

The Electrical Engineer concurs with the electricians that the continued running of unprotected cable at Wynyard introduces a hazard as the cables have had to be run along the fence and could be interfered with by the public.

I would therefore recommend that a permanent installation consisting of 3 socket-outlets each with a control switch be mounted in lockable boxes at the north end of the wharf for use with staff caravans - when deemed necessary for tanker operation in that area.

The work is estimated to cost approximately \$5,700. Would you please obtain the necessary financial authority to carry out the work as quickly as possible to obviate delays to future operations.

The proposal has been submitted to the Auckland City Council Dangerous Goods Inspector and has been approved by him.

2. At the southern barrier of the Centre Berth I understand that you intend to utilize a self-contained caravan for staff in the future when operations warrant same, as I consider the installation of temporary flexible cables

to ordinary movable gate huts to be hazardous in areas which are deemed to be 'safe'.

3. As the last matter also concerns the Harbourmaster, a copy of this memorandum is also being sent to him.

The matter involves the distance and placing of the southern barrier of the Centre berth (WB) on the wharf.

In 1969 the Electrical Section after consultation with the then Traffic Manager and Harbourmaster, was instructed to alter certain electrical circuits on the wharf so that the then southern safety barrier of the Centre berth could be moved to a point 350 feet from the south end of the wharf to accommodate longer tankers using the Centre berth.

The main circuit involved at that time was crane socket No.5 - (also involved at the time were some minor 110V A.C. circuits and some lighting circuits - however at the present time all 110V quayside circuits on the wharf are disconnected and the main lighting standards on the wharf can now be used under all conditions of working).

The No.5 crane socket was transferred to the Centre berth group of circuits which can all be locked into a safe condition.

You will of course be aware that both the North (WD) and Centre (WB) berths have circuits so arranged that 'standard' circuits can be locked off when tankers are being worked at those berths. This way no accidental switching of these circuits can take place, as keys are under the control of the duty Traffic Officer.

The South (WA) berth has no provision for locking off standard circuits.

However I understand from time to time that longer tankers are being accommodated at the Centre berth which has necessitated the southern safety barrier at that berth being placed when the occasion arises at a point 90 metres (approximately 300ft) from the south end of the wharf.

I must point out that when these conditions prevail, crane socket No.4 circuit and a 3 phase ship supply socket circuit both of which would be still alive are in an area which should be safe.

Correctly both of these circuits should be reconnected to the Centre berth lockable condition - I would advise that to accommodate Crane No.4 circuit in the Centre berth lockable system it would be necessary to disconnect Crane No.10 circuit (which I believe is rarely used) as the existing Centre berth lockable control switch is insufficiently large enough to accommodate additional fuses for additional circuits.

You should also note that if this work is carried out (i.e. to allow the southern barrier of the Centre berth to be placed 90 metres from the south end of the wharf. The South (WA) berth would become somewhat restricted for the working of cranes as only crane socket circuits No.1,2, and 3 would be available and that

... ..

no ship supply socket (400 volt) would be available - when a tanker occupies the Centre berth.

Could the matter be discussed with the Harbourmaster, and would you please advise whether you require Crane No.4 socket circuit and the ship supply socket transferred to the Centre berth lockable safety system.

If so would you also obtain the necessary authorization for expenditure.

The cost of the work would be approximately \$750.00.

For your information, as previously stated no alteration will be necessary to the wharf pole lighting circuits as these can be used at all times.

B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

OPF:VLH

c.c. Harbourmaster (for information reference Section 3)
Industrial Officer (Mr Maich) for information
Electrical Section

Ray Mooney W.I.C.

Watersiders Hut Wynyard Wharf

Price far higher than expected.

Wants WIC architect to talk to someone.

Ray Mooney will phone C/E for appointment.

Mooney
Penman
LeClere
PW-G
Beck.

- WIC to write seeking AHB and ARWB for dispensation & giving grounds.
- maybe AHB will need to advance pumping sta for Wynyard & share with WIC
- long term problem of location further north of amenities could see a new amenity building off the wharf deck near the middle access road in place of shed 40.

File
WIC Amenities Wynyard Wharf
Beck.

4 May 1983

Curtis Penman Read William
Norwich Union Building
P.O. Box 6245
AUCKLAND

Dear Sir

PROPOSED SHELTER - WYNYARD WHARF
WATERFRONT INDUSTRY COMMISSION

The question of waste water entering the harbour from the proposed shelter on Wynyard Wharf has been discussed with the Auckland Regional Water Board's staff. They have indicated, verbally, that there are no requirements to provide sewerage for this fitting and "sullage" may discharge from the proposed shelter directly into harbour waters.

As indicated in your letter of 19 April 1983 any increase in use of the amenity would be a matter for further discussion with the Regional Water Board.

Yours faithfully

B.R. Le Clerc
CHIEF ENGINEER TO THE BOARD

GDH:JMH

Copy To: MAINTENANCE ENGINEER: for information

To: Chief Engineer.

Wynyard Wharf W.I.C. Shelter

Waste water discharge from
proposed shelter has been discussed
with ARWB staff.

File note and draft letter to
WIC's consultants attached

PWG

3. 5. 83.

File Note.

Wynyard Wharf. W.I.C. Amenity.
Waste Water Discharge to
~~Sewage Entering~~ Harbor Waters.

I discussed the question of ^{waste water discharge} ~~sewage~~ from the proposed
amenity reaching ~~the~~ harbor waters with Mr
Henderson of the Auckland Regional Water Board.

He said that in this case it would be an
acceptable operation to proceed without piping it
to the Auckland City Council's foul drain.

~~As no advice has been received to the~~
~~contrary I put forward the Adraft letter to~~
Carter Penman Reuel Wilkin ~~on 2-5-83~~ is
attached.

S. Hammett
2-5-83.

BCE

CURTIS PENMAN READ WILLIAMS
architects
and engineers

CPRW

NORWICH UNION BUILDING
QUEEN STREET AUCKLAND
TELEPHONE 34-514
PO BOX 6245 AUCKLAND

SJP:ps

19 April 1983

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



Dear Sir,

PROPOSED SHELTER - WYNYARD WHARF, WATERFRONT INDUSTRY COMMISSION

We thank you for meeting with the Branch Manager, Mr Mooney and with us on 31st March 1983, to discuss this proposed shelter.

As agreed, we are requesting that you refer the question of disposal of the minor amount of waste water from this proposed shelter to the Regional Water Board and ask for a dispensation for this shelter from the requirement that all future waste water disposal systems connect to sewage lines.

In support of this request, we state that:

- a) No increase in waste water quantity is envisaged, since any staff using this proposed shelter will not therefore be using the present larger amenity which is not located on a satisfactory position when certain ships are using the wharf.
- b) The only water likely to be discharged from the shelter will be from a kitchen sink, the staff using the proposed shelter having the use of the Harbour Board toilet block, complete with pans, urinal and wash basin virtually adjacent to the shelter site.
- c) The waste pipe from the kitchen sink bowl can be connected to the waste pipe from the adjacent contractors shelter, so that no additional pipes will discharge into the Harbour water.

It is accepted that, in the event that changes in the use of Wynyard Wharf require an increase in the number of waterside workers using the Wharf amenities, the question of suitable accommodation, with connections to sewage lines, will be a matter for further discussion with the Harbour Board.

File
Blac
5/5/83
Waste water discharge from proposed shelter discussed with ARWB staff.
letter of reply to CPRW drafted 3.5.83 P.W.f.12

PRINCIPALS:

ANTHONY H. CURTIS
B.Arch FNZIA

S. JAMES PENMAN
B.E.(hons) MNZIE

RAYMOND S. READ
RIBA ANZIA

NORMAN M. WILLIAMS
RIBA ANZIA Dip. Bldg.
A.C.I. A.P.

BRYAN H. MERRIMAN
B.Arch ANZIA

ASSOCIATES:

ROSS I. TAYLOR
ANZIA

LENIN T. BILCICH
ANZIA

We trust that your application to the Regional Water Board for a dispensation will be successful and await your advice.

Yours faithfully,



S.J. Penman
CURTIS PENMAN READ WILLIAMS

C.C. The Branch Manager,
Waterfront Industry Commission,
P.O. Box 1138,
AUCKLAND.



Memorandum

To: THE CONSTRUCTION ENGINEER

Date: 19 April 1983

From: THE HARBOURMASTER

WHARF REPAIRS

The following wharf repair is required at Wynyard Wharf:

Secure fender piling at pile head to waling pieces at 405 m mark.

P. Robertson
HARBOURMASTER



Copy to
Mr Good Done 20/4
for action
Jel

SCHEDULE OF QUANTITIES AND ESTIMATE

150.

PROJECT W. Y. YARD... WARE...

JOB NO.

WATER TAP & STAND PIPE & MATH. END...

SHEET NO. 1

DATE 21ST FEBRUARY 1983.

DWG No K 720-01.

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	
					\$	c
1	SUPPLY ALL MATERIALS & LABOUR & FIT NEW STAND PIPE & TAP	LS.	-	-	80	-
2	<u>ESTIMATE: \$80-</u>					

WYNYARD WHARF

150

Wharf and Piles Reinforced concrete

Inner Section constructed 1920-21 (Named Western Wharf)
berthage face 761 ft = 232 metres (Plans A371)

1st Extension constructed 1926-27
berthage face 588 ft = 179 metres (Plans A404)

2nd Extension constructed 1931
berthage face 240ft = 73 metres (Plans A433)
North face 75ft = 23 metres



So total length of Berthage on East side is 1589 ft = 484 metres and
Northend 75 ft = 23 metres
Breadth 61'-6" = 18.75 metres

Deck was constructed for Rail Traffic and Travelling cranes.

there are two oil loading points

inner at 600ft = 183 metres 12 connections
outer at 1200ft = 366 metres 17 connections

Running Rights

The wharf rated to support a uniformly distributed load of 2.2 tonnes/sq metre.

Axle loading 8.17 tonnes/sq metre.

Timber part Shed 40 floor 0.55 tonnes/sq metre uniformly distributed.

Shed 40

Timber frame corrugated iron cladding ex Hobson Shed 24 constructed
1927 length 218ft = 66.5 metres.

breadth 60'-6" = 18.5 metres part on wharf part on timber piles. Shed
contains offices, and amenities.

floor loading concrete deck 2.2 tonnes/sq metre
Timber deck 0.55 tonnes/sq metre

Wharf Structural Maintenance

Based on maintenance records future
maintenance commitments are estimated
at \$50,000 P.A

(including Fender System)

Dredging Records show that maintenance dredging was carried out in the
period 1971 to 1980 as follows:-

1971	111,721	m ³
1972	67,892	m ³
1973	67,052	m ³
1978	75,240	m ³
1980	2,400	m ³
	<hr/>	
	324,305	m ³ in 9 years or 36034 m ³ p.a.

file
2/10.

... ..

at 1982 rates "Kerinui" and barges and towboat costs \$45,000 per week
at 400 m³/barge load 36034 m³ = 90 bargeloads.
at 14 barge loads/week take 6.43 weeks
6.43 weeks x \$45,000/week = \$289,560 p.a.
Maintenance dredging costs are therefore estimated at \$289,560 p.a.

From Asset Register

Wharf structure and fenders

Built 1921 original cost \$167,630
current cost to rebuild today \$4,815,000

Book value @ 30 September 1982 \$108,147

Current revaluation \$619,067 revalued book value (insured sum)

(i.e. 9 years of 70 year life remaining so $9/70 \times 4,815,000 = \$619,067$)

Wynyard Shed 40

Built 1923

current cost to rebuild \$200,000
revalued book value 1/10/80 \$10,000

1 years life remaining
book value and current revaluation \$3,300

two cranes

book value \$440 for the two to be written off in the next 12 months.

current revaluation \$16,000 each

Water Depth

after dredging 1978

outer berth approx 11m CD
inner berth approx 10m CD

Under Wharf Repairs

	1929
	1938
(Fletchers)	1961-65 (\$72,000)

To extend life of wharf structure for a further 10 years beyond 1991,
current inflation rates indicate that remedial work on underwharf structure
could cost in the order of \$680,000.

Fender System

Fender system on outer berth now being repaired and softened (Padded with
tyres)

To: Chief Engineer

Wynyard Wharf - Wateraiders shelter.

Draft Memo to Operations Manager
providing cost estimate as
requested.

P.W.G.
12.11.82

THE OPERATIONS MANAGER

15 November 1982

THE CHIEF ENGINEER

WATERSIDERS SHELTER - WYNYARD WHARF

As requested in your memorandum of 22 October 1982 a cost estimate has been prepared for constructing a Watersiders shelter on the approaches to Wynyard Wharf.

Cost estimate is based on the construction of a pre-fabricated timber framed building which is capable of being relocated to meet changing operational requirements.

Estimate includes provision for a pumping station and connection to the public drain as required under the Drainage and Plumbing Regulations.

Estimated cost for a 3.5 m x 6.5 m relocatable building:-

Shelter 22,75 sq. metre floor area		
@ \$440/m ² including sink bench, water,		\$10,000
drainage, power and lighting		
Pumping Station	7,600.00	
Rising Main	2,500.00	
Gravity Sewer	300.00	
Alarm	4,000.00	
	<hr/>	
	14,400.00	14,400
Design, Supervision and Administration		<hr/> 4,520
		<hr/>
Total Estimated Cost		<hr/> <hr/> \$28,920

CHIEF ENGINEER TO THE BOARD

GDH:JMH

To: CHIEF ENGINEER

Date: 22 OCTOBER 1982

From: OPERATIONS MANAGER

WATERSIDERS' SHELTER - WYNYARD WHARF

- ... Attached please find a copy of a letter from the Waterfront Industry Commission proposing a shelter at Wynyard Wharf for watersiders attending the discharge of bulk chemical tankers.

- There is space available for such a shelter, measuring approximately 3.5 m x 6.5 m, adjacent to the contractors' hut as depicted on the attached plan. The shelter would need a door, windows, sink bench with provision for cold water and drainage, lighting and a power point for a hot water jug.

Would you please advise the estimated cost of providing such a shelter.



A. J. Smyth
OPERATIONS MANAGER

AJS/cl
enc

*Development Engineer
Please draft a reply to the O/M*

*J
23/10*

Draft Memo to O/M. PW-g.12.11.82.

File.

WATERFRONT INDUSTRY COMMISSION

P.O. Box No. 1138

Tel. No. 795850



9/5/25 F
BRANCH OFFICE

At Auckland

Our Ref: Mr Mooney

10 September 1982

The Secretary/Chief Administration Officer
Auckland Harbour Board
PO Box 1259
AUCKLAND

Dear Sir,

At a recent meeting of the Auckland Port Conciliation Committee, representatives of both Employers' and Watersiders' Unions expressed concern at the amenity situation at Wynyard Wharf when parcel tankers discharging bulk chemicals were being worked.

There is at present, as you will be aware, a caravan supplied by the Commission, which is placed in position in the vicinity of a tanker when one is working, and this is used solely as a shelter as there is no provision for tea making, conveniences or the like.

At the time the caravan was provided, the gang strengths for each of the four shift periods which are worked as required were generally four men. Changing circumstances have resulted in as many as sixteen men being employed with sometimes, two employers being involved. This has resulted in the limited caravan accommodation becoming unsuitable.

The problem was further compounded during the recent industrial action resulting in the oil tanker "British Fidelity" being idle and berthed for some time adjacent to our permanent amenity. Parcel tankers were worked during this period, sometimes in inclement weather. Because of the requisite safety precautions required during the presence of the oil tanker, the use of the permanent facility was considerably restricted and this in turn created considerable resentment among the watersiders with resultant problems for the employing companies.

The members of the Amenities Committee, in discussing the problems outlined above, commented that a building near the wharf entrance accommodates employees from both Messrs Farnsworth and your Board. It is alongside this building that the caravan is situated when in use. A suggestion endorsed by the Committee members was that it might be possible for some type of semi-permanent shelter to be erected or placed in that particular space; the shelter to provide for the greater number of men being employed and to allow for basic facilities such as tea making. This could be a solution to the problem which has arisen or might occur in the future.

The shelter could be of a pre-fabricated type which could easily be removed for resiting or sale if in the effluxion of time, circumstances changed.

CM ✓
OM to comment.
File

This approach is naturally, an exploratory one as positive action depends entirely upon the availability of space and your authority for it to be used. Subject to that, the Committee would then be required to make a firm recommendation to the Commission for ultimate approval.

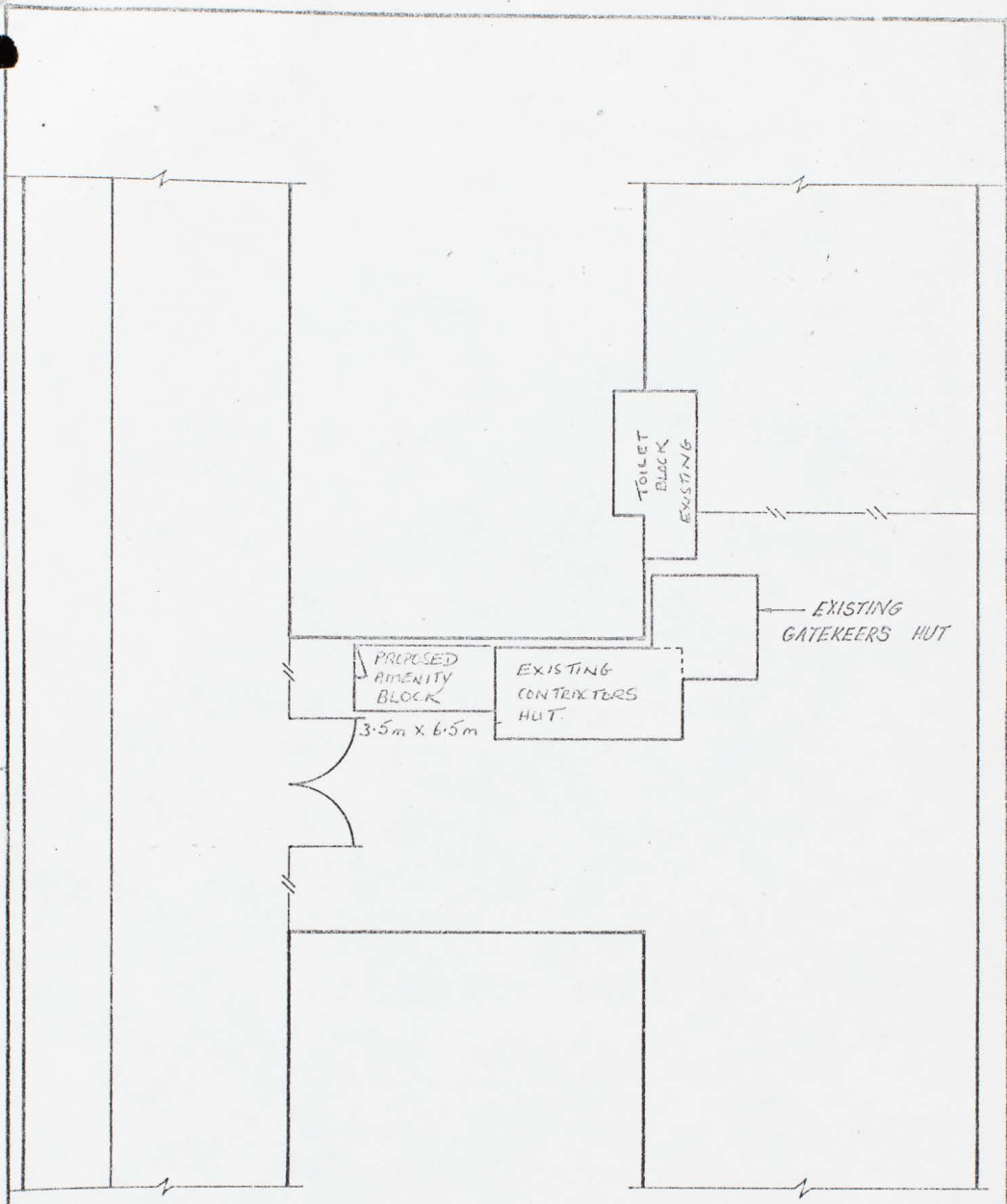
Your comments, in due course, would be appreciated.

Yours faithfully



R.P Mooney
Branch Manager

RM/jw



PROPOSED WATERSIDER
AMENITY WYNARD
WHARF

DRAWN M.C.
DATE 21.10.82
SCALE 1:25

DRAWING
SK940

Senior Property Officer

7 October 1982

Assistant Engineer (Constr)


SHED 40 - WINYARD WHARF

- W.I.C. ENCLOSURE

Your memo 111/85 dated 26/8/82 refers.

Action taken on Item 3 is as follows:

- (a) Mobility of Door. Carpenters have now eased the door.
- (b) Door Padlock. The A.H.B. Senior Traffic Officer has changed the padlock and given a key to the W.I.C.


L.A. Clements
ASSISTANT ENGINEER
(CONSTRUCTION)

LC:CG

Copy to Chief Engineer

kel



To: OPERATIONS MANAGER

Date: 26 August 1982

From: SENIOR PROPERTY OFFICER

WYNYARD WHARF SHED 40 :
GARAGING OF W.I.C. VEHICLE

In response to my letter of 17 August 1982 (which was referred to you for information), the Waterfront Industry Commission has replied as per attached letter.

So that I may reply to the Commissioner, would you please advise in regard to items (1) and (2) in the letter.

G.C. Burgess
G.C. Burgess
SENIOR PROPERTY OFFICER

c.c. CHIEF ENGINEER : Re item (3) please.



*done 27/8
A.J.*

Copy to Construction Super

*Please free the door and the lock
(or replace the lock) and advise S.P.O.
when the work is done.*

Copy to SPO to note actions sought.

Blec

~~B/U 13/9/82~~

Good confirm work was done.

*Blec
19/9/82*

Geographic Address: "WATERFRONT"

G.P.O. Box 1138

Telephone 795.850



File No. A.6/3/1

In replying to this communication please quote above number.

WATERFRONT INDUSTRY COMMISSION

Our Ref: Mr Mooney

Branch Office: 7th Floor, Downtown House,
Queen Street,

Attention Mr Batcheldor

AUCKLAND 1.

25 August 1982

The Senior Property Officer,
Auckland Harbour Board,
P.O. Box 1295,
AUCKLAND.

AUCKLAND HARBOUR BOARD PROPERTY DEPARTMENT
RECD. 26 AUG 1982
ACKD.
AND.

Dear Sir,

WYNYARD WHARF SHED 40: GARAGING OF VEHICLE & CARAVAN

Thank you for your 111/85, 102/10 of 17 August 1982.

I refer now to conversations between Mr Batcheldor and Mr Thurston concerning a number of matters which could give concern should they not be raised now. They are:-

- (1) Access to garage: Visits from time to time have shown that the entrance way is blocked with an assortment of maritime equipment. It is quite essential that access is available at all times (other than specific times regarding the berthing of tankers). I understand the doorway might be painted and signs provided to ensure this access will be available.
- (2) Advance Notification of Tankers: It is understood that access to the vehicle or caravan would not be available during periods when petrol tankers were berthed in the vicinity. Initial discussion on the probabilities of using this garage led to assurances of liaison between your Board and the Commission on this matter. Could this be clarified please?
- (3) Mobility of Door, Lock etc: Our most recent visit to the area showed that the door was extremely difficult to move and that the lock was rusted to the extent that it could be unsatisfactory for our staff to operate.
- (4) Insurable Value: Would you please advise the extent to which the Commission would be committed.
- (5) Costs of Electricity etc.: Again, would you please advise of our commitment.

RB

2/.....

WATERFRONT INDUSTRY COMMISSION

I wish to make it perfectly clear that some of these matters have been discussed with your Operations Manager and that there is no question of our faith in his comments and assurances. However, as your Tenancy Agreement will need to be forwarded to our Head Office for signature, and as they have been kept aware of progress at all times, I feel sure they would request your written comment on the points raised before completing the agreement.

Yours faithfully,



R.P. Mooney
Branch Manager



To: THE PURCHASING AND STORES OFFICER

Date: 19 August 1982

From: THE MARINE AND COMMUNICATIONS ENGINEER

REYROLLE FLAMEPROOF TELEPHONE PLUGS AND SOCKETS

REF Memorandum Purchasing & Stores Officer/Marine and Communications Engineer 16/8/82.

Please proceed with the ordering of the Reyrolle flameproof telephone plugs and sockets as instructed by Mr. I.W. Stewart and detailed in the referenced memorandum of 16/8/82.

Add also 6 only Reyrolle 4320 interiors at \$27.92 each.

Total cost of units excluding air freight \$3,712.72.

It is noted that air freight delivery is eight to nine weeks delay including the ex factory availability.

Would you also arrange the cancellation of AHB O/N 9085 dated 8/05/79 for a quantity of these Reyrolle flameproof telephone plugs and sockets.

MARINE AND COMMUNICATIONS ENGINEER

SJC:VLH

ENC. O/N 9085



COPY TO THE CHIEF ENGINEER

*Chief Engineer.
The M+C Engineer informs me that these are stock items that the Stores Department carry who has the necessary authority*

*LB
20/8*

*File
Ble
23/8/82*

To: MARINE AND
COMMUNICATIONS ENGINEER

Date: 16 AUGUST 1982

From: PURCHASING & STORES OFFICER

REYROLLE FLAMEPROOF PLUGS


For your information the following prices have been received from N.E.I. Reyrolle (NZ) Ltd covering the above equipment: -

- Item 1 4 only Cat No. 4515/5V 5 amp 2 pole & Pilot Inlet Plugs
@ \$216.00 each
- Item 2 4 only Cat No. 4415/5V 5 amp 2 pole & Pilot Outlet Plugs
@ \$216.00 each
- Item 3 4 only Cat No. 4612/5V 5 amp 2 pole & Pilot Outlet Sockets
@ \$202.52 each
- Item 4 4 only Cat No. 4712/5V 5 amp 2 pole & Pilot Inlet Socket
with Angle Entry Base
@ \$202.52 each
- Item 5 3 only Interiors 4911 for Plug Cat No. 4415 5V & 4712/5V
@ \$32.84 each
- Item 6 3 only Interiors 4918 for Plug Cat No. 4515 5V & 4612/5V
@ \$32.84 each

Regarding the compatability of the new 2 Pole & Pilot Interiors with the old 40605V 2 Pole Sockets & Plugs, 'Reyrolle' have further advised that Interiors 4320 should be used for this purpose and are priced at \$27.92 each.

These fittings are available ex Factory in four to six weeks and about eight to nine weeks ex air freight from the United Kingdom. The prices quoted are for sea freight only and if air freight is incurred this charge would be passed to us at cost.

Please advise as soon as possible if you consider it necessary to have the total order or part of the consignment air freighted to New Zealand.


PURCHASING & STORES OFFICER

Recd 18/08/82
J

24 August 1982

The Manager
Union Maritime Services Limited
Box 12
AUCKLAND

150

ATTENTION MR J.F. TURNER

CE FILE
copy

Dear Sir

FLAMEPROOF SHIPS TELEPHONES SERVICE:

WYNYARD WHARF

In reply to your letter of 4/6/82 and the several telephone discussions with the Boards, Communications Engineer, S.J. Collins, I would advise you that the Board sees no problems in connecting your Coastal Tankers to the Board's flameproof telephone service at Wynyard Wharf and utilising the Ships permanently installed flameproof telephones. Depending on actual berthage position either one or two outlets will be available.

The actual connection to Auckland Harbour Board telephone service will continue to be made by Boards staff and the bylaw rate for such service will be charged.

It is essential that the integrity of the flameproof installation remain at all times and I understand Mr Collins has discussed with you, that there will be a delay in providing flameproof adaptor sockets and plugs to maintain this integrity. Also there may be a need for your company to purchase an extension lead and flameproof outlets and plugs to enable the second telephone to be used if available.

I regret the delay in acknowledging your letter but I understand you have been kept informed regarding engineering requirements.

Yours faithfully

J.M. Halling
CHIEF ADMINISTRATIVE OFFICER
AND SECRETARY

SJC:VLH

copy for file
JB 24/8

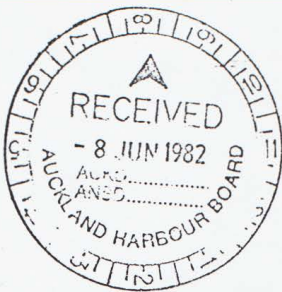


Box 12
AUCKLAND

Phone 774-730

4 June 1982

The General Manager
Auckland Harbour Board
P O Box 1259
AUCKLAND



Dear Sir

SHORE TELEPHONES - COASTAL TANKERS

We have been approached by the personnel of the Coastal Tankers to see if we can obtain an improvement in the Shore telephone facilities at Auckland by having the telephone lines at Wynyard and Eastern Tidewall connected to the permanent telephones installed in each ship when they call at Auckland rather than having to use the handset which is presently supplied. The dissatisfaction with the existing arrangement, particularly as far as "Kotuku" and "Kuaka" is concerned stems from the fact that there is apparently no suitable sheltered area to locate the Shore telephone on these vessels and it is normally placed outside the accommodation, exposed to the weather and lacking privacy. We have not been able to check the usual telephone location on "Amokura" as that vessel is away in Singapore on survey and we also know that there is not the same problem with the "Erne" where the telephone is located in a cubicle just inside the accommodation. However we understand that at almost every other port in New Zealand the Shore telephone-lines are able to be connected to the existing permanent telephones on board each vessel and it is for this reason that the crews are looking for a similar arrangement in Auckland. Actually each tanker has two permanent telephones on board one for officers and one for crew and we are informed that two lines are available at most other New Zealand ports. We realize, however, from our correspondence in July/October 1980 (concerning toll barring of Tanker telephones) that only one line is available at each tanker berth here but nevertheless we would appreciate you investigating the feasibility of connecting the one line direct to each vessel's permanent telephone.

We look forward to your advice in due course.

Yours faithfully

J F Turner
ASSISTANT MANAGER

SJC

Electrical Section please advise, but don't reply on COS system

Lang JFT 23/7/82 re preference crew/officers.

AGNI to see RE 8/6

Lang JFT. for preference over solo telephone & technical details of physical. 23/8/82



150

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 111/85
102/10

17 August 1982

The Branch Manager
Waterfront Industry Commission
P O Box 1138
AUCKLAND



Your Ref. A 6/3/1 - Mr R.P. Mooney

Dear Sir

WYNYARD WHARF SHED 40 :
GARAGING OF W.I.C. VEHICLE

Further to previous correspondence concerning the above, I understand that the area is to be occupied as from 1 September 1982. Security fencing around the area has been completed but the erection of wire mesh over the area has been put aside and will not proceed unless a need is found.

Although the actual cost of the work to date undertaken by the Board amounts to \$2163.44, the rental will be kept at \$1900 per annum as quoted in my letter of 22 April 1982.

Would you please sign and return both copies of the attached tenancy agreement which will then be executed on the Board's behalf, and one copy returned for your use.

Yours faithfully


G.C. Burgess
SENIOR PROPERTY OFFICER

- c.c. Operations Manager
- Traffic Manager
- Chief Engineer

Blue
Copy to Chief Eng for info

done 19/8
N.Y.

150-



Auckland Harbour Board

Memorandum

To: CHIEF ENGINEER

Date: 4 MARCH 1982

From: TRAFFIC MANAGER

CRANE RAILS WYNYARD WHARF

Would you please design and build a simple device for cleaning out the crane rails at Wynyard Wharf. With our shingle operation at the inner berth the crane rails are constantly being filled with both shingle and sand which must be removed prior to commencing the crane shunt. It is suggested the cleaning device be in the shape of a narrow spade with flairs each side to move the metal away from the line so there is a clear way for the crane to travel and would perhaps be towed with a tractor. I would be pleased if you could treat this as a matter of urgency.

[Handwritten signature]
TRAFFIC MANAGER



Design Engineer please inspect the problem, discuss with staff concerned, and propose a solution and its cost so that authority can be sought. *[Handwritten initials]*

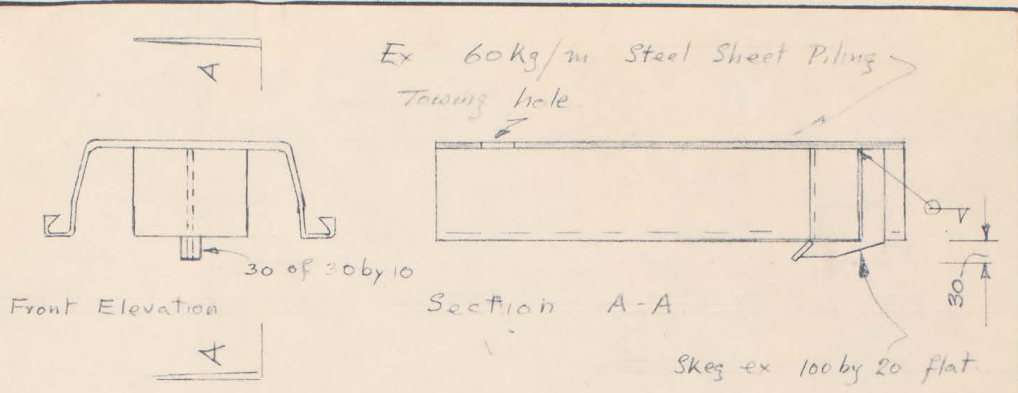
Mr. Hamilton

Please organise

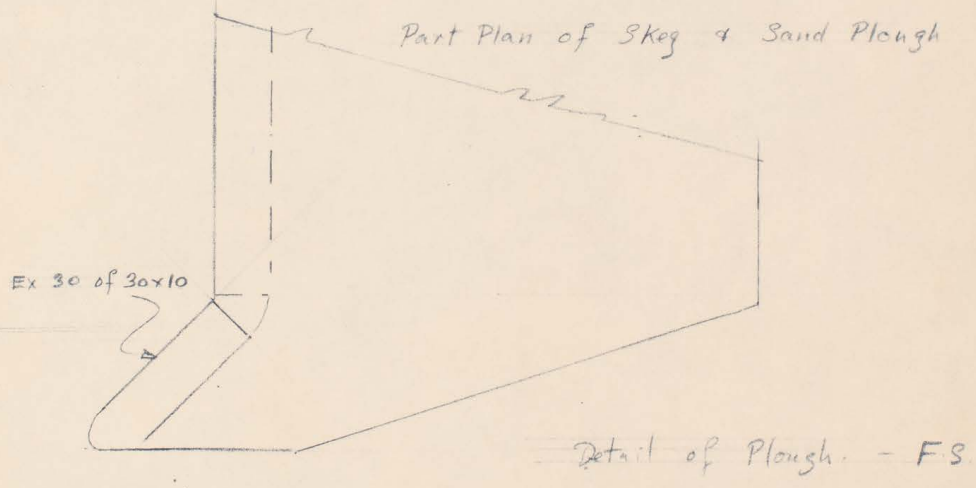
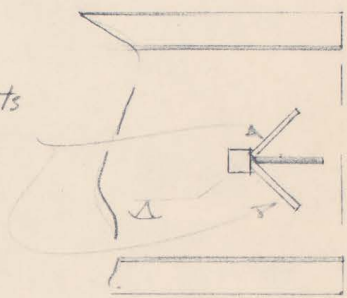
[Handwritten initials] 8/3/82

Done RIF S2573

SBA 17/3/82



Provide 2 side flats
ex 100 x 10 flats



Wynyard Wharf
Crane Rail Plough.

DRAWN P.D.H.
DATE 10-3-82
SCALE NTS.

DRAWING
S 2578



150

Auckland Harbour Board

Reference 111/85
102/10



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

22 April 1982

The Branch Manager
Waterfront Industry Commission
P O Box 1138
AUCKLAND

Your Ref: A 6/3/1
Mr R.P. Mooney

Dear Sir

WYNYARD WHARF SHED 40 :
GARAGING OF W.I.C. VEHICLE

I refer to the recent correspondence concerning the above and wish to advise that based on the estimate of \$1900 to provide the security arrangement, the rental will be \$1900 per annum.

It is anticipated that the work will be completed by 1 June 1982 and the area ready for your occupation.

Yours faithfully

G.C. Burgess
G.C. Burgess
SENIOR PROPERTY OFFICER

c.c. OPERATIONS MANAGER

TRAFFIC MANAGER

CHIEF ENGINEER

Blec

150



Works Instruction No. **№ 5200**

To: THE CONSTRUCTION ENGINEER

Date: 1 April 1982

Subject: WYNYARD WHARF SHED 40

DOOR TO WIC GARAGE

Authority: Board/General Manager/Routine Maintenance

Date OCTOBER 1981 Item 15 W&T

Estimate of Cost: \$

Expenditure Code 2001/01/30-39

Target Completion Date:

Description:

Please arrange for all material and labour to place at hasp and padlock to external face of existing door.

GDH:VLH

Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed

Signature

Date

Works Instruction No. **№ 5200**



150

Works Instruction No. **№ 5167**

To: THE CONSTRUCTION ENGINEER Date: 12 February 1982

Subject: WYNYARD WHARF - GARAGING FOR W.I.C. IN SHED 40

Authority: *Oct Item 15*
Board/General Manager/Routine Maintenance

Date

Estimate of Cost: \$ Expenditure Code 2001/01/30-39

Target Completion Date:

Description:

Herewith are four copies of Drawing E2407/1 showing details of an enclosure to be constructed in Shed 40.

Would you please arrange as necessary and notify final cost to Chief Clerk for rental assessment purposes.

RJR:VLH

Enc. 4 prints E2407/1

Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed Signature Date

Works Instruction No. **№ 5167**

20 OCT 1981

15. GARAGING OF WATERFRONT INDUSTRY COMMISSION VEHICLES -
WYNYARD WHARF

The report of the General Manager dated 8 October 1981 advised that the Waterfront Industry Commission had written to the Board seeking assistance in the provision of enclosed and lockable garage space within the confines of the wharf area for both their amenity caravan and pay wagon.

The General Manager referred to available space and considered that it was appropriate for the Board to assist the Waterfront Industry Commission in providing secure garage space for the vehicles and accordingly recommended that an area of 64.97 square metres in Shed 40 be leased to the Waterfront Industry Commission and that the Chief Engineer be authorised to erect security fencing around the area at an estimated capital cost of \$1,400.00, the cost of which would be met from the Contingency Sum.

It was RESOLVED to recommend that the report be adopted.

Design Engineer

*complete the design and
instruct const. Engr to carry
out the work*

ADOPTED BY BOARD

27 OCT 1981

Construction Engineer

Works Manager

to note

Copies To:

TM, CE, SPO, DM, TR.



Auckland Harbour Board

150

102/10

8 October 1981

The Chairman
Works and Traffic Committee
AUCKLAND HARBOUR BOARD

ITEM 15

GARAGING OF WATERFRONT INDUSTRY COMMISSION VEHICLES - WYNYARD WHARF

1. BACKGROUND

The Waterfront Industry Commission has for some time had a caravan fitted out for use by waterside workers employed on bulk chemical tankers working at Wynyard Wharf. Because of irregularity of visits by such tankers and the tendency for many to be worked throughout the night or weekends it has been necessary to leave the vehicle on the wharf unattended for lengthy periods. This has resulted in certain degrees of vandalism with consequent repair and maintenance costs.

Also the problems associated with the security of payrolls have made it necessary for the Waterfront Industry Commission to acquire a new security pay van. The vehicle was purchased after detailed research and advice and is believed to be the most modern of its type in use in New Zealand. Because of the particular nature of the vehicle it is considered advisable that it be given minimum exposure when not operating.

The Commission has endeavoured to find enclosed secure garage space for both their amenity caravan and pay wagon in proximity to the wharf area but has been unable to find suitable premises for this purpose.

In view of these difficulties the Commission has written to the Board seeking assistance in the provision of enclosed and lockable garage space within the confines of the wharf area.

2. SOLUTION

Space can be made available for these two vehicles in Shed 40 Wynyard Wharf, which has virtually no cargo use. The provision of such a facility will necessitate fencing off an area of the Shed measuring 7.3m x 8.9m adjacent to a wharfside door. This arrangement would allow the Commission's staff 24 hour access to their vehicles through the wharfside door and maintain independent security over the remaining area of the shed.

