

1987.328.259

821/1
1933-1972
165 Devonport

T 821

FILE NO 821/1

DEVONPORT FERRY WHARF

DEVONPORT CARGO WHARF

CORRESPONDENCE FROM 1935
TO JUNE 1972

56 Seacliffe Avenue,
Belmont, Auckland.

22nd June, 1972

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

Dear Sir,

Re : Side Door offering Exit off
Devonport Wharf

I understand Mr. B. Goldwater has been in touch
with you regarding this amenity.

He has asked me to write confirming that I was
in trouble when it recently jammed on me.

Basically, it is a very useful thoroughfare,
and it only needs either replacement or maintenance.

Can you help?

Yours faithfully,

V. W. Traves
V.W. Traves

*File till further complaints.
RSP*

C/E

2 Clarence Street,
Devonport,
AUCKLAND, 9.

19th June, 1972

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

Dear Sir,

re: Defective door on Devonport Wharf

I received your letter of the 8th instant for which I thank you and regret to have to inform you that the matter is not nearly as easily disposed of as suggested in your letter.

The jamming of the door has nothing whatever to do with the retraction of the latch as the side of the door which jams, closes (and jams) well past the latch.

I saw the same thing happen only this morning when I happened to be on the inside. Two young men were on the outside and they kicked the door open. Elderly people and women are not able to do this.

I have used the door extensively for the last ten years and can assure you definitely that the turning of the handle-ring is not the main difficulty.

B.E. Goldwater

Yours faithfully,
B.E. GOLDWATER

File - await more complaints

ROY

C/E

8 June, 1972

Mr.B.E. Goldwater,
2 Clarence St.,
Devonport,
AUCKLAND 2.

Dear Sir,

I acknowledge your letter of 18 May addressed to the Secretary.
The door between the cargo wharf and passenger wharf has been inspected.

It appears that passengers may have thought that the door was jammed whereas in fact they have not turned the handle-ring to retract the latch.

A notice "Turn to open" will be painted near the handle and I trust that this will overcome the problem.

Thank you for drawing attention to this matter.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

RCP:JARP

Copy to: SECRETARY :For Information

CHIEF ENGINEER TO THE BOARD.

To Mr Pambarton ✓

Please file *RM*

69

Devonport Passenger Wharf
Entrance Door from Cargo Wharf

Following a complaint from Mr B.E. Goldwater of Devonport this door was inspected.

Mr Goldwater states in his letter that this door jams in windy weather after it has blown closed.

Inspection shows that it is most unlikely that this door would jam. The only possible way for it to jam would be for the lower tower bolt to drop when the door is ~~just~~ slammed shut, but as this bolt has been nailed in the open position it would be necessary to remove the nail ~~before~~ before the bolt could drop.

The door furniture consists of a latch set with an old style bull handle on the inside and a brass ring on the exterior.

It is most likely that the door will not open because the handle has not been turned to retract the latch.

The Foreman Carpenter reports that he has already instructed the Foreman Painter to sign write the door with the words "Turn to Open" and this should overcome the problem.

J. Walker
8/6/72

Auckland Harbour Board

592 B

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 9 May, 19 72

Subject DEVONPORT PASSENGER WHARF
GANGWAY WINCH ROOM

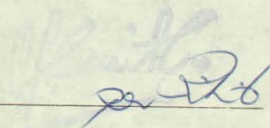
CGDE	NUMBER
126	001 / 40-49

Birds are entering this room and soiling the equipment. It would appear that the birds are entering at the eaves.

Would you please fix chicken mesh netting in all openings at the eaves to stop entry of birds.

Copy to: MR.D.WALKER M/A SECTION

DW:JARP


CHIEF ENGINEER TO THE BOARD.

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

This work was completed on _____ at a cost of:—

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

REMARKS: _____

Signature _____

Date _____ 19

To Mr Pemberton

Devonport Cargo Wharf

On a recent visit to this wharf I inspected wharf lighting with messrs Ian Stewart, Ian Bow, and Bill Pearce. The Electrical Dept. is producing a new lighting scheme for this wharf.

While there I inspected the sign over the entrance to the wharf. This structure consists of a steel beam supported on timber posts.

When the vehicular ferry service was operating this sign was used to direct traffic to the various lanes on the wharf, but now it only carries wharf lighting and anchors an overhead supply to the P&T cable, denoting lights (at present the board supplies the P&T Dept. with power for these denoting lights.)

The timber posts are supported at dock level by metal straps which are very badly rusted. The strap on the west side has rusted through leaving the post only partially supported.

I recommend that this structure be demolished and replaced with a light pole when the other wharf lighting is upgraded.

Mr Walker

Please arrange with
Electrical Engineer
done 8/5/72 DW

DW Walker

1/5/72

Lib?

To Mr Pemberton

Deverport Passenger Wharf

The electricians report that birds are entering the machine room and fouling the machinery.

Inspection reveals that the birds are most likely entering the room through the covers and this could be stopped by fixing chicken mesh in all the openings.

Would this work be considered as a maintenance charge and if so shall I instruct the Foreman of works to proceed.

D Walker
2/5/72

Mr Walker

yes please

RAF

instruct to FOW 9/5/72 Dwi

To Mr Pemberton

A Word ever replied to?

File 821/1

90

Devonport Passenger Wharf Maintenance

A Maintenance requirements for this facility were reported by the Architect Mr R Scott on 7/3/67 (Wharf Buildings) and construction Engineer Mr B Loch on 9/3/67 (reinforced concrete wharf structure).

Since this time work has been done on the buildings but not on the R/C wharf.

Reinforced Concrete Wharf

Refer to the Construction Engineers Report of 9/3/67 for history of the structures.

In the last four years more concrete has spalled from the underside of the structures and there has been further corrosion of the reinforcement which was all ^{already} exposed.

estimated cost in 1967	\$36,000	=	\$72,000
allowance for extra work required	+ 20%		14,400
			86,400
during the last 4 years costs have risen 50%			43,200

\$129,600

Say

\$130,000

Wharf Buildings

In the last four years maintenance work has been carried out,

(2)

91

as follows:-

- April 1968 (by contract) 150 lin ft. of galv. iron ridging
and some R.P.M. sheeting. 1207
- Dec. 1969 (by contract) interior painting including
Roof trusses. 5522
- April 1970 (by Board staff) ~~interior painting~~
water supply replaced. 1110
- Sundry repairs to windows and interior
skirting boards. 7870

Work at Present Required

renew window heads and flashings
repairs to ridge and valley flashings on roof
external painting - Timber sills, sashes, fascia,
facings, spandings, downpipes
and flashings.

Future Work

in 3 to 6 years it will be
necessary to repaint the roof trusses.
in approx 5 to 10 years R.P.M.
sheeting will require attention.

Timing of Work

(a) R/C Wharf

Could leave repairs for up to
5 years but extent of work will increase and
cost will increase even more than over the last
period. If the structure is to be retained for,

more than 20 years repair as soon as possible

(b) Wharf Buildings

Window Heads and Flashings - repair as soon as possible
to ~~prevent~~ prevent further
deterioration - should have been
done 3 years ago.

Ridge and Valley Flashings - as soon as possible

External Painting - as soon as possible to prevent
further deterioration.

Costs

Reinforced Concrete Wharf	\$130,000
Window heads and flashings	\$ 3,600
Ridge and Valley flashings	\$ 200
External Painting	\$ 3,600
	<u>\$137,400</u>

Revised 13 Oct.

DW will send out sheet to be read with the other ones.

BA Rep + POW for wharf.

DW
11/10/71

To Mr Pamberlan

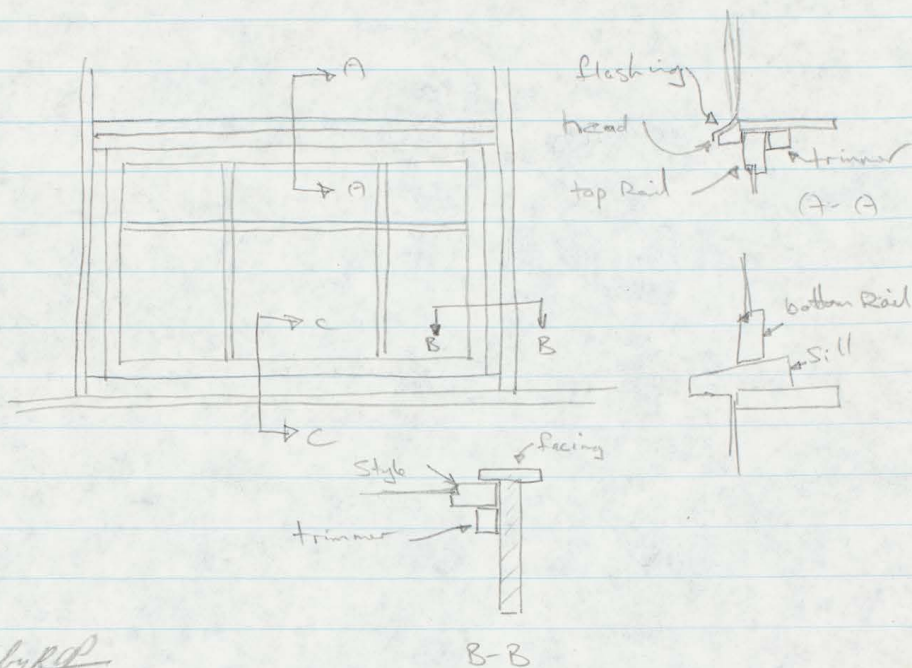
99

Devonport Passenger Wharf Shelter

Inspection 18th/10/71 at 11 A.M. by the Foreman Carpenter and myself. The Foreman Carpenter says it should be possible to bring the windows back inside the shed, replace head flashings etc as necessary (using a scaffold erected through the window opening), then replace window. Because of age of windows and frame it is possible that panes of glass may be broken during this work. Trimmers will have to be replaced as the removal process will break them up quite badly. If window frames are skew nailed to shed framing some repair work may be necessary on these also. The windows are 8'-0" x 6'-0" divided into 6 panels and there are 36 windows. The work will involve Carpenters (to remove window and replace timber as necessary), Plumbers (to replace flashing), Painters (to paint head, facings, sill etc) and then Carpenters to replace window. If painting is done at same time as flashing (through window opening) it will be necessary to have windows out for more than one day so the opening will ~~the~~ have to be closed each night (for safety). There fore leave estimate as it stands at \$3,600.

②

as far as can be ascertained the window fixing details are as shown below.



Note by R.P.

This wants to be organised on a production line basis.

Fix handles or lifting gear to window frames

Hang them up.

Remove trimmer — cut skew nails as necessary

Withdraw window into shed

Place prefab scaffold. (Wants to be a designed job)

Do job (flashing etc prefab, after let are removed)

D.W. Alford

Trades will need coordination 22/10/71

to preserve efficient sequence of operations.

R.P.

Mar 67 70 000

6¢ 4 200

Mar 68 74 200

6¢ 4 450

Mar 69 78 650

4 720

Mar 70 83 370

5 000

Mar 71 88 370

5 300

Mar 72 93 670

7¢ 78 650
5 500
84 150

8¢ 6 740
90 890

10¢ 9 090
99 980

6 September 1971

MR D. WALKER

THE CHIEF ENGINEER

DEVONPORT PASSENGER FERRY WHARF1. Summary of recent correspondence (On Secretarys File 120/14)

- (a) On 23 August 1971 the Town Clerk of the Borough of Devonport wrote to the Board advising that the attention of the Council had been drawn to the state of repair of the wharf. "It is reported that concrete on the decking and piles has broken away in many places and that reinforcing material is exposed to the weather." As the Council was anxious that the ferry services continue to operate, the Council requested an assurance that the required maintenance work to keep the wharf in operation will be carried out.
- (b) The Secretary on 2 September 1971, replied as follows:- "In reply to your letter of 23 August 1971 I would advise that maintenance related to the safe use of the facility for ferry purposes is carried out as required. In accordance with established policy, the Chief Engineer's tri-annual review of the structure will be presented to the Board early in the new year when consideration will be given to reconditioning work that might be necessary having regard to ferry requirement."
- (c) On 2 September 1971 The General Manager referred to these matters on the Secretary's office file 120/14 and instructed The Chief Engineer - "In order that consideration can be given to the future policy with regard to the wharf please review your report of 15 March 1967 in the light of work carried out to the shelter buildings with your recommendations as to the work needed to the wharf structure, cost, and the degree of urgency."

2. Action required

- (a) Refer to Engineers File 821/1
Reports of R. Scott 7.3.67; B. LeClerc 9.3.67 and Chief Engineer 15.3.67.
- (b) Inspect the wharf.
- (c) Discuss with Messrs. Le Clerc and Scott.
- (d) Prepare draft report as requested by G.M. in 1 (c) above.
If possible by end of September for October Board Meeting.

CHIEF ENGINEER TO THE BOARD

RCP:GJG

Copy to MR PEMBERTON

Auckland Harbour Board

MEMORANDUM

FROM

TO

2 September 1971

The Town Clerk,
Devonport Borough Council,
P.O. Box 32.003,
DEVONPORT.



Dear Sir,

DEVONPORT PASSENGER FERRY WHARF

In reply to your letter of 23 August 1971 I would advise that maintenance related to the safe use of the facility for ferry purposes is carried out as required.

In accordance with established policy, the Chief Engineer's tri-annual review of the structure will be presented to Board early in the new year when consideration will be given to reconditioning work that might be necessary having regard to ferry requirements.

Yours faithfully,

V.A.C. Christensen
SECRETARY

THE CHIEF ENGINEER

Herewith Secretary's office file 120/14 together with copy of the letter from the Devonport Borough Council.

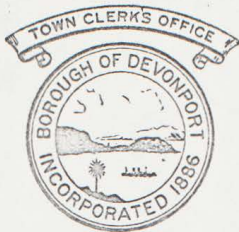
In order that consideration can be given to the future policy with regard to the wharf please review your report of 15 March 1967 in the light of work carried out to the shelter building with your recommendations as to work needed to the wharf structure, cost, and the degree of urgency.

R.T. Lorimer
GENERAL MANAGER

Leif. Leachertou

*Noted for attention
RD*

120/14



DEVONPORT.
AUCKLAND, 9
NEW ZEALAND

OFFICE HOURS
WEEK DAYS 9 A.M. TO 4 P.M.

TELEPHONE 450-028

23rd August 1971

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

AUCKLAND HARBOUR BOARD
RECA 24 AUG 1971
ACKD
ANSD.

Dear Sir,

Devonport Passenger Ferry Wharf

The attention of the Council has been drawn to the state of repair of the passenger ferry wharf at Devonport. It is reported that concrete on the decking and piles has broken away in many places and that reinforcing material is exposed to the weather.

As the Council is most anxious to ensure that the ferry services continue to operate, I have been instructed to convey to the Board the concern of the Council at the state of the wharf and to request an assurance that the required maintenance work to keep the wharf in operation will be carried out.

Yours faithfully,

K.R. JOHNSTON.
TOWN CLERK.

2/2M

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 14 May, 1970

Subject DEVONPORT PASSENGER WHARF
WATER SERVICE.

CODE	NUMBER
126 / 042 /	40-49

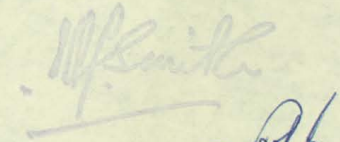
Please arrange for the maintenance replacement of this water service.

The main supply pipe is to be 2" dia. G.W.I., laid inside the wharf shed, on the south wall, above the fixed seats, to the southern ferry berth, then to the North side of the shed via. the roof trusses, and along the inside of the timber kerb to the two existing watering points.

Subsidiary supplies are to be provided to the toilet block and to the office at the end of the shed.

After installation of the pipes they are to be painted with one prime coat, one under coat, and one finishing coat to match the existing shed colour.

DW:NKR



CHIEF ENGINEER TO THE BOARD.

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

This work was completed on _____ at a cost of:—

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

REMARKS: _____

Signature _____

Date _____ 19

27 April, 1970

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT PASSENGER WHARF
WATER SERVICE

The existing water service which is suspended under wharf is in very poor and unsafe condition and should be replaced now.

This work has been imminent. The cost of renewal in its present form and location would be prohibitive due to tidal work and the exposed location.

It is proposed that a new service be laid above wharf inside the shed structure so allowing easier installation and maintenance.

This new installation is estimated to cost \$1,000. I am proceeding accordingly with Board's labour on the basis of normal maintenance

CHIEF ENGINEER TO THE BOARD.

NS:JARP

Copy to : MR. McCOMISH.

Please instruct Foreman
of Works to proceed.

CHIEF ENGINEER TO THE BOARD.

7/4/70

Estimate for Alteration to 2" water main on Devonport passenger wharf.

400ft 2" W.I Galv Pipe	150.00
Fittings for 2" Pipe	30.00
100ft 3/4" W.I. Pipe	20.00
Fittings for 3/4" "	15.00
Charge for Plant	20.00
Labour 3 Men for 3 Weeks	600.00

\$ 835 00

+ Painting, etc

165
\$ 1000.00

RS
23/4/70

R. M. Johns.



AUCKLAND HARBOUR BOARD

31 MAR 1970

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to LAWLER BROS. LTD.,
24 GREAT NORTH RD.,
AUCKLAND, 2.

ENGINEER'S Department
For the undermentioned:

(Name of Claimant)

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate			TOTAL
	<p><u>PAINTING INTERIOR DEVONPORT PASSENGER WHARF SHED M/A.</u></p> <p>3rd and Final Progress Payment on account of Contract 1946 for Painting Interior Devonport Wharf Shed in accordance with Engineer's Certificate No.3 dated 26/3/70 attached.</p> <p style="font-size: 2em; color: purple; text-align: center;">DUPLICATE</p>	<p><i>Int Comm'n</i> 31-3-70</p>				815 96

PASSED BY COMMITTEE Chairman Member Date	Costing Code Dept. Clas. H.E. B/Fwd.	Amount	\$															
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">126</td> <td style="width: 10%;">040</td> <td style="width: 10%;">49</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> </table>	126	040	49					<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">815</td> <td style="width: 10%;">96</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> </table>	815	96						Disc.	\$
126	040	49																
815	96																	
				NET TOTAL	\$	815 96												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">C/Fwd.</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> </table>				C/Fwd.							815 96	Signature of Claimant Address						
C/Fwd.																		

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.

Received on the 19 .., from the Treasurer of the Auckland Harbour Board, the sum of Dollars
..... cents in full payment of the above Account.

31 MAR 1970
MAR 1970

Lawler Bros. Ltd.

PAINTERS : PAPERHANGERS : INTERIOR DECORATORS

FRENCH POLISHERS : SPRAYERS : SIGNWRITERS

22-24 Great North Road, Auckland 2

Telephone 763-165



31 March 1970

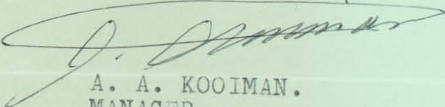
The Chief Engineer,
Auckland Harbour Board,
C.P.O. Box 1259,
AUCKLAND.

Re : Painting Devonport Wharf, Contract No. 1946

Dear Sir,

Since all work on this contract has been completed we would appreciate if you could refund our deposit of \$100.00 which we paid when we signed the contract.

Yours faithfully,
LAWLER BROS. LTD.


A. A. KOOIMAN.
MANAGER.

WATERMILL
BOND

File

AUCKLAND HARBOUR BOARD

31 MAR 1970

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to LAWLER BROS. LTD.,
24 GREAT NORTH RD.,
AUCKLAND, 2.

ENGINEER'S Department
For the undermentioned:

(Name of Claimant)

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	TOTAL
	<u>PAINTING INTERIOR DEVONPORT PASSENGER WHARF SHED M/A.</u> 3rd and Final Progress Payment on account of Contract 1946 for Painting Interior Devonport Wharf Shed in accordance with Engineer's Certificate No.3 dated 26/3/70 attached.	<i>Decomish</i> 31-3-70		815 96

DUPLICATE

PASSED BY COMMITTEE	Costing Code			Amount		\$
	Dept.	Clas.	H.E.			
Chairman						Disc.
Member	126	040	49	815	96	
Date						NET TOTAL \$
				815	96	815 96
						Signature of Claimant
						Address
C/Fwd.				815	96	

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.

Received on the _____ 19 _____, from the Treasurer of the Auckland Harbour Board, the sum of _____ Dollars _____ cents in full payment of the above Account.

31 MAR 1970

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER ...1946..... PAINTING INTERIOR -
FOR DEVONPORT WHARF SHED.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER ..3(FINAL).. DATE ...26 March 1970.

I hereby certify that the sum of ..Eight hundred & fifteen....
Dollars.....Ninety-six Cents..... (\$...815-96.....)
is due to Messrs..LAWLER BROS. LTD..... on Account of
Contract Number.....1946.....

VALUE OF WORK TO DATE	\$ 5,439-96
LESS RETENTION	
LESS PREVIOUS PAYMENTS	4,624-00
LESS LIENS ACT RETENTION.....	\$
AMOUNT NOW CERTIFIED	\$ 815-96

This contract is now complete and all outstanding
moneys may be paid to Contractor.

*Correct:
Jusconini
31.3.70*

DUPLICATE

.....
CHIEF ENGINEER TO THE BOARD

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER *1946*

PAINTING INTERIOR -
FOR *DEVONPORT WHARF SHED*

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER *3 (Final)*

DATE *26 3.70*

I hereby certify that the sum of *Eight hundred and fifteen*
dollars and ^{Six p} ~~eight~~ cents (\$ *815.96*)
is due to Messrs *LAWLER BROS LTD* on Account of
Contract Number *1946*

VALUE OF WORK TO DATE	\$ 5439.96
LESS RETENTION	<u> </u>
LESS PREVIOUS PAYMENTS	<i>4624.00</i>
LESS LIENS ACT RETENTION.....	\$ <u> </u>
AMOUNT NOW CERTIFIED	\$ <u><u>815.96</u></u>

Maintenance period expires
27.3.70
and the 15% retention money (\$815.96)
is due for payment.
The work is satisfactory.
J. Haslam
26.3.70

The contract is now complete and all
outstanding moneys may be
paid to contractor.

.....
CHIEF ENGINEER TO THE BOARD

RL

E 17

X

1 Bert
Voucher prepared
RLB 20/3/70

Lawler Bros. Ltd.

PAINTERS : PAPERHANGERS : INTERIOR DECORATORS

FRENCH POLISHERS : SPRAYERS : SIGNWRITERS

22-24 Great North Road, Auckland 2

Telephone 763-165



The Engineer,
Auckland Harbour Board,
Private Bag,
AUCKLAND.

24th March, 1970

Dear Sir,

.. Enclosed please find statement on Devonport
Wharf.

We would appreciate if you would release the
retentions on the said contract now, as all work is completed.

Yours faithfully,
LAWLER BROS.LTD.

her *a a Kooiman*
A. A. KOOIMAN.
MANAGER.

..encl.

STATEMENT

24 GREAT NORTH RD.,
GREY LYNN,
AUCKLAND 2

LAWLER BROS. LTD.

Painters — Paperhangers — Interior Decorators



┌
The Engineer,
Auckland Harbour Board,
Private Bag,
AUCKLAND.

└ Devonport Wharf

DATE	REFERENCE	INVOICES	CREDITS	TOTAL DUE
feb 28.70				3939.96

AUCKLAND HARBOUR BOARD

31 MAR 1970

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to LAWLER BROS. LTD.,
24 GREAT NORTH RD.,
AUCKLAND, 2.

ENGINEER'S Department
For the undermentioned:

(Name of Claimant)

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate			TOTAL
	<p><u>PAINTING INTERIOR DEVONPORT</u> <u>PASSENGER WHARF SHED MAINTENANCE</u></p> <p>2nd Progress Payment on account of Contract 1946 for Painting Interior Devonport Wharf, Shed in accordance with Engineer's Certificate No.2 dated 18/3/70 <u>13.3.70</u> attached.</p>	<i>McComish</i>				3,124. 00
DUPLICATE						

PASSED BY COMMITTEE Chairman _____ Member _____ Date _____	Costing Code Dept. Clas. H.E. B/Fwd. 126 040 49	Amount 3,124 00	\$			
			Disc.			
			NET TOTAL	\$	3,124	00
Signature of Claimant _____ Address _____						
C/Fwd.		3,124 00				

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.

Received on the _____ 19 _____, from the Treasurer of the Auckland Harbour Board,
the sum of _____ Dollars
_____ cents in full payment of the above Account.

31 MAR 1970

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER ...1946.....

FOR PAINTING INTERIOR-DEVONPORT
WHARF SHED.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER ...2.....

DATE ..13.3.70.....

I hereby certify that the sum of ~~Three thousand one hundred..~~
& ~~twenty four Dollars~~..... (\$..3,124-00.....)
is due to Messrs...LAWLER BROS. LTD..... on Account of
Contract Number...1946.....

VALUE OF WORK TO DATE 28.2.70 (completed)	\$ 5,439.96
LESS RETENTION15%.....	815.96
LESS PREVIOUS PAYMENTS	1,500.00
LESS LIENS ACT RETENTION.....	\$
AMOUNT NOW CERTIFIED	<u>\$ 3,124.00</u>

*Correct
Discomi
19.3.70*

DUPLICATE

.....
CHIEF ENGINEER TO THE BOARD

INVOICE No. 7505

The Auckland Harbour Board,
Private Bag,
AUCKLAND.

24 GREAT NORTH ROAD, GREY LYNN,
AUCKLAND 2
PHONE 765-794



28th February, 1970.....

DR. TO **LAWLER BROS. LTD.**

Painters - Paperhangers - Interior Decorators

To cost of painting Devonport Wharf
Contract 1946

5442. 80

less contingency sum

500. 00

add approved extras

4942. 80

497. 16

less previous claims

5439. 96

2000. 00

\$ 3439.96

21 GREAT NORTH ROAD, GREY LYNN
AUCKLAND 2
PHONE 3474



INVOICE No.

LAWLER BROS. LTD.

DN. TO

Painters - Paperhangers - Interior Decorators

Authority and	Order No.	Goods or Services Received	Quantities, Prices	Checked	Allocation	CODE
		<i>13.3.20</i>	<i>13.3.20</i>			

*Order: Auckland
Empire's Workshop*

A U C K L A N D H A R B O U R B O A R D
=====

CONTRACT NUMBER *1946*.....

FOR *PAINTING INTERIOR - DEVONPORT WHARF SHED*.....

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER *2*.....

DATE *13.3.70*.....

I hereby certify that the sum of *Three thousand one hundred and twenty four dollars*.....
 (\$ *3124.00*.....)
 is due to Messrs *LAWLER BROS. LTD.*..... on Account of
 Contract Number *1946*.....

VALUE OF WORK TO DATE	<i>28.2.70 (COMPLETED)</i>	\$ <i>5439.96^c</i>
LESS RETENTION	<i>15%</i>	<i>815.96^c</i>
LESS PREVIOUS PAYMENTS	<i>1500.00</i>
LESS LIENS ACT RETENTION.....		\$ <u> </u>
AMOUNT NOW CERTIFIED		\$ <u>3124.00</u>

*Consent:
 Shillennish
 13.3.70
 Set 11, Clause 2 of spec.
 Amount's payment of 85%
 of completed contract.*

.....
 CHIEF ENGINEER TO THE BOARD

E 17

[Handwritten signature]

24/2/70 completed

*Voucher & bill
 prepared 19/3/70
 [Signature]*

AUCKLAND HARBOUR BOARD

CONTRACT NO. 1946 FOR PAINTING INTERIOR OF DEVONPORT WHARF
SHED.