3. FINANCIAL

The Chief Engineer advises that the estimated cost of erecting security fences around the proposed leased area is \$1,400.00. The Board would require an annual rental of \$1,800.00 per annum to recover costs and provide an adequate return on the area leased.

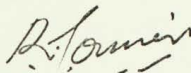
... ..

4. CONCLUSION

The amenity caravan and pay van play an important role in the operation of the port and I consider that it is appropriate for the Board to assist the Waterfront Industry Commission in providing secure garage space for these vehicles. Cargo space is no longer at a premium on Wynyard Wharf and the lease of the area proposed will not affect the operations of the port.

5. RECOMMENDATIONS

Accordingly, I recommend that an area of 64.97 square metres in Shed 40 be leased to the Waterfront Industry Commission and that the Chief Engineer be authorised to erect security fencing around the area at an estimated capital cost of \$1,400.00, the cost of which will be met from the contingency sum.



R.T. Lorimer
GENERAL MANAGER

THE PURCHASING & STORES OFFICER

15 October 1981

THE CHIEF ENGINEER

FUELLING COAL FOR TRANSPORTERS

The coal stored in a stockpile at the southern end of Wynyard Wharf has deteriorated due to exposure to the weather and has become contaminated with sand from adjoining stockpiles on the wharf. The coal has been inspected by a Fuels Engineer of the State Mines Department and is considered useless in its present form for our vertical boilers.

For the coal to be satisfactory it would be necessary to screen or wash the sand and fine coal pieces out of the pile which is estimated to provide less than 10% suitable for our vertical boilers. The alternative is to use this quantity which is something like less than ten tonnes of coal in a horizontal grate boiler with other good grade coal or possibly wash out the sand and use the coal by itself as a fuel in a horizontal grate furnace.

Paremoremo Prison and the Auckland Hospital are establishments with horizontal grate furnaces.


It is therefore suggested that authority be sought to dispose of this coal stockpile and replace it with suitable coal for our vertical boilers as well as having established more suitable storage facility at Wynyard Wharf.

CHIEF ENGINEER TO THE BOARD

DLG:JARW

Copy to: CONSTRUCTION ENGINEER

:for information

 CHIEF ENGINEER TO THE BOARD

CONTRACT FOR THE PURCHASE OF A CARAVAN

M 1376

No 6840

DATED 22 August 1981

RECEIVED FROM ANCKLAND HARBOUR BOARD BEING THE PURCHASER

ADDRESS P.O. Box 1259, Queen Street Auckland

OWNER OF THIS PROPERTY? YES OR NO IF TENANT, LANDLORDS NAME

LANDLORDS ADDRESS

PURCHASERS PRIVATE PHONE BUSINESS PHONE 795-950 PHONE

OCCUPATION [REDACTED] EMPLOYER

EMPLOYERS ADDRESS

BUSINESS REFERENCES

SIGN TRANSFER

BANK BRANCH

NEXT OF KIN (NOT LIVING WITH YOU) ()

ADDRESS

PURCHASERS DRIVER'S LICENCE No. WHERE ISSUED

THE SUM OF Four thousand Dollars (only) \$4000.00

BEING A DEPOSIT ON A 12.9 (APPROX.) CRUSADER CARAVAN

REGISTERED No. 22 HBW CHASSIS No. 129-3343-04284

TERMS OF THIS CONTRACT WITH BRYAN JACKSON (N.Z.) LTD

CASH PRICE \$ 4000.00 AGE OF CARAVAN 1971

A FURTHER DEPOSIT OF \$ IS PAYABLE BY

PAYMENTS

A CASH SALE THE BALANCE OF \$ IS PAYABLE ON DELIVERY BY X.D. Sparks

FINANCE TO BE ARRANGED BY PURCHASER

CONDITION OF CARAVAN: USED AS INSPECTED & ACCEPTED

INSURANCE: BUYERS CARE.

MAIN COLOUR: OSTER REFRIGERATOR: 2 cubic ft Superior BERTHAGE: 3

TRIM COLOUR: BEIGE TYPE OF WIRING: DUAL VOLTS GAS BOTTLE: 2016 POWER LEAD: 4BS

AWNING: [REDACTED] NONE

TYPE OF STOVE: GAS 2 BURNER & GRILL STONEGUARD: NONE

SHOWER, H+C WATER PORTABLE TOILET IN SEPARATE COMPARTMENT.

Bryan Jackson (N.Z.) Ltd.



NEW ZEALAND'S MOST VERSATILE CARAVAN ORGANISATION
NEW AND USED CARAVANS BOUGHT SOLD AND HIRED

PHONE 596-759 FACTORY MUSEUM & RESIDENCE

228 TO 232 MARUA ROAD, MT WELLINGTON, AUCKLAND

1. THE PURCHASER ACKNOWLEDGES THAT BEFORE TAKING DELIVERY OF THE CARAVAN DESCRIBED ON THIS CONTRACT THAT HE/SHE HAS INSPECTED ITS ROAD WARRANT OF FITNESS CURRENT IN ACCORDANCE WITH THE REGULATIONS IN RESPECT OF SALE OF VEHICLES (30 DAYS OLD OR NEWER).
2. THE PURCHASER WARRANTS THAT HE/SHE HAS PURCHASED THE CARAVAN DESCRIBED IN THIS CONTRACT ON HIS/HER OWN JUDGEMENT AND NOT ON RELIANCE OF ANY REPRESENTATIONS OR WARRANTIES MADE BY THE SELLER AND FURTHER THAT HE/SHE PURCHASED THE SAID CARAVAN IN ITS CONDITION AS INSPECTED AND ACCEPTED. ANY SPECIAL GUARANTEES OR WARRANTIES WILL BE STAMPED OR WRITTEN ON THIS CONTRACT. ALL REPAIRS AND MAINTENANCE ARE BUYERS RESPONSIBILITY.
3. THE PURCHASER ACKNOWLEDGES THAT HE/SHE HAS READ THIS CONTRACT BEFORE SIGNING AND ALSO THAT HE/SHE IS OVER THE AGE OF 20 YEARS AND THAT A COPY OF THIS CONTRACT HAS BEEN RECEIVED.
4. THE MANUFACTURERS WE REPRESENT RESERVE THE RIGHT TO ALTER PRICES AND SPECIFICATIONS WITHOUT NOTICE.
5. FOR GUARANTEE DETAILS (NEW CARAVANS ONLY) PLEASE TURN OVER

MORE ITEMS TO BE FILLED IN. STAMP NEEDED ON BACK FOR NEW VANS ✓ IF DONE.

PURCHASER'S SIGNATURE R. Sparks p.p. BRYAN JACKSON (N.Z.) LTD (SELLER)

PLEASE READ CAREFULLY BEFORE SIGNING COLOUR

BUYERS CAR REGISTERED NUMBER MAKE YEAR

TRADE-IN DETAILS

Ownership papers held by Sectys Dept.

THIS CONTRACT MUST BE BROUGHT IN WHEN COMPLETING THIS TRANSACTION

Deborah
Singer's Report

CLING CLINT

Deborah



Order No. 11136

Bryan Jackson NZ Ltd
228-232 Marua Road
MT WELLINGTON

7 August

81

Workshops Store, Lower Hobson Street, 1

1225.35.31

1 only 12' 9" 'Crusader' (end bathroom model) Caravan - Gatekeeper.

Price: \$4,000.00

Bee

new number
code 3940

James

See signature

Wynona

SCHEDULE OF QUANTITIES AND ESTIMATE

150

PROJECT WYNDYARD WHARF.....

JOB NO.

SECURITY FENCE & GATE - SOUTH END...

SHEET NO. 1.....

DATE 15th July 1981

DWG. No. 2549

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	
					\$	c
<u>1.</u>	PRELIMINARY & GENERAL	l.s.	-	-	200	-
<u>2.</u>	STANDARD SECURITY FENCES.	m.	22.	\$70	1540	-
<u>3.</u>	STANDARD GATES. -					
	PERSONA.	each	1	\$200	200	-
	VEHICLE.	"	1	\$1000	1000	-
<u>4.</u>	DESIGN, SUPERV, ADMIN.	l.s.	-	-	300	-
<u>5.</u>	CONTINGENCY	"	-	-	300	-
<u>6.</u>	<u>ESTIMATE: \$3500 -</u>				<u>\$3500</u>	<u>-</u>

150

THE TRAFFIC MANAGER

16 July 1981

THE CHIEF ENGINEER

TANKER GUARD SECURITY WYNYARD B BERTH

As requested in your memorandum of 23 June 1981 two schemes for providing berth security at Wynyard Wharf have been investigated and estimated costs are as follows:-

1. Construction of fenceline and gate at south end of berth in vicinity of electrical substation as shown on Drawing S.2549 is estimated at \$5,200.00.
2. The purchase of a caravan, 3.6 metres long, including the items required for a security control office is estimated at \$4,295.00.

A caravan complete with fittings suitable for this purpose may be viewed at Bryan Jackson Caravans Ltd, 228 Marua Road, Mt. Wellington, and can be purchased ex-stock. In addition to providing the lower cost solution to this problem the caravan has the added advantage that it can be relocated in other areas where traffic or security control becomes necessary.

CHIEF ENGINEER TO THE BOARD

PW-G:JMH

Enc. 1 Print of Drawing S.2549



To: ENGINEER

Date: 23 JUNE 1981

From: THE TRAFFIC MANAGER

TANKER GUARD SECURITY WYNYARD B BERTH

WB = middle berth

I have recently been advised by the A.H.B. Union that unless toilet and wash basin facilities can be provided at the WB berth Traffic Officers will refuse to man the area.

They have also made recent complaints regarding the state of cleanliness of the existing tanker guard hut the windows and door of which allow considerable quantities of air-borne sand to enter. As a consequence the hut requires a great deal of cleaning prior to each use.

In the short term I have solved the difficulty by offering to place the Ladies mobile toilet adjacent to the gatehouse. Although this unit has both hand washing and toilet facilities the Union accepts this position on a purely temporary basis.

In the long term it appears that at least two alternatives are available to remedy the position.

WB


1. A security fence with a suitably wide gate could be constructed at the South End of the berth approximately in the vicinity of the electrical substation.

2. The Board could purchase a 10 ft or 12 ft custom made caravan which the Department could use as a Traffic or security control office at this or a number of other locations in the port as necessary.

The caravan could be a standard manufactured shell with:

- (a) a flush toilet with sufficient water supply together with holding tank for say three days.
- (b) a hand basin also with sufficient water and holding tank for a similar period.
- (c) the balance of the area arranged as a small office with desk, chair and tea making facilities. A phone connection together with a channel 20 radio link would also be necessary.

I would be pleased if both proposals could be costed out as a matter of urgency, and prices obtained say no later than mid July.


J. J. Hinton
TRAFFIC MANAGER



*Staff Engineer Please illustrate
estimate for report
to T.M. by me.*

Memo to T.M. Drafted 6.7.81 PW-g. PSC



Memorandum

323 -
150

To: CHIEF ENGINEER

Date: 6 JULY 1981

From: PERSONNEL OFFICER, TRAFFIC DEPT REF: 805/3/60

WYNYARD WHARF

Attached is a copy of claims raised by the Union re: the condition of Wynyard Wharf.

Would you please pursue these matters bearing in mind the Union called a stoppage over similar matters early in December 1980.

Thank you in anticipation.

Kevin McCaffrey

K. McCaffrey
Personnel Officer
TRAFFIC DEPARTMENT



Att.

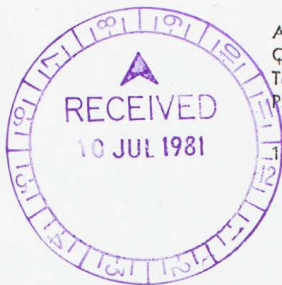
Docks mgr please arrange
plec

original sent
Works Manager.
10/7.
ns.

3 copies.



NEW ZEALAND HARBOUR BOARDS EMPLOYEES' INDUSTRIAL UNION OF WORKERS



Auckland Branch,
Queens Wharf, Auckland.
Telephone 375-514.
P.O. Box 2550, Auckland.

1st July 1981

The Personnel Officer,
Traffic Department,
Auckland Harbour Board.
P.O. Box 1259
AUCKLAND. 1.

Dear Sir,

WYNYARD WHARF

It has been brought to the Unions attention of the following hazards on the above Wharf.

1. 3 power box lids missing. ✓
2. Large hole in the deck of wharf. ✓
3. Trawl wire (steel) cutting through wooden bollards.
4. Sand etc covering bollards.
5. Wires and hoses on wharf suggest that a line 1 metre from the stringer be painted in which those persons using wharf contain their equipment within.

I trust these matters will be taken up with the appropriate sections involved.

Thanking you in anticipation.

Yours faithfully,

A.R. Turnbull
Branch Secretary/Treasurer

SCHEDULE OF QUANTITIES AND ESTIMATE

150.

PROJECT WYN YARD WHARF - SHED A2

JOB NO.

ENCLOSURE FOR W.V.C. CARAVAN

SHEET NO. 1

DATE 10th JUNE 1981

DWG No. E 2407

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	
					\$	c
<u>1.</u>	PRELIMINARY & GENERAL.	l.s.	-	-	50	-
<u>2.</u>	TIMBER FRAME - MATERIALS & LABOUR.	"	-	-	620	-
<u>3.</u>	CYCLONE WIRE MESH - ERECTED	"	-	-	310	-
<u>4.</u>	DESIGN, SUPERV, ADMINT.	"	-	-	80	-
<u>5.</u>	CONTINGENCY	"	-	-	100	-
<u>6.</u>	<u>ESTIMATE: \$1160-</u>				<u>\$1160-</u>	
	ESTIMATE AMENDED TO PLAN ALTERATION AT NO 2 DOOR.				<u>\$1400-</u>	

To CHIEF ENGINEER
FROM R. WALKER

Wynyard Wharf
SHELL OIL COMPOUND
NORTH WEST ROCK WALL

MEETING AT SITE 4 P.M. 10-6-81

Present MR Bell Supervisor Shell Oil
I Gemmell Engineer
R Walker Engineer. AHB

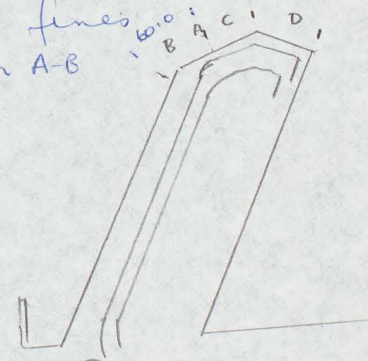
Enclosed Photos A.B.C.D, see Plan.

Inspection of the bank (A-B) showed wave action has caused the rocks at the top of the bank to slump seawards see photos A & B.

The part of wall marked c has also slumped see photo c

Suggested Solutions:

- 1) Pack fill or grout under ~~retained~~ bund wall footing where necessary
- 2) Back fill with graded blue stone
- 3) Fill cavities down to L.W.S to prevent waves washing out fines
- 4) Estimate to restore Portion A-B \$ 40,000



PLAN
WYNYARD WHARF

R. Walker

B/O 3/17/81

PHOTOS
WYMYARD WHARF
NORTH WEST WALL
12-6-81





A.



B.



C.

12-6-81



D

12-6-81



Works Instruction No. 4873

To: THE CONSTRUCTION ENGINEER Date: 6 May 1981

Subject: WYNYARD WHARF - UPGRADING OF FENDER SYSTEM

Authority: Board/General Manager/Routine Maintenance Date

Estimate of Cost: \$ Expenditure Code 2001/20/30-39

Target Completion Date:

Description:

Herewith are three copies each of Drawings E.2375/1 and 2 showing details of improvements which are to be made to the fender system at the tanker berth.

Would you please arrange for this work to be carried out as soon as convenient, using the Board's resources.

The estimated cost is \$4,000.00.

RJR:TK

Enc. 6 prints

Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed Signature Date

Works Instruction No. 4873

120/52/1

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

150

17 APR 1981

23. WYNYARD WHARF - UPGRADING OF FENDER SYSTEM

By report dated 6 April 1981 the Chief Engineer advised that the effectiveness of the timber fender system at the outer berth, which was used almost exclusively by tankers had deteriorated over the past few years and had been the subject of complaints by the users. As major renovation was now necessary he proposed that a similar system currently in use at Fergusson Wharf be installed at Wynyard as detailed on Drawing No. E.2375/1 and 2. He sought authority to proceed with the work using the Board's own resources.

The General Manager recommended that the Chief Engineer be authorised to proceed in the manner proposed and stated that the cost of \$4,000.00 would be met from the Contingency Sum.

It was RESOLVED to recommend that the reports be adopted.

Design Engineer instruction to Construction Engineer to carry out the works.

Construction Engineer

to note

ADOPTED BY BOARD

28 APR 1981

GM, C/E, HM, DM, TM.



Auckland Harbour Board

/52/1

6 April 1981
Engr's file
150

The General Manager
AUCKLAND HARBOUR BOARD

ITEM 23

WYNYARD WHARF - UPGRADING
OF FENDER SYSTEM

The effectiveness of the timber piles fender system at the outer berth, which is used almost exclusively by tankers has deteriorated over the past few years and has been the subject of complaint by the users.

Major renovation is now necessary and, in view of the success of the system of suspended earth-moving machinery tyres currently in use at Fergusson Wharf, I propose that a similar system be installed at Wynyard on 8 piles in 2 groups of 4.

The proposal, estimated to cost \$4,000.00 is shown on Drawing No. E.2375/1 & 2.

I seek authority to proceed with this work using the Board's own resources.

CHIEF ENGINEER TO THE BOARD

The Chairman
Works and Traffic Committee
AUCKLAND HARBOUR BOARD

I recommend that the Chief Engineer be authorised to proceed in the manner proposed. The cost of \$4,000.00 will be met from the Contingency Sum.

R.T. Lorimer
GENERAL MANAGER

7 April 1981



Memorandum

To: THE CHIEF ENGINEER Date: 16 March 1981

From: THE HARBOURMASTER



WYNYARD WHARF FENDERING

(Ref. Plans E 2375, Sheets 01 and 02)

Further to previous discussions regarding the provision of large rubber tyre fenders at Wynyard Wharf, to be hung from wharf bollards, it is requested that two groups of four tyres each be hung in the following positions:-

1. On bollard numbers 4,5,6 and 7 commencing just south of the 460 metre mark.
2. On bollard numbers 11,12,13 and 14 commencing at the 360 metre mark.

The details of the hanging/securing arrangements are shown on plan E 23705/01.

Glen Blair
HARBOURMASTER

Encl. Plan E2375/02

Design Engineer to report to Board-April

Bla

Done 7/4/81.

File

SCHEDULE OF QUANTITIES AND ESTIMATE

150

PROJECT WYN YARD WHARF - GATEKEEPERS HUT...
 & PEDESTRIAN ACCESS.....

JOB NO.

SHEET NO. 1.....

DATE 14 DECEMBER 1980.

Des. No. SK839.

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	
					\$	0
<u>1.</u>	PRELIMINARY & GENERAL.	l.s.	-	-	2000	-
<u>2.</u>	REMOVE EXISTING SECTION OF FENCE.	"	-	-	180	-
<u>3.</u>	BUILD NEW PEDESTRIAN GATE.	"	-	-	800	-
<u>4.</u>	" " " FENCE.	m	6	\$55	330	-
<u>5.</u>	" " GATEKEEPERS HUT.	m ²	12	\$250	3000	-
<u>6.</u>	NEW SERVICES. - WATER SUPPLY	l.s.	-	-	200	-
	- SEWERAGE CONNECTION	m	150	\$20	3000	-
	- PUMPING STATION & ELECTRICAL CONTROL	l.s.	-	-	11,000	-
<u>7.</u>	INTERIOR FITTINGS. - STOVE	"	-	-	250	-
	- SINK	"	-	-	150	-
	- W.C.	"	-	-	180	-
	- BASIN	"	-	-	80	-
	- VINYL FLOORS.	m ²	12	\$12	144	-
<u>8.</u>	ELECTRICAL. -	l.s.	-	-	11,000	-
<u>9.</u>	PAINTING -	"	-	-	100	-
<u>10.</u>	DESIGN, SUPERVISION, ADMINISTRATION.	"	-	-	2000	-
<u>11.</u>	CONTINGENCY.	"	-	-	2000	-
<u>12.</u>	ESTIMATE: \$40,000-				\$ 39,714-	

SCHEDULE OF QUANTITIES AND ESTIMATE

150

PROJECT WYN YARD WHARE - FENDERS

JOB NO.

RUBBER TYRES SUSPENDED FROM BOLLARDS

SHEET NO. 1

DATE 20th FEBRUARY 1981

DWG. No. E2375-01

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	
					\$	c
<u>1.</u>	PRELIMINARY & GENERAL.	l.s.	-	-	50	-
<u>2.</u>	TYRE	No	1	No Cost	-	-
<u>3.</u>	DRILL HOLES IN TYRE.	l.s.	-	-	50	-
<u>4.</u>	CHAIN SLINGS. (3" HEN TENSILE -) (EX STORES - BULK HANDLING BOARDS)	feet	32	82	64	-
<u>5.</u>	REMOVE 12" x 6" FACING TIMBER & BOLT TO PILE. (2 men + plant)	l.s.	-	-	200	-
<u>6.</u>	PLANT & LABOUR FOR FIXING TYRE	"	-	-	25	-
<u>7.</u>	DESIGN, SUPERV, ADMIN.	"	-	-	50	-
<u>8.</u>	CONTINGENCY	"	-	-	100	-
<u>9.</u>	<u>ESTIMATE: \$540</u>				<u>\$ 539</u>	-
	<u>NOTE:-</u> POSSIBLE ADDITIONAL COST DRAW & RE-DRIVE ONE PILE.	l.s.	-	-	\$ 100	-

724



Works Instruction No. 4772

To: THE CONSTRUCTION ENGINEER Date: 10 February 1981

Subject: WYNYARD WHARF - SECURITY FENCE, NORTH END

Authority: Board/General Manager/Routine Maintenance Date
XXXXXXXXXXXXXXXXXXXX 2001/95/40-49
Estimate of Cost: \$ 150.00 Expenditure Code
Target Completion Date:


Description:

This fence was completed in July 1979 and since that time has been partially successful in excluding unwanted persons from the tanker berths. In the past the bottom strand has been cut and the wire mesh rolled back to give access. The Traffic Manager states that since the wire was repaired access is being gained under the North corrugated galvanised iron barrier.

To make the fence secure please carry out the following work:-

1. Install a new bottom strand of 4 mm dia. galvanised wire through 6 mm dia. holes, to be drilled through the gussets at the bottom of the posts, and fix the wire mesh to this new strand to ensure that the mesh cannot be lifted.
2. Extend the bottom of the North corrugated galvanised iron barrier one metre below its existing level. The new C.G.I. is to be unsupported on its lower edge and cut to fit around timber waling and concrete deck on its inner edge.

PW-G:JMH


Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed Signature Date

Works Instruction No. 4772



724

Memorandum

To: CHIEF ENGINEER

Date: 12 DECEMBER 1980

From: TRAFFIC MANAGER



SECURITY - WYNYARD WHARF

Traffic Officers of the Department are complaining of the difficulties they are experiencing in having to leave the main gate to remove unauthorised persons from fishing at the end of Wynyard Wharf during the period when a tanker is in port.

The Department, on the 26 June, submitted a Requisition (photocopy attached) that the fence be modified and therefore I would appreciate if you could undertake this assignment as a matter of urgency to avoid repetition of having unauthorised persons close to a tanker when discharging petrol.

[Signature]
TRAFFIC MANAGER

Design Engineer

Please investigate & instruct Services Manager or Coast Eng. as appropriate.

[Signature]

Mr. Sinclair ?

Services manager notified 19/12/80.

[Signature]
19/12

File



AUCKLAND HARBOUR BOARD.

DEPARTMENT
26 JUNE 1980

ENGINEERS DEPT

5839 C

REQUISITION

WYNYARD WHARF - FENCES - MAINTENANCE

Please modify the north security fence at Wynyard tanker berth to prevent people from getting under the fence and onto the tanker berth.

Please treat as urgent.

Ref: R. Shanks ASTO
Req: 9384A
Code: 2001/95/40-49

TM26

Per *[Signature]*



Bottom with
no return of Post
Allows entry.

ASKED I.O.M. to New S.M.
Send someone to fix

19/Dec/80.



Works Instruction No. 4713

To: FOREMAN OF WORKS

Date: 6 November 1980

Subject: WYNYARD WHARF - BOLLARD REPLACEMENT

Authority: Board/General Manager/Routine Maintenance

Date

Estimate of Cost: \$

Expenditure Code

Target Completion Date:

2001.01.40/49

Description:

Please arrange for all material and labour to remove the bolts and base of the existing "M" type bollard at the 60m mark.

GDH:TK

Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed

Signature

Date

Works Instruction No. 4713



724
220

Works Instruction No. 4714

To: FOREMAN OF WORKS

Date: 6 November 1980

Subject: NEW WHARF MEASUREMENT MARKS TO BE RECESSED

Authority: Board/General Manager/Routine Maintenance

Date

Estimate of Cost: \$ 350.00

Expenditure Code

2001. 01. 40/49

Target Completion Date:

2011. 01. 40/49

Description:

Please arrange for all material and labour to restore the wharf measurement marks at the points noted below.

(a) Wynyard: 60, 70, 330, 360, 400, 430 & 450 metre marks:
This requires numerals 6, 3 & 4: bars 4 No. Required.

(b) Jellicoe West: 190, 200, 210, 230, & 260 metre marks:
This requires numerals 2&1: bars 4 No. Required.

All these new marks are to be set as before but recessed in the deck by chopping out a suitable depression.

GDH:TK


Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed

Signature

Date

Works Instruction No. 4714

WYNYARD WHARF CRANE SUPPLY PLUG OUTLETS

(Refer Assistant Electrical Engineer Memo of the 3 June 1980)

1. The Assistant Operations Manager, as a result of a request to determine the number of crane supply outlets still required on Wynyard Wharf reported on the 16 June that cranes now were used on the sections up to the 270 metre mark, i.e. 9 crane supply outlet. (440)
2. The Assistant Electrical Engineer has estimated that to overhaul and recable for these outlets would be \$8,000.00.
3. The electrical workshops have removed the remaining seven boxes and are overhauling them for reuse.
4. The cables up to the 270 metre have been re-tested and at least two can be reused with the remaining seven to be replaced.
5. A meeting was convened at Wynyard Wharf to establish:
 - 5.1 If the design of the outlet boxes could be modified to stop or reduce the damage being caused to them.
 - 5.2 To determine procedure in order to see that the supply boxes are kept clean and their drain slots are kept clear.

Those attending the meeting were:

Assistant Operations Manager
Traffic Manager
Chief Assistant Engineer
Assistant Electrical Engineer
Electrical Foremen (Western Section)
Crane Overseer

As a result of the discussions it was decided that:

- 5.3 The Electrical Engineer's Section would investigate modifying the wharf boxes in order to lower the plug housing and be able to fit hinged lids which are flush with the wharf.
- 5.4 The Traffic Department would be responsible for seeing that the boxes were kept clean and the drain slots clear.
6. The Assistant Electrical Engineer reports that as some of the cables can be reused and as the plug and switch gear will be overhauled in the Board's workshop the cost of materials and outside labour to replace the remaining cables will now be approximately \$5,500.00.
7. I have instructed the Assistant Electrical Engineer to proceed with the work.


J. M. Bray
CHIEF ASSISTANT ENGINEER

Copy to: TRAFFIC MANAGER
ASSISTANT OPERATIONS MANAGER
ASSISTANT ELECTRICAL ENGINEER



To: THE CHIEF ENGINEER

Date: 3 June 1980

From: THE ASSISTANT ELECTRICAL ENGINEER

WYNYARD WHARF CRANE SUPPLY PLUG OUTLETS

The memorandum from the Traffic Manager, dated 16 May 1980 which you sent to the Electrical Engineer with a request to have the matter expedited, has been the subject of investigation on the wharf itself, and a meeting with the Electrical Overseer, three electrical foremen, and Mr I.W. Stewart. In addition the Traffic Manager has informed me that he foresees a need for crane operations on Wynyard Wharf for some time to come.

There are 15 crane boxes on the wharf, and the Traffic Manager stated that 7 were out of action at the time of writing.

The advice today from the electrical foreman in charge is that 5 boxes are now out of action, but that a considerable amount of electrical work is required if the situation on Wynyard Wharf is not to deteriorate to a much worse condition than as reported by the Traffic Manager.

Many of the cable runs to the outlets need replacing and the switch units themselves and their cable terminations require replacement or remedial work carried out.

The extent of the work is beyond the capacity of the Board's electricians to complete in a reasonable time, and the recommendation made by all those concerned is that schedule rate electrical labour should be used for the Wynyard Wharf repairs.

Much of the work involves underwharf cabling and connections which will require the type of floating plant which is only available from the Board. In addition, much of the equipment and cable is in our stores or can readily be obtained. We need, therefore, electrical labour which can be closely intergrated with the facilities of the Board, on a basis such that work can proceed when tide and time are appropriate.

Accordingly, a further recommendation is that the schedule rate labour be supervised and assisted by a foreman from the electrical section when one is available out of the Terminal roster, and when not available from this source by an electrician who can be made an acting chargehand, or similar position.

The repair work can then proceed whenever conditions permit, but under the supervision of Board staff able to assist and direct the work, and with a knowledge of what is needed.

Present day rates are in the region of \$12 per hour per electrician, for a schedule rate scheme.

Cost of manager's report had more operation required from Board to 270 m. work. Reply 9.55 am on 16/6/80.

Any idea - I would have to agree that...

The completion of the task will not be accomplished overnight, but may well take two or three months depending upon the amount of work actually required when closer inspection is made. However, it is felt that two men would be adequate, with additional help from time to time when heavy cable hanging is necessary.

If this proposal meets with your approval we can investigate in detail, sources of schedule rate labour, and begin preparations for an early start to the repair of the Wynyard Wharf installation.

Having repaired and brought the wharf back to a proper state of repair, we are then faced with the task of maintaining the outlets in a working condition.

One of the major problems on this wharf is the fact that the socket outlets are flush with the deck, with very little protection from the effects of bulk cargo blocking the drainage. When hoses are then used to clean the wharf, water finds its way around and into the interiors of the mechanisms. Over the years this problem has worsened as crane drivers have become unfamiliar with the requirement to keep the outlets clean and free from blockage.

The only satisfactory means of ensuring that the electrical equipment is looked after properly is for a regular general hand to regularly inspect and clean the outlets, and to report back immediately of any signs of damage to the lids and hinges. When bulk cargo is handled by front end loader trucks damage to the lids does occur from time to time, and the outlets are then completely exposed to the ingress of cargo, blockage of drainage, and subsequent failure of the mechanism.

There is a great need for regular inspection and cleaning of wharf power outlets on all the Board's installations, and this is not being carried out satisfactorily. As equipment becomes older the need to carry out this form of preventive maintenance is even more important.

A general hand could undertake many other cleaning tasks, meter readings, and similar work.

It is believed that the electrical section establishment allows for two R.G.H's to be employed in the section, and at present one only is on the staff of the workshop.

A second man could back up the Western section and Workshop in many ways, but predominantly his duties would be around and about the wharves, cleaning and inspecting for damage to all the electrical installation and switchrooms.

May we have approval for the Electrical Overseer to seek a suitable man for this position please.

ASSISTANT ELECTRICAL ENGINEER

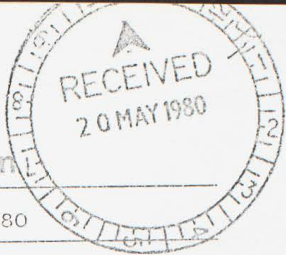
DJW:LB





Auckland Harbour Board

Memorandum



To: CHIEF ENGINEER

Date: 16 MAY 1980

From: TRAFFIC MANAGER

CRANE PLUG BOXES - WYNYARD WHARF

Would you please arrange the carrying out of the necessary repairs to crane plug boxes at Wynyard Wharf.

This matter has been dragging on for several years now with little progress being made. The current position is that boxes 3, 6, 7, 11, 13, 14 and 15 are all out of commission.

Your advice on a commencement date for this work would be appreciated.

TRAFFIC MANAGER

c.c. CPM

*Electrical Engineer
What can be done to accelerate
this matter*

*AS
21/5/80*

*B/
21/5/80*

Memorandum

To: THE CHIEF ENGINEER

Date: 23 June 1980

From: THE ASSISTANT ELECTRICAL ENGINEER

WYNYARD WHARF CRANE SUPPLY PLUG OUTLETS

The Operations Department have advised us that only the southern half of the wharf power outlets are now required, thus reducing the number to nine.

① In order to bring these nine outlets up to a proper state of repair will necessitate a number of new cable runs from the switchroom to the outlets. Utilising suitable cable in stock of the P.V.C. S.W.A.P.V.C. type (as is now generally used in the port), and employing outside schedule rate electricians supervised by the Electrical Section foreman, as outlined in my previous memo, it is estimated that the work could be completed for approximately \$8,000.00.

② May we proceed along these lines, and continue with our discussions with the Operations and Traffic regarding good housekeeping of the outlets on the wharf, pending your decision on a replacement R.G.H.

ASSISTANT ELECTRICAL ENGINEER

DJW:TK



Mr. Webb

You may proceed with the necessary material & repairs to the 9 outlets using Schedule rate labour, having regard to the deficiency in electricians to undertake the work.

MA 24.6.80.

Noted - J. Webb

Orig. to file
Copy to Electrical Engineer.
Copy to W. Bray.

724



Memorandum

To: THE CHIEF ENGINEER

Date: 8 APRIL 1980

From: THE TRAFFIC MANAGER



WYNYARD WHARF - TANKER SECURITY

The inadequacy of the Southern Security Fenceline at the WD tanker berth has given me cause for recent concern and have called for a report from both the Senior Traffic Officer and the Senior Port Security Officer.

Their report, which sets out the Departments' requirements, is attached.

I would be pleased if you could provide an estimate of costs so that authority can be obtained for the work to proceed.

In this regard, it might be possible to use some material from the old gatehouse at the approach to the Eastern Tide Wall.

The item appears at Schedule F Programme of Works.

TRAFFIC MANAGER

Mr. Le Cleve
Since you discuss ad establish
what is really required can have developed
Copy to Design Engineer
4/4/80 Please draw and estimate for a new fence etc as details on back of S.P.S.O memo attached.
 Prepare memo to T.M. from C.E.
 Blec 11/4/80

File



To: TRAFFIC MANAGER

Date: 2 APRIL 1980

From: SENIOR PORT SECURITY OFFICER

WYNYARD WHARF - TANKER SECURITY

The Senior Traffic Officer and I have concluded that the existing portable fence across the tanker berth at Wynyard Wharf is not conducive to good security.

The fence concerned is situated too far from the gatehouse and permits little control of pedestrian movement when a tanker is at berth.

At present pedestrians come and go via a gate in the fence left partially open and sited some 12 feet or so from the gatehouse. In its present form of construction the fence can easily be climbed or crawled under when the gate is shut.

*across the
quay*

It is considered that a new fence with road gates should be sited off the North Eastern corner of the gatehouse and that provision be made to instal a side moving pedestrian gate to be operated from within the gatehouse.

This would necessitate some alterations to the existing gatehouse, such as modifying the windows in the North Eastern corner to allow communication with visitors and the passage of documents. The addition of an overhead awning and shelter wall would also need to be considered as the area is quite exposed.

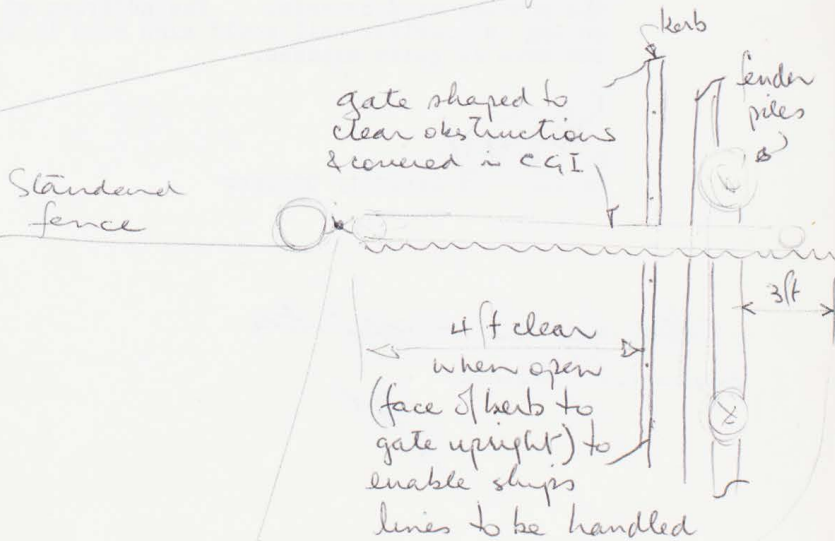
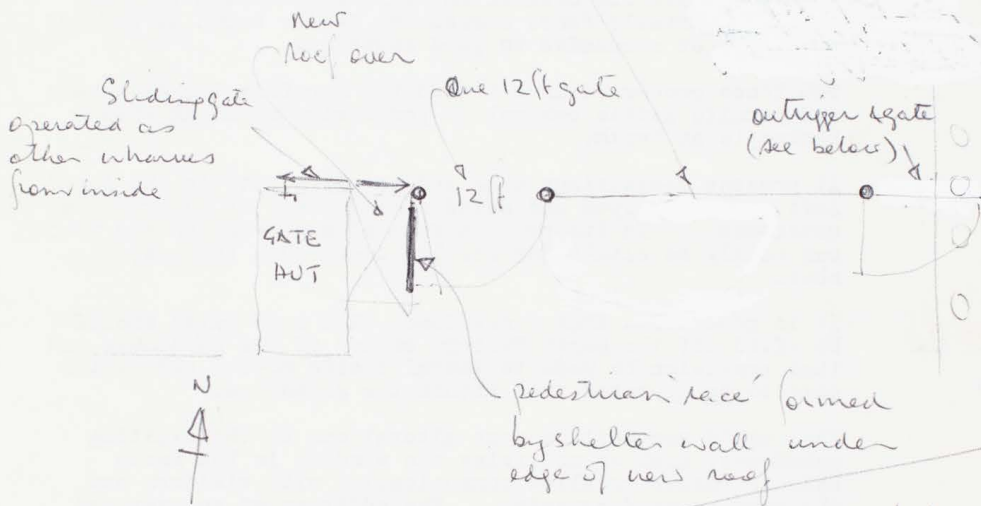
D. D. Gray

D. D. Gray
Senior Port Security Officer

*Photo copy for Traffic Dept
acquired please*

JM

Permanently fixed
standard fence to match recent
fence at north end of Wynyard



22/5/80

Side Note :-

FROM
INSPECTOR OF MACHINERY

RING DISCHARGE GRABS

I WISH TO DRAW ATTENTION TO RING DISCHARGE GRABS AT WYNWARD WHARF, AND REQUEST A REVIEW AS TO RELATIVE VALUE

AT PRESENT, ONLY ONE RING DISCHARGE GRAB AND FIVE OTHERS, (NUMBERED 12, 13, 14, 15, 16), REQUESTED BY THIS OFFICE BUT HAVE NOT YET BEEN DELIVERED DUE TO DELAYS IN SUPPLY, WHICH GRAB IS TO BE EFFECTED WITHIN SIX MONTHS.

①

IF ALL CHAINS DO ARRIVE, NON-OPERATIONAL, THERE WILL BE CONSIDERABLE MISGIVING'S. IF THE PROBLEM CONTINUES, SPARES SHOULD BE ORDERED TO AVOID POSSIBLE LOSSES OF REVENUE.

ONE CONTRIBUTORY CAUSE TO BE THE USE OF THIS TYPE OF GRAB. REPORTS HAVE PREVIOUSLY

J.G. 14

ON 7 JUNE 1978, 11 JULY 1978, AND 8 JUNE 1979, AND MODIFICATIONS THEN SUGGESTED WERE REFERRED BY THE CHIEF ENGINEER TO THE GENERAL MANAGER ON 12 JUNE 1979.