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

Variation Order No. 2

To: Messrs. LAWLER BROS. LTD.,
24 GT. NORTH RD.,
AUCKLAND, 2.

I hereby order the following variation in the Works comprised in the above
Contract:— 1946

Description:—

- | | | |
|-----|--|----------|
| (a) | Paint outside loading ramp
to specification for : | \$54.00 |
| (b) | Paint paling fence one extra
coat for : | \$186.16 |
| | (per quotation dated 18.2.70.) | |

DUPLICATE

Date 25 February 1970


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.

Lawler Bros. Ltd.

PAINTERS : PAPERHANGERS : INTERIOR DECORATORS

FRENCH POLISHERS : SPRAYERS : SIGNWRITERS

22-24 Great North Road, Auckland 2

Telephone 763-165

Head Office: Auckland
Phone 763-165
22-24 Gt. North Road, Auckland

Wellington
Phone 51-296
Box 9157

New Plymouth
Phone 5968
Box 3074

Suva
Phone 23-937
Box 1052



TO: The Chief Engineer,
Auckland Harbour Board,
Private Bag,
AUCKLAND.

Date 18th February, 1970

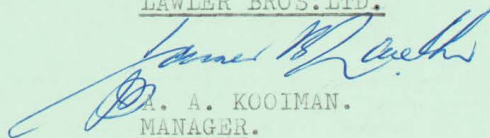
re: Devonport Wharf

We would be pleased to bid for the painting and decorating work to the above contract in accordance with the plan and specification and priced schedule of quantities and the special conditions set out on the back hereof.

We have pleasure in forwarding you the following bids.

outside loading ramp to instruction	\$54.00
fence one extra coat	\$186.16
Total	<u>\$240.16</u>

Yours faithfully,
LAWLER BROS. LTD.


A. A. KOOIMAN.
MANAGER.

Lawler Bros. Limited

CONDITIONS OF TENDER

Unless otherwise qualified herein, all quotations are subject to the following conditions:—

1. **ACCEPTANCE OF TENDER** — This tender is open for acceptance thirty days from the date hereof, subject to our right to withdraw at any time prior to acceptance.
2. In the event of any Award increase or a general wage increase in wages, such increase together with a proportionate increase in mark up for overhead profit will be a variation in costs for purposes of this if such increase is paid to the workers, whether Lawler Bros. Limited is obliged to make such payment or not.
3. **ACCESS AND FACILITIES** — You shall give us and any or all of our employees and agents and subcontractors, access to the site and building or buildings, and provide reasonable facilities to enable the job to be carried out within the stipulated time.
4. Major scaffolding is to be provided free of cost to us in such a manner as to enable us to carry out our section of the contract. You shall be responsible for and indemnify us against all liability whatsoever arising from the use of such scaffolding.
5. **TIME FOR COMPLETION OF WORK** — Any undertaking to carry out the work within a stipulated time is subject to weather and any other circumstances beyond our control.
6. The price has been determined on the basis of straight time and normal work week (5 days). No overtime will be worked unless ordered by general contractor or his representative. In the event overtime is worked, the overtime premium rates plus subcontractor's regular mark-up for overhead and profit will be paid as an extra. This provision is applicable also where such overtime work is necessitated by delay or acceleration by reasons beyond the control of the sub-contractor.
It is hereby stipulated that the sub-contractor shall not be held responsible or liable for any loss, damage or delay caused by fire, strike, accident or any other cause beyond his control. In the event the employees of the sub-contractor refuse to work or walk off the job or strike because of any picket line established by employees of the general contractor or of any sub-contractor or of any other employer, or because of any labour dispute which may arise between the employees of the general contractor, and the general contractor, the employees of any other sub-contractor and such sub-contractor and/or the employees of any other employer and such other employer, then the sub-contractor shall be relieved during the pendency of such work stoppage from performance under this sub-contract and shall not be liable to the general contractor for any liquidated damages assessed under this sub-contract or under the general contract for any loss which the general contractor may sustain as a result of such work stoppage.
7. **AWARD AND SITE CONDITIONS** — This quote is based on existing Award Conditions at time of tendering and further union demands or site agreements will be an additional charge to original quote.
8. **DISPUTES** — Should any dispute arise regarding the interpretation or meaning of any clause herein or in the specifications or other relevant documents, it shall be referred to the P.C.A. Trade Consultant only, whose decision will be final and binding on all parties, such arbitration to be carried out in accordance with the provisions of the Arbitration Act 1908 or any amendments thereof.
9. Any supplied schedule of quantities forming part of the contract
10. Our work is being made available to us in a quantity and condition for effective and economic presecution.
11. The payment of moneys due by 20th of the month following demand.
12. Any specific sub-contracting agreement to be the standard conditions of the Council of the Building Industry.
13. Penalties only if late completion due to Painting Contractor, in any event howsoever that penalty might be incurred the amount payable shall not exceed ten per cent of the amount of the painting contract price.
14. In the event of any deletion from or alteration to our contract work or material there shall be paid to us loss of profits arising from such deletion and/or alterations and extra costs and appropriate mark-up incurred in completing the balance of the contract work.
15. Fifteen per cent interest will be charged on all overdue accounts one month after demand.
16. Our contract price is based on conditions conducive to the most economic execution of our work. Any extra cost incurred as a result of the imposition upon us of a critical path or other programming shall be paid to us together with mark-up.
17. **COLOUR SCHEMES**. Unless otherwise specified, provision has been made for normal exterior and interior colour schemes, viz one colour for walls and one colour for ceiling and one for woodwork in each room or space. Additional colours or picking out will be charged as an extra to the contract price.
18. **BURNING OFF** — You are reminded that it is necessary to notify the insurance company or companies concerned that burning-off operations are to be carried out, before the work begins, and it shall be the owner's responsibility to ensure that the property and contents are adequately covered by insurance against damage arising from burning-off. The main contractor is to undertake the arrangement of insurance cover indemnifying us from all liability arising from burning-off operations required by the painting contract.

16 February 1970

The Manager,
Lawler Bros. Ltd,
24 Gt. North Road,
AUCKLAND, 2.

Dear Sir,

PAINTING INTERIOR OF DEVONPORT WHARF SHED
EXTENSIONS TO CONTRACT NO.1946

An inspection of this contract reveals the desirability for the two variations scheduled below and we would be pleased to have your separate prices for these as soon as is convenient.

1. A second coat of Dulux Hi-gloss "Olive Green" on the paling fence and its extension.
2. The painting of the walls, facias, pipes etc. visible to ferry passengers, of the gangway housing in Dulux "ADOBE" Spruce and the axle only of the winding shaft in "Shadow Green" Hi-gloss.

The work to be done in accordance with the original specification.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

JMcC:RB

File

AUCKLAND HARBOUR BOARD

28 FEB 1970

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to LAWLER BROS. LTD.,
24 GT. NORTH RD.,
AUCKLAND, 2.

ENGINEER'S Department
For the undermentioned:

(Name of Claimant)

Order No. Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	TOTAL
	<p><u>PAINTING INTERIOR DEVONPORT PASSENGER WHARF SHED M/A.</u></p> <p>1st Progress Payment on account of Contract No. 1946 - Painting Interior Devonport Wharf Shed in accordance with Engineer's Certificate No.1 dated 5/2/70 attached.</p>	<i>9.2.70</i>		1,500 00

DUPLICATE

PASSED BY COMMITTEE	Costing Code			Amount	Disc.	NET TOTAL
	Dept.	Clas.	H.E.			
Chairman	126	040	49	1,500 00		1,500 00
Member						
Date						
				1,500 00		

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

Received on the _____ 19 _____, from the Treasurer of the Auckland Harbour Board,
the sum of _____ Dollars
_____ cents in full payment of the above Account.

28 FEB

AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER ..1946..... PAINTING INTERIOR
FOR DEVONPORT WHARF SHED

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER ...1..... DATE 5 FEBRUARY, 1970.

I hereby certify that the sum of One thousand five hundred...
Dollars..... (\$1,500-00.....)
is due to Messrs. LAWLER BROS. LTD..... on Account of
Contract Number...1946.....

VALUE OF WORK TO DATE 31/1/70	\$ 2,000-00
LESS RETENTION	500-00
LESS PREVIOUS PAYMENTS	
LESS LIENS ACT RETENTION.....	\$
AMOUNT NOW CERTIFIED	<u>\$ 1,500.00</u>

*Cashed:
J. McCann
9.2.70*

DUPLICATE

.....
CHIEF ENGINEER TO THE BOARD

INVOICE No. 7444

The Engineer,
Auckland Harbour Board,
Private Bag,
AUCKLAND.

24 GREAT NORTH ROAD, GREY LYNN,
AUCKLAND 2
PHONE 765-794



31st January, 1970

DR. TO **LAWLER BROS. LTD.**

Painters · Paperhangers · Interior Decorators

Progress claim painting
Devonport Wharf.

\$ 2000.00

Authority and
 Order No. Contract 1946
 Goods or Services Received Instrument
 Quantities, Prices
 and Extensions } Instrument
 Checked 4.2.70
 Allocation Dispatch under M/A

CODE

126	0.41	49	\$ 1500	00

R. A. J. SMITH
 CHIEF ENGINEER, PER ~~_____~~



AUCKLAND HARBOUR BOARD
=====

CONTRACT NUMBER1946.....

FOR PAINTING INTERIOR DEVONPORT
WHARF SHED.

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER1.....

DATE4.2.70.....

I hereby certify that the sum of *Fifteen Hundred dollars*
.....(*\$1500-00*).....
is due to Messrs *Lawler Bros. Ltd.*..... on Account of
Contract Number *1946*.....

VALUE OF WORK TO DATE		\$ 2000 - 00
LESS RETENTION	<i>25%</i>	500 - 00
LESS PREVIOUS PAYMENTS		
LESS LIENS ACT RETENTION		\$
AMOUNT NOW CERTIFIED		<u>\$ 1500 - 00</u>

*Invoice correct.
75% value of work completed
see under clause 11, Para. 1
of specification.*

*Inspector
4.2.70*

RL

.....
CHIEF ENGINEER TO THE BOARD

*Voucher - cert. Prepared
5/2/70 RL*

C. T. BOWRING & BURGESS LTD.

GRAND BUILDING,
PRINCES STREET,
AUCKLAND, NEW ZEALAND.

INCORPORATED INSURANCE BROKERS

P.O. BOX 3935, AUCKLAND
TELEPHONE 32-553 (3 LINES)
CABLE "BURBROKE"
TELEX 2517

6th February 1970

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



Dear Sir,

INSURANCE REQUIREMENTS LAWLER BROS LIMITED - CONTRACT
FOR PAINTING FERRY BUILDING, DEVENPORT.

We have been requested by our above clients to confirm the following covers are in force for the full period of the Contract.

- (1) Public Liability - \$40,000 (extended to include Auckland Harbour Board as Principals).
- (2) Workers Compensation - Covering Liabilities imposed under the Workers Compensation Act 1956.
- (3) Fire Insurance on Plant, Machinery, Tools of Trade and the like - Anywhere in New Zealand - \$1,000.

Each of the above covers have been issued by the United Insurance Company Limited and fall due for renewal on the 31st March, 1970.

Should you have any other enquiries concerning the insurances of these clients, please do not hesitate to contact this Office.

Yours faithfully,
C.T. Bowring & Burgess Limited.

R.G. Gibson.

RFG/SLC

C/E

File

AUCKLAND HARBOUR BOARD

CONTRACT NO. 1946 FOR PAINTING INTERIOR OF DEVONPORT WHARF SHED

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

Variation Order No. 1

To: Messrs. LAWLER BROS. LTD,
24 GREAT NORTH ROAD,
AUCKLAND, 2.

I hereby order the following variation in the Works comprised in the above
Contract:— 1946

Description:—

CLEAN DOWN AND RE-PAINT WESTERN HALF OF 10 NUMBER
30FT ROOF TRUSSES FOR \$257.00 (QUOTATION 1553 OF 15.1.70)

Date 19.1.70


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. 13 of the Bill of Quantities.
- (b) ~~XXXXXXXXXXXXXX~~
Rate to be fixed.

Lawler Bros. Ltd.

PAINTERS : PAPERHANGERS : INTERIOR DECORATORS

FRENCH POLISHERS : SPRAYERS : SIGNWRITERS

22-24 Great North Road, Auckland 2

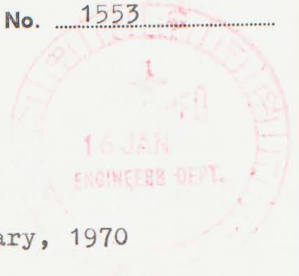
Telephone 763-165



Quotation No. 1553

The Chief Engineer,
Auckland Harbour Board,
Private Bag,
AUCKLAND.

15th January, 1970



Subject : Devonport Wharf

Dear Sir,

As requested by Mr. Mc Comish, we have pleasure in quoting you the sum of \$257.00 (two hundred and fifty-seven dollars) to bring the other half of the small trusses up to specification.

Trusting this quotation meets with your approval,

Yours faithfully,
LAWLER BROS.LTD.

[Signature]
A. A. KOOIMAN.
MANAGER.

*Done and approved by MS.
19/1/69.*
[Signature]
Mr. Mc Comish

This quotation is very reasonable and is approved for acceptance by the Architect and myself

J. McComish 19.1.70

THIS TENDER IS SUBJECT TO THE CONDITIONS SET OUT ON THE BACK HEREOF

Please sign and tear off and return if tender is acceptable.

Quotation No.

LAWLER BROS. LTD.

24 Great North Road,
Auckland, W.2.

Dear Sir/s,

re: Devonport Wharf

I/We hereby accept your quotation dated 15th January 1970 for the sum of \$ 257.00, in accordance with the conditions stipulated therein, and authorise you to proceed with the work.