②

THE LIFE OF A CHAIN WHEN LITTLE OR NO SAND DISCHARGE IS INVOLVED MAY BE BETWEEN 670 AND 4,573 HOURS OVER 2½ TO 13 YEARS, GIVING AN AVERAGE OF 2000 HOURS OVER 8 YEARS. THE LIFE OF A CHAIN USED IN SAND DISCHARGE IS BETWEEN 79 AND 391 HOURS OVER 8 MONTHS TO 2 YEARS, GIVING AN AVERAGE OF 220 HOURS OVER 9 MONTHS. IT WOULD SEEM, THEN, THAT IF THE NEW CHAINS ARE FITTED WHEN RECEIVED, AND THE GRABS ARE USED, WITHOUT MODIFICATION, FOR THE DISCHARGE OF WET SAND, THOSE NEW CHAINS MAY BE WORN OUT BEFORE A YEAR IS PAST. THE DELIVERY OF REPLACEMENTS IS SO SLOW THAT THE GRABS MAY THEN BE OUT OF ACTION, WITH CONSEQUENT LOSS OF REVENUE-EARNING CAPACITY.

THE COST OF THOSE CHAINS ORDERED ON 28 JUNE 1979 WAS APPROXIMATELY \$840-00 EACH. THESE CHAINS WILL THEN COST AT LEAST \$4-00 PER WORKING HOUR, WITHOUT FULLY RECOVERING REPLACEMENT VALUES WHICH IT IS REASONABLE TO ASSUME WILL BE ABOUT \$1000-00 EACH.

MAY I RECOMMEND THAT THE POSSIBILITY OF MODIFICATION OF A NUMBER OF GRABS FOR USE IN DISCHARGE OF SAND OR OTHER ABRASIVE MATERIALS BE CONSIDERED AS A MEASURE OF ECONOMY IN MATERIALS, MAINTENANCE, AND SERVICE.

Chubb

① Discuss with P/S to find out the
② Deal in this report and what happened?

J. G. Magee
INSPECTOR OF MACHINERY

Discussed with A/OM regarding of Ring Discharge Grabs on Quay. (used on chains) and if we should change to self dumping types with a bucket lifter (drawing E2284) estimated cost \$4000.

He said he did not feel that McCullum would like that system and could we look at converting 2-ring discharge grabs from chain to wire operation. - Saw TG Dab and requested he look into this with some urgency JB 22/5/80.

CHARGE
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1979,
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WD.

IN

FROM
INSPECTOR OF MACHINERY

TO CHIEF ENGINEER ✓
~~MECHANICAL ENGINEER~~

RING DISCHARGE GRABS - WYNYARD WHARF

I WISH TO DRAW ATTENTION TO THE USE AND MAINTENANCE OF RING DISCHARGE GRABS AT WYNYARD WHARF, AND TO THE PRESENT SITUATION WHICH MAY REQUIRE REVIEW AS TO RELATIVE VALUES OF OPERATIONAL COSTS, SERVICE, AND PROFITABILITY.

AT PRESENT, ONLY ONE RING DISCHARGE GRAB (NUMBER 21) IS AVAILABLE FOR USE. FIVE OTHERS, (NUMBERED 12, 13, 20, 42 AND 43) AWAIT NEW CHAINS, WHICH WERE REQUESTED BY THIS OFFICE ON 5 APRIL 1979, AND ORDERED ON 28 JUNE 1979, BUT HAVE NOT YET BEEN RECEIVED. VARIOUS REASONS HAVE BEEN GIVEN FOR DELAYS IN SUPPLY, WHICH GREATLY EXCEEDS PREVIOUS DELIVERIES, NORMALLY EFFECTED WITHIN SIX MONTHS OF THE DATE OF ORDER.

IF ALL CHAINS DO ARRIVE, AND ARE FITTED TO THOSE GRABS AT PRESENT NON-OPERATIONAL, THERE WILL BE NO SPARES AVAILABLE, AND THIS CAUSES MISGIVING'S. IF THE PRESENT SCOPE AND SCALE OF USAGE IS TO CONTINUE, SPARES SHOULD BE ORDERED IMMEDIATELY TO AVOID FURTHER POSSIBLE LOSSES OF REVENUE-EARNING CAPACITY.

ONE CONTRIBUTORY CAUSE OF THE PRESENT SITUATION IS CONSIDERED TO BE THE USE OF THIS TYPE OF GRAB IN DISCHARGE OF WET SAND. REPORTS HAVE PREVIOUSLY BEEN MADE TO THE CHIEF ENGINEER ON 7 JUNE 1978, 11 JULY 1978, AND 8 JUNE 1979, AND MODIFICATIONS THEN SUGGESTED WERE REFERRED BY THE CHIEF ENGINEER TO THE GENERAL MANAGER ON 12 JUNE 1979.

THE LIFE OF A CHAIN WHEN LITTLE OR NO SAND DISCHARGE IS INVOLVED MAY BE BETWEEN 670 AND 4,573 HOURS OVER 2½ TO 13 YEARS, GIVING AN AVERAGE OF 2000 HOURS OVER 8 YEARS. THE LIFE OF A CHAIN USED IN SAND DISCHARGE IS BETWEEN 79 AND 391 HOURS OVER 8 MONTHS TO 2 YEARS, GIVING AN AVERAGE OF 220 HOURS OVER 9 MONTHS. IT WOULD SEEM, THEN, THAT IF THE NEW CHAINS ARE FITTED WHEN RECEIVED, AND THE GRABS ARE USED, WITHOUT MODIFICATION, FOR THE DISCHARGE OF WET SAND, THOSE NEW CHAINS MAY BE WORN OUT BEFORE A YEAR IS PAST. THE DELIVERY OF REPLACEMENTS IS SO SLOW THAT THE GRABS MAY THEN BE OUT OF ACTION, WITH CONSEQUENT LOSS OF REVENUE-EARNING CAPACITY.

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MAY I RECOMMEND THAT THE POSSIBILITY OF MODIFICATION OF A NUMBER OF GRABS FOR USE IN DISCHARGE OF SAND OR OTHER ABRASIVE MATERIALS BE CONSIDERED AS A MEASURE OF ECONOMY IN MATERIALS, MAINTENANCE, AND SERVICE.

Ch. Bray
① Discuss with P/S/b regarding the
② Deal in this report and what happened?
J. M. Magee
INSPECTOR OF MACHINERY



724

Memorandum

To: THE CHIEF ENGINEER

Date: 29 October 1979

From: THE MECHANICAL ENGINEER

GRAB CHAINS - WYNYARD WHARF
GANTRY FOR SELF DUMP GRABS

As requested, I have had designed a suitable gantry and landing platform to enable the self dump grabs to be used for loading sand into trucks instead of the current method of using ring discharge grabs.

The gantry is detailed on the attached drawing E.2264/01 and the estimated cost is \$4,000. The total weight would be approximately 2.5 ton making it well within the 3½ ton capacity of the Wynyard cranes for handling purposes.

As a cost comparison the current price of a ring discharge grab chain is \$800 and lasts approximately 150 hours on sand instead of the normally expected 1500-2000 hours on other bulk cargoes. This 150 hours represents 9 - 12 months of operation with the 2 cranes, therefore the minimum cost involved while using ring discharge grabs on sand is:-

2 cranes x \$800/chain/year = \$1,600/year as against other bulk cargo usage of:

2 cranes x \$800/chain/10 years = \$160/year.

The use of this proposed gantry and platform in conjunction with self dump grabs would therefore save \$1,440/year and thus recover the cost of the gantry in under three years.

McCallum Bros. may object to this proposal on the grounds that the self dump grabs are of smaller capacity thus possibly reducing the rate of unloading.

Your further instructions are awaited.

MECHANICAL ENGINEER

CJO:LB
TGD

*Not seen by C/E
16.5.80*

Wynyard
724
Cranes.
Grabs.1

MEMORANDUM

TO: CHIEF ENGINEER

FROM: OPERATIONS MANAGER

SUBJECT: GRAB CHAINS

The attached report details the condition of the grab chains used on the Wynyard Cranes. It is noted that the chains are showing signs of wear and should be replaced as a matter of safety.

It is recommended that the chains be replaced by the end of the month.

Yours faithfully,
Operations Manager



To: CHIEF ENGINEER

From: OPERATIONS MANAGER

GRAB CHAINS

The att
Mana
us



Memorandum

To: CHIEF ENGINEER

Date: 4 September 1979

From: OPERATIONS MANAGER



GRAB CHAINS - WYNYARD WHARF

The attached memorandum dated 29 August 1979 from the Traffic Manager concerns the very short working life of the grab chains used on the ring discharge grabs at Wynyard Wharf. In view of the alarmingly short life of some of these chains I would be pleased if you would initiate an immediate investigation on the feasibility and costing of converting the chain ring discharge grabs to self-dumping grabs.

R. Cooper
R. Cooper
OPERATIONS MANAGER

c.c. Traffic Manager

Mr Dale
see me please
MS
6/9/79

Mech. Engineer.
Seems to be some confusion between Ops + Traffic
Ops + C/E agree self dumping, the answer and they will
take up with the Ballan. A mechanic can you
develop a simple steel grab that could be
lifted by crane, placed and allow truck underneath
take grab to tip.
MS 8/9/79

Auckland Harbour Board

MEMORANDUM

29 AUGUST 1979

FROM

TRAFFIC MANAGER

TO

OPERATIONS MANAGER

GRAB CHAINS - WYNYARD WHARF

In reply to Engineer's memorandum of 12th June and your attachment of 17 August 1979, I have to advise that the problem of excessive wear on ring discharge grab chains when discharging sand ex McCallum Bros barges has been discussed last Friday and Monday with Mr Dale, Assistant Mechanical Engineer and Mr Church, Foreman Crane Fitter.

Discussions have revealed that in some instances, chains have had a shorter working life even than the 200 hours quoted by the Engineer and Mr Church informs that one chain had to be replaced after 26 hours service.

In view of the foregoing, it is therefore a matter of some urgency that the Engineer should be asked for a costing on the conversion of chain ring discharge grabs to wire rope operations.

I have indicated to Mr Dale that my recommendations to you will be along these lines.


TRAFFIC MANAGER

GM 79/7



Memorandum

To: THE GENERAL MANAGER

Date: 12 June 1979

From: THE CHIEF ENGINEER

AUCKLAND HARBOUR BOARD
RECD 14 JUN 1979
ACKD
ANSD

WYNYARD WHARF
RING DISCHARGE GRABS

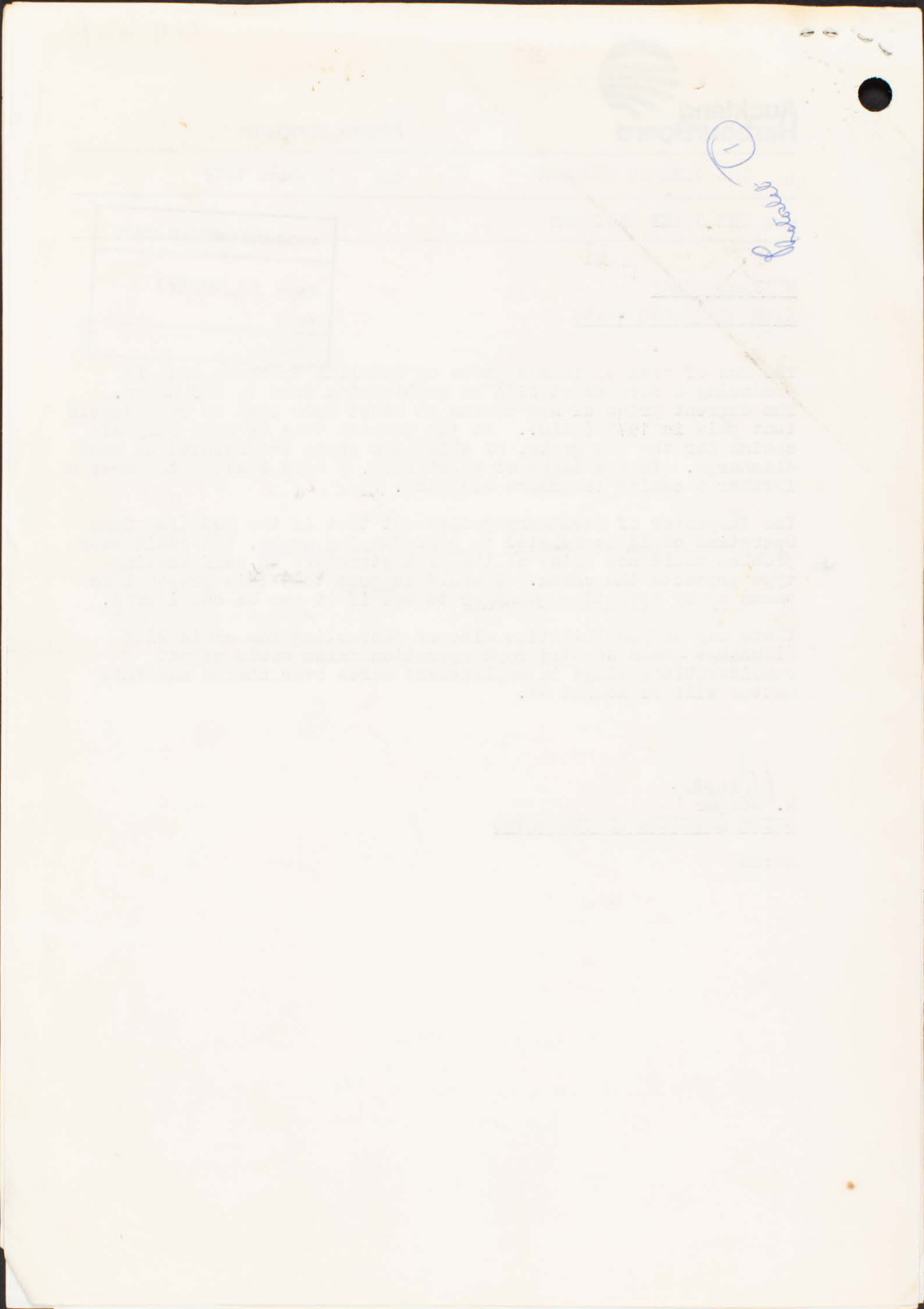
The use of ring discharge grabs on McCallum Brothers Sand is producing a very short life on grab chains down to 200 hours. The current price of new chains at about \$920 each is over double that paid in 1975 (\$420). At the present time we have only six chains for the six grabs, of which two grabs are related to sand discharge. In the light of short life, I have decided to order a further 5 chains to ensure adequacy.

* The Inspector of Machinery points out that if the McCallum Sand Operation could be related to self dumping grabs, the chain wear problem would not arise as the grab structure on self dumping type protects the chain. I would suggest that this proposal be taken up by Operations Manager to see if it can be considered.

There may be possibilities also of converting the chain ring discharge grabs to wire rope operation which would effect considerable savings in replacement wires over chains and this matter will be looked at.

N. Seagar
N. Seagar
CHIEF ENGINEER TO THE BOARD

NS:LB



724.



Area Operating Manager North
Plant Manager Auckland
73/6

I.R. Batcheldor

24 October 1979

January 23, 1979

Area Operating Manager
Mobil Oil NZ Ltd
P O Box 1709
AUCKLAND

Dear Sir

FUEL LINE ON WYNARD WHARF

Thank you for your letter of 16 October 1979. On receipt of an "as built" plan consideration can then be given to amending the pipeline agreement.

Yours faithfully

G.C. Burgess
SENIOR PROPERTY OFFICER

IRB:nmp

CHIEF ENGINEER :

Please find attached herewith copies of relevant correspondence. Do we require details of the removal work as requested in my letter of 8 October 1979 ?

M.B. Butler
L SENIOR PROPERTY OFFICER



*Returned from Craig Gordon 23/7/80.
Apparently not seen by C.E.*

*M. Joyce
24/7/80*

Area Operating Manager North
Plant Manager, Auckland

COPY

January 25, 1979

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

RENEWAL OF EXISTING 200 DIA.
L.F.O. WHARF LINE AT
WYNARD WHARF

Dear Sir,

Further to a telephone conversation of today, between yourself and our Area Engineer Mr. E.K. Pindur, we wish to confirm that the above line will now be relocated from the present position under the wharf over to the area of existing wharf lines adjacent to Brigham Street.

We wish to thank you for your co-operation.

Yours faithfully,

EKPindur:vp

T.K. Nguyen
ENGINEERING MANAGER

73/6.

Mobil Oil New Zealand Limited

CHELSEA HOUSE
85 FORT STREET
P.O. BOX 1709
AUCKLAND
TELEPHONE 32-759
TELEGRAMS & CABLES MOBILN.Z.
REF.

September 26, 1979

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

AUCKLAND HARBOUR BOARD
REC'D 21 OCT 1979
A550

ABANDONED 8" FUEL OIL
WHARF LINE - WYNYARD WHARF

Dear Sir,

On September 13th we advised the Auckland Harbour Master that our 8" fuel oil line under Wynyard Wharf has been abandoned and replaced by a new line hung along the sea wall. The old pipe had been sold in situ to Mr. J. Millen, 47, Oakley Avenue, Waterview for removal as scrap.

This letter is therefore to inform you of the above action and that the pipeline agreement between the Auckland Harbour Board and the Company should be amended. Unfortunately the Company's copy of the agreement is misplaced, thus actual lease numbers cannot be given. We would appreciate, upon your review, receiving a new copy of the agreement.

Yours faithfully,

J.P. Dowling
AREA OPERATING MANAGER

JPD:vp

AUCKLAND HARBOUR BOARD
REC'D - 2 OCT 1979
A550

182

Slo. 5

73/6

8 October 1979

Area Operating Manager
Mobil Oil NZ Ltd
P O Box 1709
AUCKLAND

Dear Sir

FUEL LINE ON WYNYARD WHARF

I refer to your letter of 26 September 1979 regarding the replacement of the 8" fuel line.

The Board's records show an 8" and 10" line on the wharf, and plans and specific details are required of the removal work. Mr J. Miller is to advise the Board of his intentions regarding removal which will be subject to the Board's Chief Engineer and Harbourmaster's consent and need to conform with the safety regulations.

Details and plans of the new pipeline are also required as it does not appear to have Board consent.

Yours faithfully



G.C. Burgess
SENIOR PROPERTY OFFICER

IRB:nmp

CHIEF ENGINEER :
OPERATIONS MANAGER :

Copy for information.

Mobil Oil New Zealand Limited

CHELSEA HOUSE
85 FORT STREET
P.O. BOX 1709
AUCKLAND
TELEPHONE 32-759
TELEGRAMS & CABLES MOBIL OIL
REF.

AUCKLAND HARBOUR BOARD PROPERTY DEPARTMENT
RECD. 18 OCT 1979
ACKC.
ANSO.

October 16, 1979

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

FUEL LINE ON WYNYARD WHARF

Attention : Mr. G.C. Burgess

Dear Mr. Burgess,

The new 200 mm fuel line recently installed on Wynyard Wharf was not constructed to a specific drawing. An 'as built' drawing is at present being prepared and we will forward this to you on completion.

Consent for this project was verbal only and we confirmed that verbal consent by letter on January 25, 1979. A copy of that letter is attached.

We trust this clarifies the apparent lack of consent by your Board.

Yours faithfully,

J.P. Dowling

J.P. Dowling
AREA OPERATING MANAGER NORTH

BLThurston:vp
Enclosure

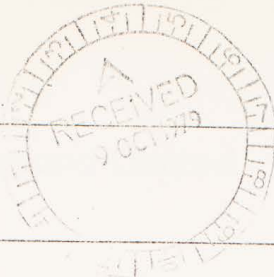
SP BLS

183.

No	REVISION
1	
2	
3	
4	



724
427



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 73/6

8 October 1979

Area Operating Manager
Mobil Oil NZ Ltd
P O Box 1709
AUCKLAND

Dear Sir

FUEL LINE ON WYNYARD WHARF

I refer to your letter of 26 September 1979 regarding the replacement of the 8" fuel line.

The Board's records show an 8" and 10" line on the wharf, and plans and specific details are required of the removal work. Mr J. Millen is to advise the Board of his intentions regarding removal which will be subject to the Board's Chief Engineer and Harbourmaster's consent and need to conform with the safety regulations.

Details and plans of the new pipeline are also required as it does not appear to have Board consent.

Yours faithfully

G.C. Burgess
SENIOR PROPERTY OFFICER

IRB:nmp

CHIEF ENGINEER :

OPERATIONS MANAGER :

Copy for information.

73/6

Mobil Oil New Zealand Limited

CHELSEA HOUSE
85 FORT STREET
P.O. BOX 1709
AUCKLAND
TELEPHONE 32759
TELEGRAMS & CABLES MOBILNZ
REF.

September 26, 1979

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

AUCKLAND HARBOUR BOARD
RECEIVED
26 SEP 1979
ASCO

ABANDONED 8" FUEL OIL
WHARF LINE - WYNYARD WHARF

Dear Sir,

On September 13th we advised the Auckland Harbour Master that our 8" fuel oil line under Wynyard Wharf has been abandoned and replaced by a new line hung along the sea wall. The old pipe had been sold in situ to Mr. J. Millen, 47, Oakley Avenue, Waterview for removal as scrap.

This letter is therefore to inform you of the above action and that the pipeline agreement between the Auckland Harbour Board and the Company should be amended. Unfortunately the Company's copy of the agreement is misplaced, thus actual lease numbers cannot be given. We would appreciate, upon your review, receiving a new copy of the agreement.

Yours faithfully,

J.P. Dowling
AREA OPERATING MANAGER

JPD:vp

AUCKLAND HARBOUR BOARD
RECEIVED
- 2 OCT 1979

183



**Auckland
Harbour Board**

Reference 111/85

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

5 September 1979

The Manager
D.M. Standen Ltd
P O Box 4360
AUCKLAND



Dear Sir

TENANCY PART SHED 40 :
WYNYARD WHARF

Please find attached herewith your copy of the tenancy agreement for the abovementioned premises. As requested in my letter of 17 August 1979, confirmation is required that your Company holds a \$500,000 Public Liability Cover indemnifying the Board against accidents or any other event caused by your occupation of the premises.

Also attached is an amended copy of the plan SK 766 depicting the larger area you require. The original agreement will continue, but the rental increased from 1 September 1979 to \$336.75 per calendar month because of the additional area.

Yours faithfully

G.C. Burgess
SENIOR PROPERTY OFFICER



c.c. OPERATIONS MANAGER :

CHIEF ENGINEER :

For information.

POB 11/85



The New Zealand Insurance Group

105 Queen Street, Auckland, New Zealand. P.O. Box 51.
Phone: 793-630. Telex: Newzico. Telegrams: Newzico.

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

AUCKLAND HARBOUR BOARD
REC'D 28 AUG 1979
ACK'D
ANS'D.

Date: 27 August 1979

ATTN: Mr W. Buckridge

Dear Sir,

SHED 40 WYNYARD WHARF

This is to confirm our recent telephone conversation regarding the tenancy of the above building by D. M. Standon Limited, will not affect the policy conditions covering this situation in any way.

Yours faithfully,

P. G. Harkins
ACCOUNT EXECUTIVE

PGH:CLG

RECEIVED
PROPERTY AND
REC'D 29 AUG 1979
ACK'D
ANS'D.

method
WKB
29-8-79

WKB to see
copy to CE.

File

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

DATE: 27/8/79

Dr. to **Hampden Industries Ltd**
P.O. Box 22-380

.....
Engineer's Department
For the undermentioned:

(Name of Claimant) OTAHUHU

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate		TOTAL
	<p><u>QUOTATION NO. 1979/6E - WYNYARD</u></p> <p><u>NEW SECURITY FENCE</u></p> <p>Cost of supplying and erecting fence as per Quotation No. 1979/6E.</p> <p>Total Value 2,722. 00</p> <p>Less Previous Payment (Voucher dated 23/7/79) 2,449. 80</p> <p style="text-align: right; margin-top: 20px;">272. 20</p>				

DUPLICATE

Costing Code			Amount	Costing Code			Amount	\$
Dept.	Clas.	H.E.		Dept.	Clas.	H.E.		
								Disc.
								NET
								TOTAL \$
								272. 20
							Signature of Claimant	
							Address	
							272. 20	

Cheque Countersigned

I CERTIFY, that to the best of my belief and knowledge the foregoing account is true and correct in every particular

CHIEF ENGINEER TO THE BOARD



To: CHIEF ENGINEER

Date: 23 August 1979

From: CONSTRUCTION ENGINEER

QUOTATION 1979/6E

SECURITY FENCE - WYNYARD WHARF

The Contractor, Hampden Industries Limited, is now entitled to payment of Liens retention monies held by the Board under the above Contract.

I certify that the total value of work completed up till 23 July 1979, for which payment may be claimed in terms of the Contract is:

\$2,722.00 (Two thousand, seven hundred and twenty two dollars).

Total value of work to 23/7/79	\$2,722.00
Less previous payments	2,449.80

	\$ 272.20
	=====


CONSTRUCTION ENGINEER

EKB:ABC

QUOTATION 1979/6E

WYNYARD WHARF - SECURITY FENCE

RECONCILIATION

25.7.79

ITEM	CONTRACT SUM	ACTUAL SUM	+	-
Supply and erect fence and gates:	\$2,400.00	\$2,400.00	-	+
V.O. No. 1	-	\$322.00	\$322	-
Contingency Sum	Nil	-	-	-
	\$2,400.00	\$2,722.00	\$322	Nil



724

DESIGN ENGINEER

31 July 1979

CONSTRUCTION ENGINEER

WYNYARD WHARF SECURITY FENCE

The erection of the security fence at the north end of Wynyard Wharf has been completed. I have returned a set of plans to you for your inspection, marking the numerous errors that should have been picked up in checking the drawing prior to it being sent out for tender.

1. Construction drawings as sent to this office showed a different location for the fence, than that shown on the Contractor's drawings.
2. Both the gate posts of the main post show the note "Pipe extension to be placed in the concrete filling of post and cap to be fitted over post". Surely one or other is sufficient.
3. The gussets are not shown on the plan of the inner post. Had they been, the Draughtperson would have seen that they clash with the bolt holes.
4. With any inclined topped security fence, careful thought must be given to the opening of the gates, so that they don't clash with the inclined top of the adjacent fence. - See location plan.
5. The note on Sheet 1 - "All welding to be coated with zinc-rich paint", directly cost us an extra, in so much as any small bracket that was welded on was also painted in zinc-rich paint; e.g. gate hardware, post gussets. These are too small to hot-dip galvanise separately as the heat of welding will burn the galv. off, and rather than fabricate first and then galv. the note gave the Contractor a perfect "out".

All drawings should be checked for draughting errors, preferably by the Chief Draughtsman, and then checked by the Engineer responsible for the design. Draughting errors and inadequate details give rise to ambiguities, which in this case lead to one of our regular contractors not tendering, and others covering doubtful situations with high-priced submissions.

MS
see


CONSTRUCTION ENGINEER

EB:ABC

CHIEF ENGINEER

Copy for your information.

CONSTRUCTION ENGINEER

2 August 1979

The Director of Works
Auckland City Council
Private Bag
AUCKLAND

ATTENTION DANGEROUS GOODS INSPECTOR: MR GIBSON

Dear Sir

WYNYARD WHARF - ALLOCATION OF SPACE TO
GILBERD HADFIELD PILE CO. FOR BEAM CASTING

The Traffic Manager has referred to me your concern that the above Contractor could be undertaking welding or cutting with consequent unsafe situations in this area.

I would advise that the Contractor informs me that his work patterns do not embrace such work and there are no unsafe situations.

Please advise if you have any further concern.

Yours faithfully

N. Seagar
CHIEF ENGINEER TO THE BOARD

NS:LB

Copies To: THE PROPERTY OFFICER
THE TIMEKEEPER

To: CHIEF ENGINEER

Date: 24 JULY 1979

From: CONSTRUCTION ENGINEER

QUOTATION 1979/6E WYNYARD WHARF

NEW SECURITY FENCE

Herewith, claim from Hampden Industries Ltd., for \$2,722.00 on account of work completed under the above Quotation.

I certify that the total value of work completed up to 6 July 1979, for which payment may be claimed is:

\$2,722.00 (Two thousand, seven hundred and twenty two dollars.)

Total value of work to 6 July 1979	2,722.00
Less 10% Retentions	<u>272.20</u>
1st PAYMENT.	<u>\$2,449.80</u>


CONSTRUCTION ENGINEER.

EB:AMC



Memorandum

To: CHIEF ENGINEER

Date: 23 JULY 1979

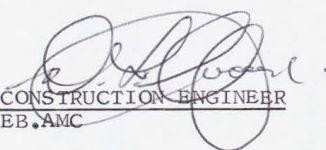
From: CONSTRUCTION ENGINEER

SUBSTANTIAL COMPLETION CERTIFICATE

QUOTATION 1979/6E

WYNYARD WHARF NEW SECURITY FENCE

In accordance with the provision of clause 11.8 of the General Conditions of Contract, I certify that Hampden Industries Ltd., substantially completed these works by 6 July 1979.


CONSTRUCTION ENGINEER
EB.AMC

MS

beripode plans

AUCKLAND HARBOUR BOARD

CONTRACT NO. 1979/6B FOR WYNARD WHARF NEW SECURITY FENCE

ORDER FOR VARIATION UNDER CLAUSE NO. 13 OF THE GENERAL
CONDITIONS OF CONTRACT.

Variation Order No. 1

To: Messrs. Hampden Industries Ltd.,
P.O. Box 22.380
OTAHURU

I hereby order the following variation in the Works comprised in the above
Contract:—

Description:— A/. To hot dip galvanise inner posts after fabrication
of the base plates and gussets.

For the sum of \$166.00

B/. To widen both gate leaves from three metres
to four metres.

For the sum of \$56.00


C/. To extend holding down bolts on gate posts and
epoxy in place.

For the sum of \$100.00

Total Value of Variation \$322.00

Date

26/7/79


Chief Engineer to the Board.

Instruction to Resident Engineer:

The work entailed by this variation order will be paid for by:—

(a) Measurement under Item No. of the Bill of Quantities

(b) Rate to be fixed.

SCHEDULE OF QUANTITIES AND ESTIMATE

PROJECT WYNHARD WHARF SHED AD.

JOB NO.

NEW PARTITIONED AREA FOR FISHING IND. BD.

SHEET NO. 1

DATE 27th JUNE 1979.

DWG. No. SK.766-1

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	
					\$	c
<u>1.</u>	PRELIMINARY & GENERAL.	l.s.	-	-	100	-
<u>2.</u>	TIMBER PARTITION:					
	STOODS 150x50	m.	125	\$3.08	385	-
	DWANES 100x50	"	108	\$2.20	237	60
	PLATES TOP & BOTM. 150x50.	"	36	\$3.08	110	88
	DWANES IN TRUSS 100x50. (RAMSET & FIXINGS INCL.)	"	25	\$2.20	55	-
<u>3.</u>	CYCLONE NETTING.	m ²	120	\$4	480	-
<u>4.</u>	DESIGN, SUPPLY, ADMIN.	l.s.			130	-
<u>5.</u>	CONTINGENCY.	"			150	-
<u>6.</u>	ESTIMATE: \$1650-				\$ 1648	48

CE 724

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

15 MAY 1979

11. WYNVARD WHARF SECURITY FENCE

The Chief Engineer's report of 2 May 1979 set out quotations received for the above work. He recommended the acceptance of the lower tender that of Hampden Industries for \$2,400. The estimate for the work was quoted as \$1,500 but the amount should have been \$3,500 and accordingly a further \$900 in financial provision was necessary. The Acting General Manager stated that this work should proceed without delay and the additional amount required could be made available from 1978/79 Contingency Sum.

Expenditure of \$1,500 was authorised by the Board on 20 February 1979. The Acting General Manager recommended accordingly.

The Acting Chairman gave his approval 4 May 1979.

Recommended -

- (a) That the reports be received.
- (b) That the action of the Acting Chairman of the Board be confirmed.

Design Engineer to instruct re supervision

ADOPTED BY BOARD
22 MAY 1979



Auckland Harbour Board

120/52/1

2 May 1979
724

ITEM DEALT WITH BETWEEN MEETINGS

The General Manager
AUCKLAND HARBOUR BOARD

ITEM A

WYNYARD WHARF SECURITY FENCE

Quotations were invited for this work and two prices were received from:

Hampden Industries	\$2,400.00	6 weeks completion
Bennick Engineering Services	\$3,213.33	4 weeks completion

Hampden Industries are an established firm who have constructed fences at the Fergusson Terminal Area in the past. Although their completion time is greater, I recommend acceptance of their price of \$2,400.

My Board report of 17 January 1979 gave the estimated cost as \$1,500. This was a typing error and the estimate on my file is \$3,500.

Accordingly as this is a capital work it is necessary to obtain further financial provision of \$900.00.

CHIEF ENGINEER TO THE BOARD

The Acting Chairman
AUCKLAND HARBOUR BOARD

It is important that this work should proceed without delay. The additional amount required, \$900.00, can be made available from the 1978/79 Contingency Sum. Expenditure of \$1,500 was authorised by Board on 20 February 1979. Recommended.

4 May 1979

D.N. Morgan
ACTING GENERAL MANAGER

A P P R O V E D

4 May 1979

M.A. Shanahan
ACTING CHAIRMAN

724

THE PROPERTY OFFICER
THE CHIEF ENGINEER

28 June 1979

SHED 40 WYNYARD WHARF
NEW PARTITION

Herewith plan and estimate showing proposed subdivision inside the shed to provide a works area for D.M. Standen Ltd.

Estimated cost is \$1,650.00

N. Seagar
CHIEF ENGINEER TO THE BOARD

RS:LB

Enc. 1 print SK 766/1

Actioned *RB* 27/6/79.



PROPERTY OFFICER

18 June 1979

OPERATIONS MANAGER

SHED 40 WYNYARD WHARF

An approach has been made to Board by the Fishing Industry Board to find suitable space to accommodate Mr. D.M. Stadden who makes wire strops and nets for local fishermen.

Shed 40 on Wynyard Wharf is seldom used for cargo storage and space can be made available at the southern end adjacent to the Waterside Workers' amenities. It is suggested that a wire mesh partition be erected across the shed just north of the southernmost shed door. This will give access to the area from the wharf and from the roadway.

The resultant space created is roughly 'L' shaped and is approximately 197.5 sq. metres.

It is necessary that Mr. Standen is able to stretch long lengths of wire on occasions. This can be done on the wharf itself but the lease arrangement should state that on each occasion permission must be gained from the Traffic Manager or the Shed Supervisor on Wynyard Wharf.

In the event of a class III tanker working at Wynyard B electric power is isolated from the shed area by the Board and any activity likely to cause sparks is prohibited. Access to the berth apron would also be prohibited during the tanker's stay. The lease or licence would need to cover this point.

X ||| By copy of this memorandum the Chief Engineer is asked to supply to you an estimate of the cost of erecting a wire mesh fence across the full sixty foot width of the shed. The cost of this partition must be borne by D.M. Standen Ltd either by direct debit or through the terms of the licence.

I understand that D.M. Standen Ltd are writing to the Secretary asking for space and that their application will be supported by Sanfords Ltd. It is intended to proceed with this lease/licence which should allow the Board to terminate the arrangement on six months notice while at the same time giving some security to the company.

Can you please draw up an appropriate ^{draft} document to cover the lease of space in shed 40 to D.M. Standen Ltd.

R. Cooper
OPERATIONS MANAGER

A.J. Smyth
per A.J. Smyth
ASST. OPERATIONS MANAGER

c.c. Chief Engineer. ✓
Traffic Manager.

Mr R Scott.

*please provide a sketch
and estimate as sought
pages x11*

MS 19/6/79

724 x 724

14 May 1979

The Manager,
Hampden Industries Ltd,
P.O. Box 22.380,
OTAHURU.

Dear Sir,

RE: QUOTATION NO. 1979/6E
FENCE- WYNARD WHARF

Further to the Chief Engineer's letter of 10 May 1979, accepting your quotation for the above work, I advise that Mr E. Birt will be supervising this work. Would you kindly contact Mr Birt at telephone 795.950 extension 754, to make arrangements to pick up a further two copies of working drawings and to discuss starting times, work programme, and any other amenities or site establishment requirements that you may require.

Yours faithfully,

D. L. Goord
CONSTRUCTION ENGINEER

DLG:ABC

CHIEF ENGINEER

Copy for your information.


CONSTRUCTION ENGINEER

45
file

724

17 May 1979

The Manager,
Hampden Industries Ltd,
10 Turin Place,
EAST TAMAKI.

Dear Sir,

WYNYARD WHARF - SECURITY FENCE

Q.79?

Further to our telephone conversation of 16.5.79, I confirm that the size of the gate leaves has been increased from 3.000m. to 4.000m. and that as a consequence, the holding down bolts are increased in length to 350 mm., diameters and thread lengths to remain the same.

Your quotation for the variation in prices for this work, should be submitted as soon as possible for consideration.

Yours faithfully,


D. L. Goord
CONSTRUCTION ENGINEER

EB:ABC

Copy to: THE CHIEF ENGINEER: for your information.

MS

D. L. Goord
CONSTRUCTION ENGINEER

CHIEF ENGINEER

Copy for your information.


CONSTRUCTION ENGINEER

DESIGN ENGINEER

20 May 1979

CONSTRUCTION ENGINEER

SECURITY FENCES - WYNYARD WHARF

1 June 1979

The Manager,
Hampden Industries Ltd,
10 Turin Place,
EAST TAMAKI.

Attention: Mr Jones.

Dear Sir,

WYNYARD WHARF FENCES

Further to site discussions with your Representative on the morning of 1 June, I ask that you weld the gussets on the inner posts on the centre lines of the base plate and not the diagonals, as shown on the plan.

The gate posts on the plan show steel caps with pipe extensions protruding through them. Since the post has first to be filled with concrete as detailed, I can see no reason to attach a cap - just finish the concrete to shed the water, first ensuring that the pipe extension cannot turn when the strainer wire is tightened. This can apply to all concrete-filled pipes.

Due to the exposed situation of the fence to a marine atmosphere, I also requested your men to return the fabricated pipe sections to be galvanised for hot dip galvanising of the complete item, as the zinc rich paint application over the welds is not sufficient protection.

Yours faithfully,

D. L. Goord
CONSTRUCTION ENGINEER

BB:ABC

CHIEF ENGINEER

Copy for your information.

CONSTRUCTION ENGINEER

DESIGN ENGINEER

30 May 1979

CONSTRUCTION ENGINEER

SECURITY FENCE - WYNYARD WHARF

Further to our discussions of 29 May regarding the sloping top section of the fence, impeding the opening of the gates, as shown on drawing E 2076/1, and accepting your reluctance to alter the position of the fence line; the decision was made to leave the gates opening as shown, but to straighten the manproofing section on the south kerb over-hang part of the fence.

This would place the least inconvenience on the Contractor, who has partially completed the fabrication of the fence, and would enable the fence to be located as shown on the drawing.

For your information, I have included a sketch to show the required gate post position.

CONSTRUCTION ENGINEER

EB:ABC

Enc: Sketch.

CHIEF ENGINEER

Copy for your information.

CONSTRUCTION ENGINEER

Blac
HS
Me

CHIEF ENGINEER
Copy for your information.

South Wharf
30th May 79

30 May 1979

Hampden Industries Limited,
10 Turin Place,
PAPATOETOE.

Attention: Mr Jones.

Dear Sir,

Further to your telephone enquiries of 29 May, the following details have been clarified:

1. The position and opening direction of the gates remains as per the Drawings E 2076/1.
2. The gudgeon pin of the north gate post is on the inside of the fence, and the gudgeon pin of the south gate post is on the outside of the fence (the public area).
3. On the north leaf of the gate, the angled upstand shall start at an appropriate distance from the gate frame, so as not to interfere with the gate post when closed. (See enclosed sketch).
4. The south wharf overhang shall have top angled section vertical not sloping, as per the drawings, so as not to clash with the open gate.

I am aware that the displacement between the gate hinge pins will be 335 mm. and that the overhanging top of the fence line will accentuate this out of line of the gates. Unfortunately, as we have to retain the fence line in its present position, we must accept this.

Yours faithfully,

CHIEF ENGINEER

Copy for your information.

D. L. Goord
CONSTRUCTION ENGINEER

BB:ABC

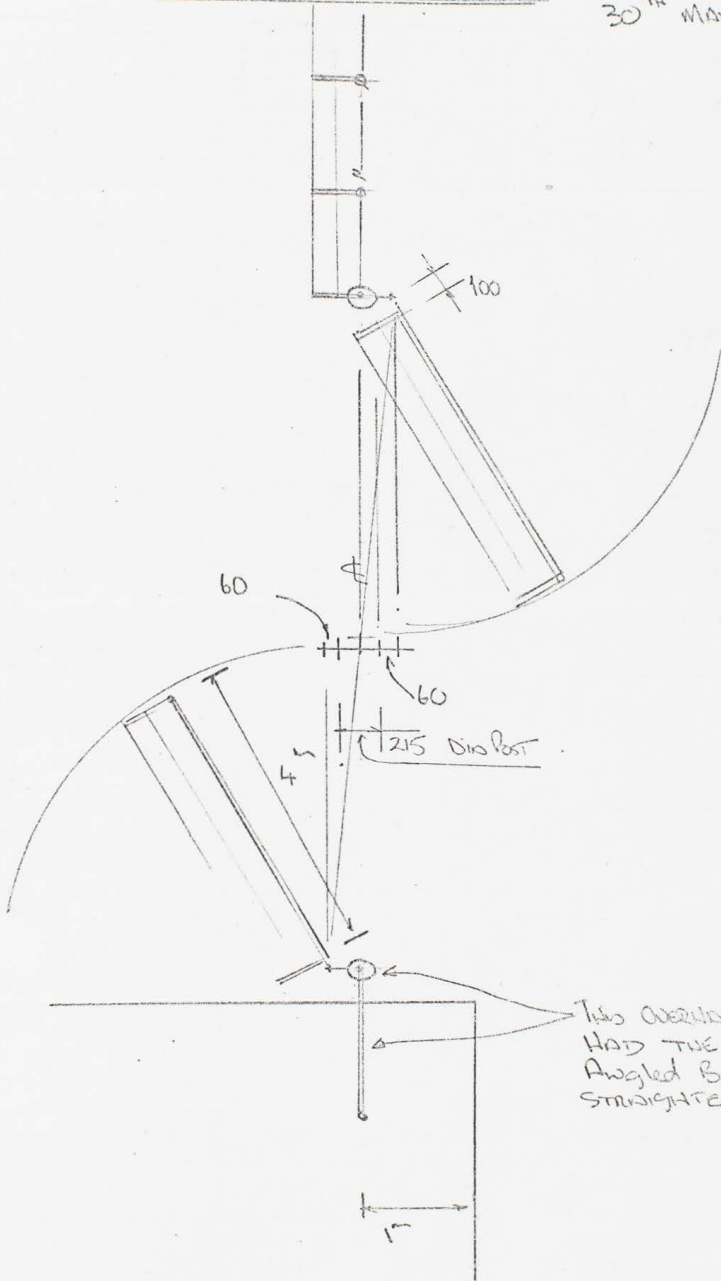
Encl: Sketch.

[Signature]
CONSTRUCTION ENGINEER

[Handwritten initials]
[Handwritten initials]

Security Line - Wynyard Wharf.

30th May 19.



This overhang HAS HAD THE Top Angled Barrier STRAIGHTENED OUT



Works Instruction No. 4127

To: THE CONSTRUCTION ENGINEER

Date: 17 May 1979

Subject: WYNYARD WHARF SECURITY FENCE

Authority: Board/General Manager/Routine Maintenance

Date

Estimate of Cost: \$

Expenditure Code

Target Completion Date:

2001 95 30-39

Description:

The Traffic Manager considers that the gates in the new security fence are too small and will restrict operation in the area.

Will you please arrange to increase the size of the gates from 3 metres to 4 metres and relocate the north gate post to accommodate the new size of gates.

CHIEF ENGINEER TO THE BOARD

DW:LB

Copy To: THE TRAFFIC MANAGER

For Information

Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed

Signature

Date

Works Instruction No.

4127

11 May 1979

Bennick Engineering Services
68 Connaught Street
Blochouse Bay
AUCKLAND 7

ATTENTION MR D. BENNETT

Dear Sir

WYNYARD WHARF SECURITY FENCE
QUOTATION 79/6E

Thank you for your quotation for erection of a new security fence at Wynyard Wharf but I have to inform you that in this instance you were unsuccessful.

Yours faithfully

CHIEF ENGINEER TO THE BOARD

DW:LB

746

10 May 1979

Hampden Industries Ltd
10 Turin Place
PAPATOETOE

ATTENTION MR JONES

Dear Sir

WYNYARD WHARF SECURITY FENCE
QUOTATION 79/6E

Thank you for your quotation of \$2,400.00. which is accepted.

This work will be supervised by my Construction Engineer,
Mr Goord, who has extra copies of the drawings available for
you. He can be contacted at Ph 795 950 Extension 753.

Yours faithfully

CHIEF ENGINEER TO THE BOARD

DW:LB

724



Works Instruction No. 4117

To: CONSTRUCTION ENGINEER Date: 10 May 1979

Subject: New Security Fence at Wynyard Wharf

Authority: Board/General Manager/Routine Maintenance Date:

Estimate of Cost: \$ Expenditure Code 2001/95/38

Target Completion Date:

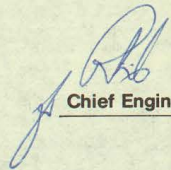
Description:

This quotation has been let to Hampden Industries for the sum of \$2,400.00. Please arrange to supervise the work and administer the quotation.

Enclosed are four sets of drawings and two copies of the quotation. Please issue two sets of the drawings and one copy of the quotation to the contractor.

Encs. 4 sets drawings
2 copies quotation

Copy To: OPERATION MANAGER For Information


Chief Engineer to the Board

Immediately works completed detach slip, enter completion date, sign and forward to Chief Clerk.

Works Completed Signature Date

Works Instruction No. 4117

2 May 1979
724

ITEM DEALT WITH BETWEEN MEETINGS

The General Manager
AUCKLAND HARBOUR BOARD

WYNVARD SECURITY FENCE

Quotations were received ^{invited} for this work and two prices were received from:

Hampden Industries	\$2,400.00	6 weeks completion
Bennick Engineering Services	\$3,213.33	4 weeks completion

Hampden Industries are an established firm who have constructed fences at the Fergusson Terminal Area in the past. Although their completion time is greater, I recommend acceptance of their price of \$2,400.

My Board report of 17 January 1979 gave the estimated cost as \$1,500. This was a typing error and the estimate on my file is \$3,500.

Accordingly as this is a capital work it is necessary to obtain further financial provision of \$900.00.

WS
CHIEF ENGINEER TO THE BOARD

The Acting Chairman
AUCKLAND HARBOUR BOARD

It is important that this work should proceed without delay. The additional amount required, \$900.00, can be made available from the 1978/79 Contingency Sum.

4 May 1979

D.N. Morgan
ACTING GENERAL MANAGER

A P P R O V E D

4 May 1979

M.A. Shanahan
ACTING CHAIRMAN

WS
9/5/79.

*Design Engineer
Please obtain acceptance of Hampden
Construction Engineer to Substrate.*

*Done 10/5/79.
File*

2 May 1979
724

ITEM DEALT WITH BETWEEN MEETINGS

The General Manager
AUCKLAND HARBOUR BOARD

WYNARD SECURITY FENCE

Quotations were ^{invited} received for this work and two prices were received from:

Hampden Industries	\$2,400.00	6 weeks completion
Bennick Engineering Services	\$3,213.33	4 weeks completion

Hampden Industries are an established firm who have constructed fences at the Fergusson Terminal Area in the past. Although their completion time is greater, I recommend acceptance of their price of \$2,400.

My Board report of 17 January 1979 gave the estimated cost as \$1,500. This was a typing error and the estimate on my file is \$3,500.

Accordingly as this is a capital work it is necessary to obtain further financial provision of \$900.00.

CS
CHIEF ENGINEER TO THE BOARD

The Acting Chairman
AUCKLAND HARBOUR BOARD

It is important that this work should proceed without delay. The additional amount required, \$900.00~~0~~, can be made available from the 1978/79 Contingency Sum.

4 May 1979

D.N. Morgan
ACTING GENERAL MANAGER

A P P R O V E D

4 May 1979

CS
9/5/79
M.A. Shanahan
ACTING CHAIRMAN

copy to Design Engineer to action.

File

To: THE GENERAL MANAGER

Date: 2 May 1979

From: THE CHIEF ENGINEER

File No. 724

WYNYARD SECURITY FENCE

Quotations were invited for this work and two prices were received from:

Hampden Industries	\$2,400.00	6 weeks completion
Bennick Engineering Services	\$3,213.33	4 weeks completion

Hampden Industries are an established firm who have constructed fences at the Fergusson Terminal Area in the past. Although their completion time is greater, I recommend acceptance of their price of \$2,400.

My Board report of 17 January 1979 gave the estimated cost as \$1,500. This was a typing error and the estimate on my file is \$3,500.

Accordingly as this is a capital work it is necessary to obtain further financial provision of \$900.00



CHIEF ENGINEER TO THE BOARD

The Chairman
AUCKLAND HARBOUR BOARD

At its meeting on 20 February 1979 the Board approved the provision of \$1,500 from the 1978/79 Contingency Sum for improvements to fences and gates on Wynyard Wharf. Both the Operations Manager and the Chief Engineer have expressed concern that security of the tanker berth be improved; I therefore endorse the Chief Engineer's recommendation. Provision of the additional finance of \$900 can be made from Contingency Sum.

3 May 1979

A P P R O V E D

4 May 1979

D.N. Morgan
ACTING GENERAL MANAGER

M.A. Shanahan
ACTING CHAIRMAN

THE GENERAL MANAGER

2 May 1979

THE CHIEF ENGINEER

File No. 724

WYNIARD SECURITY FENCE

Quotations were invited for this work and two prices were received from:

Hampden Industries	\$2,400.00	6 weeks completion
Bennick Engineering Services	\$3,213.33	4 weeks completion

Hampden Industries are an established firm who have constructed fences at the Fergusson Terminal Area in the past. Although their completion time is greater, I recommend acceptance of their price of \$2,400.

My Board report of 17 January 1979 gave the estimated cost as \$1,500. This was a typing error and the estimate on my file is \$3,500.

Accordingly as this is a capital work it is necessary to obtain further financial provision of \$900.00

CHIEF ENGINEER TO THE BOARD

NS/DW:LB

AUCKLAND HARBOUR BOARD

QUOTATION NO. 79/6E

QUOTATION FORM - WYNYARD WHARF -
NEW SECURITY FENCE

Engineer's Department
8th Floor
Air New Zealand House
1 Queen Street
AUCKLAND
(P.O. Box 1259)

DESCRIPTION OF WORK	AMOUNT
---------------------	--------

To erect a new fence line all as described on Drawing No. E.2076/1 & 2.

LUMP SUM TENDER: \$ 2,400.00

I/We hereby guarantee to complete the work in accordance with Drawing No. E.2076/1 & 2 for the price quoted hereon with .6. calendar weeks of acceptance of this Quotation.

SIGNATURE

NAME OF COMPANY

ADDRESS

HAMPDEN INDUSTRIES LTD.,
TURIN PLACE,
EAST TAMAKI,
P.O. BOX 22-380
OTAHUHU

TELEPHONE NUMBER P.O.P. 47557

DATE 17-4-1979

Completed Quotation must be enclosed in a sealed envelope endorsed "Wynyard Wharf New Security Fence" and addressed to the Chief Engineer, 8th Floor, Air New Zealand House, 1 Queen Street, Auckland, (P.O. Box 1259).

QUOTATIONS CLOSE AT NOON ON 19 April 1979.

AUCKLAND HARBOUR BOARD

QUOTATION NO. 79/6E

QUOTATION FORM - WYNYARD WHARF -
NEW SECURITY FENCE

Engineer's Department
8th Floor
Air New Zealand House
1 Queen Street
AUCKLAND
(P.O. Box 1259)

DESCRIPTION OF WORK

AMOUNT

To erect a new fence line all as
described on Drawing No. E.2076/1 & 2.

LUMP SUM TENDER: \$ 3,213.33^c

I/We hereby guarantee to complete the
work in accordance with Drawing No.
E.2076/1 & 2 for the price quoted
hercon with 4 calendar weeks of
acceptance of this Quotation.

SIGNATURE *[Signature]*

NAME OF COMPANY BENNICK ENG. SERVICES LTD

ADDRESS ... 68 GONNAUGHT ST.
... BLOCKHOUSE BAY
... AUCKLAND 7

TELEPHONE NUMBER ... 676.125

DATE 12-4-1979

Completed Quotation must be enclosed in a sealed envelope
endorsed "Wynyard Wharf New Security Fence" and addressed
to the Chief Engineer, 8th Floor, Air New Zealand House,
1 Queen Street, Auckland, (P.O. Box 1259).

QUOTATIONS CLOSE AT NOON ON 19 April 1979.

N.B. SUPPLIERS RECOMMEND 4mm galv. wire to
hang the chain mesh & this is what I have
quoted on. The core in 4mm plastic coated
wire is insufficient to hold the weight.
[Signature]

724

29 March 1979

Bennick Engineering Services Ltd
68 Connaught Street
Blockhouse Bay
AUCKLAND 7

Dear Sir

SECURITY FENCE -
WYNYARD WHARF

The enclosed drawings E2076/1 and 2 give details of a new security fence at the north end of Wynyard Wharf.

You are invited to quote for the supply and erection of the fence line including fixing the posts to the concrete wharf deck as noted on the drawings and filling the gate posts and main posts with concrete.

In addition to your price you should include a proposed starting date and estimated finishing date.

Your quotation should be addressed to the Chief Engineer and marked for the attention of Mr D. Walker who can be contacted at phone 795-950 extension 872 if any additional information is required.

Yours faithfully

N. Seagar
CHIEF ENGINEER TO THE BOARD

DW:MSC

Encl. E2076/1 and 2

29 March 1979

Hampden Industries
P.O. Box 22380
OTAHUHU

ATTENTION: MR JONES

Dear Sir

SECURITY FENCE -
WYNYARD WHARF

The enclosed drawings E2076/1 and 2 give details of a new security fence at the north end of Wynyard Wharf.

You are invited to quote for the supply and erection of the fence line including fixing the posts to the concrete wharf deck as noted on the drawings and filling the gate posts and main posts with concrete.

In addition to your price you should include approposed starting date and estimated finishing date.

Your quotation should be addressed to the Chief Engineer and marked for the attention of Mr D. Walker who can be contacted at phone 795-950 extension 872 if any additional information is required.

Yours faithfully

N. Seagar
CHIEF ENGINEER TO THE BOARD

DW:MSC

Encl. E2076/1 and 2

29 March 1979

Fencecare
P.O. Box 14151
Panmure
AUCKLAND

Dear Sir

SECURITY FENCE -
WYNYARD WHARF

The enclosed drawings E2076/1 and 2 give details of a new security fence at the north end of Wynyard Wharf.

You are invited to quote for the supply and erection of the fence line including fixing the posts to the concrete wharf deck as noted on the drawings and filling the gate posts and main posts with concrete.

In addition to your price you should include a proposed starting date and estimated finishing date.

Your quotation should be addressed to the Chief Engineer and marked for the attention of Mr D. Walker who can be contacted at phone 795-950 extension 872 if any additional information is required.

Yours faithfully

N. Seagar
CHIEF ENGINEER TO THE BOARD

DW:MSC

Encl. E2076/1 and 2

AUCKLAND HARBOUR BOARD

QUOTATION NO. 79/6E

QUOTATION FORM - WYNYARD WHARF -
NEW SECURITY FENCE

Engineer's Department
8th Floor
Air New Zealand House
1 Queen Street
AUCKLAND
(P.O. Box 1259)

DESCRIPTION OF WORK	AMOUNT
---------------------	--------

To erect a new fence line all as
described on Drawing No. E.2076/1 & 2.

LUMP SUM TENDER: \$

I/We hereby guarantee to complete the
work in accordance with Drawing No.
E.2076/1 & 2 for the price quoted
hereon with calender weeks of
acceptance of this Quotation.

SIGNATURE

NAME OF COMPANY

ADDRESS

.....

.....

TELEPHONE NUMBER

DATE

Completed Quotation must be enclosed in a sealed envelope
endorsed "Wynyard Wharf New Security Fence" and addressed
to the Chief Engineer, 8th Floor, Air New Zealand House,
1 Queen Street, Auckland, (P.O. Box 1259).

QUOTATIONS CLOSE AT NOON ON 19 April 1979.

x 724
CE

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

13 FEB 1979

5. WYNYARD WHARF - GATES AND FENCES NORTH END

The report of the Chief Engineer advised that the Traffic Manager had for some time, been concerned with the condition and security aspects of the present wooden gates and fences used to prevent access to northern end of the outer tanker berth. Drawings E 2076/1 & 2 had been prepared which illustrated the desired alignment of a new fence and gate system, estimated to cost \$1,500 and the Chief Engineer sought authority to proceed with their provision. As the proposed upgrading would give improved security in the area the General Manager recommended that the Chief Engineer be authorised to proceed with the provision of the gates and fences. The Operations Manager also supported the need to upgrade the fence line. Finance would be provided from the 1978/79 Programme of Works Contingency Sum.

Recommended -

That the reports be adopted.

FINANCIAL PROVISION
MADE 20 FEB 1979

ADOPTED BY BOARD
10 FEB 1979

Design Engineer to call quotes



Auckland Harbour Board

120/52/1

17 January 1979
Engr's file

The General Manager
AUCKLAND HARBOUR BOARD ITEM 5

~~80071~~
724

WYNYARD WHARF - GATES AND FENCES NORTH END

The Traffic Manager has for some time, been concerned with the condition and security aspects of the present wooden gates and fences used to prevent access to northern end of the outer tanker berth.

Recent reports of unauthorised access by fishermen while a tanker is berthed, when coupled with the Bantry Bay disaster, has made him more concerned that security of the berth be improved.

The only acceptable improvement is to have a more secure fence of greater height and difficulty to climb than the present one, which is in no state to be altered or extended because of its age and condition. The present gates are difficult to use and should be replaced because of age and condition, repair or extension being impractical.

A problem of more recent origin concerns turning circles for tallow tankers and these should be outside the fenceline if possible. By moving the security fenceline to the East, this provision is obtainable.

Drawings 2076/1 & 2 illustrate the desired alignment of a new fence and gate system, estimated to cost \$1,500, for which no provision is made in the programme of works. The new gates and fences are a capital improvement and I seek authority to proceed with their provision.

CHIEF ENGINEER TO THE BOARD

The Chairman
Works and Traffic Committee
AUCKLAND HARBOUR BOARD

As the proposed upgrading will give improved security in the area I recommend that the Chief Engineer be authorised to proceed with the provision of the gates and fences. The Operations Manager supports the need to upgrade this fence-line. Finance can be provided from the 1978/79 Programme of Works Contingency Sum which at the end of January had an uncommitted balance of \$65,000.

R.T. Lofimer
GENERAL MANAGER

7 February 1979

SCHEDULE OF QUANTITIES AND ESTIMATE

724?

PROJECT .. WYNHARD WHARF

JOB NO. E2076-172

..... GATES & FENCES

SHEET NO. 1

DATE 1st FEBRUARY 1979.

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	
					\$	c
<u>1.</u>	PRELIMINARY & GENERAL.				200	-
<u>2.</u>	FENCE.	m	25.5	\$20	510	-
<u>3.</u>	ADDITION FOR BOLTING DOWN BASE PLATES.	ea.	18	\$20	360	-
<u>4.</u>	GATES. 3000 mm wide.	ea	2	\$1000	2000	-
<u>5.</u>	DESIGN, SUPERVISION, ADMINISTRATION	-	-	-	200	-
<u>6.</u>	CONTINGENCY.	-	-	-	250	-
					\$ 3520	-
<u>7.</u>	<u>ESTIMATE: \$3500-</u>					

17 January 1979
Engr's file
~~888/1~~

The General Manager,
AUCKLAND HARBOUR BOARD

WYNYARD WHARF
GATES & FENCES NORTH END

The Traffic Manager has for some time, been concerned with the condition and security aspects of the present wooden gates and fences used to prevent access to northern end of the outer tanker berth.

Recent reports of unauthorised access by fishermen while a tanker is berthed, when coupled with the Bantry Bay disaster, has made him more concerned that security of the berth be improved.

The only acceptable improvement is to have a more secure fence of greater height and difficulty to climb than the present one, which is in no state to be altered or extended because of its age and condition. The present gates are difficult to use and should be replaced because of age and condition, repair or extension being impractical.

A problem of more recent origin concerns turning circles for tallow tankers and these should be outside the fence line if possible. By moving the security fence line to the East, this provision is obtainable.

Drawings E 3076/1 & 2 illustrate the desired alignment of a new fence and gate system, estimated to cost \$1,500, for which no provision is made in the programme of works. The new gates and fences are a capital improvement and I seek authority to proceed with their provision.

CHIEF ENGINEER TO THE BOARD

Encl: Drawing E 3076/1 & 2

THE GENERAL MANAGER

10 January 1979

THE CHIEF ENGINEER

WYNWARD WHARF - GATES & FENCES NORTH END

The Traffic Manager has for some time, been concerned with the condition and security aspects of the present wooden gates and fences used to prevent access to northern end of the outer tanker berth.

Recent reports of unauthorised access by fishermen while a tanker is berthed, when coupled with the Bounty Bay disaster, has made him more concerned that security of the berth be improved.

The only acceptable improvement is to have a more secure fence of greater height and difficulty to climb than the present one, which is in no state to be altered or extended because of its age and condition. The present gates are difficult to use and should be replaced because of age and condition, repair or extension being impractical.

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Drawings B 2076/1 & 2 illustrate the desired alignment of a new fence and gate system, estimated to cost \$1,500 for which no provision is made in the program of works. The new gates and fences are a capital improvement and I seek authority to proceed with their provision.

CHIEF ENGINEER TO THE BOARD

EL'C:AEC

Encl. Drawing B 2076/1 & 2

Copy to: TRAFFIC MANAGER: for information.

7204



Auckland Harbour Board

Memorandum

To: THE CHIEF ENGINEER

Date: 14 DECEMBER 1978

From: THE TRAFFIC MANAGER



SECURITY FENCE LINE - WYNYARD WHARF

I would draw to your attention that the general state of the Security Fence Line at Wynyard Wharf Tanker Berth requires immediate attention.

The writer is of the opinion that Mr Walker of your Department is fully aware of this requirement and, therefore, as there is a matter of urgency because of the security risk in this area, I should be pleased if you could indicate to the writer what progress has been made to date.

D.G. DUTCH
TRAFFIC MANAGER.

Mr. Walker.
Please define to me or Mr. Bellier
urgently what is required.

lls
18/12/78

CE
20/12/78

OK
lls
21/12/78

Saw Walker with docs for new fence & gate at north end. Drawing needs corrections & estimate, due January, for us to seek authority to replace the present asset (wooden, decrepit & no security according to Dutch) Walker to present doc to Dutch for approval then to you with estimate Dutch aware delay of 6 weeks & accepts. *lls*

888/1
→ copy 724.

To: OPERATIONS MANAGER


Date: 11 July 1978

From: PROPERTY OFFICER

McCALLUM BROS : STORAGE OF RED METAL AGGREGATE

Further to my verbal advice it is confirmed that at recent discussions the General Manager advised representatives of the Company that you would be available to discuss with them use of part of Wynyard Wharf (former coal dump site) for the purpose of stockpiling the aggregate currently stored at Block 2 Jellicoe Street, which site is involved in the proposals for relocation of BP New Zealand Ltd. If a suitable arrangement is come to with an area defined, it may be appropriate to cover the arrangements by a licence to occupy the space.

A further matter discussed related to the close down in due course of the petroleum products rail siding, and the Company expressed a strong interest in the possibility of securing part of this site as a City Depot with direct barge unloading facilities. They were invited by the General Manager to make submissions in this regard.


G.C. Burgess
PROPERTY OFFICER

c.c. Chief Engineer - For information.

GCB:nmp



I understand from Ops manager
that he has discussed with Hamilton
who advises wharf capable.

File on McCallum Bros. North Wall

MS
11/7

724

20 July 1978

Union Steamship Co. Ltd
P.O. Box 12
AUCKLAND

ATTENTION: MR N. MAYN

Dear Sir

DAMAGED PILES WYNYARD WHARF - M.V. "NGAHERE"

Reference letters from Harbourmaster dated 18 January 1978 and 3 May 1978. The Foreman of Works has inspected the damaged piles with the Foreman Wharf Carpenter and found that only the tops of the piles have suffered damage. Several old tyres were packed behind the piles to provide support and no further work is considered necessary.

Accordingly, this is to advise that no charge will now be rendered in respect of this damage.

Yours faithfully

N. Seagar
CHIEF ENGINEER TO THE BOARD

DD:JMH

→ 5724.
copy on 585.



Auckland Harbour Board

Memorandum

To: THE CHIEF ENGINEER

Date: 10 April 1978

From: THE DEPUTY HARBOURMASTER

FENDERING WYNYARD WHARF OIL BERTH

I believe that several verbal requests have been made through the Foreman of Works Office to improve the fendering at Wynyard D by the addition of tyres behind the piles to impart some spring into the fendering system. This has not been done.

For a long time the fendering on this berth has had no give whatsoever and as a result the piles themselves are absorbing any weight and becoming crushed. The use of this berth is almost exclusively restricted to heavy draught tankers and good fendering is essential.

Would you please instruct the Foreman of Works to give this matter some priority even if the remedy is only of a temporary nature.

Bedwell

DEPUTY HARBOURMASTER

c.c. Pilots c/o Akarana

Tyres installed Apr 78 by F.O.W. on C/E authority based on est \$100-800. Rec. 19/8/78. File



17/5/78
Reviews / Redesign - Tyres work at north end of Wynyard and in area that is wanted.
Dominick - Ivan to provide a price for the work for Review to proceed.

Mr. de Beere

I doubt if FOW can improve the situation with tyres. Suggest you call Cairns have a discussion with Bedwell and see what requires to be done economically and sensibly to suit the situation

MS 11/4/78

Photo to Design Engrs as discussed.

to arrange meeting REC 26/4/78.

Done 28/4/78



→ 724.
copy on 585.

Memorandum

To: THE CHIEF ENGINEER

Date: 10 April 1978

From: THE DEPUTY HARBOURMASTER

FENDERING WYNYARD WHARF OIL BERTH

I believe that several verbal requests have been made through the Foreman of Works Office to improve the fendering at Wynyard D by the addition of tyres behind the piles to impart some spring into the fendering system. This has not been done.

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Would you please instruct the Foreman of Works to give this matter some priority even if the remedy is only of a temporary nature.

Bedwell

DEPUTY HARBOURMASTER

c.c. Pilots c/o Akarana



Mr. Leblanc visited site 28/4/78 with Bedwell. Tyres should be OK. I will arrange with F.O.W. JLR 2/5/78

Mr. Leblanc

I doubt if FOW can improve the situation with tyres. Suggest you and Leames have a discussion with Bedwell and see what requires to be done economically and sensibly to suit the situation

Recd. 11/5/78 JLR

MS 11/4/78

Photo to Design Engrs as discussed. to arrange meeting Plec 26/4/78.

TELEPHONES:

375-268 & 378-389
PANMURE 574-747
575-358
OTAHUHU 27-65-207
TAKAPUNA 494-754
499-409

QUOTE FORM

From ...

THE WELLESLEY CARPET CO. LTD.

FLOORING SPECIALISTS

46 WELLESLEY ST., AUCKLAND 1. :: P.O. BOX 6034

To ...

Auckland Harbour Board

ARCHITECTS Dept.

Box 1259 Auckland

DEAR SIR

Branch

3 MAR 19 78

City

ATTENTION Mr STEVEN DAVIS
PHONE 74610 EXTN 757-

OUR QUOTATION TO SUPPLY AND LAY PATTERN 69 BRONZE
POLYFLO VINYL PLUS HARDBOARD TO WYNARD SHEPHERD SUPERVISORS OFFICE

* 230

THIS WOOD FLOOR IS TOO ROUGH TO SAND OVER - THEREFORE
NEEDS HARD BOARDING - ALSO TARRY MALTHOID COVERED AREA.

OUR QUOTATION TO SUPPLY AND LAY PATTERN 70 DARK BLUE POLYFLO
VINYL TO CRANE DRIVERS LUNCHROOM. WYNARD WHARF

* 260

THIS ROUGH CONCRETE COVERED BY TARRY MALTHOID TYPE COVERING
HERE WE WILL NEED TO LIFT OFF MALTHOID - THEN RENDERFLO
THE CONCRETE - THIS IS A THIN TRAVELLED ON UNDERLAY WHICH
WILL DRY TAP AND SMOOTH OVER MOST IRREGULARITIES READY FOR
POLYFLO VINYL - OUR ESTIMATE FOR RENDERFLO

* 138

UPON YOUR ACCEPTANCE WE WILL NEED CO OPERATION OF
CRANE DRIVERS AS WE NEED LUNCHROOM FOR FULL DAY TO ALLOW
RENDERFLO TO DRY AND PORTION OF DAY TO ALLOW VINYL LAYING

Yours Faithfully

E. M. Dudley

o/n 113

This Quote applies to stock carpets and will be checked. Should there be any alteration you shall be informed as soon as possible by our Store.

Signed

Accepted by

(Customer's Signature)

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To FOREMAN OF WORKS

Date 16 December 19 77

Subject WYNYARD WHARF SHED 40 N.E. CORNER

CODE	NUMBER
2001/62	30-39

Please construct a new Tally Clerks Office in accordance with Drawing No. E.2062/1. Estimated cost \$1,100.

RS:JMH

(Approved by Board 13/12/77 W. & T. Item 10)

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 \$:	_____

3647 B

REMARKS: _____

Signature _____

724

THE GENERAL MANAGER

11 November 1977

THE CHIEF ENGINEER

WAYARD WHARF SHED 40: NEW OFFICE FOR TALLY CLERKS

(Your memo 27.10.77 refers)

The working drawing, number B2062, shows the facilities which were approved by the N.Z.P.E.A. by letter dated 11.10.77. The estimated cost is \$1,100.00.

The office is to be treated as a normal P.E.A. Tallys Office, no floor coverings or furniture, security bars on the window and the office can be isolated from the shed by means of hasp and staple and padlock.

Financial authority and approval to proceed is now sought.

CHIEF ENGINEER TO THE BOARD

RS:JMH

Copies To: PROPERTY OFFICER: for necessary action reference
G/M's Memo 27.10.77
ARCHITECT

CHIEF ENGINEER TO THE BOARD

8/10 file
2/8



To: CHIEF ENGINEER

Date: 27 October 1977

From: GENERAL MANAGER


TALLY CLERK FACILITIES - WYNYARD WHARF

Recently NZPEA expressed its concern at the lack of Tally Clerk office facilities at Wynyard Wharf and subsequent enquiries have shown there is a need for some form of office accommodation in that location.

Following investigation and estimates by Board staff the Port Employers Association was advised that an office measuring 10' x 8' could be provided in the northern end of Shed 40 Wynyard Wharf, at an estimated cost of \$1,100. The Association was further advised that because of the uncertain future of this area the Board will wish to recover its construction costs by rental payment spread over a 3 year period rather than the customary 10 years. However if the facility is still in use after the 3 year period the Association would be charged a nominal rental.

By letter of 11 October the Association has indicated that the Board's draft plans of the office are acceptable to both the Association and the Tally Clerks' Union and also that the proposed rental arrangements are acceptable.

Accordingly, you should now progress this matter in conjunction with the Property Officer.


R.T. Lorimer,
GENERAL MANAGER.



c.c. Property Officer,
Operations Manager.

Blc Mr. Le Cleere
Mr. Scott.

MS
31/10/77

for necessary action
Mr. Scott to provide plans estimates
and memo to GM seeking
Authority to build. Blc

THE OPERATIONS MANAGER

7 October 1977

THE CHIEF ENGINEER

WYNYARD WHARF RAIL TANKER COMPOUND

Following the meeting at the Rail Tanker Compound, Wynyard Wharf, at 10a.m. on Friday 7 October at which Messrs Gibson, Perkins, Neale, Dutch and myself were present, the following matters were agreed:-

Walls

Rectification of the walls of the Compound to make them gas-tight, particularly at low levels and to make the northern wall stable and secure was required.

The western wall was required to be raised 3 ft. The western third of the northern wall was required to be either raised 3 ft or protected with a re-aligned picket fence between the inner end of Wynyard and the northwest corner of the Compound.

Kerbs

Mr Gibson was to seek installation of kerbing 6 ft away from the west wall and a footpath width from the south wall to exclude cars and to allow fire fighting access.

Rail Buffers

Repairs are required to the second buffer from the north where it is attached to a running rail which has broken.

Restriction on Southern Siding

There has already been correspondence with the Oil Companies concerning limiting the use of this siding. The Dangerous Goods Inspector confirmed that it was to be used only for lube or fuel oils and that de-gassing was to cease. He required disconnection of any white oil pipes to the siding.

Seals

Where the pipe which was the subject of the last incident passes through the north wall, there was a large gap around the pipe. Mr Gibson is to check that this has been sealed, or arrange for its sealing.

Actioning the Work and Responsibility for Payment

It was agreed that the Harbour Board would arrange for the work (except for the kerb), and bill the Oil Companies.

... ..

The Board would only undertake the work after acceptance of this arrangement by the Oil Companies.

Estimated cost of repairs and renovations, say \$4,000.

The above information is supplied for your incorporation in the report to be sent to Board concerning the future of this Compound.

CHIEF ENGINEER TO THE BOARD

BRLeC:MO'N

124

OPERATIONS MANAGER

9 September 1977

DEPUTY CHIEF ENGINEER

WYNARD WHARF TALLY CLERKS FACILITIES

Plan E.2062 attached shows the provisions requested in your memorandum of 25 August 1977. The project is estimated at \$2,000.00.

DEPUTY CHIEF ENGINEER

BRLeC:MO'N

Enc.

724

*Lynne Wells est
\$2000.00 all in
7/27/77*

Auckland Harbour Board

MEMORANDUM

25 August 1977

FROM ASSISTANT OPERATIONS MANAGER

TO CHIEF ENGINEER

TALLY CLERKS FACILITIES - WYNYARD WHARF

It has become necessary to provide a Tally Clerks Office in Shed 40 Wynyard Wharf. An area of approximately 80 square feet is required. The most satisfactory site would be the north east corner of Shed 40. There is already both a door and window, framed up, in the outer wall of the Shed and I suggest we incorporate these into the new office which will require daylight and access to the wharf apron.

In order to make good use of the space it would be best if the Office ran along the outer wall, from the north east corner, for twelve feet. This will take in the framed window and door. The Office would then extend west into the Shed for seven feet giving an office 12' x 7' = 84 square feet.

Can you please arrange to have plans and estimates drawn up so that we may formally present the idea to the Board and gain approval from the Port Employers Association who will have to pay for the planned facility.

Unfortunately there is industrial pressure to have this facility completed as quickly as possible and I would appreciate this matter being given a high priority. It is hoped to seek approval from the September Board meeting.

A.J. Smyth

A.J. Smyth
ASSISTANT OPERATIONS MANAGER



AJS:pc

Mr Scott:

Can you provide the requirements in 10 days?

*MS
2/8/77*

*plan 2/9/77 ✓
Est 2/9/77 ✓
Elect 2/9/77 ✓
Form estimate 7/9/77
Refund \$2000.00*

SCHEDULE OF QUANTITIES AND ESTIMATE

724

PROJECT WYN. YARD. WHARF. SHED. 10. RENEWAL OF

DWG. JOB NO. E. 524/7...

WALL OF SHED. CARE. WORKERS. ACCOMMODATION.

SHEET NO. 1

DATE 14-12-77...

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT
	<u>APPROXIMATE ESTIMATE ONLY.</u>				\$
<u>1.</u>	PRELIMINARY & GENERAL.	l.s.			120
<u>2.</u>	STUD FRAME WALL REPLACEMENT.	m ²	15	\$12	180
<u>3.</u>	WEATHERBOARD EXTERIOR.	m ²	15	\$22.5	337
<u>4.</u>	LINE INTERIOR - T. & G.	m ²	15	\$18	270
<u>5.</u>	COPPER DOWN PIPES.	m	6	\$12	72
<u>6.</u>	PAINTING EXTERIOR.	m ²	15	\$5.5	82
<u>7.</u>	PAINTING INTERIOR.	m ²	15	\$4	60
<u>8.</u>	MISCELLANEOUS.	l.s.	-	-	150
<u>9.</u>	DESIGN, SUPERV, ADMIN.	10 ⁸ .	-	-	130
<u>10.</u>	CONTINGENCY	10 ⁸	-	-	120
					\$ 1542
<u>11.</u>	ESTIMATE: \$1600-				

SCHEDULE OF QUANTITIES AND ESTIMATE

724

PROJECT WYNWARD WHARF - SHED A.
NEW OFFICE FOR TALLY CLERK.

JOB NO.
 SHEET NO. 1

DATE 2nd Sept. 1977.

119

ITEM	DESCRIPTION	UNIT	QUANTITY	RATE	AMOUNT	
					\$	c
<u>1.</u>	PRELIMINARY & GENERAL.				130	-
<u>2.</u>	NEW CONCRETE FLOOR OVERLAY 50mm THICK.	m ²	.50	\$80-	40	-
<u>3.</u>	ERASE NEW PARTITIONS. - TIMBER FRAME & GIB. BOARD ON ONE SIDE.	m ²	14.13	\$13	183	69.
<u>4.</u>	LINE TWO EXISTING WALLS IN GIB. BD. ONLY.	m ²	14.13	\$7.45	105	27
<u>5.</u>	NEW R rafters & CEILING.					
	RAFTERS.	m	35	\$3	105	-
	CEILING - PARTICLE BOARD.	m ²	7.59		58	82
			\$30- (Cutting loss)		30	-
<u>6.</u>	DOORS.					
	1 EXTERIOR TO BE RE-BUILT.	1.5		\$120	120	-
	1 INTERIOR NEW TO BE BUILT.	"		\$90	90	-
<u>7.</u>	WINDOW.					
	NEW FRAME & SASH.	1.5		\$110-	110	-
<u>8.</u>	REMOVE EXISTING CORRUGATED FRONT OF DOOR AND WINDOW SPACES.	hrs	8	\$6	48	-
		GRT.		\$20	20	-
<u>9.</u>	PAINTING.					
	WALLS & CEILING.	m ²	38	\$4	152	-
<u>10.</u>	ELECTRICAL (ESTIMATED ONLY)	1.5			250	-
<u>11.</u>	DESIGN, SUPERV. ADMIN.	1.5			140	-
<u>12.</u>	CONTINGENCY	"			150	-
<u>13.</u>	ESTIMATE: \$1750-00					
					1732	78

NOTE FOR FILEOil - Wynyard Wharf.

784.

SUBJECT: MARINE FLUID HANDLING EQUIPMENT

Notes on a meeting on Marine Fluid Handling Equipment held 19 May 1976 following initial contact between Acrow-Carpenter and General Manager.

PRESENT: G.V. Bruckshaw - David Brown Vosper (Off Shore) U.K.
J.D. Pash - Acrow-Carpenter Ltd.

A.H.B. - Messrs Cooper, Le Clerc, Blair.

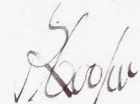
The salient points of the discussion are set out hereunder.