Yours faithfully,

196

1553

**AUCKLAND GUILD OF MASTER PAINTERS, DECORATORS
and SIGNWRITERS (Inc.)**

CONDITIONS OF TENDER

Notwithstanding anything appearing in the specifications or other documents, acceptance of our tender implies acceptance of the following conditions:—

VARIATIONS IN COSTS

This tender is based on wages, costs of materials, rates of exchange, transport and other incidental expenses, ruling at the date hereof. Any variations in costs shall be for your account and the contract price shall be altered accordingly.

ACCEPTANCE OF TENDER

This tender is open for acceptance thirty days from the date hereof, subject to our right to withdraw at any time prior to acceptance.

ACCESS AND FACILITIES

You shall give us and any or all of our employees, access to the site and building or buildings, and provide reasonable facilities to enable the job to be carried out within the stipulated time.

TIME FOR COMPLETION OF WORK

Any undertaking to carry out the work within a stipulated time is subject to weather and any other circumstances beyond our control.

COLOUR SCHEMES

Unless otherwise specified, provision has been made for normal exterior and interior colour schemes, viz., one colour for ceiling, one for walls and one for woodwork in each room or space. Additional colours or picking out will be charged as an extra to the contract price.

BURNING-OFF

You are reminded that it is necessary to notify the insurance company or companies concerned that burning-off operations are to be carried out, before the work begins, and it shall be the owner's responsibility to ensure that the property and contents are adequately covered by insurance against damage arising from burning-off operations.

While reasonable precautions will be taken, we do not accept any responsibility whatsoever for any injury to persons or damage to property arising from burning-off operations.

PAYMENTS

We shall be entitled to monthly progress payments of 90% of the value of work done and materials on the site. On completion of the contract we shall be entitled to the balance of 90% of the contract sum and extras, and in the absence of any specified maintenance period, shall be paid the remaining 10% within 35 days of completion.

All work carried out on a charge up basis will be charged at the firm's ruling rate at the time.

DISPUTES

Should any dispute arise regarding the interpretation or meaning of any clause herein or in the specifications or other relevant documents, it shall be referred to an arbitrator if the parties are able to agree on one person to so act, otherwise each party shall appoint an independent arbitrator and the two arbitrators so appointed shall appoint an umpire who shall be appointed prior to entering upon the arbitration and shall decide any matter on which the two arbitrators are not agreed; such arbitration to be carried out in accordance with the provisions of the Arbitration Act, 1908, or any amendments thereof.

All our quotations are nett and payment must be made within four weeks of completion. 10% interest will be added for late payment.

14 January 1970

The Manager,
Lawler Bros. Ltd,
24 Great North Road,
AUCKLAND, 2.

Dear Sir,

CONTRACT 1946 DEVONPORT WHARF
PAINTING SHED

It has been agreed with your Foreman in charge of the above contract, that it would be advisable to re-paint those portions of the smaller roof trusses originally done by the Board's staff.

Would you therefore forward us a quotation for this extra work at your convenience.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

JMcC:RB

T. Mr. N Saagar

File.

No 30

Devonport Wharf Passengers.
Water Supply

At the request of the Foreman Plumber I inspected under this wharf on the 28th Nov.

The commercial wharf has had under wharf repairs carried out in recent years and is in fairly good condition, but the passenger wharf is in poor condition.

The secondary water services on the passenger wharf are in very poor condition. Pipes are badly corroded and one is leaking. Large sections of pipe are hanging with ~~no~~ no support where concrete has spalled and released the pipe hangers. Where the concrete has spalled the main beam steel is exposed and rusting so that if the board ^{wishes} ~~is~~ to use this wharf for more than 12-15 years steps must be taken to halt the corrosion of the reinforcing steel.

The design of the wharf necessitates the hanging of the water pipes under the deck beams, at which level they are liable to damage by debris floating under the wharf at high tide.

The Foreman Plumber feels that it would

②
 be advisable to relay the service with the main pipes alongside the concrete beams, provided that the life of the wharf is sufficient to justify the cost.

If the service is relayed it may be possible to reduce the amount of pipe by providing only one selected ferry berth with a 2" water supply.

Would you please inform me whether the Foreman Plumber should carry out routine maintenance on the existing system (30% requires attention at the moment) or whether a new layout should be planned.

D Walker

1/12/69

for attached notes.

9/12/69.

Seagun, McCahan, Walker.

① Devonport Passengers Wharf. Cans above deck. Instruct F.G.W

② Devonport Cargo Wharf - After ① proceed with removal on Cantilevers (inside). MS

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
9 DEC 1969

11. CONTRACT 1946 - DEVONPORT PASSENGER WHARF - PAINTING OF THE
INTERIOR OF THE SHED.

Consideration was given by the Committee to the report of the Chief Engineer advising tenders received for the above work. He recommended the acceptance of the tender of Lawler Brothers and the General Manager endorsed the recommendation advising that financial provision existed in the current Programme of Works as a maintenance item.

During discussion on this item, the General Manager advised that consideration should be given to the future use of Devonport Wharf which was originally designed in 1927. The overall length was not now required and only half the walking space. It was therefore possible that the other portion might be utilised for art exhibitions or something of a similar nature.

Recommended -

- (a) That the reports be adopted, and
- (b) That the General Manager investigate alternative uses of Devonport Ferry covered walkway. **REMAINED IN COMMITTEE**

*Mr. L. Bennett
Please supervise this
contract.*

ADOPTED BY BOARD
16 DEC 1969

120/14

Item 12

Engr's file 821/1
4 December 1969

The General Manager,
AUCKLAND HARBOUR BOARD.

CONTRACT 1946 - DEVONPORT PASSENGER WHARF
PAINTING OF THE INTERIOR OF THE SHED

The interior painting of the passenger wharf shed is one of several works completed or to be done to bring this facility into reasonable order and protect the investment.

The Board commenced the painting, but labour resources and other commitments resulted in the work not proceeding with adequate despatch. Tenders were therefore called, and in the first instance no tenders were received. The date was extended and following the selection of a tenderer for the Princes Wharf work, these tenderers were asked to tender for the Devonport Wharf work.


Six tenders have been received:-

<u>Tenderer</u>	<u>Price</u>	<u>Time</u>
1. Lawler Bros. Ltd	\$5,442.80	7 weeks
2. N.G. Waite Ltd	5,456.65	12 weeks
3. John Henderson Ltd	6,350.00	12 weeks
4. J.R. Webb & Son Ltd	6,642.70	20 weeks
5. T.D. Webber	8,750.70	12 weeks
6. Auckland Painting Contractors	9,400.00	-

The works required to be done are painting of the structural steelwork, roof and walls of offices and conveniences, seats and handrails, to bring the whole interior to a good condition and standard.

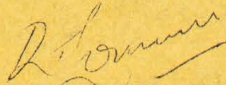
The work is included in the Programme of Works - Special Maintenance.

The lowest tenderer also offers the best time and accordingly it is recommended that the tender of Lawler Bros. Ltd for the sum of \$5,442.80 be accepted.


CHIEF ENGINEER TO THE BOARD.

The Chairman,
Works & Traffic Committee,
Auckland Harbour Board.

Recommended. Financial provision exists in the 1969/70 Programme of Works Special Maintenance Appendix "C" Item 3.


GENERAL MANAGER

4 December 1969

Lawler Bros are well known
 & have worked for us in the past
 recommended. *RS.*

ANALYSIS OF TENDERS FOR:

PAINTING OF DEVONPORT WHARF SHED

Contract: 1946 Provisional Sum \$ 500

157

CONTRACTOR	TRUSSES Small	TRUSSES Large	Walls	Roof	Handrail	Pelling fence	Slat Seats	Steps & rods	Purlins	Steel posts	Windows	TOTAL PRICE \$	REMARKS
① LAWLER BROS. LTD. 24 St. North Rd. Grey Lynn	\$ 605.00	\$ 124.00	\$ 1396.30	\$ 1485.00	\$ 93.80	\$ 273.70	\$ 30.80	\$ 175.80	\$ 600.00	\$ 17.00	\$ 141.40	Nett 4442.80 Gross 5442.80	Mr. Lawler 3.12.69 Stated 7 weeks. Written confirmation to come.
② WAITE N. G. LTD. P.O. Box 33.234 Takapuna 9												Nett 4956.65 Gross 5456.65	Completion 12 weeks
③ HENDERSON John Ltd. c.P.O. Box 2836, AK. 1												N. 5850.00 G. 6350.00	12 weeks.
④ WEBB J. R. P.O. Box 9096 Newmarket 1												N. 6142.70 G. 6642.70	Completion 20 weeks.
⑤ WEBBER T. D. 42 Walter St., Takapuna 9												N. 8250.00 G. 8750.00	12 weeks.
⑥ AK. PAINTING CONTRACTORS. 666 Mt. Albert Rd. Auckland 3												N. 8900.00 G. 9400.00	

RS.

Jul Comish
3.12.69

27 November 1969

THE CHIEF ENGINEER

THE SECRETARY

CONTRACT 1946 - PAINTING OF INTERIOR OF SHED
DEVONPORT PASSENGER WHARF

No response was received to the public advertisements of this Contract and it has been found necessary to extend the closing date for the above contract from 27th November 1969 to 2nd December 1969 to follow up individual Contractors that may be interested.

It would be appreciated if the amended dates could be advertised accordingly and the Board report or Selection of Tenderer will have to be tabled.

CHIEF ENGINEER TO THE BOARD.

EM:RB

821/1.

5 November, 1969

THE CHIEF ENGINEER

THE GENERAL MANAGER.

DEVONPORT FERRY WHARVES

In the matter of outstanding works at the above wharves I would advise -

1. Passenger Wharf

Remaining internal painting will be undertaken by Contract. Documents are now nearing completion and tenders will be called with a view to acceptance of a Tender at the December meeting.

2. Cargo Wharf

(a) Electric lighting and lamp standards.

Instruction has been issued to the Foreman of Works to have all damaged standards repaired and strengthened.

(b) Vehicular Landing.

Rather than maintain the machinery house it is considered best that the bridge, machinery and house be removed. The costs to undertake this work with recommendations for disposal are presently being prepared and I will report in due course.

NS:NKR

CHIEF ENGINEER TO THE BOARD.

Auckland Harbour Board.

TENDER

FOR CONTRACT No. 1946 for
DEVONPORT WHARF PAINTING SHED

TO THE CHAIRMAN OF THE NOVEMBER 19 69
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
PAINTING OF INTERIOR OF SHED

DEVONPORT PASSENGER WHARF

and under and in conformity to 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, enclose herewith cheque payable to Treasurer, Auckland Harbour Board (or cash)
for \$ 50.00

Should this tender be accepted I,
We, undertake to execute a Contract and Bond embody-
ing the aforesaid Specifications and Conditions within seven days of receipt of the same from
the Board, and undertake to deposit with the Treasurer of the Auckland Harbour Board a
further sum of \$ 50.00 deposited.

Name

Address

Auckland Harbour Board

CONTRACT NO. 1946

E55

SPECIFICATION FOR

WORK TO BE DONE AND MATERIAL TO BE USED IN THE
CONSTRUCTION OF PAINTING OF INTERIOR OF
SHED DEVONPORT PASSENGER WHARF.

1. TENDERS:

Tenders addressed to "The Chairman", Auckland Harbour Board, and endorsed on the envelope

DEVONPORT WHARF - PAINTING OF SHED

will be received by the Secretary, Auckland Harbour Board up till 12 noon on

27 NOV 1969

for the ~~construction~~ and completion of PAINTING INTERIOR
SHED DEVONPORT PASSENGER WHARF

in accordance with this Specification.

Tenders accompanied by the necessary deposit may be submitted by telegraph, only provided proof is available that the completed tender has been posted in New Zealand not later than the sending of the telegraphic tender.

2. INTERPRETATION
OF TERMS:

In this Specification, wherever they may occur, the terms;

"Board" shall mean "The Auckland Harbour Board"

"Secretary" shall mean the person for the time being acting as Secretary to the Board.

"Engineer" shall mean the person for the time being acting as Engineer to the Board, or his authorised representative.

"Contractor" shall mean the person or persons whose tender for construction of the works to which this Specification refers shall be accepted, and who shall sign the necessary Contract, and it shall include the executors administrators and permitted assigns of such person or persons.

"Works" shall mean all the works, materials, acts, matters and things mentioned and described in the Specification and also such other works, materials acts, matters and things as are contracted to be performed by the Contractor.

"Approved" shall mean approved by the Engineer or his representative.

3. DEPOSIT WITH
TENDER:

Each Tender shall be accompanied by cash or cheque for

FIFTY

Dollars (\$ 50.00)

deposited against the due execution of the Contract documents and performance of the Contract. Should any tenderer withdraw his tender after the advertised time

for the closing of tenders or should he in the event of its acceptance by the Board refuse or neglect or fail to carry out the provisions of Clause 4 of this Specification, then the amount of the deposit accompanying such tender shall be forfeited absolutely to the Board as and for liquidated damages and the Board may call on any of the other Tenderers to sign and carry out the Contract.

The deposits lodged by unsuccessful Tenderers and which have not become forfeited to the Board will be returned as soon as the necessary Contract has been signed.

4. FURTHER DEPOSIT & EXECUTION OF CONTRACT: The successful Tenderer, shall within SEVEN clear days of notification of acceptance of his tender, execute a legal contract embracing all the clauses of this Specification and shall make a further deposit of

\$50.00

making a total of

\$100.00

deposited against the due performance and completion of Contract, which sum will be returned only after satisfactory performance and completion of the Contract as certified by the Engineer.

5. SCOPE OF CONTRACT: This Contract shall be for the provision of all labour, material, plant, and other things necessary for the carrying out and completion of the works shown on drawings No

and more fully described or implied in this specification and enumerated in the schedule included herewith, and shall include all works incidental, thereto and the maintenance of the said works for a period of

31

days from date of their completion the whole to be done in accordance with the true intent and meaning of this Specification and to the entire satisfaction of the Engineer.

6. DRAWINGS:

The drawings and Specifications in connection with this Contract are the property of the Auckland Harbour Board and two complete copies will be furnished for the use of the Contractor. One such copy shall be kept on the work in the charge of the Contractor or a competent Foreman. Both copies shall be returned to the Engineer immediately upon receipt of the final certificate or upon termination of the Contract. The drawings and the dimensions and descriptions written thereon shall be strictly adhered to, together with such further drawings or explanations as may be given from time to time by the Engineer for the more particular and detailed description of various portions of the work. The scale to which the

~~drawings are made is to be made use of only where no figured dimensions are given either on the drawings or in the specification. Figure dimensions shall be considered as correct, although they may not in every instance agree with the scale.~~

7. INSPECTION OF SITE:

Tenderers shall make a careful inspection of the locality of the proposed work and satisfy themselves as to the nature of the work to be undertaken and of their ability to carry out the Contract in accordance with the true intent and meaning of this Specification.

The Contractor shall be held to have complied with this clause and no allowance will subsequently be made for any claim on account of insufficient information.

8. TENDER FORMS AND SCHEDULES:

Tenderers shall submit a lump sum price for completion of the Contract in accordance with this Specification.

Tenderers shall also submit with their tenders the Schedule of Quantities and Prices duly completed showing how the lump sum price has been arrived at. The valuation of work done for assessing progress payments and for authorised variations shall be based on these Schedule rates.

Tenders shall be submitted on the official tender forms which may be had on application to the Engineer's Department, Auckland Harbour Board.

The quantities given in the Schedule are measured nett as shown on the drawings and are believed to closely approximate the quantities of the various classes of work to be done, or materials to be supplied, under this Contract.

Each Tenderer shall satisfy himself as to the accuracy of the quantities shown in the Schedule and should he not agree with the quantity of any item he shall amend such item in the Schedule accompanying his tender.

Should the Schedule accompanying the accepted tender, not agree with the lump sum tender, the schedule prices shall be amended to the satisfaction of the Engineer so as to make the Schedule total agree with the tender price.

9. TIME OF COMPLETION AND DAMAGES FOR DELAY:

Tenderers shall state the time within which they are prepared to guarantee completion of the whole of the works in accordance with this Specification. Should the works remain uncompleted at the expiry of the time within which the Contractor has guaranteed completion, then the Contractor shall pay to the Board, as and for liquidated damages the sum of

per week for each and every week during which

completion is delayed beyond the due date. Any such sums payable to the Board by the Contractor may be deducted from any moneys that may be payable or may become payable to the Contractors by the Board or may be sued for as a debt.

10. COMPLETION AND MAINTENANCE:

The care and maintenance of all works under this Contract shall remain with the Contractor until the completion of the Contract.

When in the opinion of the Engineer, the works shall have been substantially completed and have been taken over from the Contractor by him in clean condition and first class order he shall issue a certificate of completion in respect of the works and the Period of Maintenance shall commence from the date of such certificate.

The period of Maintenance shall be 31 days and the Contractor shall maintain the whole of the works in thorough repair and first class order throughout this period.

If the Contractor does not so maintain the works to the satisfaction of the Engineer such maintenance as the Engineer considers necessary shall be carried out by the Board at the expense of the Contractor.

11. CERTIFICATES OF PAYMENT:

1. The Contractor shall submit to the Engineer, after the end of each month a statement showing the estimated Contract value of the permanent work executed up to the end of that month and the Contractor will be paid monthly on the certificate of the Engineer 75% of the value of such work and in addition such amount as the Engineer may consider proper on account of material for permanent work delivered on site.
2. On certified completion of the work 85 % of the value of the work done as certified by the Engineer will be paid.
3. Thirty one days after certified completion of the work and subject to the requirements of the Liens Act 95% of the value of the work done as certified by the Engineer will be paid.
4. The balance of the Contract sum to complete payment will be paid on the Engineer's certificate that the works have been completed and maintained in accordance with this Specification.

12. VARIATIONS AND EXTRA WORKS:

The Engineer shall have power to vary, diminish or extend the quantities of work without invalidating the Contract provided always that such variation increase, decrease or change shall be of a nature contemplated by the Contract and the Contract price shall be adjusted in accordance with the Schedule rates. Where the Schedule rates are not

fairly applicable to such variations new rates shall be agreed. All variations shall be ordered in writing by the Engineer who will, at the time of issuing such order, decide the method of payment and the time to be added to or deducted from the Contract completion time consequent on such variation.

43. VARIATION OF PRICE
(LABOUR AND MATERIALS):

1. If under decision of the Court of Arbitration in New Zealand or of any other body recognised as an appropriate body for regulating the rates of wages in any trade or industry or by reason of any Statute or Statutory Instrument there shall during the currency of the Contract be any increase or decrease in the wages or the rates of wages or in the allowances or rates of allowances (including allowances in respect of holidays) payable to or in respect of labour of any kind prevailing at the date of Tender as then fixed by the Said Court or such other body as aforesaid or by Statute or Statutory Instrument or any increase in the amount payable by the Contractor by virtue or in respect of any Scheme of State Insurance which increase or increases, decrease or decreases shall result in an increase or decrease of cost to the Contractor in carrying out the Works the net increase or decrease of cost shall form an addition or deduction as the case may be to or from the Contract Price and be paid to or allowed by the Contractor accordingly. Provided always that for the purposes of this sub-clause payment to workmen of travelling or subsistence allowances if the subject of an award by the Arbitration Court in New Zealand shall be deemed to be an increase in allowances.
2. If after the date of Tender there shall be any increase or decrease in the cost prevailing at such date of any of the materials consumable stores fuel or power (and whether for permanent or temporary works) named and priced in the Schedule of Materials annexed to the Bill of Quantities (or added thereto by the Contractor when tendering) and purchased by the Contractor at ruling market prices after the date of Tender which increase or increases decrease or decreases shall result in an increase or decrease of cost to the Contractor in carrying out the Works the net increase or decrease of cost shall form an addition or deducting as the case may be to or from the Contract Price and be paid to or allowed by the Contractor accordingly.
3. If any Statute or Statutory Instrument shall after the date of Tender be formally applied to the Contractor or become compulsorily applicable thereto the Employer will reimburse to the Contractor the net extra cost of the Works occasioned by compliance with such Statute or Statutory Instrument.
4. The Contractor shall as soon as is practicable after any such increase or decrease as is mentioned in sub-clauses (1) and (2) hereof

~~become effective give written notice thereof to the Engineer.~~

14. MEASUREMENT OF WORK:

All measurements of the work shall be made nett as shown on the drawings or described in the Specification. The methods of measurement, unless specified to the contrary shall be those set out in N.Z.S.S.670.

15. PRIME COST AND PROVISIONAL SUM:

Prime Cost means the nett cost to the Contractor ex Merchants Store after deducting all trade discounts and any discount for cash in excess of 2½%.

Prime Cost P.C. Item appearing in the schedule or specifications shall be so priced as to include for the Prime cost plus percentage profit plus carriage and installation.

Provisional Sum means any sum of money fixed by the Engineer and to be included in the Contract price to provide for work not otherwise included or unforeseen contingency.

It shall not be expended except as specifically directed by the Engineer at his discretion and any portion not so expended shall be deducted from the Contract sum.

16. WATCHING AND LIGHTING:

The Contractor shall in connection with the works provide and maintain at his own cost all lights, guards fencing and watching when and where necessary, or required by the Engineer or by any competent statutory or other authority for the protection of the works or for the safety and convenience of the public or others.

17. DAMAGE TO PROPERTIES:

The Contractor shall be liable for and shall at all times keep the Board indemnified against, all actions, claims and demands in respect of any injury or damage caused by himself, any of his work-men or any other person in his employ or acting under his direction, to the land or buildings or person of any third person or persons as a result of the execution of the specified works including the conveyance of materials or persons to or from the site.

18. INSURANCES:

The Contractor shall at his own cost, effect and maintain during the continuation of the Contract the following insurances in offices approved by the Board.

1.

Fire Insurances: All works comprised in the Contract and all plant and materials brought into or on to the works shall be kept insured against fire for their full insurable value.

2.

Worker's Compensation: The Contractor shall effect and maintain an approved insurance such as will protect him and the Board from claims under any Act for the time being in force relating to worker or worker's compensation or employers liability or under any other statutory provision or at common law.

Before employing any labour on the works, the Contractor shall lodge with the Board, a certificate that such insurance has been effected and the name of the office concerned.

3.

Public Liability: In addition to indemnifying the Board in terms of Clause No. 17 of the Contract, but not limiting his liability thereunder the Contractor shall take out a Public Liability Insurance cover for the sum of TWENTY THOUSAND DOLLARS (\$ 20,000.) in the joint names of the Contractor and the Board and shall produce documentary evidence to this effect before any work commences.

19. CONTRACTOR TO OBSERVE ALL LAWS BY-LAWS AND REGULATION:

In executing the Contract, the Contractor shall comply with the provisions of all Acts of Parliament and with all regulations and by-laws of state, local or other authorities that may be applicable to the works and shall pay all fees lawfully demanded by the public authorities for matters in connection with the Contract.

Where the express approval of the Building Controller is required for any aspect of the work or any material specified to be used such approval will be obtained by the Board.

20. STATUTORY CONDITIONS RELATING TO WAGES:

The Contractor shall observe all the provisions of every award or order of the Court of Arbitration and of every Industrial agreement and of every other statute, order or requirement from time to time in force in respect of payment of wages, conditions of labour and other matters relating to the employment of labour.

21. SUBJECT TO LIENS ACT:

This Contract shall be subject to the provisions of "The Wages Protection and Contractors Liens Act, 1939" and its amendments.

22. SUB-LETTING AND FACILITIES FOR OTHER CONTRACTORS:

The Contractor shall not sub-let the Contract or any part of the Contract without the written approval of the Engineer, such approval not to be unreasonably withheld. Any approval for such subletting shall not be deemed to be a valuer of any of these conditions of Contract and shall not discharge the Contractor from the responsibility of ensuring that any part of the Contract so sublet is executed and completed in terms of the Contract.

The Contractor, if so requested by the Engineer, shall afford all reasonable facilities to any other Contractor or his workmen directly employed on or near the site on work ancillary to this Contract.

23. SERVICE OF NOTICES:

Any notice to be given to the Contractor under the terms of this Contract, shall be served by sending the same by post to or leaving the same at the Contractor's

principal place of business (or in the event of the Contractor being a company to or at its registered office).

Any notice to be given to the Board under the terms of the Contract shall be served by sending the same by post or leaving the same at the Board's Office at Quay Street, Auckland.

24. CONTRACTORS REPRESENTATIVE:

The Contractor, when he is not personally present on the works shall be represented by a responsible agent approved by the Engineer to receive instructions and to represent the Contractor for all purposes of this Contract.

25. QUALITY OF WORK:

All workmanship shall be in accordance with the best practice and all materials shall be the best of their respective kinds and shall be approved by the Engineer or his representative before being used in the work.

26. SANITATION AND CLEARING UP THE SITE:

The Contractor shall maintain the works and the site of the works in a sanitary and hygienic condition and on completion of the Contract he shall clear the site of all temporary works, surplus plant and materials and debris and leave the works and the site of the works in a clean and tidy state to the satisfaction of the Engineer.

~~27. BENCH MARKS AND SURVEY AND STANDARDS:~~

~~Before the commencement of the work the Board will establish any necessary "Bench Marks" and "Survey Standards" at suitable positions in the vicinity of the work and the Contractor shall preserve and use these marks for fixing all level and line pegs that he may require during the course of the work.~~

28. SETTING OUT THE WORK:

The Contractor shall be responsible for the accurate setting out of the whole of the work true to the lines, levels and crossfalls shown on the drawings, and in accordance with such further instructions as may be given from time to time during the course of the work.

29. INSPECTION:

The whole of the work will be subject to close inspection on behalf of the Board. Any material which is not approved by the Engineer shall be removed from the site immediately by the Contractor and replaced with approved material. Any work which is not approved by the Engineer shall be made good immediately by the Contractor to the satisfaction of the Engineer. Should the Contractor refuse or neglect or fail to remove from the site any material or to make good any work immediately when instructed by the Engineer to so do, then it shall be lawful for the Board to employ any other person or persons to remove such material or to make good such work and the Board may deduct the cost of doing so from any moneys that may be payable or may become payable to the Contractor by the Board.

30. RIGHT OF BOARD
TO TERMINATE
CONTRACT:

Should the Contractor continue to refuse or neglect or fail to provide materials of a quality satisfactory to the Engineer or to carry out any works in connection with this Contract in a manner to the satisfaction of the Engineer, or should the Contractor refuse or neglect to carry out the works with such despatch as the Engineer shall consider necessary for the due completion of the Contract within the time specified, then it shall be lawful for the Board forthwith, without further notice to the Contractor, to terminate the contract so far as it relates to the works remaining to be done and the Contractor shall have no claim whatsoever against the Board as compensation in respect of such termination of Contract.

In the event of such termination of Contract by the Board, the Contractor shall be paid only the value of the work done as certified by the Engineer but the deposit lodged by the Contractor shall be forfeited absolutely to the Board as and for liquidated damages.

31. BANKRUPTCY ETC.
OF CONTRACTOR:

If the Contractor shall become bankrupt or shall make any assignment for the benefit of his creditors or if the Contractor being a company shall go into liquidation then unless the assignee, trustee or liquidator forthwith makes arrangements satisfactory to the Engineer for the due prosecution of the works then in any such cases the Board may on three days notice exercise all powers conferred as is provided in the case of the right of Board to terminate the Contract.

32. PLANT AND
MATERIALS TO BE
THE PROPERTY OF
THE BOARD:

If the Contractor brings on to the Works plant and/or materials for which he desires an advance of payment to be made then such plant and/or materials shall become the absolute property of the Board.

Except for the purpose of carrying out the Contract the Contractor shall not, without the written permission of the Engineer, remove any of the said plant and/or materials until the Engineer has certified the completion of the Contract when the said plant and all unused materials shall re-vest in and become the property of the Contractor.