1. David Brown Vosper (Off Shore) are in the business of manufacturing marine installations and equipment for handling fluids between ship and shore. They are not Consultants but willingly provide their expertise to potential clients when designing alternative equipment systems.
2. Mr. Bruckshaw is visiting New Zealand in the course of a round the world mission and is particularly involved in the off shore oil developments.
3. The purpose of the visit arranged by Mr. Pash was to inform the Board of what equipment is now available, with particular relation to the port's seaborne oil and chemical trade.
4. Cooper informed the meeting of the present trade and range of products to the port, described the existing installations, facilities, the port and oil operations, and outlined the system of ownership and licensing of pipes and installations. Pash and Bruckshaw were also informed of the interim position and the recognition of long term planning for the future and all its attendant problems.
5. Bruckshaw stated that the main advantages of his Company's Marine Loading Arms are their contributions in improving safety and preventing pollution. His Company had found that the system of immediate transfer between ship and shore was the greatest potential problem area.
6. Bruckshaw provided information on these Marine Loading Arms and briefly stated they are able to handle a wide range of products, they can be cleaned between products using hot water and detergent which is pumped either into slop tanks on the wharf or back on board the ship. The arms and pumps are designed to meet the high safety standards required around the world and although he was not well informed of the statutory legislation controlling the handling of hazardous substances, he was sure his product could meet anything required.
7. Being aware of the Auckland situation of common user berths handling a wide range of products at Wynyard Wharf he stated that it is possible to produce a mobile Marine Loading Arm to give the necessary flexibility of operation. He was of the firm opinion that this would be cheaper and more satisfactory than extending any underwharf pipes to a fixed installation.
8. David Brown Vosper (Off Shore) would be willing to investigate, without any charge or obligation, Wynyard Wharf and the pipeline arrangements and assess the requirements needed to handle the range of products through Auckland by using some form of Marine Loading Arm.

File
Blel

Continued ...

9. While he could not at this stage assess the number of arms which would be required, a 2 arm installation which would handle a large volume of our imports would cost in the order of \$20,000.
10. Bruckshaw's experience around the world formed his opinion that such Marine Loading Arms are fully acceptable to the oil industry but it is preferable for the owner of an installation to provide and rent Marine Loading Arms rather than try to persuade the divergent oil interests to unite and provide such a facility for themselves.
11. Bruckshaw offered to provide statistics and opinions from other ports in the world on the success or otherwise of reducing danger and pollution since introducing these Marine Loading Arms as opposed to flexible pipes manhandled between ship and shore. He stated that Wellington had recently installed such a Loading Arm at the Eastbourne installation.
12. Pash is to forward further information on these Marine Loading Arms.
13. The matter will be discussed by the working party now considering Port Procedures for the Handling of Hazardous Substances in Bulk and if thought necessary will make recommendations in this regard. Meanwhile this note is circulated for information.



R. Cooper,
OPERATIONS MANAGER.

21 May 1976.

Distribution:

General Manager.
Chief Engineer.
Harbourmaster.
Asst. Chief Engineer. ✓
Messrs Bray, Sparrow, Ewings.

I. 1a.

11 June 1976

The Auckland Electric
Power Board,
Private Bag,
AUCKLAND.

Dear Sir,

WYNYARD WHARF JOB NO. 94867

In reply to your letter dated 13 May 1976, I wish to inform you that items No. 1,2,3 and 4 on inspection sheet No. 7629 have been completed. However, item 5, which required outside fittings to be gas tight, has not been carried out as earlier discussions with the Auckland City Council Dangerous Goods Inspector indicated that as the fittings were over 50 ft from the discharge valves and hoses, flameproof types would not be required.

We have a signed approval drawing from the Dangerous Goods Inspector but unfortunately the building concerned was shifted from the south to the north side of the entrance roadway with only verbal approval. I do not expect the existing position to require that flameproof fittings be fitted but to be certain a new drawing has been produced for approval by the Dangerous Goods Inspector.

As soon as an answer is obtained from the Auckland City Council Dangerous Goods Inspector, I will notify you of his decision and submit any signed approval drawings.

Yours faithfully,

J. WEBB
ASSISTANT ELECTRICAL ENGINEER

IWS:MO'N

Copy to: CHIEF ENGINEER

FILE 724
31 MAY 1976

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

DATE: 18/5/76

ENGINEER'S Department

Dr. to T.R. Mann Electrical Ltd., (In receivership)
c/- Mabee, Halstead and Kiddle,
P.O. Box 221, AUCKLAND 1.

For the undermentioned:

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate		TOTAL
	<p><u>WYNYARD WHARF</u> <u>LIGHTING IMPROVEMENTS</u></p> <p>7th and Final Payment on account of Contract No. 2084 for the above in accordance with Engineer's Certificate No. 7 dated 18/5/76 attached.</p>				313 96

DUPLICATE

Costing Code			Amount	Costing Code			Amount	\$
Dept.	Clas.	H.E.		Dept.	Clas.	H.E.		
								Disc.
								NET TOTAL \$
								313 96
								Signature of Claimant
								Address

Cheque Countersigned
.....
.....

I CERTIFY, that to the best of my belief and knowledge the foregoing account is true and correct in every particular

CHIEF ENGINEER TO THE BOARD

31 MAY 1976

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER 2084 Wynyard Wharf
FOR ..Lighting Improvements..

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER 7. (Final). DATE .10/5/76.....

I hereby certify that the sum of Three hundred and thirteen...
dollars ninety six cents..... (\$ 313.96.....)
is due to Messrs T.R. Mann Electrical Ltd. (in Re... on Account of
ceivership)
Contract Number. 2084.....

VALUE OF WORK TO DATE (Completed)	\$ 12,558.33
LESS REMEDIAL WORK	1,134.36
LESS RETENTION	<u>11,423.47</u>
LESS PREVIOUS PAYMENTS \$11,109.51.....	
LESS LIENS ACT RETENTION.....	\$ <u>11,109.51</u>
AMOUNT NOW CERTIFIED	\$ <u><u>313.96</u></u>

I hereby certify that this Contract has been completed to my satisfaction and that all outstanding moneys due to the Contractor may now be paid.

DUPLICATE

.....
CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

14 May 1976

FROM

ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER

CONTRACT NO. 2084. T.R. MANN ELECTRICAL LTD.

WYNYARD WHARF LIGHTING IMPROVEMENTS

Receiver Appointed - Mabee Halstead and Kiddle,
P.O. Box 221,
AUCKLAND 1.

The Substantial Completion Certificate for this contract was issued for 3 March 1975.

The Maintenance period of 12 months has expired and the payment of the Retention sum is now due, as follows:-

Value of Contract at 3/3/76	\$12,558.33
{ Less Payments Made to Date & Remedial Work	\$12,244.37
Amount Now Due	<u>\$ 313.96</u>

I certify that the value of the contract at 3 March 1976 for which payment may be claimed is

\$12,558.33



ELECTRICAL ENGINEER

DJW:MO'N

File copy

3 March 1975

The Regional Engineer,
H.S. Post Office,
C.P.O.,
WELLAND.

ATTENTION: Mr T. Cockfield

Dear Sir,

WHAIRFOOT TELETYPE ON WHARVES

With reference to your letter of 30 October 1975,
Ref. E/R 40/13, and recent discussions between
Mr S.J. Collins of my Electrical Section and your
Mr T. Cockfield, I enclose drawings as requested showing
the total wharf areas considered unsafe during class
3 (A) and 3 (B) Raising operations.

These drawings have been signed by the Harbourmaster
under the terms of By Law No. 225.

Your approvals for P.V.C. sheathed H.I.C.C. cable and
PVC SEA PVC cable with epoxy resin sealed F.P. glands is
noted.

Following acceptance of these drawings I would be pleased
to arrange with you the Post Office connections to the
installed PVC SEA PVC cable at S.T.D. and to discuss the
recabling of areas on Wharfed Wharf.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

Enc. Drawings EL/C65
EL/C70

SJC:GHC

Copy: HARBOURMASTER; for your info.

FILE

Telephone No. 74 730
Extension: 751
(TOC)CB



IN REPLYING PLEASE QUOTE
THE NUMBER HEREUNDER

E.AK 40/12

Regional Engineer's Office,
Post Office,
AUCKLAND.

28 October 1975

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



Dear Sir,

Flameproof Telephone Installations on Wharves

I am sorry for the delay in replying to your letter of
5 June 1975.

The questions of. -

- (i) approval for the use of MICC and PVC, SWA cable
- and (ii) requirements for a certificate of non indemnity
were referred to my Head Office for rulings.

The position is. -

- (i) MICC and PVC, SWA cable and terminations of the type
submitted are both acceptable for use in unsafe areas
providing the following modifications are made. -
 - (a) MICC
This cable must be provided with a PVC sheath
or with PVC or other protective sheathing at
fixing points and other points where corrosion
is likely to occur.
 - (b) PVC, SWA
The termination must be provided with a seal to
maintain the flameproof properties of the
telephone. The seal should be made with epoxy
resin as shown in the attached sketch.
- (ii) The requirement for a certificate of non indemnity
is waived. Should an accident occur the injured party
is to be left to seek the appropriate remedy under
common law.

*Replied
8/3/76
...*

*S.J.C
Comments
please
off
3/11/75*

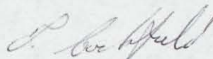
*Electrical Engineer
Are we getting anywhere near a final solution
Please discuss with me what last paragraph meant*

As discussed with Mr Collins, I am returning the drawings of Wynyard Wharf and the Eastern Tanker Berth unsafe areas for further consideration. The plans define the dangerous area as a 50 ft radius from connection points. However, the accompanying letter suggests (and I fully agree) that a hazard could exist anywhere on the wharf area.

As your signed plan will be taken as authority to use non flameproof wiring and take no special precautions while working anywhere outside the area defined, I would suggest that much wider limits be specified. Personally I regard the "50 ft radius from a source of petroleum vapour" referred to in the Dangerous Goods Act 1957 as a minimum requirement and would have no hesitation in defining a much larger area where the possibility existed for a spillage to spread.

Would you please also designate the plans and place the signature so that the purpose is clear.

Yours faithfully



(T. COCKFIELD)
for Regional Engineer

*Please file this in
RIP
29/8/75*

Auckland Harbour Board

MEMORANDUM

11 August 1975

FROM

ELECTRICAL ENGINEER

TO

CHIEF ENGINEER

WYNYARD WHARF - DELAYS DUE TO
CRANE AND GRAB BREAKDOWNS -
BARGE "POHONUI"

With reference to Operation Manager's file note on the above subject dated 8th July 1975 I would comment on that part of the note referred to the Electrical Engineer as follows:-

- a. Crane electrical performance at Wynyard Wharf can generally be considered as average. However trouble has been experienced with the crane electrical supply switch sockets, these are mounted on the deck edge of the wharf, spaced at intervals of approximately 120 feet, breakdowns have occurred due to the entry of water into the internal parts of the unit.

Water rises over the collar designed to prevent the entry of normal surface water, this is caused by a build up of dirt and dust from bulk cargoes, which prevents drainage of the switch-socket pit - use of high pressure hoses aggravates the situation.

*Discussed with District
of Wellington who will instruct
that R. P. handle work
going long back R.P.*

*Why are
it change X*
*Traffic Manager 28/8/75
advised that conditions
have been instructed to
clean out the plug boxes
1 Box removed
one from back.
R.P.*

Regular cleaning of the switch-socket pits is essential, but unfortunately no staff have been available. In earlier years this cleaning was carried out by crane operating staff and a return to this practice would remedy most of the trouble. At present I am investigating possible modification to the switch-socket units and the pit covers with a view to improving matters, nevertheless, the pits would still require regular cleaning.

- b. I recognize that it has not always been possible to give prompt attention to electrical crane faults at Wynyard Wharf, this has been due to the shortage of tradesmen, but earnest endeavour is being made at the present time to recruit more electricians.

I was also asked to report on the 'performance of electricians' called to repair the cranes, but as no representative from the Electrical Section was present at the meeting I have no specific information on which to comment.

R.P. handle
ELECTRICAL ENGINEER

OPF/IWS/gra

Mr. Penbetton.

Would you arrange a meeting for Cooper, Frank & yourself to discuss this matter. In view of shortage of our labour etc I believe

To avoid any fire insurance
to clear the switch sockets wires
not be so reasonable. Can short
cleaners reduce water entry when
pouring down etc

W. H. P. / 10

NOTE FOR FILE:

DELAYS DUE TO CRANE AND GRAB BREAKDOWNS - BARGE "POHONUUI"

A meeting was held today between Mr J. McCallum of McCallum Brothers Ltd and Messrs Cooper, Swales and Golder to discuss allegations of excessive delays during discharge of sand and aggregates from the barge "Pohonui", due to crane and grab breakdowns. The salient points of the discussion are set out hereunder.

1. Mr McCallum made allegations of excessive delays due to crane breakdowns and in particular to the Wynyard Wharf cranes. He alleged that these cranes breakdown "everytime it rains".
2. Mr McCallum complained of delays in obtaining the services of electricians at crane breakdowns at Wynyard Wharf.
3. Mr McCallum claimed to have experienced continuing trouble with touch-grabs, saying that they are never working and A.H.B. fitters say they can't do anything about it.
4. Mr McCallum had complained directly to the Operations Manager because A.H.B. staff at Wynyard Wharf had told him they couldn't get anything done.
5. Traffic Department records showed crane delays due to mechanical and electrical breakdowns experienced by "Pohonui" totalled 6 hours 40 minutes for the period 1 March - 4 July 1975. Engineer's Department records showed delays totalling approximately 11 hours for similar periods.
6. Mr McCallum disputed these figures saying they were much higher but produced no evidence to substantiate the allegation.
7. When asked to state what he wanted for the discharge of "Pohonui", Mr McCallum replied -
 - (i) Berth at Wynyard Wharf or JG, Jellicoe Wharf because the grabs were more suited to his operation;
 - (ii) More reliable performance from the quayside cranes, particularly at Wynyard Wharf.

It was agreed that the Board will take the following action -

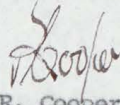
- (i) The Mechanical Engineer is to investigate the touch-grab situation and ensure that grabs supplied are in good working order and spare grabs are available if required;
- (ii) The Electrical Engineer is to be asked to investigate the position with regard to -
 - (a) The electrical supply and equipment for Wynyard Wharf cranes;
 - (b) The availability and performance of electricians called to repair Wynyard Wharf cranes;

*1:WS
please investigate*

... ..

- (c) The Cargo Plant Manager is to check on the record keeping system for crane delays;
- (d) Cargo Plant Manager is to arrange for a daily reconciliation on delays between A.H.B. and McCallum's representative;
- (e) The Cargo Plant Manager is to investigate what reports and representations concerning excessive or repeated breakdowns of cranes were made and to whom, before staff felt obliged to tell Mr McCallum to make a direct approach to obtain some action.

I would be grateful if you would arrange for the necessary action to be taken by the Officers concerned in your Department.



R. Cooper,
OPERATIONS MANAGER

DISTRIBUTION:

Traffic Manager
Chief Engineer
Cargo Plant Manager
Mechanical Engineer
Electrical Engineer

8 July 1975

*Grab situation Wheat - satisfactory
Fire materials. Damage being prepared for
roll-up life. etc.*

15 August 1975

THE OPERATIONS MANAGER

THE GENERAL MANAGER



WHEAT GRABS

I refer to your memorandum of 23 June 1975 on the matter of wheat grabs.

Since the understanding reached at the meeting on 6 June 1975 with representatives of the Wheat Board, Union Steamship Company and Traffic Department, the discharge of bulk wheat cargoes has been very satisfactory. Without doubt the Stevedoring Company has been most co-operative and the principle improvements have arisen from their proper instruction of hatchmen to direct cranedrivers clear of any obstructions in the ships' holds. This has dramatically reduced the incidents of wheat grab damage. With regard to the matters raised in your memorandum, I comment hereunder.

1. A log book is now kept by the crane foreman whenever bulk wheat is discharged at any wharf. In essence this records all pertinent information regarding the use of grabs during the discharge. This log book is inspected daily by the crane overseer and any damage to grabs is discussed by the crane foreman, the crane overseer and the Cargo Plant Manager.

2. All damage to grabs is reported on the Board's standard report form "Damage to Property".

No incidents of damage have yet occurred which could be considered to be other than normal operational damage, and consequently no consideration has been given to recovering cost of repairs.

3. A satisfactory system has been introduced to keep the foreman crane fitter better informed of likely demands for grab discharge. He is supplied with daily lists from the Union Steamship Company, daily berthage lists and weekly lists denoting bulk cargoes expected.

① 4. There is no progress yet made in the matter of improving the continuity of fitters engaged in grab repair work.

*One only D. Sutton
this is continuous
except for when he
takes a turn at
Argoson Terminal.*

5. Traffic Department have issued proper instructions on the records which are to be kept about grab damage, time of replacement, time of delivery/collection at the repair site.

*FOW thinks that
when this brought up
again at end Oct,
"We are getting ahead
of the grab situation"*

6. Arrangements are now underway to provide a telephone at the grab repair depot. Meanwhile, suitable instructions have been issued by Traffic Department on the action to be taken if they cannot contact the grab repair depot fitter.

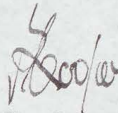
*AS
18/8/75*

*Mr. Pemberton re ① What does this mean in terms of FOW Staff
Mr. Lewis re ② for necessary action ... Nothing new! *ed*
In hand *EB* 21. 7. 75.*

7. As mentioned earlier, the Union Steamship Company Stevedores have been most co-operative.

At the meeting held on 6 June, Wheat Board representatives undertook to inform us of the design and effectiveness of rubber strips on grabs used at Mt Maunganui. No further word has been heard from the Wheat Board on this matter. However, Captain Gray of the Union Steamship Company took the trouble to inspect the grabs used for discharge at Mt Maunganui and has established that they are not in fact as described by Wheat Board representatives. The attached photographs, which must be returned to Captain Gray, show that the rubber fittings to the grabs are purely to reduce overspill. Mr Swales is aware of this and is to further investigate methods of improving the effective closing of our grabs.

Preliminary discussions have indicated that there is a need to investigate the grab situation as it applies to grabs other than wheat grabs and accordingly, I have made arrangements for this investigation to proceed.



R. Cooper,
OPERATIONS MANAGER

c.c. Traffic Manager
Chief Engineer

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CONSTRUCTION ENGINEER

Date 1 October

19 75

Subject WYNYARD WHARF - LIGHTING


CODE	NUMBER
2001 / 19 /	40-49

1. Please remove the old lighting poles and mounting clamps from the inner edge of the wharf when these poles are freed of telephone wires. Position of old poles is marked on Drawing EL/B589.
2. The existing cable and cable rack feeding the north step light is requiring urgent replacement. Please fix stainless steel hangers under the north end of wharf as indicated on Drawing EL/S5. Cable hangers are available from electrical store.

WP:JARP

Copy to: ELECTRICAL ENGINEER
CHIEF TIMEKEEPER

Enc : 1 copy of Drawing
EL/S4, EL/S5 & EL/B589.


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 \$:	

2414 B

REMARKS: _____

Signature _____

24 September 1975

Messrs I. Whale Ltd.,
P.O. Box 13-025,
Onehunga,
AUCKLAND 6.

ATTENTION: MR D. WILKINSON

Dear Sir,

WYNYARD WHARF - REINSTATEMENT OF WHARF SURFACE

This is to confirm recent discussion with you.

As you are aware the sealing work has been curtailed.

To facilitate payment on our Works Order 4920Q, for work already completed, it would be of assistance, if you would forward to this office, copies of the relevant day work dockets.

Your quotation for the complete resurfacing as detailed in your letter dated 29 August 1975 is appreciated.

Yours faithfully,

CONSTRUCTION ENGINEER

DLG:JARP

Copy to: CHIEF ENGINEER
:for information


CONSTRUCTION ENGINEER

AL *46*

FILE NOTE.

Re Wynyard Wharf.
New B.P. Oil Hydrant in Deck

I would record that Mr. Swenson met me on the wharf at 9.30 on 11th September '75 and discussed the location of the new 'hydrant' as requested.

It was agreed the new oil pipe connection to be approximately at ~~700~~^{the 216 m} mark and set ~~at~~ in the deck adjacent to the intersection of the deck beams. The ^{.45 m²} ~~18" x 18"~~ opening to be diamond drilled and the new cover plate seating to be glued to the concrete.

S.D. Hamilton

11/9/75.

See QR 11/9/75

File

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To CONSTRUCTION ENGINEER Date 15 August 195

Subject WYNYARD WHARF - RESEALING

Code: 2001/59/48


Please arrange to re-surface the portion of previously sealed decking, from the north end of Shed 40 to the wharf base. The area comprises 1550 sq. yds.

I would suggest a dressing of say No. 4 hot-mix spread by grader and rolled.

This is Item F.16 in the Revised Programme of Works 1974 - 75.

RJR:GMW

CHIEF TIMEKEEPER
: For information.


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 \$:

2352 B

REMARKS: _____

Signature _____

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 23 July

19 75

Subject WYNYARD WHARF RECESSED TELEPHONE BOXES

CODE	NUMBER
2001/61	30-39

Please construct and incorporate into the shed wall, one on each side of the central post, the two telephone boxes shown on Drawing S2277 enclosed herewith.

Plumber shall trim corr. iron sheeting and provide flashings as indicated.


Painter shall paint three coats of paint as existing colour.

Location, midway between shed doors and opposite the wharf 675' mark.

RS:JARP

Copy to: ARCHITECT

Enc : Drawing S2277.



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 \$	_____		:

2321 B

REMARKS: _____

Signature _____

724

18 July 1975

THE ASSISTANT CHIEF
ENGINEER (C & B)

THE GENERAL MANAGER

WYNVARD WHARF FENDERS - DAMAGE BY LASH BARGES
OCTOBER 1974

Reports made to the Engineer during October 1974, clearly show that the fenders were in a fair condition at the time of being damaged. For normal shipping use they had reached about half their effective life. They could therefore have been expected to perform satisfactorily for another 15 or more years if used by ships only.

ASSISTANT CHIEF ENGINEER (C & B)

BLc:GMW

724

18 July 1975

THE CHIEF ENGINEER

THE GENERAL MANAGER

FLAMEPROOF TELEPHONES WYNARD WHARF

At the 0⁷⁵' mark inner berth Wynard Wharf flameproof telephones are being provided by the Post Office to the Oil Companies following requests for the Board to upgrade these facilities. These telephones have in the past been standard and are used by Oil Co. staff for pumping operations.

Following discussions with the Oil Companies, Traffic Manager and Harbourmaster it has been agreed to house the 4 telephones in 2 suitable recessed enclosures in the wall of Shed 40.

Your authority to provide these boxes at an estimated cost of \$150.00 is requested.

CHIEF ENGINEER TO THE BOARD

RIC:GM

ELECTRICAL ENGINEER
ARCHITECT

: For information.

plb

Mr. Le Vere

Mr. Barron rang (Mobil Oil)
and I asked him "has the question
of payment of the telephone boxes ever
been raised."

He said it has not and had
assumed that the Board were providing
this facility as part of the wharf
facilities which are paid for indirectly
thru shipping dues.

Rather than go through the process
of G.M.'s approval for C/A expense could
this provision be charged as operational

Shaw

Mr Franklin

Will you code this
instruction either repayable Oil
Co's or else Capital & let me
have back so that I can
satisfy the Chief Engr's
questions

RS 11/17/75

SSC I suggest you
contact R. Carr re coding

SSC

Re: Weyward Wharf telephone boxes

I cannot get an answer to my several attempts to obtain information.

The electrical section feel that the chief Engineer should get his clerical section to look up the files if he has any questions to ask.

The best I can do is to pass on the Electrical Engineers suggestion that if the operations room was made repayable then these phone boxes should also be repayable.

Rhett

Can I be excused any further dealing with this matter. Stan Collins knows all about it & you may be able to extract information from him.

RS

Electrical
Engineer I asked a simple
question. "Should these
phone boxes be charged
reparable to Oil Co's "

● and I still ^{have} not had
an answer.

● I do not know the
full implications of the
job and Stan Collins
agreement with the Oil
Co's. Can Stan Collins

take over the whole thing &

● see Chief Engineer & answer
his queries

R. Hoff 14/7/54

Auckland Harbour Board

MEMORANDUM

4 July 1975

FROM

ELECTRICAL ENGINEER

TO

CHIEF ENGINEER

WYNYARD WHARF FLAMEPROOF TELEPHONES

Reference Letter: Chief Engineer to Mobil Oil 24.1.75
Memo : Electrical Engineer to Chief Engineer 7.4.75

With reference to my Memorandum of 7.4.75 I would now advise you that the Board's architect has designed two suitable recessed enclosures for flameproof telephones (S2277) and that at a meeting at Wynyard Wharf on 3rd July 1975, Wharfinger B. Clench representing the Traffic Manager approved the installation of these enclosures in the wall of Shed 40.

The approved location is midway between shed doors opposite the wharf 675' mark.

Mr. J. Barran representing the Oil Industry also approved this location.

Following completion of this work Mr. Barran advised that he would arrange removal of plugs and temporary telephone boxes from the wall of Shed 40 into the permanent enclosures.

I would recommend that the Architect now be instructed to proceed with this work.



ELECTRICAL ENGINEER

SJC:gra

CC: HARBOURMASTER : FOR INFORMATION
ARCHITECT " "
TRAFFIC MANAGER " "

Mr. Scott. (a) What are they (b) the cost and (c) is Capital expenditure. See me with details, please

MS
(a) Enclosures for flameproof phones
(b) \$150 total

8/7/75 (c) it is capital expenditure unless it is repayable by oil cos.

4 July 1975

ELECTRICAL ENGINEER

CHIEF ENGINEER

WYNYARD WHARF FLAMEPROOF TELEPHONES

Reference Letter: Chief Engineer to Mobile Oil 24.1.75
Memo : Electrical Engineer to Chief Engineer 7.4.75

With reference to my Memorandum of 7.4.75 I would now advise you that the Boards architect has designed two suitable recessed enclosures for flameproof telephones (S2277) and that at a meeting at Wynyard Wharf on 3rd July 1975, Wharfinger B. Clench representing the Traffic Manager approved the installation of these enclosures in the wall of Shed 40.

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I would recommend that the Architect now be instructed to proceed with this work.

OPJ
ELECTRICAL ENGINEER

SJC:gra

CC: HARBOURMASTER : FOR INFORMATION
ARCHITECT " " *CAF*
TRAFFIC MANAGER " " "

Steam

- 1/ position for boxes
in shed wall ?
- 2/ this detail shows that cap
protrudes 1" past cgi
sheeting.

OK ?

RS.

Bob, please check clearance
on site - sliding shed door -
cgi. and door retentive in
open position, lockable when
not in use. Site in centre of
shed wall between doors.

Wyngard Wharf Shed 40.
Flameproof Telephone

Cabinets to be sited on East wall at a convenient height — say 4'-0" above grade.

Position Between shed doors.

Remember that shed doors slide on outside & that when two adjacent doorways are being operated the opened doors meet & that the cabinets would then be covered by the doors.

Query Is the shed worked when Oil tanker berths in operation

Shed supervisor says "Don't know, I'm new here"

Have a message to Traffic Manager asking him to ring me.

Monday 2 pm. } at Queens Wharf.
Dan Datch }
Alan }

Auckland Harbour Board

MEMORANDUM

7 April 1975

FROM

ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER

WYNYARD WHARF OIL INDUSTRY
FLAMEPROOF TELEPHONES

Ref: C.Engineer letter to Mobile Oil 24.1.75

Following recent discussions with Mr. J. Barron - Terminal Superintendent, Mobile Oil and spokesman for the Oil Industry Committee - the dimensions of the housing for flameproof telephones at the Wynyard Wharf 650' have been determined from the sample flameproof telephones supplied by the Post Office.

Mr. Barron and Mr. Collins visited the Wharf site and recommended that the two cabinets be constructed to house two each of the total of four separate telephones required.

Internal dimensions of these Cabinets would be 15" deep x 14" high and 28" long with a mid-length complete dividing partition and individual top hinged doors for each telephone.

The suggested siting for these two dual telephone cabinets is midway along the wharf wall of Shed 40 and totally recessed into the Shed.

I would recommend that the Architect be instructed to design such cabinets as outlined for approval by Mr. Barron and the Post Office and that they then be installed without delay.



ELECTRICAL ENGINEER

SJC:gra

*Mr. Scott please consult with Mr. Collins
and develop the proposal with an estimate
of cost and advise me.*

MS 9/4/75

3441

24 January 1975

Terminal Superintendent,
Mobil Oil (N.Z.) Limited,
P.O. Box 1709,
WYNYARD.

Attention: Mr J.R.K. Barron

Dear Sir,

WYNYARD WHARF OIL INDUSTRY - FLAMEPROOF
TELEPHONES

With reference to your letter of 5 November 1974 and the installation of a housing for flameproof telephones at the 650' mark, inner berth, Wynyard Wharf.

This matter has been discussed with the Board's Traffic Manager and Harbourmaster and agreement has been reached for the installation of a wall mounted exterior box to house four flameproof telephones as requested.

Dimensions and designs will be subject to Board approval and should be the subject at a future meeting at which the Post Office could indicate the size of the box required. The box dimensions should not be such as to cause an obstruction when not in use.

Please advise my Assistant Engineer, Mr Collins, when such a meeting can be arranged.

Yours faithfully,

S.J.S. to not
please
file

CHIEF ENGINEER TO THE BOARD

SSC:GMW

ELECTRICAL SECTION
: For information.

Starr

Is this what you require
for housing the flameproof telephones?

R. Scott

14/4/75

Robert

Design is generally acceptable
but top hinged door should be
hinged so that it can be retained
flat against shed wall as



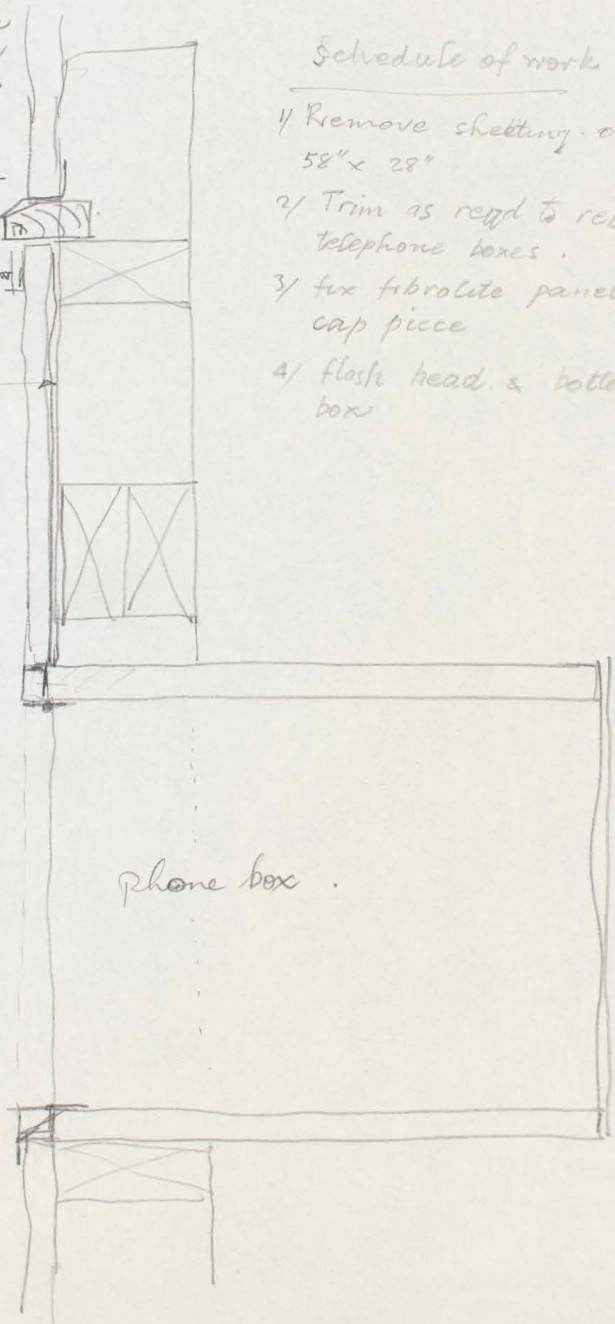
shed doors will slide past these recessed
cabinets.

John.

not to protrude more than 1/2" past edge so that doors can slide past cap.

Cap ex 2x1" flashed.
3" tower bolt
3/8" flat asbestos cement sheet.

1/2" galv bath & screws.



Schedule of work.

- 1/ Remove sheathing over area 58" x 28"
- 2/ Trim as reqd to receive telephone boxes.
- 3/ fix fibrolite panel cut in cap piece
- 4/ flash head & bottom of box

MESSAGE

To:

Date: Jan Time: a.m.
p.m.

Mr: re flameproof Telephone

of
Phone:

TELEPHONED		CALLED	
<input type="checkbox"/>	No message	<input type="checkbox"/>	No message
<input type="checkbox"/>	Will phone you later	<input type="checkbox"/>	Will call again
<input type="checkbox"/>	Please phone him on your return	<input type="checkbox"/>	Please phone him on your return
<input type="checkbox"/>	Left message as below	<input type="checkbox"/>	Left message as below

Message: note the b. hel's questions.
I am to see him, he is bound to
ask whose telephones are they, &
should these boxes be responsible
by Dil Co's. Please ~~send~~ let me
know so that I can proceed with
instruction. Signature: Bob Hook

G22

E.A.K. ⁴⁰ SERIES ²⁰ SUB-NO. ¹²

Reference: POKQ 1974/2100

Telephone Division
POST OFFICE HEADQUARTERS
7-27 WATERLOO QUAY
WELLINGTON 1

TELEPHONE: 59 976 EXTN. 653
TELEX: 3530 (GWM)

16 December 1971



Chief Postmaster,
AUCKLAND

Telephone service for tankers

Arrangements have been made with BP New Zealand Limited to install and maintain at Whangarei the following equipment on the three coastal tankers which they operate:-

- (i) An ordinary telephone with a flame-proof extension bell for use by ships' officers.
- (ii) A coin box telephone for use by crew members.

The Company will buy from the Post Office flame-proof cabling and plugs required for the installations on the tankers and for making connections to flame-proof sockets on the wharves. The company will also arrange for the installation of the cable and will be responsible for its maintenance.

The annual rental charges which will be claimed from BP New Zealand Limited, Whangarei, for each tanker will be as follows:-

Coin box telephone for use by crew members	£12.00 pa plus 17 1/2%
Flame-proof extension bell	£4.00 pa plus 22 1/2%

Note:- The clearance of cash from the coin box telephone in the crew's quarters will be arranged by the Chief Postmaster, Whangarei, when the tankers are berthed at Marsden Point.

Facilities will be provided on wharves to connect the telephone equipment on the tankers to the telephone network. Flame-proof cabling and the termination of the two lines on flame-proof sockets will be installed and maintained by the Post Office and the Harbour Board is to be charged the cost of the material and labour involved. The Harbour Board is

J. A. Lawrence

also to be charged annual rental for the following in the normal way:-

One business exchange connection - ships' officers.

One residential exchange connection - crew.

Note:- Special rate area or outer area charges where applicable are to apply.

The Harbour Board is to be supplied, if requested, with one flame-proof telephone with length of flame-proof cable and plug attached for use on other ships using the oil wharves. The annual rental for this equipment will be Telephone Regulation charges, i.e. Safety telephone.

Jack equipment, and wiring up to 110 yards, for plugging in portable extension telephones. Excess wiring provided on a circuit in excess of 110 yards required to connect extension telephones etc. - if appropriate.

Attached for your information is a copy of the list of the berths at which telephone service will be required.

Would you please liaise with the Regional Engineer.

For
for Director of Telephone
Services

~~Encl.~~

The Regional Engineer,
Post Office,
AUCKLAND

Referred for your information.

For Downs
for Director of Telephone
Services
16.12.71

RE

Suppl. Material: 8 2/12

Tels. 21/12

Bob. Scott.

Oil Cos at present use non-flameproof telephones in portable boxes and standard plugs on shed wall.

We require the upgrading of these telephones to appropriate standard. Flameproof phones now available from P.O. and we require a permanent site as F.P. plug & sockets are bulky and as expensive as the telephones.

Let's proceed with this final part as for new Gatehouse - mess - operators job.

S.S.C

4 July 1975

The Terminal Superintendent
Caltex Oil Co (NZ) Ltd
P.O. Box 684
AUCKLAND

Attention: Mr. H. Davis

Dear Sir:

FLAMEPROOF TELEPHONES
WYNYARD WHARF BANKER TELEPHONE.

With reference to your letter of 25th June and its attached letter, asking Messrs Plessey (NI) Ltd. to proceed with the installation of Flameproof Telephones at Wynyard Wharf; I now formally approve the transfer of your present telephones into the new operations room.

I would ask you to give me an indication when these telephones can be transferred and also when your mobile hut can be removed from Wynyard Wharf.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

SJC:GRA

db

7 July 1975

The Terminal Superintendent
Mobile Oil (NZ) Ltd.
P.O. Box 1709
AUCKLAND

Attention: Mr. J.R.K. Barron

Dear Sir:

FLAMEPROOF TELEPHONES

With reference to your letter of 19th June, and its attached letter asking the N.Z. Post Office to proceed with the Oil Industry P.A.E. Telephone System, I now formally approve the transfer of your present telephones into the new Operations Room.

I would ask you to give me an indication when these telephones can be transferred and also when the many oil company temporary caravans and mobile huts can be removed from Wynyard Wharf.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

SJC:GRA

CC: HARBOURMASTER : FOR INFORMATION
TRAFFIC MANAGER " "
ELECTRICAL ENGINEER " "

Mobil Oil New Zealand Limited

CHelsea HOUSE
85 FORT STREET
P.O. BOX 1709
TELEGRAMS & CABLES
MOBIL OIL
AUCKLAND
TELEPHONE 32-759
REF.

June 19th, 1975



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

Attention: Mr S. Collins

Dear Sir,

Attached is a copy of a letter to the Post Office Regional Engineer, confirming Shell, B.P. and Mobil's acceptance of the upgraded wharf/terminal telephone system. We understand Caltex are modifying their Plessey system so that it, too, conforms to Dangerous Goods Regulations and Post Office standards.

May we, therefore, seek your formal approval to temporarily move the existing telephones on Wynyard Wharf into the Operations Hut, so that the present caravan and huts can be removed except for one as a gear store for small fittings.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'J. R. K. Barron'.

J. R. K. Barron
TERMINAL SUPERINTENDENT

JRKB:dab

Handwritten initials 'SJC' in dark ink.

SJC, please prepare approval letter for C/Engineer's signature

Handwritten initials 'OFF' in dark ink.

copy

June 19th, 1975

The Regional Engineers Office,
C/- Post Office,
AUCKLAND 1.

Attention: Mr L. Mason

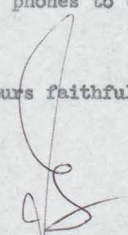
Dear Sir,

This will confirm our telephone conversation to the effect that agreement has been reached between B.P., Shell and Mobil that the upgraded integrated P.A.X. system be installed. Caltex are specifically excluded, at their own request.

It will also serve as your authority to commence such preliminary work as may be necessary pending detailed arrangements being established for the provision of the equipment room in our Terminal. Our Order Number 19071 to cover the job will reach you shortly.

By copy to the Auckland Harbour Board, we will also request their approval for temporary transfer of the existing wharf phones to the Operations sited at Wynyard Wharf.

Yours faithfully,


J. R. K. Barron
TERMINAL SUPERINTENDENT

JRKB:dab

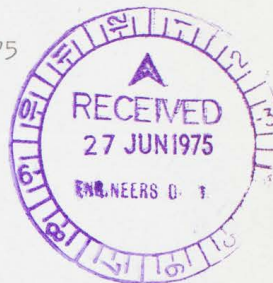
CALTEX OIL (N.Z.) LIMITED

CALTEX HOUSE • 7-9 FANSHAWE STREET • AUCKLAND

P.O. BOX 684 AUCKLAND
TELEPHONE 34559
TELEGRAMS "CALTEX" AUCKLAND.



25th June, 1975



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

SJS

Attention: Mr S. Collins

Dear Sir,

Flameproof Telephones

Wynyard Wharf Tanker Berths

Plessey (N.Z.) Ltd have kindly forwarded us a copy of your letter 13th May, 1975 advising that their equipment which they intend to install for us meets with your approval.

We attach a copy of our letter to Plessey advising them to proceed with this installation.

It is our understanding that the Post and Telegraphic department will be upgrading Shell, B.P., and Mobil's telephone equipment.

In the interim until such times as our new flameproof equipment arrives from the United Kingdom, we seek your formal approval to temporarily move our existing telephone on Wynyard Wharf from our hut into the operations room so that we may dispense with our hut from the wharf.

Yours very truly,
CALTEX OIL (N.Z.) LTD.