33. DISPUTES:

Should any dispute arise between the Contractor and the Board in the execution of the Contract, it shall be referred to the Engineer for his decision and that decision shall be binding on both parties.

34. THE LOWEST OR
ANY TENDER:

The lowest or any tender will not necessarily be accepted.

35. HEADINGS:

The headings to the foregoing clauses shall not be deemed to be part of the Contract nor explanatory thereof.

36. SCOPE:

This contract provides for the painting of the whole of the interior of the Devonport Ferry Passenger Wharf Shed to the following specification including:

Walls
Roof
Stanchions and Trusses
Offices and convenience (western internal wall only) and all internal fitments.

37. MEASUREMENT:

Before tendering, a contractor should measure up and assess, on the site the work covered by this specification.

38. TREATMENT OF VARIOUS ITEMS:

(i) Trusses:

(a) 10 No. 30ft trusses (half completed).

(b) 14 No. 50ft trusses

Chip off rust, wire brush and prime completely from supporting stanchion to first gusset plate on bottom stand, including vertical strut.

On all other sections of truss, chip off rust, wire brush and spot prime.

Finish in two (2) coats of Dulux Higloss "SHADOW GREEN".

(ii) Shed Windows:

36 No. 8'-0" x 6'-0" (6 panes)

Clean off loose and flaky paint, sand down, prime base patches with Dulux "WUNDERPRIME" apply suitable undercoat and finish one (1) coat Dulux hi-gloss "WHITE".

(iii) Ticket Office & Convenience:

(a) Walls: (Concrete and wood)

Brush down then apply two (2) coats of Dulux Spruce "ADOBE".

(b) Doors: (Including the adjacent

door to cargo wharf). Wash down with sugar soap or other approved solution to remove grime and grease. Remove all traces of this process with clean water and allow to dry off thoroughly before painting. Then apply suitable undercoat and finish with one (1) coat of Dulux hi-gloss "BUCKSKIN".

(c) Windows: Treatment and colour

as for shed windows.

(iv) Interior R.P.M. Walls & Roof:

Brush down, then apply two (2) coats of Dulux spruce "ADOBE".

(v) Central Steel handrail:

Apply an undercoat of grey then one (1) finishing coat of "OLIVE GREEN" Dulux hi-gloss.

38. TREATMENT OF VARIOUS ITEMS: (Continued)

(vi) Paling Fence:

Brush down, then apply one (1) finishing coat of "OLIVE GREEN" Dulux hi-gloss.

(vii) Slat Seats:

Sugar soap treatment as previously described, an undercoat of grey then one (1) finishing coat of "OLIVE GREEN" Dulux hi-gloss

Note: The painting of wall obscured by seat to be neglected.

(viii) Sliding Doors:

The two sliding doors at the western end to be cleaned down, under-coated and finished one (1) coat of "BUCKSKIN" Dulux hi-gloss

(ix) Winchhouse

(a) Walls: Brush down then apply two (2) coats of Dulux Spruce "ADOBE".

(b) Doors: Sugar soap treatment as previously described, suitably under-coated and finished with one (1) coat of Dulux hi-gloss "BUCKSKIN".

(x) Sundries:

Fire hose box to be repainted "Fillar Box Red" together with the "Fire" notices at water tap outlets. Any other colour decision to be dealt with by the Engineer or his representative.

39. RE-CAPITULATION OF COLOUR SCHEDULE:

ADOBE (Acrylic) R.P.M. Walls and roof (inside), ticket office and winchhouse walls

BUCKSKIN (Hi-gloss) Sliding doors (western end), ticket office and cargo wharf doors and winchhouse doors.

OLIVE GREEN (Hi-gloss) Slat seats, Iron handrail, paling fence

RED (Hi-gloss) Fire-hose box, Hose outlet signs

SHADOW GREEN (Hi-gloss) Roof Trusses.

WHITE (Hi-gloss) Window frames.

40. EQUIPMENT:

Provide all necessary scaffolding, ladders, cover sheets, mixing trays and sundry equipment necessary for carrying out the work. All brushes shall be of approved weights, properly bound and suitable for the work in hand.

41. PROTECTION:

The Contractor shall be held responsible for the proper protection of persons and property in the vicinity of, and liable to be affected by his painting operations. To that end, he shall provide all necessary coverings and guards and also display suitable and sufficient warning notices.

... ..

41. PROTECTION (Cont)

Any such notice, if displayed or written on the pavement or adjacent walls, shall be completely removed when painting operations are finished and paint is dry. Adequate precautions during and after painting operations shall be taken to protect all work from dust, dirt or any other disfiguration whatsoever. Provide pans or trays on which to keep materials and carry out all wall protection. Care shall be taken to remove all splashes and other disfigurements

42. PREPARATION OF SURFACES

Notwithstanding provisions in other sections of this specification, it shall be the responsibility of the Contractor to ensure that all surfaces, including the surfaces of all successive coats are in a suitable condition to enable a first-class finish to be obtained.

To that end he shall wash, dust and otherwise clean down all surfaces including undercoats, remove imperfections by filling, sandpapering and the like and apply such sealers, neutralizers or other materials as are necessary to comply with sound trade practice and the manufacturers recommended painting system. All such preparatory work, including the cost of such material, shall be deemed to be included in this quotation. Use of mechanical chipping chisels or hammers are permissible on steelwork.

43. DRYING TIME

All coats shall be thoroughly mixed and boxed on the job and each coat shall be allowed to dry completely before applying the next coat.

44. WORKMANSHIP

The whole of the work shall be executed by competent tradesmen to the entire satisfaction of the Engineer. All paint shall be applied by brush. Any surface with an unsatisfactory finish shall be scrubbed down and repainted.

R.A.J. SMITH: O.B.E., B.E., M.I.C.E.,
F.N.Z.I.E., A.M.,
I.S.T.T.

CHIEF ENGINEER TO THE BOARD.

Job No.

DEVONPORT WHARF - PAINTING SHEDS

Bill of Quantities
Sheet No.

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
	Brought Forward				\$
	XXXXXXXXXXXXXX				
1	Allow for visiting the site, ascertaining the nature and extent of the works and for verifying the drawings and specifications.		Item		
2	Specify and allow for providing special plant machinery, tools and other items necessary to complete the work in a satisfactory manner.		Item		
3	Allow for giving all notices and paying all fees required by law to any persons or bodies so entitled with respect to this Contract.		Item		
4	Allow for indemnifying the Board in accordance with the general conditions of contract against all claims for accident or damage arising out of the execution of the work.		Item		
5	Allow for providing and maintaining in an approved sanitary condition and cleaning away upon completion all necessary sheds, offices and other temporary accommodation.				
6	Specify and allow for any work specified to be done, materials and plant to be supplied or any special risk, liability or obligation to be undertaken by the contractor for which no separate item is provided in this Bill.		Item		
7	<u>Steel Trusses</u> (a) 10 No. small (1/2 only) (b) 14 No. large				608.00 124.00
8	Walls				1396.30
9.	Roof				148.00
10	Hand Rail				475.00 600.00
11	Paling Fence				93.80
12	Slat Seats				243.70 14.00
	Carried Forward				30.80 141.20

Bill of Quantities

Sheet No.

Job No. DEVONPORT WHARF - PAINTING SHED (CONT)

ITEM No.	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	
					\$	c
	Brought Forward					
13	Provisional Sum				\$500.00	
	TOTAL TENDER PRICE				<u>5142.80</u>	
<p><u>NOTE: COMPLETION OF WORK</u></p>						
<p>I/we undertake to complete the whole of the work scheduled herein and in accordance with the specification withinweeks of acceptance of this tender.</p>						
<p>SIGNATURE OF TENDERER: <i>Lawley Bros. Ltd.</i></p>						
<p>ADDRESS: <i>22-24 Great North Road, Auckland 2.</i></p>						
	Carried Forward					

Auckland Harbour Board

8793 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 22 October 19 69

Subject DEVONPORT - CARGO WHARF

MAINTENANCE & PROTECTION OF LIGHT STANDARDS AND FITTINGS

CODE NUMBER
111 1001 140-49

For scope and location of work, refer to plan to be provided by Mr McComish.

For details of modifications required refer Mr N. Rush.

1. Light Standards 1 - 4:

Remove and straighten standards in shop. Replace, then position RSJ or similar protective stanchion 4'-6" long to prevent impact from backing vehicles. (See sketch).

2. Standard 4:

Modify so that connecting box at foot faces west and light arm at top projects north.

3. All Standards:

Adjust and fix ladder guides for safest approach.

4. Standard 5:

Remove and replace with lighter standard similar to others.

*** **

CHIEF ENGINEER TO THE BOARD.

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

This work was completed on _____ at a cost of:—

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

REMARKS: _____

Signature _____

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 22 October 1969

Subject DEVONPORT - CARGO WHARF (CONT)

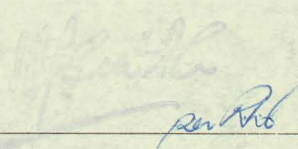
5. Standard 6:

Renew or repair bracket plate at deck level. Check ladder bolts through kerbing on all similar standards and renew if necessary.

Please refer to Electrical Engineer for approval of plans and electrical isolation of circuits before work commences.

JMcC:RB

COPY TO : Electrical Engineer
J. McComish.


CHIEF ENGINEER TO THE BOARD.

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

This work was completed on _____ at a cost of:—

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

REMARKS: _____

Signature _____

Date _____ 19

Auckland Harbour Board

8787 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 21 October 1959

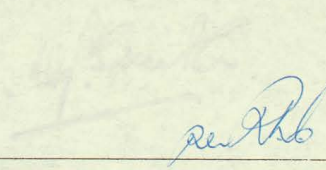
Subject DEVONPORT FERRY WHARF
PASSENGER SHED M/A

CODE NUMBER
126 / 001 / 140-49

Carpenters: Please provide and fix ex 9" x 1" skirting on West side of approach, being continuance of existing skirting. Extent, 2 bays to prevent damage to R.P.M.

Plumbers: Please renew spouting and dip over door from vehicular ferry wharf.

RS:RB


CHIEF ENGINEER TO THE BOARD.

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

This work was completed on _____ at a cost of:—

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

REMARKS: _____

Signature _____

Auckland Harbour Board.

Mr Seagar. File,

copy as
arranged re reply
to second paragraph.

GLK
24/10.

ALL COMMUNICATIONS
TO BE ADDRESSED
THE TOWN CLERK
P.O. Box 32-003
DEVONPORT, N.I.

OFFICE HOURS
WEEK DAYS 9 A.M. TO 4 P.M.

TELEPHONE 70-028
TELEPHONE 450-028



120/14
DEVONPORT,
AUCKLAND, N.I.
NEW ZEALAND

20th October 1969

The Secretary,
Auckland Harbour Board,
PO Box 1259,
AUCKLAND.

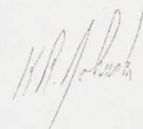
Dear Sir,

Ferry Wharves in Devonport.

I wish to confirm my verbal intimation to the General Manager of your Board that the Council will continue through the summer months with its patrolling of the wharves at Devonport and Stanley Bay by the Borough Ranger.

The Council have also instructed me to request information concerning the completion of the painting of the Devonport wharf. This was begun many months ago and I understand that the Contract was cancelled but the work has never yet been completed. The Council feels that the matter is now one of urgency.

Yours faithfully,


K.R. JOHNSTON
TOWN CLERK

KRJ/imb.

Reply sent to Council

Devonport Wharves.
makers. to be dealt with.

1. Passenger Wharf.

1. Quay - done
2. Gangway - done
3. Internal Planning
 - 4 - part done by 4113
 - 5 - balance by contract
4. Exterior problems - to follow 3^{1/2}.
5. Entrance canopy - funded by OBC.
6. Fenders - Rebuilt dolphins.

2. Cargo Wharf.

1. Electrical - Lamp Standards - Int. to E. of W issued
2. Vehicular System
 - (a) Bridge - Leave or remove
 - (b) Portal House - Paint or remove
 - machinery - Leave or remove
3. make safe. refs. to 6 above re removal of fenders
longer.

3. Skins. Wharf.

1. replacement of road way canopy roof in Fibrolite.

2. Painting of East Quay side sheds. Paint.
Sprayed.

Weighting + Lawrence impact etc.

Auckland Harbour Board

8584 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 30 July 1969

Subject FERRY SAFETY CHAIN - DEVONPORT
PASSENGER WHARF M/A

126.001.10-49.

Further to Traffic Department Req. No. 7987B and your report No. 26841 dated 25 July, would you please arrange for the necessary repairs to be undertaken. Also investigate the possibility of using second-hand chain.

RNC:RB

[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 \$	_____		:

REMARKS: _____

Signature _____

Date _____ 19

AUCKLAND HARBOUR BOARD.

TRAFFIC DEPARTMENT

23rd July 19 69

THE ENGINEERS DEPARTMENT

7987 B

AUCKLAND HARBOUR BOARD

REQUISITION

DEVONPORT PASSENGER WHARF - GEN. & MISC. EXPS. - M/A

Resubmitted - Refer Regn. No. 7906 B

Please check the safety chain which acts as buffer for
Ferries, situated between the corner of Passenger Wharf and the
Cargo Wharf.

"Urgent"

Refer: Caretaker, C. Aley

Code: 126/001/40-49

For Man of Works

Please Refer to

24/7

Traffic Manager

TM26

Per *[Signature]*

AUCKLAND HARBOUR BOARD
MEMORANDUM

No 26841

FROM
FOREMAN OF WORKS

SIR,

I beg to report that

To *The Engineer*

25th July

1969

Re - Ferry Safety Chain - Dredger - Passenger Wharf

After an inspection of this wharf by Mr. J. Dominichant, Foreman wharf carpenter the Ferry Safety Chain was found to be broken.

This chain serves as a precaution to stop the Ferry damaging the Cargo Wharf approach, and has obviously been hit by a Ferry oversteering her head. No report to this effect has been received from the Ferry Company.

However, as this chain was installed in 1944, and as it has deteriorated considerably, it should sooner be replaced with a new chain. As this work will require 120 feet of one inch chain plus the use of a Transport, Timber and wharf carpenter, I estimate the replacement cost to be in the ~~vicinity~~ vicinity of Five Hundred Dollars (\$500.00)

J. L. Linn
FOREMAN OF WORKS

NORTH SHORE FERRIES LIMITED

120/14

FERRY SERVICES BETWEEN AUCKLAND AND DEVONPORT
ALSO TO WAIHEKE, MOTUIHI, RAKINO, KAWAU & GT. BARRIER
(Includes Famous Cream Trip to Orapiu, Ponui Island and Rotoroa)

FERRIES & BUSES FOR HIRE
QUOTES FOR PICNICS, ETC.
CHARTERS ON REQUEST

AUCKLAND HARBOUR BOARD	
RECD.	- 3 SEP 1968
ACKD.	5/9/68
ANSD.	

FERRY BUILDINGS,
QUAY STREET,
P.O. BOX 505,
AUCKLAND, 1.
PHONE: 24-919

2nd September 1968

The General Manager
Auckland Harbour Board
AUCKLAND

Dear Sir,

The Master of MV KESTREL reports that at approx 10.20pm on Friday night last, 30th August, when approaching the Devonport Wharf he was almost into the berth when in the uncertain light from the wharf, he observed that the electric gangway had been let down across the access into the berth. Had he not observed this in time, he may well have collided with the gangway, which could have caused damage to both the ship & the gangway, apart from which had anyone been in the forward part of the ship they might have been seriously injured. I realise that it would be impossible to operate a locking device, but I wonder whether while your painters are at the Devonport wharf, could some reflector tape or paint be put on the outer side of the gangway facing towards town, as the present grey is very hard to distinguish in the night light.

Yours faithfully,
NORTH SHORE FERRIES LIMITED

[Signature]
L.S. DROMGOOLE
MANAGER

*Instr. to FOW.
9/9/68
R.S.*

*Chief Engineer,
Please arrange for
this to be done ~~and~~ part
of section of the gangway
to be painted white if this is
concluded near Saki factory R.T.C. for 4/9.*

Please file.

Auckland Harbour Board

MEMORANDUM

5th August, 1968.

FROM

THE FINANCE OFFICER

TO

THE CHIEF ENGINEER

DEVONPORT PASSENGER WHARF

→ The General Manager has directed that the proposal for security gates at the entrance to the above wharf, submitted in your memo of 1st August 1968, be included in 1968/69 Programme of Works.

The Traffic Manager has been asked to advise following discussion with North Shore Ferries Ltd. the operating arrangements that would apply in event of the provision of security gates being approved.

J. Hickey

FINANCE OFFICER.

IER:CA

*Included
appx F*

Mr Pemberton

Plan file

1 August, 1968.

THE CHIEF ENGINEER

THE GENERAL MANAGER.

DEVONPORT WHARF.

You will recall that at the discussions with the Devonport Borough Council concerning vandalism and security of the wharf, the question of gates at the entrance was considered a possibility.

The attached Drawing SK201 shows a proposal for a simple solution, being two sliding gates and a central fixed panel. Gates and panel are of steel angle frame and heavy mesh. Estimated cost is \$600.

Would you please advise if this requirement is to be considered and should be included in the 1968/69 Programme of Works.

CHIEF ENGINEER TO THE BOARD.

ENCL : Drawing SK201.

NS:NKG

EXTRACT FROM MINUTES
GENERAL PURPOSES COMMITTEE
21 MAY 1968

4. VANDALISM - DEVONPORT AND STANLEY BAY WHARVES

The General Manager's report referred to continuing acts of vandalism, dangerous and undesirable behaviour on Devonport and Stanley Bay Wharves which had been reported and subsequently discussed with the Devonport Borough Council and representatives of the Police Department. Both Authorities had agreed to co-operate and it was recommended that the following steps be taken:-

1. That a total prohibition on swimming from Devonport and Stanley Bay Wharves be enforced and notices to this effect be prominently displayed quoting the appropriate By-law No. 289.
2. That to enforce the By-law the General Manager be authorised to institute during the summer months regular patrols using the Board's staff in working hours and a private security patrol after 5 p.m.
3. That the Board agrees to issue an Honorary Warden's Warrant to the Devonport Borough's Ranger for the purpose of assisting in supervision.

The General Manager further advised that the maintenance programme for Devonport Wharf had been commenced and would be accelerated.

Recommended -

That the report be adopted.

*See Slagden
To note re maintenance
work.*

ADOPTED BY BOARD
28 MAY 1968

26 April, 1968.

H.W. Coyle Ltd.,
P.O. Box 9427,
NEWMARKET.

Dear Sir,

QUOTATION 68/1E.

I have pleasure in informing you that your quote of \$1047-00 for the work included in the above mentioned quotation has been accepted.

Please contact Mr. Scott of my Department regarding commencing the work.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

ENCL : Works Order 2486P.
RS:NKG

Winstone Ltd.,
40 Mt. Eden Road,
MT. EDEN.

Roofing & Damp Proofing Co.,
P.O. Box 21013,
HENDERSON.

26 April, 1968.

Dear Sir,

QUOTATION 68/1E.

Thank you for your quotation for the work at Devonport
Ferry Passenger Terminal but I have to inform you that in
this instance you were unsuccessful.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

RS:NKG

821/1.

26 April, 1968.

THE CHIEF ENGINEER

THE GENERAL MANAGER.

DEVONPORT WHARF PASSENGER TERMINAL
RENOVATIONS TO SHELTER BUILDING.

I refer to my report of the 15th. March setting out progressive maintenance procedures, to maintain the Shelter Building in reasonable condition for a further period of years.

Of the schedule of recommended and approved works we have completed the Gangway overhaul.

Quotations, as listed below, have been received from three selected roofing contractors to renew roof ridging and some sheets, with the roof sheets supplied from our stocks.

- | | | |
|----|-----------------------------------|---------|
| 1. | H.W. Coyle Ltd. | \$1,047 |
| 2. | Roofing and Damp-Proofing Co.Ltd. | \$1,340 |
| 3. | Winstone Ltd. | \$1,880 |

The quotation from H.W. Coyle Ltd. is satisfactory and I propose to proceed with this work, with the acceptance of Coyles quotation under my delegated authority.

Copy to : MR. SCOTT.

CHIEF ENGINEER TO THE BOARD.

NS:NKG

*Slows Repl. 2 3/8 Corrug. sheet. 12'.
17 @ \$58. each
23 + @ \$8.20. each. 40 sheets
by \$300.*

AUCKLAND HARBOUR BOARD

Engineer's Department,
Quay Street.
AUCKLAND C.1.

QUOTATION FORM

Quotation No. _____

68/12.

Description of Work Amount

Supply and fix 450 lin.ft. galvanised
iron ridging.

Supply and fix 900 lin.ft. corrugation
filler.

Take delivery of 40 sheets R.P.M. and fix.

Supply and fix sheet bolts.

} \$647.00

Provisional Sum

\$400.00

Lump Sum Tender \$1047.00

I/We hereby guarantee to complete
the work in accordance with
Specification No. attached for
the price quoted hereon within
.....weeks of acceptance of this
Quotation.

H. W. COYLE LTD.

SIGNATURE A. L. Pae

ADDRESS P.O. Box 9427

Newmarket

DATE 23rd April 1968

Completed Quotation must be enclosed in a sealed envelope
endorsed "" and addressed
to the Chief Engineer.
DEVONPORT PASSENGER FERRY TERMINAL
ROOFING.

QUOTATIONS CLOSE AT NOON ON
24th. April, 1968.

AUCKLAND HARBOUR BOARD

Engineer's Department
Quay Street,
AUCKLAND C.1.

QUOTATION FORM

Quotation No. 68/1E.

Description of Work	Amount
Supply and fix 450 lin.ft. galvanised iron ridging. @ \$1.00	\$450-00
Supply and fix 900 lin.ft. corrugation filler. @ 10c	90-00
Take delivery of 40 sheets R.P.M. and fix. @\$6.00	\$240-00
Supply and fix sheet bolts.	60-00
Provisional Sum	\$400.00

Lump Sum Tender \$1340-00

I/We hereby guarantee to complete the work in accordance with Specification No. 68/1E..... for the price quoted hereon within FOUR weeks of acceptance of this Quotation.

ROOFING & DAMP-PROOFING CO. LTD.

SIGNATURE [Signature] Director

ADDRESS 26 Gt. Nk. Rd

Grey Lynn

DATE 24/4/68

Completed Quotation must be enclosed in a sealed envelope endorsed " DEVONPORT PASSENGER FERRY TERMINAL ROOFING....." and addressed to the Chief Engineer.

QUOTATIONS CLOSE AT NOON ON 24th. April. 1968.....

AUCKLAND HARBOUR BOARD

9th. April, 19 68

SPECIFICATION FOR QUOTATION NO 68/1E

A. Conditions

1. QUOTATIONS:

A Lump Sum price is required which shall be made on the Quotation Form provided. Quotations shall be enclosed in a sealed envelope endorsed "Quotation for **DEVONPORT FERRY PASSENGER**

WHARF ROOF REPAIRS "

and addressed to The Chief Engineer. Quotations close at noon on

24th. April, 19 68

2. SCOPE:

This Contract shall be for the provision of all plant, labour and materials necessary for the execution of the work specified herein and shown on Drawing No.

S.1808/1.

All to the approval of the Board's Engineer or his deputy.

3. MATERIALS AND WORKMANSHIP:

Materials shall be the best of their respective kinds and wherever possible to the appropriate British Standard Specifications.

Workmanship shall be in accordance with the best trade practice.

4. INSURANCES: (1)

The Contractor shall indemnify and keep indemnified throughout the currency of this Contract, the Board against all claims from any third party arising out of the execution of the works specified in this Contract.

(2) The Contractor shall keep insured throughout the currency of this contract all plant and materials brought on to the site against loss or damage by fire.

(3) The Contractor shall effect and maintain an insurance such as will protect him and the Board from claims under any Act for the time being in force relating to Workers' Compensation or Employers' Liability or under any other statutory provision or at Common Law.

(4) Public Liability: In addition to indemnifying the Board in terms of Clause No. 4 (1) of this Contract, but not limiting his liability thereunder, the Contractor shall take out a Public Liability Insurance cover for the sum of Ten Thousand Pounds (£10,000)

in the joint names of the Contractor and the Board and shall produce documentary evidence to this effect before any work commences.

5. LIENS ACT: This Contract is subject to the Provisions of "The Wages Protection and Contractor's Liens Act 1939" and its amendments.
Provided there is no lien or charge, the percentage retention operative under Clause 6 hereof, includes the retention required under the Liens Act.
6. PAYMENT: Payment will be made as follows:

First Payment - 80% of the Contract Price on certified completion of the work.

Second Payment - 20% the balance to complete the Contract Price on satisfactory completion of the maintenance period.
7. TIME FOR COMPLETION: Early completion is desired and tenderers shall state the time within which they will guarantee to complete the works under this Contract.
8. RIGHT OF BOARD TO TERMINATE CONTRACT: Should the Contractor continue to refuse or neglect or fail to carry out the works or any part thereof in a manner to the satisfaction of the Engineer or with such despatch as the Engineer may consider necessary then it shall be lawful for the Board forthwith to terminate the Contract so far as it relates to the works remaining to be done and the Contractor shall have no claim against the Board as compensation in respect of such termination.

In the event of such termination, the Contractor shall be paid only the value of the work done as certified by the Engineer.
9. VARIATION AND EXTRA WORKS: The Engineer shall have the power to vary, diminish or extend the quantities of work without invalidating the Contract, provided always that such variation shall be of a nature contemplated by the Contract and the Contract Price shall be adjusted according to the schedule rates. Where the schedule rates are not fairly applicable to such variations, new rates shall be agreed. All variations shall be ordered in writing by the Engineer who will, at the time of issuing such order, decide the method of payment and the time to be added to or deducted from the Contract completion time consequent on such variation.

10. MAINTENANCE PERIOD:

The period of maintenance shall be thirty-one (31) days and the Contractor shall maintain the works in first-class order throughout this period.

11. CLEANLINESS:

Throughout the period of this Contract the Contractor shall maintain the works and the site of the works in a clean and hygenic condition. On completion the works and the site of the works shall be left in a clean and hygenic condition.



Chief Engineer to the Board

ENQUIRIES MR. SCOTT
PHONE NO. 33-200 EXT. 797

SPECIFICATION

DESCRIPTION OF WORK: It is intended that 450 lin.ft. of perished ridging be removed and replaced by 450' lin.ft. plain galv. iron cut and folded to provide a 2'0" wide ridging.

In addition 40 sheets of rotten RPM sheeting shall be stripped and replaced with new sheets of GPM to be supplied by the Board ex their store, Halsey Street, City.

DEMOLISHED MATERIALS: Unless otherwise stated all materials resulting from these works shall become the property of the contractor who shall remove them from the site.

MATERIALS:

Ridging shall be plain galv. iron, 24 g. Fix with new galv. sheet bolts and nuts with galv. washer and fibre washer together with existing sheet clips salvaged when existing material removed.

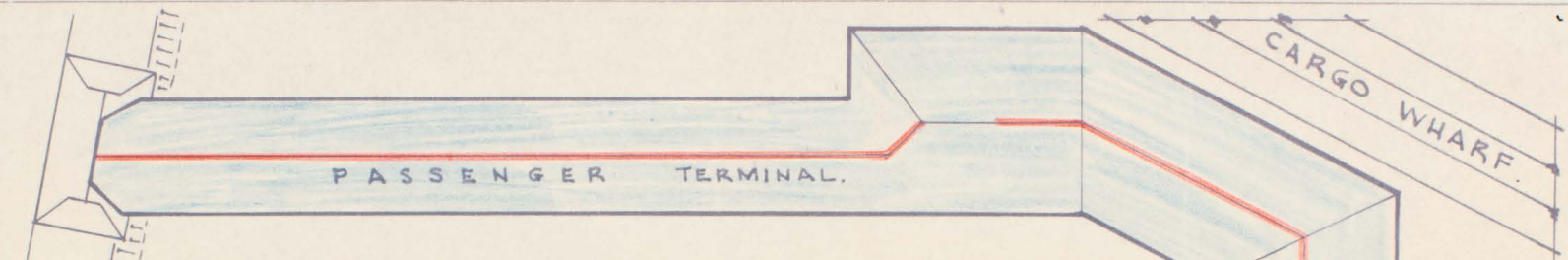
Corrugation fillers at ridge shall be bitumen impregnated foam "Compriband" size $1\frac{1}{2}$ " square.