H. M. Davis,
Terminal Superintendent,
AUCKLAND.

HMD:PIM
Att.

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CONSTRUCTION ENGINEER

Date 6 June, 1975

Subject WYNARD WHARF - OIL PIPES

B.P. (N.Z.) Ltd. through their Contractor Gibbons Steel Ltd. (Mr Svendsen) has obtained approval to provide an additional hose connection point in the deck of the wharf at the 724' mark and to fix a pipe under the deck from there to the pipe bridge over Brigham Street.

Please contact the Contractor and ensure that the work is undertaken satisfactorily, bearing in mind that repairs to beams may make fastening of hangers awkward. Damage to the repairs is to be avoided and any breaking out for the deck opening should be reinstated to the Board's standards.

BRLcC:JARP

[Handwritten Signature]

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 \$:	

2253 B

REMARKS: _____

Signature _____

Date _____ 19

5 June 1975

The Regional Engineer
N.Z. Post Office
C. P. O.
AUCKLAND

Dear Sir:

SHIPS TELEPHONES
FLAMEPROOF INSTALLATION FOR TANKERS.

Reference: P.O. Letter Ref. E.AK 40/2 of 4/12/74
with attachments
P.O. Letter Ref. E.AK 40/12 of 9/12/74

With reference to the above correspondence I would inform you that the Board considers the installation of ships telephones on cargo vessels visiting the Port as necessary for many reasons, including the safety of crew or cargo workers should an accident occur and the prompt communication to services is required. The installation of a ships telephone on a tanker discharging petroleum products is even more essential due to the potential hazards that could arise with such operations.

In both of your letters you have requested that the Board provides for tanker berths at Wynyard Wharf and presumably at Eastern Tanker Berth.

- (a) A certificate to the effect that the Post Office is absolved from all responsibility for damage which may be caused by the use, or misuse, of any telephone apparatus installed in a hazardous area at the request of your Board.
- (b) A signed sketch showing clearly the position at which the installation is required, the position and extent of the "unsafe" area and the dangerous goods likely to be present.

Whilst the Board, and I am sure the Post Office, agree that telephones on tankers are essential, the Boards responsibility cannot be extended to other than that the wharf telephone wiring and outlet socket are to flameproof standard, and that the standard telephone supplied by the Post Office should be installed in an area on the tanker classified as "safe".

Further indemnity, or absolvment from responsibility for damage cannot be given.

In your letter of 9/12/74, you make reference with regard to the Boards use of MICO cable which is not approved by N.Z.P.O., at Wynyard Wharf.

Relevant correspondence with regard to this installation is attached. Viz - 12.3.62, 4.4.62 and 27.6.63.

With regard to Clause "b", I enclose drawings of Wynyard Wharf and Eastern Tanker Berth showing discharge points with superimposed 50' radius circles from them.

The dimension 50' has been given to the Board by Department of Internal Affairs, Dangerous Goods Inspector Mr. Donald, as a radius within which it can be considered a hazard exists during tanker discharge operations.

The Board therefore considers that all electrical services including telephones within this radius, and indeed on the wharf in use during tanker operations should be of flameproof construction.

Evidence of this can be seen on Wynyard Wharf with the recent installation of lighting towers and wiring.

I would ask you to accept these enclosed drawings as defining the "safe" and "unsafe" areas on these wharves.

I enclose for approval two samples of flameproof cabling and glands and also extracts from the Institution of Electrical Engineers 1966, "Regulations for the Electrical Equipment of Buildings", Clause B38 where these cables are approved for installation in "flammable or explosive situations".

Your formal approval for the existing MICC installation at Wynyard Wharf is requested and also for PVC SWA PVC cable at Eastern Tanker Berth.

Following your approval of PVC SWA PVC cable I would advise you that this installation is ready for connection to your P.O. cables.

With regard to the use of the lightweight flameproof telephone sighted in June 1972, I would first require approval from the Boards Industrial Officer as to weight carried by one staff member. I will advise you further in this regard.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

SJC:gra

Encl: Drwg. EL/A418
EL/B135
Extract IEE Regs.
2 Cable Samples
3 Letter Photocopies

29th May, 1975

Plessey (N.Z.) Ltd,
P.O. Box 6040,
Wellesley Street,
AUCKLAND.

Attention: Mr K. Maynard

Dear Sir,

We have pleasure in attaching your Supplementary Agreement for the two new flameproof telephones to be installed on the Wynyard wharf in the respective Oil Industry operation rooms.

Would you kindly advise us in due course of when you can expect to receive the equipment and commence the installation of same.

Yours very truly,
CALTEX OIL (N.Z.) LTD.

H. M. Davis,
Terminal Superintendent,
AUCKLAND.

HMD:PIM
Att.

13 May 1975

Mabee Halstead & Kiddle
C.P.O. Box 221
AUCKLAND

Attention: Mr. R.V. Browne

Dear Sir:

RE: T.R. Mann Electrical Ltd. (Receiver Appointed)
CONTRACT 2084 - WYNYARD
WHARF LIGHTING IMPROVEMENTS.

In reply to your letter dated 18.4.75 the amount outstanding on this contract has been processed, and the commencing date for the 12 month maintenance period begins on March 3rd, 1975.

In the terms of the contract conditions specified in P.S.S. 623:1964 the maintenance retention of 2% totalling \$313.96 will become payable on March 3rd 1976.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

DJW:gra

13 May 1975

The Branch Manager
Plessey (NZ) Ltd.
P.O. Box 6040
AUCKLAND 2

Attention: Mr. K.P. Maynard

Dear Sir:

FLAMEPROOF TELEPHONES
WYNARD WHARF TANKER BERTHS

With reference to your letter of 11th April regarding the installation of flameproof telephones for oil companies at Wynard Wharf, I would advise you that equipment meeting B.S.S. 229/1957 will be permitted for installation.

As you will realize the Board is endeavouring to improve the standard of all electrical and telephone equipment installed in its wharves where hazardous conditions occur.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

SJC:gra



PLESSEY (N.Z.) LIMITED

254 RICHMOND ROAD, GREY LYNN, AUCKLAND 2, NEW ZEALAND

TELEPHONE 764-175 (Sales), 765-106 (Service). P.O. BOX 6040 TELEGRAMS & CABLES "PLESSENZED"

When referring to this matter please quote:

11 April 1975

Mr S. Collins,
Electrical Engineer,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND 1.

Dear Sir,

Re Flame Proof Telephones on Wynyard Wharf

Further to our recent discussions regarding the up grading of telephone services on Wynyard Wharf, we advise that we have been requested to install flame proof telephone equipment (two telephones) at the designated discharge points of 1200' and 650' areas.

Caltex N.Z. Limited have requested that we install two flame proof desk type telephone units (N188107) supplied with bell terminal unit separate from the telephone.

We wish to advise that the telephone units specified above conform with British standards number 229/1957 revised groups 2 and 3.

We also confirm that the British standards BS1003, relating to installation code of practice will be conformed with.

We seek the permission of the Auckland Harbour Board to install this equipment on Wynyard Wharf.

In view of the time requirements, we would appreciate your reply at the earliest possible opportunity to allow us to order specialised equipment from the United Kingdom.

Thanking you in anticipation.

Yours faithfully,
PLESSEY (N.Z.) LIMITED

K.F. Maynard,
AUCKLAND BRANCH MANAGER

FOR CHIEF ENGINEER'S
RECORDS

*SSS please
draft reply
Reply for C/E signature
drafted 1/5/75*

c.c. Mr H. Davis,
Caltex N.Z. Limited

BRANCHES ALSO AT: HAMILTON — ROTORUA — WELLINGTON — CHRISTCHURCH — DUNEDIN

AUCKLAND HARBOUR BOARD

724

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

DATE: 28/4/75


Dr. to

T.R. Mann Electrical Ltd (In Receiver-
ship)
C/O Mabee, Halstead &
Kiddle, P.O. Box 221, AUCKLAND 1.

Engineer's Department

For the undermentioned:

(Name of Claimant)

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate			TOTAL
	<p><u>WYNYARD WHARF LIGHTING IMPROVE- MENT</u></p> <p>6th Progress Payment on account of Contract No. 2084 for the above in accordance with Engineer's Certificate No. 6 dated 28/4/75 attached.</p>					<p>1,316 02</p>

Costing Code			Amount	Costing Code			Amount	\$
Dept.	Clas.	H.E.		Dept.	Clas.	H.E.		
								Disc.
								NET TOTAL \$
						2001 19 48	1,316 02	
								Signature of Claimant
								Address
							,316 02	

Cheque Countersigned

I CERTIFY, that to the best of my belief and knowledge the foregoing account is true and correct in every particular

CHIEF ENGINEER TO THE BOARD

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER ..2084..... Wynyard Wharf
FOR ...Lighting Improvements..

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER ...6..... DATE ..28/4/75.....

I hereby certify that the sum of ..ONE THOUSAND THREE HUNDRED
.....AND SIXTEEN DOLLARS AND TWO CENTS.... (\$...1,316.02.....)
is due to Messrs..T.R..MANN..ELEC..LIMITED..(in..... on Account of
Contract Number...2084..... Receivership)

VALUE OF WORK TO DATE	15/4/75	\$	12,558.33
LESS RETENTION313.96.....		
LESS PREVIOUS PAYMENTS	..9,793.49.....		
LESS LIENS ACT RETENTION	Remedial Work 1,134.86	\$	11,242.31
AMOUNT NOW CERTIFIED		\$	<u>1,316.02</u>

.....
CHIEF ENGINEER TO THE BOARD

A. Webb.
F 17

Auckland Harbour Board

MEMORANDUM

23 April 1975

FROM

ELECTRICAL ENGINEER

TO

CHIEF ENGINEER

CONTRACT NO. 2084

T.R. MANN ELECTRICAL LTD.

WYNYARD WHARF LIGHTING IMPROVEMENT.

In accordance with the Substantial Completion Certificate issued for March 3, 1975, the letter dated April 15 1975, and the attached reply dated April 18 1975 herewith the details for a further payment.

Value of Contract at 15 April 1975 \$12,558.33

Less:

Maintenance retention 2½% \$ 313.96

Payments made to date \$9,793.49

Remedial work \$1,134.86

\$11,242.31

PAYMENT NOW DUE:

\$ 1,316.02

I certify that the value of the contract at 15 April 1975 for which payment may be claimed is:

\$12,558.33



ELECTRICAL ENGINEER

DJW:gra

*Voucher & Cert.
prepared 28/4/75
RHB*

MABEE, HALSTEAD & KIDDLE
CHARTERED ACCOUNTANTS

WARWICK J. B. KIDDLE, B.COM., F.C.A.
DYMATHIS VAN DE PUTTE, A.C.A.
ROBERT V. BROWNIE, A.C.A., J.P.
BARRIE M.C. CAMPBELL, A.C.A.
DONALD B. BENDALL, A.C.A.
DAVID A. B. HALSTEAD, B.COM., A.C.A.

NORFOLK HOUSE, HIGH STREET
AUCKLAND, 1, N.Z.
P.O. BOX 221
TELEPHONE 379-770
TELEGRAPHIC ADDRESS: "COMPTOIR"

IF WRITING PLEASE QUOTE
OUR REFERENCE: 526/1
IF CALLING PLEASE ASK
FOR MR. ... BEOWNIE

18th April, 1975

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



Dear Sir,

Re: T.R. Mann Electrical Limited (Receiver Appointed)
Contract 2084 - Wynyard Wharf Lighting Improvements

We acknowledge receipt of your letter of 15th April 1975 setting out the detailed calculation of work required to complete the above Contract. We have checked your calculations and agree with the balance of \$1,316.02 now due for payment to the company. We would therefore be obliged if you would proceed to certify this amount for payment.

At the same time we note that a maintenance retention of 2½% totalling \$313.96 has been deducted and we would be obliged if you could advise us when this amount becomes payable.

Thank you for your assistance in this matter.

Yours faithfully,

Mabee, Halstead & Kiddle

RVB:lh

Technical Signific. M

D.J. please advise

2 copies please

*m/A period expires 3/3/76 -
Sj will send letter*

MABEE, HALSTEAD & KIDDLE
CHARTERED ACCOUNTANTS

CHARLES J. B. KIDDLE, B.COM., F.C.A.
LEON VAN DE PUTTE, A.C.A.
ROBERT V. BROZNE, A.C.A., J.P.
DARRIE M.C. CAMPBELL, A.C.A.
DONALD B. BENDALL, A.C.A.
DAVID A. B. HALSTEAD, B.COM., A.C.A.

724
NORFOLK HOUSE, HIGH STREET
AUCKLAND, 1, N.Z.
C.P.O. BOX 221
TELEPHONE 579-770
TELEGRAPHIC ADDRESS: "COMPTON"

IF WRITING PLEASE QUOTE
OUR REFERENCE: 526/1
IF CALLING PLEASE ASK
FOR MR. ... BROWN

18th April, 1975

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



Dear Sir,

Re: T.R. Mann Electrical Limited (Receiver Appointed)
Contract 2084 - Wynyard Wharf Lighting Improvements

We acknowledge receipt of your letter of 15th April 1975 setting out the detailed calculation of work required to complete the above Contract. We have checked your calculations and agree with the balance of \$1,316.02 now due for payment to the company. We would therefore be obliged if you would proceed to certify this amount for payment.

At the same time we note that a maintenance retention of 2½% totalling \$313.96 has been deducted and we would be obliged if you could advise us when this amount becomes payable.

Thank you for your assistance in this matter.

Yours faithfully,
Mabee, Halstead & Kiddle

RVB:lh

Technical Engrs. M

D.J. please advise

2 copies please

724

17 April 1975

COMPLETION CERTIFICATE

CONTRACT 2084

WHYARD WHARF LIGHTING IMPROVEMENTS

I hereby certify that the works included in the above contract were substantially completed on 3 March 1975.

CHIEF ENGINEER TO THE BOARD

RNC:GMB

The Secretary

: Please arrange the release of the performance bond related to this contract.

T.R. MANN ELECTRICAL LIMITED
(In Receivership)
C/O Mabee, Halstead & Kiddle,
Chartered Accountants,
P.O. Box 221,
AUCKLAND.

: For information

724

16 April 1975

Messrs T.R. Mann Electrical Ltd.,
(In Receivership)
c/- Mabee, Halstead & Kiddle,
Chartered Accountants,
P.O. Box 221,
AUCKLAND

Dear Sirs,

CONTRACT NO. 2084 - WYNYARD WHARF - LIGHTING IMPROVEMENTS

Please find enclosed a copy of Completion Certificate for the above Contract.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

RNC:JARP

Encl.

724

15 April 1975

Mabee Halstead & Kiddle,
C.P.O. Box 221,
AUCKLAND 1.

Attention: Mr R.V. Browne

Dear Sir,

Re: T.R. MANN ELECTRICAL LIMITED - CONTRACT 2084 -
WYNYARD WHARF LIGHTING IMPROVEMENTS

The remedial electrical work associated with this Contract has now been completed by the Board's schedule rate contractors, and in accordance with the agreed arrangement we set out below the final account situation.

Wynyard Wharf Contract No. 2084

Charges for remedial work carried out by A.H.B. schedule rate Contractors

<u>W/E Date</u>	<u>Worked Hrs on Code 804 (Wynyard Whf)</u>	<u>Total Hrs Worked</u>	<u>Total Wkly cost</u>	<u>Proportional cost on Code 804 (Wynyard Wharf)</u>
10/12/74	5	57.5	\$286.25	\$24.89
17/12/74	35	90	\$434.38	\$168.92
24/12/74	29	93	\$454.42	\$141.70
7/1/75	19	38	\$190.53	\$95.26
14/1/75	41	95	\$467.25	\$201.65
21/1/75	32	97	\$476.75	\$157.28
28/1/75	32	78	\$383.99	\$157.53
11/2/75	13	71	\$461.28	\$84.46
			Total	\$1,031.69
			Add 10% Administration Charges	\$103.17
			Total	<u>\$1,134.86</u>

A set of Time Sheets detailing these hours and costs is enclosed. Accordingly the final financial position of this Contract is as follows:-

Contract Value	\$11,841.00
Variation Order No. 1	314.25
Variation Order No. 2	115.67
	<u>\$12,270.92</u>

.....

To seam holes Invoice No. 3467	\$48.00
Increased labour costs Invoice No. 3454	\$239.41

Total Value of Work	<u>\$12558.33</u>
---------------------	-------------------

Less:-

Maintenance Retention (2½%)	313.96	
Payments made to date	9,793.49	
Remedial work as above	1,134.86	
	<u>11,242.31</u>	

Payment now due	<u>\$1,316.02</u>
-----------------	-------------------

The Contract is now substantially complete and a certificate to that effect is being forwarded under separate cover. Arrangements are also being made to release the Performance Bond.

On receipt of your confirmation that the above financial statement is accepted I will certify the \$1,316.02 for payment.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

CJF:GMW

ELECTRICAL ENGINEER

: For information.

Auckland Harbour Board

MEMORANDUM

15 April 1975

FROM

ELECTRICAL ENGINEER

TO

CHIEF ENGINEER

SUBSTANTIAL COMPLETION CERTIFICATE
CONTRACT NO. 2084 T.R. MANN ELECTRICAL LTD.
WYNYARD WHARF LIGHTING IMPROVEMENTS.

This is to certify that the Lighting Improvement installation at Wynyard Wharf was substantially completed on March 3rd 1975.

In the terms of the Contract Conditions NZSS 623:1964 and amendments, the period of maintenance shall commence on March 3, 1975 and shall remain in force for 12 months until March 3, 1976.

Please arrange to return the Form of Bond as required under Clause 3.3



ELECTRICAL ENGINEER

DJW:gra

724
/

5 March 1975

THE CHIEF ENGINEER

THE TRAFFIC MANAGER

WYNYARD WHARF - SECURITY FENCES

(Your Memo 15/1/75 Refers)

Herewith please find estimate for the above, as requested, also two copies of each of the relevant plans SK.574/1 and S.2264.

CHIEF ENGINEER TO THE BOARD

RJR:JARP

Est. \$550

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 4 February 1975

Subject WINYARD WHARF - LOCK UP SHELTER FOR MOBILE FIRE EXTINGUISHER

CODE	NUMBER
2001/07	150-39

Please make up the shelter detailed on the attached Drawing No. K304/1.

RS:JARP

Enc : 2 prints of Drawing K304/1.

Copy to: CHIEF TIMEKEEPER

5' x 2' x 2'
with door.
8/50

[Signature]
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 \$	_____		:

2074 B

REMARKS: _____

Signature _____

COPY FOR FILE.

xxx 379-430
712
(KEM)

E.AK 40/12

24 January 1972

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

FLAMEPROOF TELEPHONES

Dear Sir,

Provided the requirements listed below are complied with, your Board's request for the installation of Flameproof equipment on the Tanker Wharves may at this stage be proceeded with.

Application for Service

The Post Office absolves itself from all responsibility for damage which may be caused by the use, or mis-use, of any telephone apparatus installed in a hazardous area at the request of your Board. Before a Work Order can be issued for the installation of flameproof equipment I must receive from your Board a certificate to this effect.

A sketch is also required which shows clearly:-

- (a) the position at which the flameproof switched sockets are required.
- (b) the position and extent of the 'unsafe areas'.

The Dangerous Goods Act 1957 indicates that any area beyond a radius of 50 feet from a source of petroleum vapour in open air, such as drum filling stations, pumping stations, tank storage areas, etc., may be regarded as 'safe'. Any point within this radius must be regarded as 'unsafe'.

- (c) The dangerous goods that will be present at these positions.
- (d) this sketch must be signed by the applicant.

Cabling of Tanker Wharves

Where cabling of Tanker Wharves from the switched sockets to the safe areas is undertaken by your Board, the following is required by the Post Office:-

- (a) The use of suitable cable without any joints between the two above named positions.
- (b) In circumstances where it is necessary to install the cable above ground, it is to be enclosed for its full length through the 'unsafe' area in a gas-tight $\frac{1}{2}$ in. solid drawn galvanised conduit.



COPIES FOR FILE.

- 2 -

- (c) For all screwed conduit joints, the minimum length of engaging thread is $\frac{3}{4}$ in. and all joints are to have lock-nuts.
- (d) Conduit used to carry telephone services is to be separated from conduit carrying other services by at least 6 inches.
- (e) Any cases of doubt as to the suitability of materials to be used must be referred to the Engineer-in-Chief, P.O.H.C. with characteristics and specifications of the materials.
- (f) Wharves used by tankers shall not be cabled for telephone service other than by the use of flameproof or intrinsically safe apparatus, and it shall not be possible to multiple circuits serving tanker wharves with other wharves. Both sides of a double sided wharf of which one side is used by tankers must be equipped for flameproof or intrinsically safe telephone service only.

Flameproof Equipment

Switched sockets, plugs, telephones and cable of the flameproof type have been made available for viewing, to Mr Stan Collins of your Board as requested.

Yours faithfully,



(I.M. CARDNO)

for Regional Engineer



24 January 1975

Terminal Superintendant,
Mobil Oil (N.Z.) Limited,
P.O. Box 1709,
AUCKLAND.

Attention: Mr J.R.K. Barron

Dear Sir,

WYNYARD WHARF OIL INDUSTRY - FLAMEPROOF
TELEPHONES

With reference to your letter of 5 November 1974 and the installation of a housing for flameproof telephones at the 650' mark, inner berth, Wynyard Wharf.

This matter has been discussed with the Board's Traffic Manager and Harbourmaster and agreement has been reached for the installation of a wall mounted exterior box to house four flameproof telephones as requested.

Dimensions and designs will be subject to Board approval and should be the subject at a future meeting at which the Post Office could indicate the size of the box required. The box dimensions should not be such as to cause an obstruction when not in use.

Please advise my Assistant Engineer, Mr Collins, when such a meeting can be arranged.

Yours faithfully,



CHIEF ENGINEER TO THE BOARD

SSC:GMW

CHIEF ENGINEER
: For information.

File

Auckland Harbour Board

MEMORANDUM

15 January 1975

FROM

THE TRAFFIC MANAGER

TO

THE CHIEF ENGINEER



SECURITY FENCE W.D. BERTH

WYNYARD WHARF

We have shown on the attached sketch our requirements for security fencing for the W.D. berth at Wynyard Wharf. It will be necessary to construct a small security fence at the rear of the new gatehouse shown (A) and to provide a pedestrian race from the South East corner of the gatehouse to connect with the existing berth fence. Would you please prepare an estimate of the cost so that I might submit the matter to Management for approval.

G. Deutch
TRAFFIC MANAGER

Design Engineer.

*Please prepare a sketch
of the type of fencing required
and estimate of cost for
submission to Traffic Manager*

T.T.G. Recommended for approval
plus additional security force
to stop entry behind gatehouse

Engineer

W.H. Lott



15 January 1975

The Chief Postmaster
Telephone Services Division
N.Z. Post Office
C.P.O.
AUCKLAND

Dear Sir:

WYNYARD WHARF

FIRE ALARM ALTERATION

The present street type fire alarm AHB No. 5, AMFB Circuit 48 A, Code 43, at Wynyard Wharf is obscured by a new Gatekeepers Hut and will require transferral to a new position on the east face of the new gatekeepers hut.

It would be appreciated if this work could be undertaken with the current Post Office wiring alterations work.

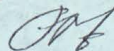
Yours faithfully,



ELECTRICAL ENGINEER

SJC:gra

cc: Chief Engineer for Information



Form No. 2500
Telephone No. 74 730
Extension: 751
(CC:SLD)



IN REPLYING PLEASE QUOTE
THE NUMBER HEREUNDER

S.AK 40/12

Regional Engineer's Office,
Post Office
AUCKLAND.

9 December 1974

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

Dear Sir,

Ref. your letter of 10.10.74.- Ships Telephones, Eastern
Tide Deflector

Receipt of your above letter is acknowledged. Before taking any action,
I require from you:-

- (a) A certificate to the effect that the Post Office is absolved from all responsibility for damage which may be caused by the use, or misuse, of any telephone apparatus installed in a hazardous area at the request of your Board,
- (b) A signed sketch showing clearly the position at which the installation is required, the position and extent of the "unsafe" area and the dangerous goods likely to be present.

The above are general requirements and should accompany any application for flameproof or intrinsically safe service.

I understand from your Mr Collins that the use of single wire armoured cable is preferred for wiring within the "unsafe" area. It will therefore be necessary for the installation to await the sample termination requested in my S.AK 40/12 of 4 December 1974 and its approval by my Head Office.

Yours faithfully,

T. Cockfield
(T. COCKFIELD)
for Regional Engineer

Electronics Engineer. *MS*

SJC

Telex No. NZ 2500
Telephone No. 74 730
Extension: 751
(TC:GLD)



IN REPLYING PLEASE QUOTE
THE NUMBER HEREUNDER

E.AK 40/2

Regional Engineer's Office,
Post Office
AUCKLAND.

4 December 1974

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

Dear Sir,

Ref: Your letter of 10.10.74, Ships Telephones:
flameproof installations for tankers

Receipt of your above letter and the copy of that from the Inspector of Explosives and Dangerous Goods dated 25.9.74 is acknowledged.

I understand from your Electrical Engineer Mr Collins that the Post Office cables and connection points referred to are two ordinary cable terminals and associated plastic covered wires. These have not been enlivened for several years and arrangements have been made for their removal.

Other circuits have been installed to flameproof or intrinsically safe standards although in the case of the Harbour Board lines the wiring methods used are not in accordance with Post Office Engineering Instructions. There is also evidence of damage and deterioration which requires rectification.

It is agreed that upgrading of the Wynyard Wharf telephone installations is necessary. However, before any work can proceed I require from you:-

- (a) A certificate to the effect that the Post Office is absolved from all responsibility for damage which may be caused by the use, or mis-use, of any telephone apparatus installed in a hazardous area at the request of your Board, and
- (b) A signed sketch showing the positions and extent of the "unsafe" areas and the dangerous goods that will be present at these positions.

... These were requested in a letter of 24 January 1972 (copy attached) to which no reply has been received.

That letter also outlines practices to be adopted when installing telephone plant in "unsafe" areas. These are extracted from Post Office Engineering Instructions on the subject which have been issued in conjunction with the Chief Inspector of Explosives. They are the only methods currently approved by the Post Office.

Electrical Engineer

OM

is this ~~being~~ making any definite progress?

SJC

Wiring to your existing flameproof telephones was carried out by your staff using MICC cable. I have little doubt that this is in fact safe, but I wish to have its retention approved by my Head Office. As discussed with Mr Collins, would you please therefore forward to me as soon as possible a sample of the MICC cable, terminated in the type of gland used.

I understand that corrosion problems are being experienced with this cable in Wynyard Wharf and that you have replaced at least one section with single wire armoured cable. Although Mr Collins discussed with me the possibility of using this material, no approval has been given nor can be until it is accepted by my Head Office. Would you please therefore cease using this cable on telephone circuits in the meantime and provide me with a sample terminated in the appropriate gland so that it also can be submitted for inspection.

I would also like to make it clear that although the flameproof sections of the circuit were installed by your staff they are part of the Post Office network. No work should be carried out on them without reference to this office.

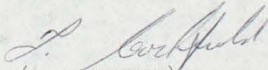
Regarding telephone connections aboard coastal tankers, these have been provided entirely by your staff in recent years. I understand that the ships concerned all have a flameproof telephone and a subscribers coin box unit permanently installed, with approved flexible cable and plugs attached. Discussions were held between representatives of my Head Office, the Harbour Association and B.P. (N.Z.) Ltd and detailed instructions issued on standardised ... wharf installations to connect them. A copy is attached. B.P. (N.Z.) Ltd undertook to advise all Harbour Boards concerned and negotiate with them as to the payment of installation costs and rental.

I suspect that the scheme has not been entirely successful and consequently am not pressing for its full implementation at present. However, the provision of sockets to enable the tanker telephones to be connected to the existing Harbour Board lines would overcome the last problem mentioned by the Inspector of Explosives and Dangerous Goods. I would like to discuss this in more detail with Mr Collins when the "unsafe" area has been defined.

Regarding supply of a lightweight flameproof telephone, a sample of the only type available was lent to Mr Collins in June 1972. He returned it as being unsuitable because of its weight. Extensive enquiries have been made by my Head Office and as far as can be ascertained there is no lighter unit which meets the prescribed standards. The instrument is required to withstand any explosion of the flammable gases which can occur within it, without transmission of a flame outside the case. It is therefore unlikely that the weight could be reduced by very much.

Would you please advise me if you wish to be supplied with this model.

Yours faithfully,


(T. COCKFIELD)
for Regional Engineer

Encl. ()

MABEE, HALSTEAD & KIDDLE
CHARTERED ACCOUNTANTS

WICK J. B. KIDDLE, B.COM., F.C.A.
DONATUS VAN DE PUTTE, A.C.A.
ROBERT V. BROWNE, A.C.A., J.P.
BARRIE MCC. CAMPBELL, A.C.A.
DONALD B. BENDALL, A.C.A.
DAVID A. B. HALSTEAD, B.COM., A.C.A.

NORFOLK HOUSE, HIGH STREET
AUCKLAND, 1, N.Z.
C.P.O. BOX 221
TELEPHONE 379-770
TELEGRAPHIC ADDRESS: "COMPTOIR"

IF WRITING PLEASE QUOTE
OUR REFERENCE: 526/1
IF CALLING PLEASE ASK
FOR MR. Browne

6th December, 1974

The Electrical Engineer,
Auckland Harbour Board,
7th Floor, Air N.Z. Building,
1 Queen Street,
AUCKLAND, 1.

Attention: Mr. Webb

Dear Sir,

Re: T.R. Mann Electrical Ltd (Receiver Appointed)
Contract No. 2084 - Wynyard Wharf

Further to our discussion this morning, I hereby authorise you to make arrangements for the completion of outstanding work under the above contract by the use of outside staff contracted to the Harbour Board on an hourly charge rate.

I acknowledge that the costs of completion of the contract plus 10% are to be deducted from the final settlements.

Yours faithfully,

Mr Webb

Would you please arrange

OK

RVB:lh

R.V. Browne
R.V. BROWNE,
Receiver

ALL COMMUNICATIONS TO BE ADDRESSED TO THE FIRM AND NOT TO INDIVIDUAL MEMBERS
MEMBER OF MARKHAM & PARTNERS, CHARTERED ACCOUNTANTS - AUCKLAND, HAMILTON, ROTORUA, WELLINGTON, CHRISTCHURCH.

Chief Engineer.

12/12/74

49

re: T.R. Mann Electrical Ltd.
(appointed receiver - Mr R.V. Browne)
Contract No 2084.

Following discussions with the receiver, Mr R.V. Browne, last Friday, it was agreed that the Board complete the outstanding work on Wynyard wharf electrical contract No 2084.

Outside staff would be employed on an hourly basis, and the final costs +10% will be deducted from the contract settlement.

Accordingly, our schedule rate electricians, Wilkins & Davison Construction Company, have already spent a short time on the site and will be employed under supervision until the contract is completed and satisfactory to the appropriate Panel Board inspection dept.

Separate accounts of time spent and material used will be kept, and made available to the receiver.

The authority for this work is attached in letter dated 6/12/74 from the receiver.

AS

Mr. Gushell.
for info to receiver?
Are any necessary action
re the Bankers to protect
the Bankers interests.

A. Brampton
S. Webb

12/11/74

Chief Engineer.

26/11/74. 68

re. T.R. Maunhlt. - Wynyard
Wharf lighting contract

The contractor has spent some time on the wharf during the past week and has made some progress towards completing the installation.

However, it appears that the installation is not yet up to a standard when the Power Board can be asked to inspect.

AS

J. H. H.

Auckland Harbour Board

MEMORANDUM

19 November 1974

FROM

TRAFFIC MANAGER

TO

CHIEF ENGINEER



MOBIL OIL N.Z. LTD.

Herewith copy of application from the above firm for accommodation for small gear on Wynyard Wharf.

It would appear that the application is a reasonable one and appears to have been overlooked by the Oil Companies when their original needs were proposed.

The Wharfinger in charge of Princes Wharf reports that the proposed hut is in fairly dilapidated condition with a considerable amount of repair work needed to bring it into line with the already provided new workers accommodation situated alongside the fixed pumping line at the western side of W.D. berth.

The Acting Harbourmaster has seen Mobil Oils application and agrees that some extra accommodation for gear is needed.

It is my intention to advise Mobil Oil to submit plans directly to yourself showing refurbishing and site location, when the matter can be further discussed.


TRAFFIC MANAGER

Noted

*AS
25/11/74*

File

Mobil Oil New Zealand Limited

CHELSEA HOUSE
85 FORT STREET
P.O. BOX 1700
TELEGRAMS & CABLES
REF.

AUCKLAND
TELEPHONE 32-759
MOBIL OIL

October 14, 1974

The Traffic Manager,
Auckland Harbour Board,
Box 1259,
AUCKLAND

Dear Sir,

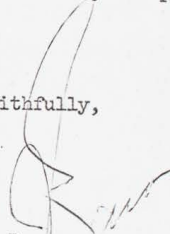
Now the accomodation at Wynyard Wharf has been handed over for use during tanker discharges, the question of gear storage has arisen.

As you are no doubt aware, small fittings are simply left on the wharf between ships, largely because of the number of items and frequency of their use with the 100 or so tankers plus regular bunkers at Wynyard.

Our suggestion therefore, is that the present Mobil hut be stripped of it's benches, painted to look presentable and used as a gear store. This would both tidy the wharf and protect the industry equipment from loss, damage and vandalism.

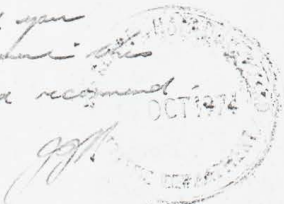
To us there are benefits to both the oil industry as users and the Harbour Board as owners of the wharf, and we trust we can look forward to your approval of the proposal.

Yours faithfully,


J. R. K. Barron,
TERMINAL SUPERINTENDENT.

JRKB:mh

*The Gang
Should you
please inform this
request and recommend*



W/Y

18 November 1974

The Manager,
Mobile Oil N.Z. Ltd,
P.O. Box 1709,
AUCKLAND.

Dear Sir,


Attention Mr J.R. Farron

Your letter of 14 October and my acknowledgement of 23 October refers.

I have referred your request to the Board's Chief Engineer who will require a plan of the proposed refurbished building and the siting of same.

May I enquire if this building is intended to house the gear of all Oil Companies using the restricted tanker berth or if this is an individual application.

Yours faithfully,


TRAFFIC MANAGER

Chief Engineer

13/11/74 67

re. T.R. Mann Ltd - Wynyard
wharf lighting contract.

At this date no remedial work
has been carried out since the
inquiries with T.R. Mann. on
the 24 October.

However, Mann made a phone call
to Mr. McGuire yesterday, and
said he would attempt a start on
Friday, November 15.

Lee

MS

14/11/74

J. White

Engs File.

120/52/2



7 October 1974

The Operations Manager North
Mobil Oil New Zealand Ltd
P.O. Box 1709
AUCKLAND

Attention: Mr J.I. Gordon

Dear Sir,

re : WYNYARD WHARF FACILITIES FOR OIL COMPANIES

I would confirm the tenancy arrangements made at the on site meeting between your Mr Barron, Terminal Supervisor, and Mr Buchanan of the Property Department on Monday 30 September 1974 as under :

TENANCY - will be in the name of Mobil Oil New Zealand Limited acting as the Oil Companies representative

COMMENCING DATE - 1 October 1974

RENT - \$900 per annum payable quarterly in advance

One set of keys was given to Mr Barron. Power is direct off the Board supply. A check meter has been installed, and the Oil Companies usage will be charged to you by the Board's Electrical Section.

Enclosed are two copies of the Tenancy Agreement. Please arrange for your Company's endorsement and return both copies. Your copy will be forwarded after stamping.

Yours faithfully,

PROPERTY OFFICER

WKB:REW
Encl.

Handwritten notes:
KJL
ho la bleve.
Bla. Engt.
01/10
J. S. M.

The Traffic Manager
Copy for information with copy of Tenancy Agreement.

PROPERTY OFFICER

The Chief Engineer
Copy for information with copy of Tenancy Agreement.

PROPERTY OFFICER

Auckland Harbour Board

TENANCY AGREEMENT

LANDLORD: THE AUCKLAND HARBOUR BOARD

TENANT: MOBIL OIL NEW ZEALAND LTD AS OIL COMPANIES REPRESENTATIVE

PREMISES: OIL COMPANY AMENITY AND LABORATORY IN COMBINED GATEHOUSE BUILDING AND SEPARATE OPERATIONS OFFICE, WYNARD WHARF AS COLOURED YELLOW ON PT PLANS K.193 AND K.194 ATTACHED.

COMMENCING DATE: 1 OCTOBER 1974

TERM: TO BE FOR 2 YEARS FROM 1 OCTOBER 1974 THEREAFTER TO CONTINUE ON SUBJECT TO SIX MONTHS NOTICE IN WRITING BY EITHER PARTY TO THE AGREEMENT TO EXPIRE AT ANY TIME.

RENT: \$900-00 PER ANNUM OR \$225 PER QUARTER per calendar month payable in advance on the 1st day of each month, Quarter.

C O N D I T I O N S

TENANT'S AGREEMENTS AND OBLIGATIONS :

1. TENANT to maintain and deliver up premises in no worse than their present condition.
 2. TENANT to pay for all electricity gas and water used on the premises and to maintain existing electrical wiring and services and fittings and to install any new electrical installations both to satisfaction of appropriate authority.
 3. TENANT responsible for and to obtain all permits for any alteration work he desires and to carry out same strictly in accordance with permits and requirements of appropriate authority.
 4. TENANT will not assign or sublet or part with possession of premises or any part thereof without prior written consent of landlord which may require as condition of consent direct Deed of Covenant to observe this agreement from any assignee.
 5. TENANT to use premises only for purposes of an amenity, laboratory & office or for such other purposes as the landlord may from time to time in writing agree.
 6. TENANT will so conduct his business that it is not and does not become a nuisance or annoyance to other tenants of Wynard Wharf area or occupiers of adjoining premises.
 7. TENANT responsible for all requisitions and requirements of appropriate authorities whether structural or not arising through his use of the premises or arising generally because the premises are tenanted.
-

7A THE tenant shall refund to the Landlord the Stamp Duty paid by it on this lease and the counterpart thereof.

LANDLORD'S AGREEMENTS AND OBLIGATIONS :

~~8. LANDLORD to pay rates.~~

9. LANDLORD to insure whole building for full insurable value against fire, but any additional premium charged as a result of tenant's activities payable by the Tenant.

MUTUAL AGREEMENTS AND OBLIGATIONS:

10. NO obligation on landlord to maintain roof or outer walls of building or premises and no liability on landlord for water damage occurring to the premises.

11. ON termination of tenancy tenant may remove partitions and fittings installed by him making good premises to present condition.

12. THAT should the premises or any other substantial part of either building be destroyed or so damaged by fire earthquake or other accidental cause as to be untenable, then this agreement shall determine any disputes under this clause to be referred to arbitration under the "Arbitration Act, 1908."

13. THAT without excluding any other provisions implied herein the words "seven days" shall be deemed substituted for the words "one month" in Section 107/c of the "Property Law Act, 1952" for the purposes of this agreement.

14. TENANT to be responsible for Rates should rates at any time be payable

15. THE tenancy is subject to the Board's By-laws and also the Dangerous Goods Regulations.

A TENANCY on the above terms and conditions is hereby agreed to
DATED the day of One Thousand Nine Hundred
and Seventy

For the AUCKLAND HARBOUR BOARD As Landlord

SECRETARY

TENANT

Pt. PLANK 193

BRIGHAM STREET.



OIL CO.
AMENITIES
ETC.

GATEHOUSE



OPERATIONS OFFICE

WYNYARD WHARF.

LOCATION PLAN

Scale: 1" to 40' 0"

PT. PLAN K193.

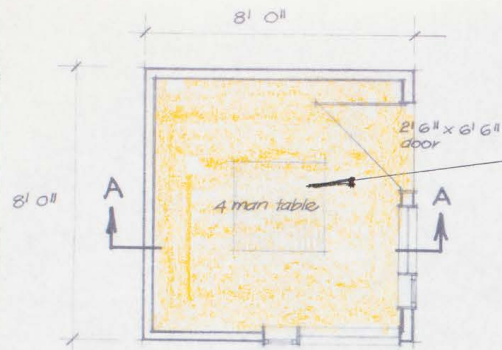
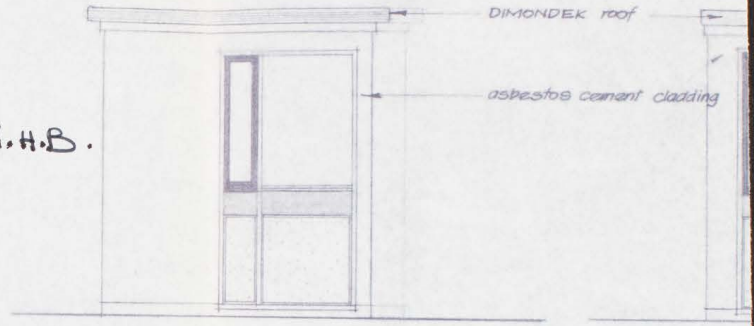


Table not
Supplied by A.H.B.



PLAN

EAST ELEV.

NOR

Scale: 1/4" to 1' 0"

Scale: 1/4" to 1' 0"

AUCKLAND HARBOUR BOARD

WYNYARD WHARF - OIL CO
OPERATIONS OFFICE

WATER.

PT. PLAN K194.

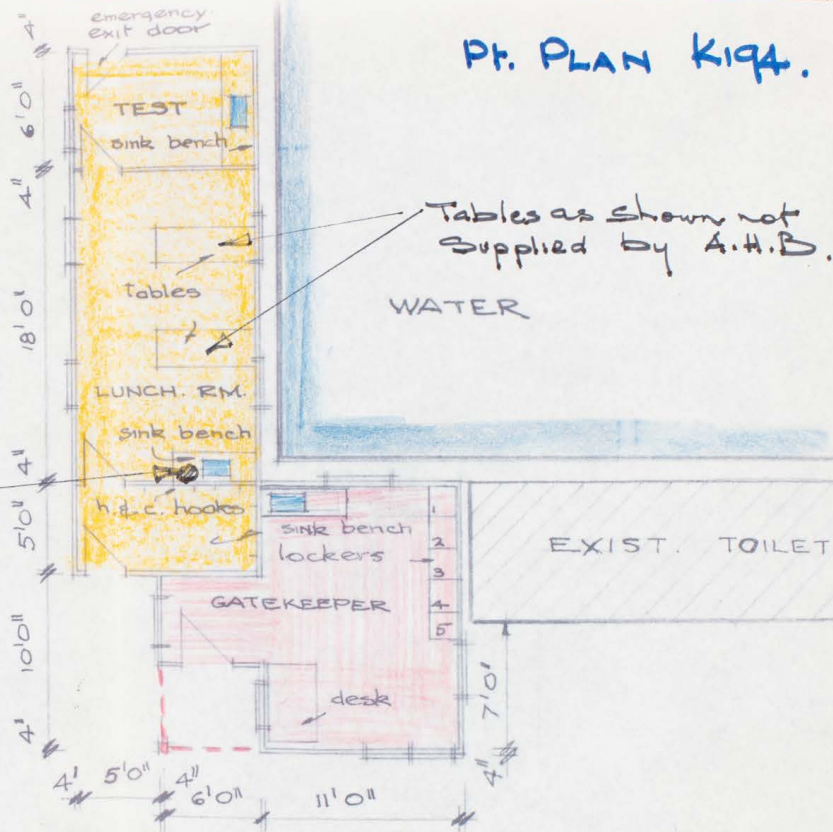
Tables as shown not
Supplied by A.H.B.

WATER

3/4" Type over sink
heater installed.

AUCKLAND HARBOUR BOARD

WYNYARD WHARF - COMBINED BLDG.
FOR A.H.B. GATEHOUSE &
OIL CO. WAITING ROOM.



PLAN

Auckland Harbour Board

MEMORANDUM

31 October 1974

FROM

ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER

FLAMEPROOF TELEPHONES - WYNYARD WHARF

At a meeting of joint oil companies, held on October 22nd, 1974, attended by S.J. Collins, he made the following comments:

"

1. Present:

Caltex Oil Representative
Shell Oil "
B.P./Europa "
Mobile Oil " (Convener)
Post Office Engineers
Auckland Harbour Board

2. Agreement was reached for the Post Office to proceed with the installation of a joint Oil Company - Wynyard Wharf PAX telephone system.

This system will enable all Post Office telephones to be changed to flameproof.

^{Office} Post Engineers estimated that if formal notification to proceed was given within 14 days then completion could be about February 1975.

3. On behalf of AHB, I agree that existing non-Flameproof telephones could be transferred from existing huts-sheds-caravans into the new Common User building for pump attendant when a copy of a letter to be sent by the Oil Companies to the Post Office requesting the P.A.X. telephone system (see Para. 2) was received by the Chief Engineer.

→ The oil companies have requested 4 telephones to be installed in this building - one for each company - as often two or three companies are involved in receiving tanker discharges simultaneously.

4. Oil companies commented that after February 1975 all sheds etc. would be removed from Wynyard Wharf at the outer tanker berth but that obviously A.H.B. and Post Office have not considered services to inner berth.

→ I asked Oil Companies to estimate frequency of use of inner berth and to advise the Chief Engineer of their inner berth accommodation and telephone requirements for later consideration.

5. Both Post Office and oil companies asked me to consider arranging the actual flameproof wiring installation to P.O. requirements. The meeting was advised that this would depend on many factors and could be subject to later negotiation."

J. Collins
ELECTRICAL ENGINEER

SJC:gra

Wait requests from Oil Cos.

AUCKLAND HARBOUR BOARD

MEMORANDUM

30474

24th October

1970

FROM

FOREMAN OF WORKS

SIR,

To

The Engineer

Re: Fender System Basin W.A. Wharfed Wharf

Mon with report of damage to above fendering system by
L.N.S.H. Barges when discharging cargo at Wharfed wharf

As these barges are the responsibility of Steamships Ltd, and
taking into account the age and state of repairs of the above fenders
I request Steamships be made responsible for 50% of the estimated
cost of repairs.

H.M. has advised Steamships in writing they
are held responsible for repairs

He is further writing that they are likely to
be billed about \$3000 for the work. He
expects argument & negotiation to ensue.

AKB 25/10/74


FOREMAN OF WORKS

46
WYNYARD FENDERS. W.A.

ON INSPECTION REVEALS DAMAGE CAUSED BY THE DISCHARGE OF L.A.S.H. LIGHTERS AND BY PLANT USING THE WHARF.

*Estimate to reinstate fenders & berths
(Berths damaged by excavator tracks)*

5-60 FT NEW PILES.	956	25
4-24 FT 12X6 I.B.	120	96
5-20 FT 10X10 I.B.	175	35
3-16 FT 9X6 B.B.	63	24
1-18 FT 9X3 B.B.	11	60
TRANSPORT NO IV	800	00
3-CARPENTERS 10 DAYS.	600	00
GEAR + TOOLS BOLTS ETC.	100	00
LAUNCHES + TOWBOATS-10+2HRS	210	00

\$ 3036 80

WHILE THE FENDER SYSTEM WAS NOT NEW IT WAS IN A FAIR CONDITION ABOUT HALF-LIFE WOULD BE A REASONABLE ASSESSMENT. I FEEL THAT SOME PERSON SHOULD BE RESPONSIBLE TO ENSURE THESE AWKWARD BARGES ARE MOORED CORRECTLY, EVEN DURING WORKING TIMES.

[Signature]

36/5/74 AEPB D.C. Acc. Bahadur
McGinnis or his AEPB.

Accepted by DCACC pending
electrical acceptance by AEPB.

AEPB a lot

24/7/74

29/7/74

16/27/8/74

At all inspections faults for a
some rectified but AEPB
has not passed.

Inspections arranged by AEPB to
progress work.

AEPB: Wanted to wait 3 months
due to water infiltration

T.R. MANN ELECTRICAL LTD.

In Association with South Pacific Installations Ltd.

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

21st. October, 1974.

ATTENTION: The Chief Engineer.

Dear Sir,

REFERENCE: Your letter 14.10.74.

Regarding your Item 1. and also your paragraph 4, it is true we have had many verbal communications, but the latter has been much of the trouble as in fairness to us specific detail in writing by Auckland Harbour Board would have done much to alleviate problems encountered.

Referring to your Item 1. again our Company requests a meeting with Senior Electrical Staff, as we are now advised, verbally again, more changes are required; which are contrary to original verbal instructions; which further confuses our Company. As soon as this urgent meeting is arranged we can, within three weeks, complete Contract providing parts Auckland Harbour Board require are available.

This verbal confusion added to the extreme difficulty we have had in obtaining the special equipment required has made it difficult to complete this Contract. Also note all equipment used has been approved first by the Board. As well although you mention 16 weeks, we advised at time, July was earliest we could start and it was in fact May '74 when final components were available.

Yours faithfully,

T.R. MANN ELECTRICAL LTD.

T. R. Mann

T. R. Mann,
MANAGER.

c.c. Mr. Franklin Electrical Engineer Dept. ✓
Mr. Webb Electrical Engineer Dept. ✓

copies sent 10/16

24/10/74

*Leagar Lynn Webb
Manager Paddy*

*at C/E Office 4:30pm
C/E requires a definite arrangement to
complete. Mann agrees.*

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER ..2125..... WYNARD WHARF OPERATIONS
FOR ..OFFICE BUILDING.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER .2.(Final) DATE ..14/10/74.....

I hereby certify that the sum of ONE THOUSAND FIVE HUNDRED AND
....SIXTY THREE DOLLARS AND SIXTY SEVEN CENTS(\$....1,563.67.....)
is due to Messrs...WILLIAMS BROS..... on Account of
Contract Number..2125.....

VALUE OF WORK TO DATE 5/9/74 (Completed)	\$	10,426.67
LESS RETENTION		
LESS PREVIOUS PAYMENTS ...8,863.00....		8,863.00
LESS LIENS ACT RETENTION.....	\$	<u> </u>
AMOUNT NOW CERTIFIED	\$	<u><u>1,563.67</u></u>

DUPLICATE

.....
CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

10 October 1974.

FROM

THE CONSTRUCTION ENGINEER.

TO

THE CHIEF ENGINEER.

WYNWARD WHARF OPERATIONS & OFFICE BUILDINGS.

CONTRACT 2125.

FINAL CERTIFICATE.

Herewith claim from the Contractor for \$1563.67. on account of work completed under above Contract up to 10.9.74.

I certify that the total value of the work completed up to 10.9.74. for which payment may now be claimed in terms of the Contract is:

\$10426.67 (Ten thousand, four hundred and twenty six dollars & sixty seven cents.)

This work was completed on 5.9.74.

Maintenance period 31 days.

Value of Contract.

\$10,250.00.

Add V.O.I.

176.67.

\$10,426.67.

Less Previous Payments.

8,863.00.

FINAL Payment.

\$ 1,563.67.

DLG:GTH.


CONSTRUCTION ENGINEER.

*Voucher & cert.
prepared 14/10/74
RHB*

14 October, 1974

Messrs T.R. Mann Ltd.,
cnr. Earle & Bath St.,
Parnell,
AUCKLAND 1.

Dear Sirs,

WYNARD WHARF LIGHTING IMPROVEMENTS

CONTRACT NO. 2084

The above numbered Contract was awarded to your Company by the Board on 20 February 1973, the completion time for the work being specified at 16 weeks.

At the time of writing, some 85 weeks have elapsed and even after this extremely protracted period of time, the installation is still not in an acceptable and working state of order.

Your Company has been given every assistance and facility by the Board to carry out remedial work as required by the A.E.P.B. following their several inspections to allow you to bring the installation up to an acceptable standard.

Since my letter of 20/12/73 regarding lack of progress, urgent verbal representations have been continually made to you to complete the work and have it accepted by the A.E.P.B. - all to no avail.

Consequently the following avenues are open to me in terms of the General Conditions of Contract:

1. Serve notice under NZSS623 Clause 10.8.1 (III) and require you to proceed accordingly and complete by 31 October 1974. Failure in this regard leaves me no option but to take steps under Clause 10.8.2.
2. Formally advise me that you wish to have the Contract terminated as from now and that the outstanding work to be done to have the whole system approved by A.E.P.B. and my Electrical Engineer be arranged by the Board and the cost deducted from any monies due to you under the Contract.

... ..

Unless your immediate written reply is forthcoming within 7 days as to which procedure you wish to follow, I shall have to give consideration to the remedies available to the Board in a breach of Contract situation.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

JW/NS:JARP

Copy to: ELECTRICAL ENGINEER

:For Information

CHIEF ENGINEER TO THE BOARD.

10 October 1974

The Regional Engineer
N.Z. Post Office
C.P.O.
AUCKLAND

Attn; Mr. T. Cockfield

Dear Sir:

WYNYARD WHARF
OIL COMPANY TELEPHONES

I enclose for your information a copy of a letter to Mobile Oil (NZ) Ltd. regarding the Boards requirements for flameproof telephones in unsafe areas.

It is hoped that sufficient equipment will be available for you to complete these installations to the required standard.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

SC:gra

10 October 1974

The Regional Engineer
N.S. Post Office
C.P.O.
AUCKLAND

Attn: Mr. T. Cockfield

Dear Sir:

BYHARD WHARF
OIL COMPANY TELEPHONES

I enclose for your information a copy of a letter to Mobile Oil (NZ) Ltd. regarding the Boards requirements for flameproof telephones in unsafe areas.

It is hoped that sufficient equipment will be available for you to complete these installations to the required standard.

Yours faithfully,



CHIEF ENGINEER TO THE BOARD.

SC:gra

10 October 1974

The Manager
Mobil Oil (NZ) Ltd.
P.O. Box 1709
AUCKLAND

ATTN: MR. A. COCKBURN

Dear Sir:

WYNYARD WHARF
OIL COMPANY TELEPHONES

I understand that you have been advised that new accommodation areas for oil companies staff at Wynyard Wharf is completed.

The pumping attendants room adjacent to the main pipe gallery cluster has been considered as an unsafe area and consequently all electrical and telephone equipment must be to a recognized flame-proof standard.

I would ask you to arrange with the N.Z. Post Office for the installation of telephones to the appropriate standard. This will then enable you to remove the temporary unsafe sheds, caravans, etc.

Telephones that do not meet this flameproof specification will not be permitted.

The Harbourmaster has also been advised of these flameproof requirements.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

SJC:gra

AUCKLAND HARBOUR BOARD

30 SEP 1974

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

DATE: 18 Sept. 1974

Engineer's Department

Dr. to

Williams Bros.,
P.O. Box 21228,
Henderson AUCKLAND 8

For the undermentioned:

(Name of Claimant)

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate			TOTAL
	<p><u>WYNYARD WHARF OPERATIONS AND</u> <u>OFFICE BUILDING C/A</u></p> <p>1st Progress Payment on account of Contract No. 2125 for the above in accordance with Engineer's Certificate No.1 dated 18/9/74.</p>					8,863. 00

DUPLICATE

Costing Code			Amount	Costing Code			Amount	Disc.	NET TOTAL
Dept.	Clas.	H.E.		Dept.	Clas.	H.E.			
								\$	
							8,863. 00		
								\$	8,863. 00
								Signature of Claimant	
								Address	
							8,863. 00		

Cheque Countersigned

I CERTIFY, that to the best of my belief and knowledge the foregoing account is true and correct in every particular

30 SEP 1974

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER .2125..... WYNYARD WHARF OPERATIONS
FOR OFFICE BUILDING.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER ...1..... DATE ...18/9/74.....

I hereby certify that the sum of EIGHT THOUSAND EIGHT HUNDRED
AND SIXTY THREE DOLLARS (\$ 8,863. 00)
is due to Messrs. Williams Bros. on Account of
Contract Number..2125.....

VALUE OF WORK TO DATE	5/9/74 (Completed)	\$ 10,426. 67
LESS RETENTION	.1,563. 67.....	1,563. 67
LESS PREVIOUS PAYMENTS	
LESS LIENS ACT RETENTION.....		\$
AMOUNT NOW CERTIFIED		<u>\$ 8,863. 00</u>

This contract is substantially complete and in accordance with
Contract Document the deposit held may now be released.

DUPLICATE

.....
CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

18 September 1974

FROM

THE CONSTRUCTION ENGINEER

TO

THE CHIEF ENGINEER

WYNYARD WHARF OPERATIONS AND OFFICE
BUILDINGS - CONTRACT 2125

Herewith claim from the Contractor for \$10,426.67 on account of work completed under the above contract up to 10.9.74.

I certify that the value of the work completed up to 10.9.74 for which payment may now be claimed in terms of the contract is:-

\$10,426.47 (Ten thousand, four hundred and twenty six dollars and fourty seven cents)

This work was completed on 5.9.74.

Maintenance period 31 days.

Value of Contract	\$10,250.00
Add V.O.	176.67
	<hr/>
	\$10,426.67
Less Retention 15%	1,563.67
	<hr/>
Payment now due	\$ 8,863.00
	<hr/>


CONSTRUCTION ENGINEER

DLG:JARP



Williams Bros.

No 5518

Box 21225 Henderson

Phone 68-759 HSN

FOR OFFICE USE ONLY

Date _____ Invoice 31-8-74 Code _____

INVOICE

Auckland Harbour Board

SITE: Contract 2125 OIL CO. _____ CHARGE _____
 ADDRESS: Operations offices O/No. _____ CONTRACT _____
 FITTERS: Wynyard Wharf QUOTED \$10,250=00

Source Number	MATERIAL AND/OR SERVICES	PART No.	COST	REPORT:
---------------	--------------------------	----------	------	---------

To completion of building contract No 2125 Wynyard Wharf project

As quoted \$12,450=00

Less P.C. sum

*Damage \$200=00
 Electrical \$2,000=00*

Balance \$10,250=00 ✓

TOTAL 710426.67 *Invoices 5518 5519*
 LESS 15% RETENTION 1563.67
\$9905.00 \$8,863.00

DATE	HOURS	INITIALS	MILEAGE:
------	-------	----------	----------

DATE	HOURS	INITIALS
------	-------	----------

TOTAL	OFFICE USE ONLY
-------	-----------------

FOR OFFICE USE ONLY

LABOUR: _____

MILEAGE: _____

MATERIAL: _____

TOTAL \$ 10250=00

WORK COMPLETED TO MY ENTIRE SATISFACTION

OFFICE MATERIAL USE ONLY CHARGE:

SIGNATURE OF PROPRIETOR OR MANAGER

DATE

18 September, 1974

COMPLETION CERTIFICATE

CONTRACT 2125

WYNARD WHARF OPERATIONS AND OFFICE BUILDINGS

I hereby certify that the works included in the above contract were substantially completed on 5 September 1974.

CHIEF ENGINEER TO THE BOARD.

The Secretary

A cash deposit was lodged in lieu of a performance bond in this instance and accordingly I have instructed the Treasurer to refund this deposit.

Messrs Williams Bros.,
P.O. Box 21228,
Henderson,
Auckland 8.

CONSTRUCTION ENGINEER.

18 September, 1974

Messrs Williams Bros.,
P.O. Box 21228,
Henderson,
AUCKLAND 8

Dear Sirs,

CONTRACT 2125

WYNYARD WHARF OPERATIONS AND OFFICE BUILDINGS

Please find enclosed a copy of Completion Certificate for the
above Contract.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

CJF:JARP

Encl.

Auckland Harbour Board

MEMORANDUM

18 September, 1974

FROM

THE CONSTRUCTION ENGINEER

TO

THE CHIEF ENGINEER

WYNARD WHARF OPERATIONS AND OFFICE
BUILDINGS - CONTRACT 2125

This is to certify that substantial completion of the work included in the above Contract was achieved on 5 September '74.


CONSTRUCTION ENGINEER

CJF:JARP

724

File

AUCKLAND HARBOUR BOARD

CONTRACT NO. 2125 FOR WYNYARD WHARF OPERATIONS OFFICE

ORDER FOR VARIATION UNDER CLAUSE NO. 13 OF THE GENERAL CONDITIONS OF CONTRACT.

Variation Order No. 1

To: Messrs. Williams Bros.,
P.O. Box 21-228,
HENDERSON.

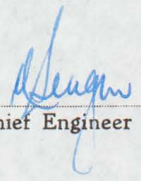
I hereby order the following variation in the Works comprised in the above Contract:—

Description:— Please carry out the following work on the above contract.

<u>1 Gatekeepers Hut</u>	
(a) Drill extra hole in wharf for waste pipe for	\$ 8.00
(b) Shift doorway to location directed for	\$30.00
(c) Extra work to sink bench for	\$15.00
Total for Gatekeepers	<u>\$53.80</u>
 <u>2. Operations Room</u>	
(a) Supply and install zip heater for	\$105.27
(b) Drill two extra holes for wastepipes for	\$ 17.60
Total for Operations Room	<u>\$122.87</u>
Total value of variation	<u>\$176.67</u>

CJF:GMW

Date 18/9/74


Chief Engineer to the Board.

Instruction to Resident Engineer:

The work entailed by this variation order will be paid for by:—

- (a) ~~Measurement under Item No. xxxxxxxxxxxx of the Bill of Quantities.~~
- (b) Rate ^{to} ~~to~~ be fixed. ~~xxxx~~

AUCKLAND HARBOUR BOARD

CONTRACT NO. 2125. FOR Myzgonal Wharf Operations office

ORDER FOR VARIATION UNDER CLAUSE NO. 13 OF THE GENERAL CONDITIONS OF CONTRACT.

Variation Order No. 1.

To: Messrs. Williamson Brown
P.O. Box 21, 228.
HENDERSON

I hereby order the following variation in the Works comprised in the above Contract:—

Description:—

Please carry out the following work on the above contract.

1. Gatekeepers Hut:

- (a) Drill extra hole in wharf for waste pipe for. \$8.80
 - (b) Shift doorway to location drilled for \$30.00
 - (c) Extra work to sink trench for. \$15.00
- total for gatekeepers. \$53.80

2. Operations Room:

- (a) supply & install zip header for. \$105.27
 - (b) Drill two extra holes for waste pipe for. \$17.60
- total for Operations Room \$122.87

total value of variation \$176.67

Date _____

Chief Engineer to the Board.

Instruction to Resident Engineer:

The work entailed by this variation order will be paid for by:—

- (a) Measurement under Item No. _____ of the Bill of Quantities.
- (b) Rate ^{as} to be fixed.

1 August 1974

Chief Inspector
Auckland Electric Power Board
Remuera Rd. & Nuffield St.
Newmarket 1

Attention: Mr. Hendricks

Dear Sir:

With reference to the inspection last Monday of the new lighting installation on Wynyard Wharf, we would be pleased if you could send us a copy of Inspector Vader's report.


Yours faithfully,



ELECTRICAL ENGINEER

H.McG:gra

CHIEF ENGINEER FOR INFORMATION



CREDIT REPORT

Williams Bros.
P.O. Box 21228 Henderson
also
41 Garelja Road, Henderson

PARTNERS

Mr. Eric Richard Williams
Mr. Leonard Clive Williams

both fitters by trade.

BANK

A.N.Z. Henderson

Record of partnership since January 1973.
No registered charges or collection action.

TRADING

1st account dealing since January 1972
highest credit \$116 - terms monthly -
payments prompt.

2nd account since March 72 highest credit
\$188 - terms monthly - payments prompt.

3rd account - dealing some time - highest
credit \$100 - terms monthly - payments
prompt.

Nothing adverse on E.R. Williams no
personal trading recorded.

Nothing adverse on L.C. Williams and
personal trading prompt.

CREDIT REPORT

Accadian Builders Ltd.,
43 Glen Marine Parade, Henderson
also
P.O. Box 21389 Henderson

PRIVATE COMPANY registered 31.8.73

REGISTERED OFFICE 43 Glen Marine Parade.

CAPITAL \$4,000

SHAREHOLDERS John M. Pederson 2,100
Hans Hardy Neilson 1,900

DIRECTORS Same

SECRETARY John M. Pederson

BANK Bank of New South Wales Remuera.

No registered charges or collection charges
on the company.

No trading recorded.

Mr. John M. Pederson is a discharged
bankrupt - record since 1962 - Adjudged
bankrupt 1965 - Discharged early 1973
on the condition that he did not trade
for 1 year.

Nothing adverse against Hans Hardy Neilson.

Mr. Pederson applied ^{for}by credit on
September 1973 and refused by 2 members
of Creditmans on the basis of past
circumstances.

CITY OF AUCKLAND 724



ADMINISTRATION BUILDING
CIVIC CENTRE

DEPARTMENT OF WORKS & SERVICES

PRIVATE BAG
WELLESLEY ST.
AUCKLAND, N.Z.
TELEPHONE 74-650

IN REPLY,
PLEASE QUOTE _____
IF TELEPHONING OR CALLING,
PLEASE ASK FOR _____

Auckland Harbour Board
Quay St
City



Dear Sir,

I have to inform you that your application for a building permit for job situated at *Halsey St. City* has now been approved and is ready to be uplifted from the Permits Clerk on the 7th floor of the Administration Building. The sum involved is \$ *34.50*

Your prompt attention to this matter will be greatly appreciated.

Yours faithfully,

P. M. Henry

P.M. HENRY
FOR OFFICE MANAGER

Mr. Le Cleve.

*Please action. Is this to our %
or the contractor?*

to builders etc.

Construction Engineer informed Blec 11/7/74

File

724

19 June 1974

CHIEF ENGINEER

CONSTRUCTION ENGINEER

WYNHARD WHARF

C 2125 OIL COMPANY OFFICES AND

GATEKEEPERS HUT

1. The contractor Eric Williams, Phone 83-68759, advised today that his sub-contractors will be:
M.C. Stapleton Ltd for roofing
Fisher Aluminium for joinery
2. Progress is governed by the joinery, due last week of August. The contractor intends to complete the building on site during August but a start off site will be made soon by precutting the frame.
3. The floor slab and holes through the wharf for drainage and electrical services may be completed before August and your overseeing of hole drilling is desirable. There will now be no rebate in the floor for wall framing which will be located 1/2" proud of the floor edge to suit aluminium joinery.
4. Relocation of phones, both A.H.B. and Oil Company lines, should be arranged well in advance through our Electrical Section.
5. The siting of the operations building apparently clashes with existing installations and this must be clarified with Traffic Department and the Oil Companies.
6. Electrical work will be installed as framing progresses, probably in the second week of August, and will be done by Beard's staff or a schedule rate Electrical Contractor. A copy of electrical plan is to be posted to the Contractor seen and another to you.

CHIEF ENGINEER TO THE BOARD.

BRLeC:JARP

Copies to: ARCHITECT - to note paras 2, 3 and 5.
ELECTRICAL ENGINEER - for action on electrical matters, paras 3, 4 and 6.

724

13 June 1974

The Manager,
Williams Bros.,
P.O. Box 21-228,
HENDERSON

Dear Sir,


CONTRACT 2125 - OPERATIONS AND OFFICE
BUILDING - WYNYARD WHARF

Mr C. Taylor will be the Site Supervisor for this Contract. Would you kindly advise him at 74-610 Ext 754 of your intentions to commence work.

Mr Taylor will arrange for the siting of your shed and your proposed power and water supplies should also be discussed prior to moving onto the site.

Would you kindly nominate your site supervisor to whom instructions and queries relating to the administration of site works may be issued.

Yours faithfully,


D. B. Cochrane
CONSTRUCTION ENGINEER

DLG:RMT

The Chief Engineer,
Copy for information.

Inv. to letter. See

724

5 June, 1974

Mr. T.R. Mann
T.R. Mann Electrical Ltd.
Box 9400
Auckland

CONTRACT NO 2084 - WYNYARD WHARE

Dear Mr. Mann:

→ Thank you for your letter in which you set forth certain aspects of your original estimate for the above Contract No. 2084, and request consideration for an additional payment.

The contract work is still not completed and certified as satisfactory by the appropriate inspection authorities, but following such completion to the satisfaction of the Boards Engineer, your request will be examined and a recommendation made to the Board.

Yours faithfully,

ELECTRICAL ENGINEER

DJW:gra
Copies: Ch. Engr.

120/52/2



4 June 1974

The Operations Manager North
Mobil Oil New Zealand Ltd
P.O. Box 1709
AUCKLAND

Dear Sir,

re: WYNYARD WHARF ACCOMMODATION FACILITIES
FOR OIL COMPANIES

As you are aware considerable difficulty has been experienced in securing a Contractor for this work, the form of which was agreed in August 1973.

The Board recently considered two tenders which had been lodged. Although the cost will now be in the order of 70% higher than previously estimated, it has been decided that the work should proceed as an essential requirement for the Industry, and a tender has been let.

The outcome however makes it necessary that the previously proposed rental be reviewed and the figure to apply on completion of the work now will be \$900 per annum.

As arranged the rental account will be rendered to your Company on behalf of the Industry.

Yours faithfully,

A handwritten signature in blue ink, appearing to be "V.A.C. Christiansen", is written over the typed name of the secretary.

The Chief Engineer

V.A.C. Christiansen
SECRETARY

Copy for information.

A handwritten signature in blue ink is written over the typed name "SECRETARY". To the left of the signature is a small blue stamp or mark.

SECRETARY

120/52/2



4 June, 1974.

Mr E.R. Williams,
Williams Bros.,
P.O. Box 21.228,
HENDERSON

Dear Sir,

CONTRACT NO.2125 - OPERATIONS AND OFFICE
BUILDING - WNYARD WHARF

The Board at its Meeting held on Tuesday 28 May 1974 gave consideration to tenders received for the above Contract and I am pleased to advise that your tender in amount \$12,450 was accepted.

Form of Agreement for fulfilment of Contract and Specification are enclosed and I shall be pleased if you will have the Form of Agreement signed attaching thereto the Seal of your Company and also have the specification initialled on each page. On completion of these formalities the documents should be returned for execution by the Board.

Yours attention is also drawn to the requirement for Bonds, Sureties and Insurances as set out in Clauses 3.1, 3.2 and 9.4 of the First Schedule and these matters together with details of the Contract should be arranged with the Board's Chief Engineer.

Yours faithfully,

V.A.C. Christiansen
SECRETARY

Encl.

CHIEF ENGINEER

Copy for your information

SECRETARY

*Mr E.R. Williams
Williams Bros.
P.O. Box 21.228
HENDERSON*

120/52/2



4 June, 1974.

Mr W. Taylor,
26 Carruth Road,
PAPATOETOE

Dear Sir,

CONTRACT NO. 2125

WYNYARD WHARF - GATEKEEPERS AND OIL
COMPANIES OFFICES AND OIL COMPANIES OPERATIONS OFFICE

The Board at its Meeting held on 28 May gave consideration to tenders received for the above Contract.

I regret to advise that on this occasion your tender was declined with thanks, the successful tenderer being Messrs Williams Bros.

Yours faithfully,

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

tel:em

V.A.C. Christiansen
SECRETARY.

CHIEF ENGINEER

Copy for your information.

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

WILLIAMS

CONTRACT FITTERS & PAINTERS Sheet

BROS

1

8th May, 1974.

The Chief Engineer,
Auckland Harbour Board,
1 Queen Street,
AUCKLAND.

RE: CONTRACT No. 2125.

OPERATIONS AND OFFICE BUILDING, WHARF WAREHOUSE.

Dear Sir,

We hereby submit our tender for the above.

Total contract price as shown on quote sheet
No. 1165 enclosed.

The contract, if accepted by your Board, will be
carried out in association with Accadian Builders Ltd.

Owing to expected material shortages, we have
substituted aluminium joinery in our quotation.

Enclosed herewith our cheque for \$150.00.

Yours faithfully,
E. R. Williams.

E. R. Williams
for WILLIAMS BROS.

Quote Accepted
Not Accepted
Order No.

E. R. Williams
For WILLIAMS BROS.

Quote Sheet

WILLIAMS Bros.

CONTRACT FITTERS and MAINTENANCE

P.O. Box 21228 Henderson
Phone 68-759

TO: Auckland Harbour Board.
1 Queen St
Auckland 1.

3165

Ref.
Date 8th May 1974

Sirs,
Our quote for work as set out below totals \$12,450.00
If acceptable, please forward Second Copy with your O/No.

SITE Operations and Office Building ADDRESS Wynyard Wharf
EXTENT OF WORK OR SERVICES: Estimated Start Date

CONTRACT NUMBER 2125

To supply Materials and services as per plans
and specifications supplied.

Breakdown of costs as follows.

- 1 Gatekeepers section \$5276.00
 - 2 Operation Room \$1000.56
 - 3 Lunch Room \$6173.44
- 12450.00.

This price includes \$2000 P.C. sum for
electrical.
Also included is \$200 P.C. sum for drainage

Please Note:

Thank you for the opportunity of pricing this work, and we hope that our price meets with your approval.

For Office Use Only	
Quote Accepted
Not Accepted
Order No.

[Signature]
For WILLIAMS BROS.

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CONSTRUCTION ENGINEER

Date 10 June, 19 74

Subject WYNYARD WHARF - GATEKEEPERS & OIL COMPANY BUILDING - CONTRACT 2125

CODE NUMBER 2001/94 130-39

The Board has accepted the tender of Williams Bros. for \$12,450.00 for the construction of the above building. Please arrange to supervise the work and administer the Contract.

Electrical work will be arranged by the Board.

Contract documents and drawings are attached. Please hand two sets to the contractor. It is essential that the best possible progress be obtained.

BRLeC:JARP

Copy to: ELECTRICAL ENGINEER

Enc : (To Const. Eng. only)

- 4 sets Contract 2125 Specifications,
4 sets Drawings E1712/1 & 2,
1 copy Secretary's letter to Contractor,
1 copy priced schedule and
1 copy letter of tender.

Signature of 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:-

Table with 3 columns: Category (Labour, Material, Total \$), dashes, and a colon.

REMARKS:

Signature

EXTRACT FROM MINUTES
WORKS & FINANCE COMMITTEE
21 MAY 1974

12. CONTRACT 2125 - WYNYARD WHARF - GATEKEEPERS AND OIL COMPANIES OFFICES AND OIL COMPANIES OPERATIONS OFFICE

The report of the Chief Engineer advised that two tenders had been received for the above works to be provided at the outer Tanker Berth, Wynyard Wharf, details of which were set out. The report referred to the original estimate for the work in August 1973, of escalation in costs since and other matters and concluded with his recommendations. The General Manager stated that Board approval to call tenders for the facility had been granted on 28 August 1973 and subsequently agreement obtained from the Oil Companies to a rental for the area to be occupied by them, but in view of the substantial increase in the overall cost of the building it would be necessary to increase this figure. He endorsed the Chief Engineer's recommendations, and advised of the financial provision.

Recommended --

That the reports be adopted.

Mr. Le Cleve.

*Agency for Supervision
of this Contract.*

*Electrical Engineer's
Complete Electrical Sub-specification*

FINANCIAL PROVISION
MADE 28 MAY 1974

ADOPTED BY BOARD
~~28 MAY 1974~~

Auckland Harbour Board

120/52/2

17 May, 1974
Engr's file
724

ITEM 12

The General Manager,
AUCKLAND HARBOUR BOARD.

CONTRACT 2125

WYNYARD WHARF - GATEKEEPERS AND OIL COMPANIES OFFICES AND OIL COMPANIES OPERATIONS OFFICE

Two tenders have been received for the above works to be provided at the outer Tanker Berth, Wynyard Wharf.

- | | | |
|----|--|--------------|
| 1. | W.Taylor: Builder Papatoetoe | \$11,100.00 |
| 2. | Williams Bros: Contract Fitters and Maintenance in Association with Accadian Builders Ltd. | \$12,450.00. |

The specification included provisional sums amounting to \$2,200.00 for electrical and drainage works. The sum of \$2,200.00 has been included in the price from Williams Bros. but not in the price from W.Taylor so that the correct value of the offers is

Williams Bros.	\$12,450.00
W.Taylor	\$13,300.00.

This work has been difficult to commence. In December 1973, no tenders were received when advertised. Negotiations with an Oil Company to find a builder was not successful until this month when the work was advertised again and two prices have been received from four concerns who uplifted the documents.

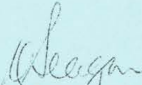
The lowest tenderer Williams Bros. with Accadian Builders Ltd. have both been checked and should be satisfactory.

The estimated cost of this work as reported in August 1973 was \$8,900.00. In the interim, along with escalation in costs, the completion of flame-proof electrical provisions to meet all Regulations would now appear likely to bring the total value of the project to say \$14,000.00.

It is essential that this work be prosecuted and I recommend that the Tender from Williams Bros. for the sum of

... ..

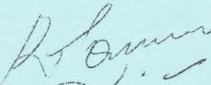
\$12,450.00 be accepted and that additional financial provision be made.


CHIEF ENGINEER TO THE BOARD.

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

Board approval to call tenders for this facility was granted on 28 August 1973 and subsequently agreement was obtained from the Oil Companies to a rental of \$572 per annum for the area to be occupied by them. However, in view of the substantial increase in the overall cost of the building it will now be necessary to increase this figure to \$900 per annum. As it is essential to mount this work as soon as possible, I endorse the Chief Engineer's recommendation. Finance of \$8,900 is provided in the Revised Programme of Works Item F.2. Priority I and the balance of \$5,100 can be met from the 1973/74 Contingency Sum.

17 May 1974


R.T. Lorimer,
GENERAL MANAGER.

Auckland Harbour Board

14 MAY 1974

MEMORANDUM

FROM

THE SECRETARY

TO THE CHIEF ENGINEER

CONTRACT NO. 2125
OPERATIONS AND OFFICE BUILDING - WYNYARD WHARF

The following tenders have been received for the above Contract and are forwarded for your information and attention please.

- (1) Williams Bros.
- (2) W. Taylor



V.A.C. Christiansen
SECRETARY.

Mr. de la Roche

Wynyard May Shed / Office et.

Expect 2 offers

Williams (D.L.G. ^{main}) Tags payment
(Tanlow Other) At. windows

Accept lower tender — either seems keen
or decent enough to offer

Peter Beale did the dig.

Tenders Dec. none

Oct 6 none

Adv. again }
D.L.G. thought } 4 apply
someone } 2 tender?

Report for May meeting — brief

bc | Feb 72 \$4500
lf | Aug. 73. \$8900.
\$73,

Ever ~~RC~~ Pemberton file for info. BCL

✓ Williams opened by Sea?
 10 postal in box

✓ Warren Taylor ✓ 13 May
 4 pmt to
 C. Clark Esq

BD9 JK returned "not known."

Oliver no reply. assume
 not interested

Pumps Tank }
 AC Mason } not interested
 able to undertake the work

Auckland Harbour Board.

copy to Sec.

By: regarding
the endorsement
in the envelope
of Henderson

12am Wynyard Wharf
All Offices

Messrs BD & JK Construction,
P.O. Box 4641,
MANGERE

Mr. Warren Taylor,
26 Garruth Rd.,
PAPATOETOE

82402 Pak

39912 Henderson

Mr. A.J. Oliver,
Flat 1,
83 Taharoto Rd.,
Takapuna,
AUCKLAND 9

6 May, 1974

Messrs Williams Bros.,
P.O. Box 21228,
Henderson,
AUCKLAND 8

- Rang 8/5/74
will submit tender

Dear Sirs,

CONTRACT 2125
OPERATIONS AND OFFICE BUILDING, WYNYARD WHARF.

I note that you collected plans and specification for the above Contract.

If practicable tenders are required at my Office by noon on Friday 10 May in order that they may be reported to the May Meeting of the Board.

Will you please telephone my Chief Clerk 74 610 Ext. 702 and advise whether or not you propose to tender for this work.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

RCP:JARP

- ① Taylor Rang 7/5/74
ok for delivery of his
Tender before 5pm. Also
Taylor advised Rk
- ② Williams Rang 7/5/74 will tender

May 7th cont 2125 r days 17/12/1972
Auckland Harbour Board. File 724

- ① B.O. & JK cont.
Wangere PO Box 464
Mangere
- ② Warren Taylor
26 Carruth Rd
Papitua
Phone Ref 82402
- ③ A J Oliver 83 Takapoto Rd 7th fl
Tokapuna

Oillo we made closing date 3 May
cont for Williams Bros POB 21-228 Henderson
Pend and Rotolators O. charge 6
38A Alfred St
NB AC Mason Ltd Ph 663 673
669 317

Auckland Harbour Board.

Mr. Kimberden

Have you made
contact with the
people who had
documents

HS

2/5/74

C R E S T

AUCKLAND HARBOUR BOARD
OPERATIONS ^{AND} OFFICE BUILDING, WYNYARD WHARF

Mr Seager
propose advt.
for approval
pse.
go

The Board intends to have constructed at Wynyard Wharf a timber building of 680 sq.ft. with fibrolite cladding and metal roof for the combined Harbour Board and Oil Companies Operations Office *and amenities*

Plans and Specifications may be obtained from the Plan Room 7th floor, Air New Zealand House, 1 Queen Street, Auckland. Contractors likely to be interested in this work are invited to inspect the plans and register their interest

V.A.C. Christiansen
SECRETARY

OK.

In Herald + Star. Sat. 20 April
Wca 24 April

18

Mr. Carr.

please inform I Sect. *Ab*

please inform plan room, as have
Gubbos advise if any interest.

Following this advert the following firms replied
Specs.

1. B.D. = J.K. Contractors Manager
2. Warren Taylor, Papatoetua
3. A. J. Oliver, Takapuna

No further communication from these people 30/4/74



AUCKLAND HARBOUR BOARD

**AUCKLAND
NEW ZEALAND**

OIL CO. OPERATIONS OFFICE &
BUILDINGS AT WYNYARD WHARF

E129

CONTRACT No. 2125

AUCKLAND HARBOUR BOARD

CONTRACT NO. 2125

For erecting Operations Office for Oil Company and combined building for Oil Company and Auckland Harbour Board.

TO THE CHAIRMAN OF THE
AUCKLAND HARBOUR BOARD

Sir,

I/We, the undersigned do hereby tender and offer to execute and perform the several works and provisions named described and alluded to in the specifications for the construction of the buildings, named above and in the specification, said buildings to be erected at Wynyard Wharf and under and in conformity the General Conditions stipulated for the sum of

.....
and I/We, annex hereto the schedule of prices upon which this tender is based and calculated.

I/We, undertake to complete the works within weeks of the date of the Engineer's order to proceed.

I/We, enclose a cheque payable to the Treasurer, Auckland Harbour Board for \$150.00.

Should this tender be accepted I/We, undertake to execute a contract and bond embodying the aforesaid Specification and Conditions within 28 days of receipt of the same from the Board.

Signed

AUCKLAND HARBOUR BOARD

CONTRACT NO. 2125

Oil Company Operation Office and Combined
Building for A.H.B. and Oil Co. at
Wynyard Wharf

General Conditions of Contract

The general conditions of contract shall be N.Z.S.S. 623:1964
"conditions of contract for Building and Civil Engineering
construction".

Contents of Bound Documents

1. Index Sheet.
2. First schedule - special conditions of contract.
3. Second schedule - Form of agreement of fulfilment of contract.
4. Third schedule - Form of Bond.
5. Specification.
6. Tender form.

Drawings

The above documents to be read in conjunction with A.H.B.
Drawings No. E1712/1 and 2.

AUCKLAND HARBOUR BOARD

CONTRACT NO. 2125

Operations Office for Oil Co. and Combined
Building for Oil Co. and A.H.B.

First Schedule: Special Conditions of Contract. Paragraph numbers below refer to the appropriate part of the General Conditions of Contract N.Z.S.S. 623:1964.

Definitions: Engineer shall mean the person who is for the time being Chief Engineer to the Board.

Tender:

2.1.1. Submission of tender.

Tenders will close at the office of the Secretary, Auckland Harbour Board no. 1 Queen St. at Noon on Friday 14 December 1973. Tenders shall be enclosed in a sealed envelope addressed to the Chairman, Auckland Harbour Board and marked on the outside Tender for Operations Office for Oil Co. and combined building for Oil Co. and A.H.B.

2.1.5. This contract is for a lump sum price and is not subject to remeasurement and part 2.1.5. of the general conditions applies.

2.3.1. Deposit with tender shall be one hundred and fifty dollars (\$150.00).

Bonds and Sureties:

3.1 A surety is required and shall be a recognised trading bank or Insurance Company.

3.2 Bond shall be executed for 10% of the contract sum.

Insurances: In addition to Workers Compensation Insurance the Contractor shall effect the following insurances:

9.4. (a) Public Liability Insurance for the value of not less than \$100,000.00.

(b) Contractors "all-risk" insurance.

Commencement Time and Delays:

11.3 Tenderers shall nominate on the tender form, the time within which they are prepared to guarantee completion of the work.

Certificates and Payments:

17.2.1 Retention in addition to Liens Act requirements shall be at the rate of 5%.

17.3.1 Plant advances shall not be made.

AUCKLAND HARBOUR BOARD

SECOND SCHEDULE

FORM OF AGREEMENT FOR FULFILMENT OF CONTRACT

Contract No..... for

AGREEMENT made this day of 19....

BETWEEN(hereinafter called the Contractor) of the one part and the Auckland Harbour Board hereinafter called the Board) of the other part and

HEREBY it is agreed as follows:-

. The Contractor shall do, execute, provide, deliver, construct, finish, and maintain all and singular the Works supplies services and things mentioned in the annexed documents which shall be deemed to form and be read and construed as part of this agreement, and shall comprise the following:-

- (a) the Tender, the letter of acceptance and any other relevant letters
- (b) the Drawings
- (c) The Specification
- (d) the Special Conditions of Contract
- (e) the Bond.
- (f) the schedule of Rates and Prices
- (g) the Bill of Quantities.

. The Board shall at the times, in the manner and subject to the terms conditions and stipulations contained in this agreement pay the sum of dollars (\$).....) or such greater or lesser sum as according to this agreement shall become payable by the Board to the contractor.

IN WITNESS whereof these presents have been signed by the parties the day and year above written.

Contractor (Reg. Company)

The Common Seal of was hereto affixed in the presence of

Contractor (Individual)

Signed by the said

Address.....

Signature.....

in the presence of (Witness)

.....

Address.....

Occupation.....

Signature.....

The common seal of the Auckland Harbour Board was hereto affixed by order of the Board at a meeting of the Board held on the day of

..... in the presence of

.....Chairman

.....Member

.....Secretary

AUCKLAND HARBOUR BOARD

THIRD SCHEDULE

FORM OF BOND

Contract No.for.....KNOW ALL MEN BY THESE PRESENTS
thatof.....(hereinafter called the Contract-
or) andof.....
.....(hereinafter called the Surety) are jointly and severally
bound to the Auckland Harbour Board (hereinafter called the Board) in the sum
of dollars (\$.....) for the payment of
which the Contractor and Sureties bind themselves, their successors and assigns
jointly and severally by these presents.

Executed and dated thisday of.....19.....

WHEREAS the Contractor by an Agreement made between the Board of the one part and
the Contractor of the other part has entered into the Contract described above
(hereinafter called "the said Contract") for the construction and completion and
maintenance of certain works as therein mentioned in conformity with the pro-
visions of the said Contract,

NOW THE CONDITION of the above written bond is such that if the Contractor shall
duly perform and observe all the terms provisions and conditions and stipulations
of the said Contract on the Contractors part to be performed and observed according
to the true purport intent and meaning thereof or if on default by the Contractor
the Surety shall satisfy and discharge the damages sustained by the Board thereby
up to the amount of the above written Bond then this obligation shall be null
and void but otherwise shall be and remain in full force and effect but no
alteration in terms of the said Contract made by Agreement between the Board and
the Contractor or in the extent or nature of the Works to be constructed completed
and maintained thereunder and no allowance of time by the Board or the Engineer
under the said Contract nor any forbearance or forgiveness in or in respect of
any matter or thing concerning the said Contract on the part of the Board or the
said Engineer shall in any way release the Surety from any liability under the
above written Bond.

Contractor (Reg. Company)

The Common Seal of

was hereto affixed in the presence of

.....
.....

Contractor (Individual)

Signed by the said

Address

Signature

Witness

in the presence of

Address

Occupation

Signature

Surety (Reg. Company)

The Common Seal of

was hereto affixed in the presence of

.....
.....

AUCKLAND HARBOUR BOARD

SPECIFICATION

FOR

WYNYARD WHARF: OIL COMPANY OPERATIONS OFFICE AND COMBINED BUILDING FOR AUCKLAND HARBOUR BOARD AND OIL COMPANY.

CONTRACT NO. 2125

WORK:- SCOPE OF. The work in this contract consists of the erection and completion of two buildings, - one being "Oil Co. Operations Office" and the other being "Combined Building for Auckland Harbour Board and Oil Company" as shown on drawings E1712/1 & 2 and as specified under the separate trade headings in this Specification

Separation of Prices: The total cost of the work shall be divided into 3 parts namely:

- (1) A.H.B. Gatekeeper
- (2) Oil Company Lunch Room & Foyer
- (3) Oil Company Operations Office

These costs shall be shown separately.

MATERIALS ARE: Reinforced Concrete Floor Slab, Timber framed walls, cement board external cladding and gib board lining Brownbuilt 12 roof, with Brownbuilt barges and spouting.

The buildings to be complete with the following services:- stormwater and sink outlets, light and power.

DESCRIPTION OF THE SITE: The site of the works is on the area adjacent to the existing toilet on the northern end of Wynyard Wharf and as shown on the site plan on drawing E 1712.

SITE:- The "site" shall mean the actual building site plus an area adjacent to be set aside for the contractor.

SHED:- Provide a proper shed to store and protect materials and also adequately house the men in accordance with the requirements of the Construction Act.

WATER SUPPLY:- Provide all necessary water for the job including sub-contractor.

ELECTRICAL SUPPLY FOR CONTRACTOR :- The Board will make free power available to the contractor for the duration of the works. The Contractor will be responsible for acquainting himself with the location of the point of supply, and for providing and installing cables, wiring switch and gear etc, from the supply point to the place where the supply is required. All such cables, wiring switch - gear etc, shall be installed to the approval of the Engineer. Note: special conditions apply to Wynyard Wharf.

PERMITS: Obtain all permits, pay all fees.

... ..

REINFORCED CONCRETE

GENERAL:- The materials and workmanship of all reinforced concrete shall comply with N.Z. S. S 1950, Chapter 9.3. 1964 "Concrete" Clauses 9.3.3 to 9.3.25 inclusive.

CURING:- The work shall be adequately protected from sun and wind. After concrete has set, the exposed surfaces shall be kept continuously damp for 7 days.

FLOOR SLABS:- Shall be 4" thick and laid directly on wharf deck. When floor is screeded, and concrete is wet, scatter a mix consisting of, 1 part cement to 4 parts sharp sand, and float to a smooth surface with a power float or steel trowel. Form 1" and 1 1/2" deep rebates on all four sides of both slabs to receive framing and window and door sills.

DAMP PROOF COURSE: Insert heavy quality bituminous felt at all junctions of timber and concrete, lapped so that no timber contacts concrete

REINFORCEMENT

Floor Slabs:- 665 H.R.C. Mesh laid 1" up from wharf deck.

METAL WORKER

H.D. HOOKED BOLTS: Fabricate bolts out of 3/8" dia. mild steel threaded one end and hooked to an internal radius of 2" at other end. Provide nuts and washers for bolts, and deliver to Contractor. Quantity and dimensions to be supplied by contractor.

STOOL TO POST: Weld up a shoe out of 3/16" M.S. (2) sides and bottom and weld a 1 1/2" dia g.w.1. pipe to centre bottom of shoes. Rag other end of pipe. Drill and countersink 4 staggered holes to receive 1 1/2" x 10 g. screws. All to dimensions supplied by Contractor.

CARPENTER AND JOINER

1. MATERIALS

(a) Timber. All timbers shall be the best of the several grades and kinds specified and in accordance with N.Z.S.S. 169, second revision 1956, Classification and grading of N.Z. Building timbers. All timber shall be fillet stacked immediately on arrival at the site, and shall be protected from the weather and damage continuously for the duration of the Contract.

All timbers shall be seasoned in the open air or in an approved kiln by approved processes.

(b) Timber Treatment where applicable, timbers must be treated in accordance with Timber Preservation Regulations 1955 and amendments etc thereto. Any timbers authorised by the Architect to be substituted, shall also comply with the above regulations etc.

... ..

(c) Nails, Bolts & Screws shall be the best of their respective kind kinds and of suitable length kind and strength for the timber and purpose for which they are to be used.

(d) Thickening All timbers shall be machine gauged both ways.

(e) Damp Proof Course: Whenever timber is fixed to or adjoins concrete, a continuous strip of 3 ply bituminous damp proof course shall be fixed to the full width of the faces of contact.

2. WORKMANSHIP

(a) Carpentry Timberwork shall be framed fixed and fitted together in a workmanlike manner to the best trade practice. Members shall be fixed plumb and true to line and face. Ends shall be cut square or to the true angle as necessary. Work shall be accurately set out, neatly executed, and finished and any work which develops defects shall be made good or replaced to the Architects satisfaction.

3. SCHEDULE OF TIMBERS All timbers shall be of the following kinds and grades.

No. 1 Framing Treated Pinus Radiata.

Plates, Drawings and Studs	4" x 2"
Rafters	8" x 2"
Turlins	ex 3" x 2"
Trimmers	6" x 2"

4. SUBSTITUTION: No extra cost will be allowed to the Contractor for timbers substituted for those specified with the Architect's permission.

5. FIXING H.D. Bolts for fixing timber to concrete slab are supplied by Metalworker and shall be cast in site, accurately placed true to line and with sufficient thread showing. Space bolts at approximately 3'6" centres.

6. WALL FRAMING: Frame walls shall be set on D.P.C. on Rebates at edges of Cone. Slabs as indicated. Studs shall be 4" x 2" at 16" centres and 4" x 2" nogs at 2'0" centres.

7. TRIMMERS & BEAMS

(a) Doors in external walls and over windows and hatch:

Trim over with 2/6" x 2" 's notched 1/2" into studs at each end.

(b) Doors in internal Walls: Trim over with one 4" x 3" notched as above.

(c) From post to building: dressed 6" x 4" notched 1/2" deep over post and 2" over stud in frame wall.

8. ROOF

(a) Joists shall be 8" x 2" fixed at 12' centres and longitudinally at North & South verges.

... ..

(b) Nogging To roof on A.H.B. Gatehouse & Oil Company Waiting Room fix 2 rows of 8" x 2" nogging or 2" x 2" herringbone at 6'0" centres.

To roof on both buildings fix ex 2" thick purlins of varying widths to allow for fall of Brownbuilt Roof and at max 4'6" centres,

(c) Facias fix ex 8" and 6" x 1" fin shiplap facia to all verges. Lower member to be grooved for $\frac{1}{4}$ " fibrolite soffit.

(d) Ventilation Gap Allow 1" gap between noggs at soffit and wall (see drawing).

9. EXTERNAL CLADDING AND SOFFIT

(a) Walls clad outside with $\frac{3}{8}$ " fibrolite fixed to framing with approved patent continuous galv. metal joining strips at vertical joints. Fix fibrolite at edges with 2" galv. Clouts at 9" centres and in the body of the sheets at 14" centres.

(b) Soffit Line all soffits with $\frac{1}{4}$ " fibrolite fixed with $1\frac{1}{2}$ " galv clouts at 9" centres. Fit outside edge soffit lining into groove in facia. Fix 1" x $\frac{1}{4}$ " fin battens over joints. Stop fibrolite 1" clear of walls, for vent gap. Drill Holes for clouts, fix birdnetting as shown on drawings.

10. INTERIOR WALL LININGS AND CEILINGS

Line out walls and ceilings throughout both buildings, with $\frac{3}{8}$ " Gibraltar Board, fixed in accordance with manufacturers instructions. Fix with galvanised clouts, stop, smooth down, and prepare for painting.

11. INTERIOR TRIM Architraves to windows and doors shall be ex 2" x 1" bevelled on edges. Trim to top of Vinyl covering $1\frac{1}{2}$ " x $\frac{1}{4}$ " fin.

Cornice ex 2" x 1" bevelled on face. Neatly scribe, mitre, and level join as required lengthwise.

12. WINDOW FRAMES Construct window frame to detail with heads and jambs out of 5" x 2" mullions out of 5 x 2 $\frac{1}{2}$ " trousomes out of 4" x 3" sills out of 6" x 3". Check mullions and jambs over sills with weathered joints set in thick priming and well nail. Prime frames all round before fixing. Fix and well nail frames into Rough framework. Pack window frames plumb and level.

13. Window Sashes Construct sashes shown per N.S. S.S. 26 & 27 out of D.A. Ht Rimu, Totara, Redwood or Cedar, all to detail. Sashes shall be moulded rebated and weather grooved all around. Mortices and tenons shall be primed all round and wedged and pinned. Hang all upper sashes on galvanised steel "Whitco" or similar approved top hung sash fitting, check into styles and fix with galvanised screws.

14. DOOR FRAMES

Interior Frames: Shall be ex 1" O.B. Rimu selected with 1 1/2" x 2" planted stops. Wedge head and jambs plumb and square and securely fix.

Exterior Frames: Shall be solid rebated ex 5" x 2". Sills shall be shaped ex 6" x 2" (see Door details).

15. DOORS

(a) Internal: Shall be selected flush standard type 6'6" x 2'6". Rimu with clashing strip. Hang doors on 3 No. 4" L.P. Butts and fit locks, furniture etc to be selected by Architect.

(b) External Doors shall be framed ledged and braced, styles and head ex 5" x 2" intermediate rail and bottom rails ex 6" x 1" braces ex 6" x 1" and ex 4" x 1". Bevelled edge T & G lining. Butts & furniture as for Internal doors.

16. LOCKERS

(a) Carcases Construct lockers as detailed all of joinery grade pinus radiata, machine dressed and hand finished for varnishing. Construct tops, shelves, sides and bottoms out of 1" timber, backs to be 3/16" handboard set in rebates. Support lockers on ex 6" x 1" recessed 2" front and back to allow lockers to clear coved vinyl skirting and fit snug to wall.

(b) Doors Shall be 7/8" coveboard with a clashed edge. Cut a rebated rectangular hole to receive size 8" x 4" vent grill and bead same in. Hang doors on 3 No. 2 1/2" butts B.M.A. finish. Check in cupboard lugs on style and jamb for padlocks. Fix on one name card holder on each door, and 1 coathook inside each locker.

(c) Clothes Rail: To each locker provide a rail of 1/2" dia, water pipe.

17. SINK BENCHES, ONE 6'0" AND 2/5'0"

(a) Tops are formica or equal laminated tops with splashbacks coved to all adjacent walls. Tops to be complete with stainless steel sinks 16" x 14" each complete with 1 1/2" plug and waste with chain and stay.

(b) Carcasses: Construct carcasses generally out of ex 1" joinery grade Pinus Insignis including shelves. Support sink benches on ex 6" x 1" recessed 2" front and back to allow benches to fit snug to walls over coved vinyl skirting.

(c) Doors Hang 7/8" Rimu coveboard each on 2 no. 2 1/2" brass butts and screws. Fit 6" selected timber handles and cupboard catches.

(d) Shelves (two off).

Fit 16" wide by ex 1" timber shelf on timber brackets ex 2" x 1" all as detailed.

... ..

18. HIT AND COAT HOOKS Provide and fix 10 no B.M.A. finish hat and coat hooks in foyer adjacent to A.H.B. accommodation. Locate as shown on drawings and 5'6" up from floor. Mount H & C hooks on continuous ex 4" x 1" bevelled edge Ht Rimu batten screwed to wall.
19. BEAD FOR VINYL FLOOR COVERING: Provide and fix $\frac{1}{2}$ " x $\frac{1}{2}$ " beading 4" from floor to provide finish for coved vinyl.
20. BOTTOM OPENINGS IN ALL WINDOWS: Set $\frac{3}{8}$ " asbestos cement, bedded in mastic directly into frames. Fix ex 2" x $\frac{1}{2}$ " fin beads at sides and top and ex 2" x ex 1" levelled beads at bottom. Seal beads in mastic.

ROOFER

1. GENERAL Refer to the general conditions of Contract which apply to this section of the work.
2. SCOPE OF WORK: Cover both roofs, completely with 24 gauge "Brownbuilt 12" longrun, Galv. Steel roof in continuous lengths. Sheets will be in 12" widths with vertical ribs at 24" intervals. Use clips supplied by Manufacturer. Clips will be fixed to the single edge of the interlocking sheets in such a way as to permit free expansion and contraction. Nail clips securely to sides of frame. Button punch interlocking ribs at 3'0" centres. Turndown decking to spouting.
3. CAPPING TO FASCIA Fix fascia brackets, "Brownbuilt B3" at maximum 3'0" centres to timber fascias. Fix standard 0.25 gauge "Brownbuilt Capping complete with notched turn-down and clip to roof, all in accordance with manufacturer's recommendations.
4. CAPPING TO BARGES As for Fascia Capping except that brackets are rivetted and clipped as recommended by manufacturer.
5. SPOUTING: Fix "Brownbuilt" concealed gutter brackets (B2) at 3'0" centres to timber fascia, allowing for 1" falls (see roof plans) to outlets as shown. Clip on 5 $\frac{1}{2}$ " x 5" - 0.25 gauge galv. steel, "Brownbuilt" gutter. Supply stopped ends, outlets and drops. All to manufacturers recommendations.

PLUMBER

1. Standard of Work: all work shall be carried out by an approved registered plumber in accordance with drawings and specification and to Architects satisfaction. All work must comply with the requirements of the Plumbing Regulations and the Health Act, and a lower standard of work will not be permitted.
2. Extent of Work The plumber shall supply all plant, equipment, labour, materials and fittings to complete the work.

Work under this heading comprises all exterior flashings, overflashing (except those specified under 'Roofer') downpipes, cold water supply and equipment, wastes and drains.

... ..

3. PERMITS: Obtain all Permits, pay all fees.
4. TESTING: allow for inspections and testing of all plumbing to the satisfaction of the Architect and Local Authorities.
5. MATERIALS - SUBSTITUTION: No materials may be substituted for those specified without the Architects written permission.
6. SINK TAPS To each sink provide a C.P. Bib Tap labelled cold.
7. TRAPS AND WASTES Shall be P.V.C. Throughout. Supply all Unions, Bends, Cleaning eyes, branches and fittings to complete the work. Where required, pipes shall be strapped to structure with galv. strapping or equivalent.
8. SINK WASTES (3 off). Provide 1 1/2" dia trap and waste to each sink. Run under cupboard floors to outside building. Diamond still 1/2" dia oversize holes through wharf deck and terminate outlets 1'0" below underside of wharf deck. Grout into holes in deck. Locate sink wastes as follows:- adjacent to edge of wharf on North wall of Test Room and Oil Company lunch room and west wall of Auckland Harbour Board Gatekeeper.
9. BACK VENTS TO SINK WASTES
Provide and fix 1 1/2" dia. P.V.C. back vents to each outlet and fix to outside of building. Provide bird proofing in tops of backvents.
10. DOWNPIPES
Provide and fix 5 no. down pipes to buildings. Downpipes shall be circular 2" dia. 24 gauge galv. iron, seam jointed and soldered. Fix to drips provided by "Roofers" and terminate 4" above wharf deck. Fix to building with appropriate G.I. Clips.
11. FLASHINGS
All windows and external doors:- flash 4 sides using 24 gauge g.i. bent to the profiles shown on drawings.
12. COLD WATER SUPPLY
 - (a) All of the cold water reticulation
shall be in 1/2" dia. hard copper tube. Joints shall be silfos braised or made with Crox Unions. All pipe runs encased in concrete shall be tested under pressure before concrete is poured.
 - (b) Connection to Main
Connect to existing main at closest point. Provide stopcock.
 - (c) Water Supply
Connect 3/4" dia. branch main to main and run to building. Lead off 1/2" dia copper pipes to each of 3 sinks.
... ..

PAINTER

1. INSPECT WORKS

Inspect the work to be painted. Any defects whatsoever shall be rectified before commencing painting.

2. QUALITY OF MATERIALS

All of the paints shall be of the brands specified or of approved similar brand and quality, brought onto the works in the Makers sealed containers. Paint shall conform to N.Z.S.S. 521 for ready mixed paint.

3. LOCKS AND FITTINGS

All locks and fittings are to be removed before commencing painting.

4. STOPPING:

After priming stop all nail holes, cracks etc, with linseed oil putty.

5. PAINTING

(a) All Timber Joinery, cupboards, finishing and hardboard paint as follows:-

"Dulux"	1 coat	"Wunderpine"
	1 coat	Undercoat
	1 coat	"Highgloss"

(b) Exterior Asbestos Cement Board:

Two coats "Dulux" LO Gloss"

6. PROTECTION

After painting, protect all of the painted work from damage, acts of workmen and building operations. Allow for making good any defective work. Protect all floors and surrounding work from paint splashes during painting.

7. CLEANING

On completion remove all paint marks and blemishes and clean down glass.

FLOOR COVERINGS

Cover all floors with commercial grade Vinyl properly glued to floor and covered up to beading on all walls. Colour to be selected by Architect.

GLAZIER

All glass used shall be approved sheet glass, ordinary glazing quality free from blemishes and waves and cut accurately to size.

... ..
... ..

GLAZING

All glazing to sashes shall be well sprigged into place, back puttied and face puttied. All putty shall be neatly trimmed off sashes.

COMPLETION

On completion all surplus putty shall be cleaned off and the whole of the glazing work left clean and in perfect order.

Protect until completion of Contract.

ELECTRICAL

Allow the provisional sum of \$2,000 for all electrical work.

ELECTRICIAN

General

The attention of the Electrical Sub-contractor is drawn to the general conditions of contract in the N.Z. Standard Specification 623:1964 "Conditions of Contract for Building & Civil Engineering Construction" as a reminder that all clauses and provisions therein shall be binding on all sections of the contract.

Scope of the Work

Supply and install all the lighting and power points required by the Engineer in accordance with plans and specification to be supplied later.

17 May 1974

THE CHIEF ENGINEER

THE GENERAL MANAGER.

WYNYARD WHARF CRANES
PROPOSAL FOR THREE CRANES INSTEAD OF TWO.

I refer to my memo dated 21 June 1973, and your subsequent verbal request that the installation of a Jellicoe 'A' type crane on Wynyard Wharf be also investigated.

The installation of a 5 ton Cowans Sheldon 'A' type crane on Wynyard Wharf would involve the laying of 650 ft. of new rail at the required rail centres, lengthening of the waterside portal leg and the fitting of three new wheels to the landside leg bogie so that the wheel loading is reduced.

The total cost of this work may be expected to amount to \$13,000.

My estimate, detailing this price is enclosed.

Encl.

CHIEF ENGINEER TO THE BOARD.

c.c.

Mechanical Engineer

TGD:AF.

EEG

COST ESTIMATE FOR
INSTALLATION OF 'A' TYPE CRANE
ON WINYARD WHARF.

1. Laying of 650 ft. of 112 lb/yd. rail	\$ 5,500
2. Making pattern for new wheels	\$ 300
3. Casting and machining 3 new wheels @ \$600	\$ 1,800
4. Modifying W/S wheels to centre flange type	\$ 700
5. Raising W/S bogies and fitting new wheels	\$ 2,000
6. Removal and installation of crane	\$ 1,000
7. Moving 2 light poles	<u>\$ 300</u>
	\$11,600
10% Contingencies	<u>\$ 1,160</u>
Total:	<u>\$12,760</u> =====

c.c.

Mechanical Engineer.

TGD:AF.

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER ..2084..... FOR WYNYARD WHARF LIGHTING
IMPROVEMENTS.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER5..... DATE ...8/5/74.....

I hereby certify that the sum of TWO HUNDRED AND SIXTY SEVEN
DOLLARS ELEVEN CENTS (\$ 267. 11)
is due to Messrs. T.R.Mann Electrical Ltd..... on Account of
Contract Number..2084.....

VALUE OF WORK TO DATE	6/5/74	\$ 11,521. 75
LESS RETENTION	1,728. 26	
LESS PREVIOUS PAYMENTS	9,526. 38	11,254. 64
LESS LIENS ACT RETENTION.....		\$
AMOUNT NOW CERTIFIED		\$ 267. 11

DUPLICATE

.....
CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

6 May 1974

FROM ELECTRICAL ENGINEER

TO THE CHIEF ENGINEER.

CONTRACT No. 2084

LIGHTING IMPROVEMENT - WYNYARD WHARF.

PROGRESS PAYMENT No.5.

Herewith Contractors claim for a payment of \$314.25 on account of variation to Contract Variation Order No.1, dated 24.10.1973.

The work carried out by the Contractor was necessarily more extensive than that estimated at the time of raising the variation order; and in my opinion the sum of \$314.25 is a fair evaluation of the work completed.

Total value to the 6 May 1974	\$11,521.75
Less retention 15%:	<u>\$ 1,728.26</u>
	\$ 9,793.49

Less previous payments:

Progress payment No.1	\$6,297.65	
" " No.2	\$2,116.50	
" " No.3	\$ 230.78	
" " No.4	<u>\$ 881.45</u>	<u>\$ 9,526.38</u>

Progress Payment No. 5	\$ 267.11
	=====

I certify that the total value of the work completed up to the 6 May 1974 is \$11,521.75.

J. Frankle

ELECTRICAL ENGINEER.

Encl.

DJW:AF.

*Anchor, cont.
prepared 7/5
R*

**T.R. MA
ELECTRICAL LTD.**

In Association with South Pacific Installations Ltd.

REGISTERED ELECTRICAL CONTRACTORS CNR. EARLE & BATH ST., PARNELL. BOX 9400, AUCKLAND, N.Z. PH 370-322, 375-596.

M. AUCKLAND HARBOUR BOARD
PRIVATE BAG
AUCKLAND 1.

No 3360

MAR. 74

✓/0 1 JOB NO. 2733
CONTRACT NO. 2084 WYNYARD WHARF.
YOUR SPECIFICATION FOR THIS
✓/0 AFTER VERBAL
ESTIMATE ON SITE PROVED
TO BE MORE STRINGENT
THAN YOUR VERBAL INSTRUCTION

FORMICA PANEL	\$29.50 + %	\$34.00
STAINLESS STEEL SCREWS + %		7.95
ATTACHMENT BOWTS + PLUG BOLTS + %		4.60
MARINE PAINT + GRAPHITE + %		9.20
LABOUR . 55 HRS @ 4.70		\$258.50

ACTUAL PRICE \$314.25.
V.O. No 1, & K.M.

E. & O.E.

NET 20th MONTH.

RECEIPTS only on request

A U C K L A N D H A R B O U R B O A R D

CONTRACT NUMBER ..2084..... WYNYARD WHARF LIGHTING
FORIMPROVEMENTS.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER ...4..... DATE ...7/5/74.....

I hereby certify that the sum of EIGHT HUNDRED AND EIGHTY ONE
DOLLARS AND FORTY FIVE CENTS (\$.....881.45.....)
is due to Messrs. T.R. MANN ELECTRICAL LIMITED on Account of
Contract Number..2084.....

VALUE OF WORK TO DATE	2/5/74	\$	11,207.50
LESS RETENTION	..1,681.12.....		
LESS PREVIOUS PAYMENTS	..8,644.93.....		10,326.05
LESS LIENS ACT RETENTION.....		\$	
AMOUNT NOW CERTIFIED		\$	<u>881.45</u>

[Handwritten Signature]
F 17

.....
CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

3 May 1974

FROM

ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER.

CONTRACT No. 2084

LIGHTING IMPROVEMENT - WYNYARD WHARF.

PROGRESS PAYMENT No.4

Herewith Contractor's claim for a further progress payment of \$1,470.50.

This claim is made up of the balance of the Contractor's claim for Progress payment No.3 together with the claim for Progress payment No. 4.

Contractors claim for Progress Payment No.3	\$1,100.00
Actual Progress Payment:	\$ 271.50
Balance:	\$ 828.50
Contractors claim for Progress Payment No.4:	\$ 642.00
Total claim:	\$1,470.50
	=====

In my opinion this claim is in excess of the value of the work done, and I consider that a figure of \$1,037.00 would be a fair evaluation of the work completed, not taking into account any variations to the original contract.

Total value to the 2nd May 1974:	\$11,207.50
Less Retention 15%:	\$ 1,681.12
	\$ 9,526.38

Less previous payments:

Progress Payment No. 1	\$6,297.65	
" " No. 2	\$2,116.50	
" " No. 3	\$ 230.78	\$ 8,644.93

Progress Payment No.4:	\$ 881.45
	=====

I certify that the total value of the work completed up to the 2nd May 1974 is \$11,207.50.

W. Franklyn

ELECTRICAL ENGINEER.

DJW:AF.

Warrant prepared 4/5/74
Deb

INVOICE/STATEMENT

**T.R. MANN
ELECTRICAL LTD.**

In Association with South Pacific Installations Ltd.

REGISTERED ELECTRICAL CONTRACTORS CNR. EARLE & BATH ST., PARNELL. BOX 9400, AUCKLAND, N.Z. PH 370-322, 375-596.

M. AUCKLAND HARBOUR BOARD

PRIVATE BAG

Nº 3365

AUCKLAND 1

MAR. 74

JOBNO 2733

CONTRACT NO. 2084

PROGRESS CLAIM NO. 4.

\$ 642-00

E. & O.E.

NET 20th MONTH.

RECEIPTS only on request

3 911 374

25

AUCKLAND HARBOUR BOARD

CONTRACT NO. 2084 FOR LIGHTING IMPROVEMENT - WYNYARD WHARF.

ORDER FOR VARIATION UNDER CLAUSE NO. 16.3 OF THE GENERAL
CONDITIONS OF CONTRACT

Variation Order No. 2

To: Messrs. T.R.MANN ELECTRICAL LTD.
Cnr. Earle & Bath St.
AUCKLAND 1.

I hereby order the following variation in the Works comprised in the above
Contract:—

Description:—

a) Supply and install 'Utilux' terminals to choke boxes.		
Invoice No. 3362		\$214.99
b) Ream cable entry to poles to remove obstruction.		
Invoice No. 3361		<u>\$ 76.20</u>
	Value of work:	\$291.19
c) Supply and install flame proof junction boxes in place of the flameproof plugs and sockets called for in the specification		
	Credit:	\$70.12
d) Delete 34 only 'Reyrole' non flameproof plugs and sockets from Phillips floodlight connections.		
Invoice No. 3364		
	Credit:	<u>\$105.40</u> <u>\$175.52</u>
		<u> </u> <u>\$115.67</u> <u> </u>

Chief Engineer to the Board.

Resident Engineer:

The work entailed by this variation order will be paid for:—

a) Measurement under Item No. ~~XXXXXXXXXX~~ of the Bill of Quantities.

b) Rate to be fixed as above.

HERALD
PAGE

N.Z. HERALD, P.O. Box 32, Auckland. Ph. 34-460

ORDER No.	PRICE QUOTED	INVOICE REF. No.
-----------	--------------	------------------

NAME | AUCKLAND HARBOUR BOARD,
P.O. BOX 1259,
ADDRESS | AUCKLAND

ACCOUNT No. >	AREA	CLASS	R/S >	Disc.	SPACE	No. of INSERTS
			PRICE >			
DATE	CLASSIFICATION			SPACE		INSERTIONS
TUESDAY APRIL 16 WEDNESDAY APRIL 17	TENDERS					

PLEASE WRITE CLEARLY
AUCKLAND HARBOUR BOARD
CONTRACT NO. 2125

OIL COMPANY OPERATIONS OFFICE
AND BUILDING AT WHARF WHARE

Tenders are invited for the construction of a building for combined Operations Office for Auckland Harbour Board and Oil Company.

Plans and Specifications may be obtained from the Plan Room 7th Floor, Air New Zealand House, 1 Queen Street, Auckland.

V.A.C. CHRISTIANSEN,
SECRETARY

NOTE—The signature and address of the advertiser must be written on the back of the form

WILSON & HORTON LTD., AUCKLAND

I

We request you to publish this advertisement in the New Zealand Herald and agree that you will not be responsible for any of the following from whatsoever cause arising; non-insertion or any delay or error or inaccuracy in publication of said advertisement, loss of any reply or replies thereto or delay in delivering same to the advertiser. The N.Z. Herald will not be responsible for more than one incorrect insertion of any advertisement. The N.Z. Herald also reserves the right to alter the text of advertisements to conform to style or for any other good and sufficient reason.

Signature

Address
(Street)

Phone Date

AUCKLAND HARBOUR BOARD
CONTRACT No. 2125
OIL COMPANY OPERATIONS
OFFICE AND BUILDING AT
WYNYARD WARE

Tenders closing at noon on
December 14 1973 are invited
for the construction of a
building for combined Operations
Office for Auckland
Harbour Board and Oil Company.

Plans and Specifications may
be obtained from the Plan
Room 7th floor, Air New
Zealand House, 1 Queen
Street, Auckland.

V. A. C. CHRISTIANSEN,
Secretary.
R24-28

Star 24/11/73 Sat
28 Wed.

10 April, 1974

Messrs Mobil Oil N.Z. Ltd.,
P.O. Box 1709,
AUCKLAND

ATTENTION: MR. P. SMITH

Dear Sirs,

OPERATIONS BUILDING - WYNYARD WHARF

As requested I forward herewith copy of Specification No.2125
and Drawings E1712/1 and 2.

I look forward to receiving a tender for this work.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

RCP:JARP

Encl.

*Smith put
cleany date as*

Fri 3 May 74

(11/1/74)

Williams Bros Henderson P.O. 21-228

Pump & Tank installers

Coed. 11

24 24/4/74

724

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

DATE: 16th January 1974.

Dr. to

T. R. Mann Ltd.,
P.O. Box 9400,
AUCKLAND.

Engineers Department
For the undermentioned:

(Name of Claimant)

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	TOTAL
	<u>Lighting Improvements</u> <u>Wynyard Wharf</u> 3rd Progress payment on account of Contract No. 2084 for the above work in accordance with Engineer's Certificate No. 3 dated 16th January 1974 attached.	<i>[Signature]</i>		230 78

DUPLICATE

Costing Code			Amount		Costing Code			Amount		Disc.	NET TOTAL \$
Dept.	Clas.	H.E.			Dept.	Clas.	H.E.				
2001	19	48		230 78							
											230 78

Countersigned

I CERTIFY, that to the best of my belief and knowledge the foregoing account is true and correct in every particular

CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

9 January 1974

FROM

ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER.

CONTRACT No. 2084

LIGHTING IMPROVEMENT WYNYARD WHARF.

PROGRESS PAYMENT No. 3.

Herewith Contractors claim for a further progress payment of \$1,100.00.

In my opinion this claim is far in excess of the value of the work done, and in evaluating the situation it is my opinion that a figure of \$271.50 would be a fair evaluation of the work completed. On this basis the following payment should be made:

Total value to the 8 January 1974	\$10,170.50
Less retention 15%	<u>\$ 1,525.57</u>
	\$ 8,644.93
Less previous payments:	
Progress Payment No. 1	\$6,297.65
" " " 2	<u>\$2,116.50</u>
	<u>\$ 8,414.15</u>
Progress Payment No. 3:	\$ 230.78
	=====

I certify that the total value to the 8 January 1974 for which payment can be claimed is \$10,170.50.

[Handwritten Signature]

ELECTRICAL ENGINEER.

Encl.

1017.05
508 \$25.
1525.57

Les. Fewell

Voucher & Certificate
Repaid
16/1/74

:AF.

REGISTERED ELECTRICAL CONTRACTORS CNR. EARLE & BATH ST., PARNELL. BOX 9400, AUCKLAND, N.Z. PH 370-322. 370-3222

ELECTRICAL

In Association with South Pacific Electrical Contractors Association

M AUCKLAND HARBOUR BOARD
Box 1239
AUCKLAND

Nº 3234

OCT 73

JOB No 2733

4th PROGRESS CLAIM
FOR WYNHARD WHARF.

\$ 1100.00



NE
& O.A.

TH.

RECEIPTS only on request

INVOICE
Pacific Insurance Ltd.
375-596, 322