Sheets of GPM shall be provided by the Board and may be uplifted from the Board's store, Halsey Street.

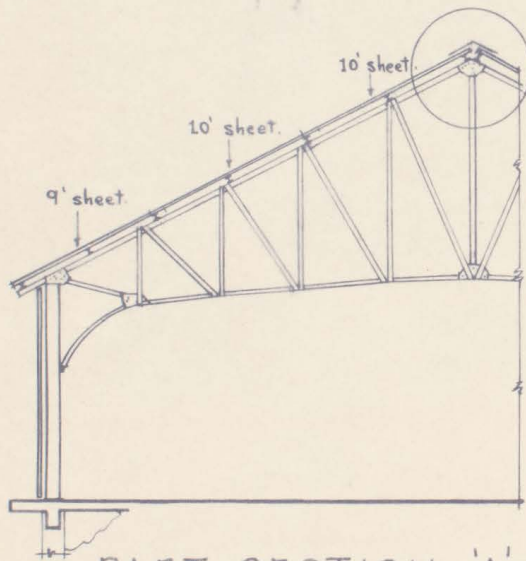
Sheeting at present is $10\frac{1}{2}$ x $2\frac{3}{8}$ but new sheets are $12\frac{1}{2}$ " x $2\frac{3}{8}$ " thus side laps will be increased. Fix with galv. bolts size $1\frac{1}{4}$ " x $\frac{1}{4}$ " complete with fibre washer and galv. washer. Bed the washers on approved bitumastic fibre cement and upon completion cover heads with bitumastic. Sheet clips shall be existing salvaged.

PROVISIONAL SUM:

Allow the provisional sum of \$400 to cover unforeseen work.

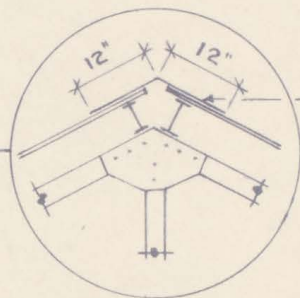


PLAN.
SCALE - 40' TO 1 INCH.

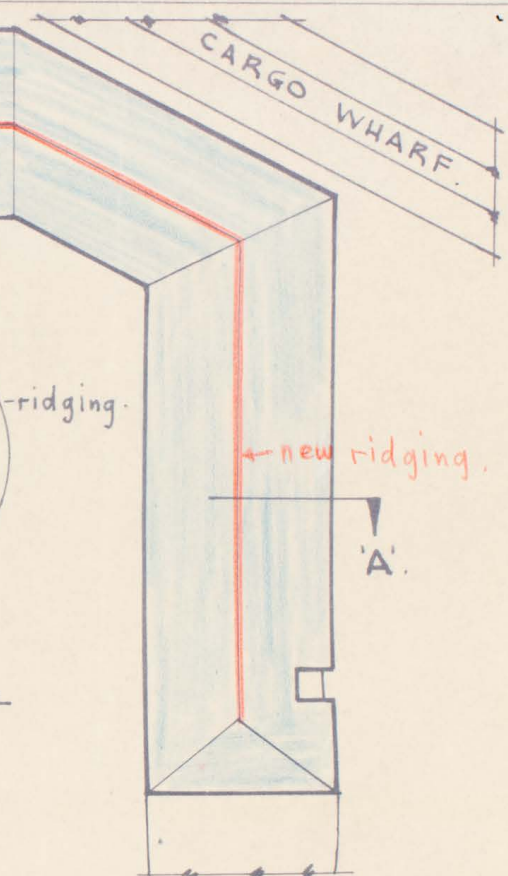


PART SECTION 'A'
THRO' SHED.

SCALE - 1/8" - 1'-0".



DETAIL AT
ROOF APEX.



AUCKLAND HARBOUR BOARD

DEVONPORT FERRY TERMINAL
 PLAN SHOWING ROOF.

DRAWN A.R.

DATE DEC. 67

S1,808/1.

Roofing & Dampproofing. ✓

guess

ridging 450.00
beam brackets 250.00
Bolts 75.00

labour sheets - 400.00
ridge 200.00

1375

luggage 25

1400
200
400

\$ 2000

SHEET ROOFING QUOTATION

GG:EG

Auckland Harbour Board,
Engineer's Department,
Quay Street,
Auckland 1

CONTRACTING DEPT.
40 MT. EDEN ROAD

Attention: Mr. Rankin

QUOTE No. 7591

22nd April 1968

WE HAVE PLEASURE IN SUBMITTING OUR QUOTATION, AS DETAILED HEREUNDER, FOR THE ROOFING OF
Refer:-Quote.68/1E - Auckland Harbour Board, Quay Street, Auckland

For the supply and fixing of galvanised ridging etc. as per your quotation form No.68/1E as follows:-

1. Supply and fix 450 linear feet galvanised iron ridging.
2. Supply and fix 900 linear feet corrugation filler.
3. Take delivery of 40 sheets R.P.M. and fix.
4. Supply and fix sheet bolts.

PRICE: ONE THOUSAND FOUR HUNDRED & EIGHTY DOLLARS.	(\$1480.00) Nett
Plus Provisional Sum. FOUR HUNDRED DOLLARS.	(\$ 400.00) Nett
Total Price ONE THOUSAND EIGHT HUNDRED & EIGHTY DOLLARS.	(\$1880.00) Nett

We would require three working weeks to complete this work.

FLASHINGS ETC. Apart from any accessories or flashing work specifically mentioned in the above quotation, no flashing or metal work is allowed for.

OTHER TRADES: All spouting, valleys, barges, fascia boards or tilting fillets are to be fixed and way leaves for pipes, vents, etc., and chimneys completed before the roofers make a start on the roof. Any delays caused to our employees by the above work not being completed will be charged for at current rates.

ACCESS: This quotation is given on the assumption that access to the site for motor trucks is satisfactory. If the site has a bad access which causes us added expense such as carrying material by hand, or craneage, or waiting time or any other reason, the extra costs involved will be a charge to you.

DEBRIS: Removal of debris from the site is not allowed for in our quotation. Our quotation allows for us to place our debris in one pile on the site.

THIS QUOTATION is for the usual method of laying roofing and in the event of its being accepted shall be the basis of this contract. A discount when stated will be allowed to the builder provided payment is made by the 20th of the month following the completion of our work and for your information an account will be forwarded to you for the amount owing, including any variation, shortly after the completion of the roof. It is understood that our contract includes finishing and also attending to any omissions visible either to you or to us after all other trades have finished, but we accept no liability for damage due to or caused by structural defects, settlement or subsidence of the building, patent or latent defects of the building, inferior or defective material or workmanship in the building, other workman or sub-contractors, fire, storm, flood, tempest, earthquake, or other act of God, or other acts or happenings over which we have no control or for damage to the building or its contents. It is hereby expressly stipulated that the structure upon which the roofing is to be laid is warranted free from all patent and latent defects which may at any time render impossible or any way hinder the roofing work or undo the work already done and this will be your responsibility and any additional expense incurred or loss suffered by us thereby shall be to your account. This quotation is based on current awards and material costs and any variations is to your account. All contracts and agreements contingent on strikes and causes beyond our control. Any variation from the plans or specifications or measurements taken on site will be charged for on the basis of this quotation.

NOTE: Please advise at your earliest if this Quotation is acceptable so that we can note your requirements and avoid, as far as possible, any delays when the contract is ready.

Yours faithfully,
WINSTONE LIMITED

G. H. Bennett
.....
Roofing Department

We accept your quotation as above. It is anticipated that this roof will be ready for covering in approximately
..... weeks' time

Yours faithfully,

Date

Please sign duplicate and return to us.

SHEET ROOFING QUOTATION

GG:EG

Auckland Harbour Board,
Engineer's Department,
Quay Street,
Auckland 1

CONTRACTING DEPT.
40 MT. EDEN ROAD

Attention: Mr. Rankin

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Plus Provisional Sum. FOUR HUNDRED DOLLARS.	(\$ 400.00) Nett
Total Price ONE THOUSAND EIGHT HUNDRED & EIGHTY DOLLARS.	(\$1880.00) Nett

We would require three working weeks to complete this work.

FLASHINGS ETC. Apart from any accessories or flashing work specifically mentioned in the above quotation, no flashing or metal work is allowed for.

OTHER TRADES: All spouting, valleys, barges, fascia boards or tilting fillets are to be fixed and way leaves for pipes, vents, etc., and chimneys completed before the roofers make a start on the roof. Any delays caused to our employees by the above work not being completed will be charged for at current rates.

ACCESS: This quotation is given on the assumption that access to the site for motor trucks is satisfactory. If the site has a bad access which causes us added expense such as carrying material by hand, or crange, or waiting time or any other reason, the extra costs involved will be a charge to you.

DEBRIS: Removal of debris from the site is not allowed for in our quotation. Our quotation allows for us to place our debris in one pile on the site.

THIS QUOTATION is for the usual method of laying roofing and in the event of its being accepted shall be the basis of this contract. A discount when stated will be allowed to the builder provided payment is made by the 20th of the month following the completion of our work and for your information an account will be forwarded to you for the amount owing, including any variation, shortly after the completion of the roof. It is understood that our contract includes finishing and also attending to any omissions visible either to you or to us after all other trades have finished, but we accept no liability for damage due to or caused by structural defects, settlement or subsidence of the building, patent or latent defects of the building, inferior or defective material or workmanship in the building, other workman or sub-contractors, fire, storm, flood, tempest, earthquake, or other act of God, or other acts or happenings over which we have no control or for damage to the building or its contents. It is hereby expressly stipulated that the structure upon which the roofing is to be laid is warranted free from all patent and latent defects which may at any time render impossible or any way hinder the roofing work or undo the work already done and this will be your responsibility and any additional expense incurred or loss suffered by us thereby shall be to your account. This quotation is based on current awards and material costs and any variations is to your account. All contracts and agreements contingent on strikes and causes beyond our control. Any variation from the plans or specifications or measurements taken on site will be charged for on the basis of this quotation.

NOTE: Please advise at your earliest if this Quotation is acceptable so that we can note your requirements and avoid, as far as possible, any delays when the contract is ready.

Yours faithfully,
WINSTONE LIMITED

G.H. Garrett
.....
Roofing Department

We accept your quotation as above. It is anticipated that this roof will be ready for covering in approximately

..... weeks' time

Yours faithfully,

Date

Please sign duplicate and return to us.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
..... 18 APR 1967

3. DEVONPORT PASSENGER WHARF MAINTENANCE

The reports of the Chief Engineer and General Manager referred to the present condition of the Wharf and the Passenger shelter buildings. Alternative requirements and maintenance work necessary to keep the facility operative, together with relative costs were set out in the reports, which contained suitable recommendations to provide for the necessary maintenance work.

Recommended --

That the reports be adopted.

FINANCIAL PROVISION
MADE 26 APR 1967

ADOPTED BY BOARD
26 APR 1967

Mr Seager please note

120/14

Item 3 Eng's File 821/1.
15th March, 1967.

The General Manager,
AUCKLAND HARBOUR BOARD.

DEVONPORT PASSENGER WHARF.

This wharf and in particular the buildings thereon have been the subject of proposals for renovation for some years, but there has been doubt as to the justification for excessive expenditure on maintenance in view of the limited revenue now derived from Ferry Services. In your memorandum of the 22nd February you requested a full report on the facility, so that a decision can be reached on the amount of maintenance that should be undertaken.

1. Reinforced Concrete Wharf

This structure was built in 1926 at a cost of £21,300, excluding the fender systems. In 1940, the first under wharf concrete recondition was completed for the sum of £1,018 when some 63% of the structural members received a repair.

No further reconditioning has been undertaken and the present condition is typical of a R.C. Wharf some 40 years of age. Reinforcement corrosion with concrete spalling is extensive, but the capability of the structure is not unduly effected, particularly so, as it is not subject to vehicular or heavy loadings.

The further life of the structure assuming its present usage is continued, could be :

- (a) If the structure is not reconditioned now, it is probable that upwards of 10 years life is available.
- (b) If the structure was fully reconditioned now at an estimated cost of £35,000, it is probable that 25 + years life would be available without a further repair.
- (c) If the full repairs are delayed, then for each year the cost could increase at the rate of not less than 6% per annum, being increases in working costs and further deterioration requiring repair.
- (d) It is of course possible to consider a partial repair, which is purely related to making safe or arresting excessive deterioration in some members. A comprehensive survey and a firm indication of required life above 10 years would be prerequisites to any assessment.

So long as the facility is used for Ferry purposes, annual maintenance to berth fendering, water and power services must be undertaken.

2. Passenger Shelter Buildings

These facilities were completed in 1929 at a cost of £15,000. The building is steel framed with original R.P.M. Mansard wall sheeting, but the roof which was corrugated iron was replaced with R.P.M. after the war. Being situated on the north side of the harbour and subject to the predominant south and west winds the structure has always been susceptible to the effects of marine exposure, and the steel frame particularly prone to corrosion as the eaves are open. The present condition of paint protection to the steelwork is poor and particularly bad at the eaves where heavy rusting exists. This is very unsightly and to some extent detrimental to the continued safe life of the structure.

2. Passenger Shelter Buildings (Cont)

Roof and wall sheeting are in reasonable condition, but further repairs and renewal should be done to maintain in a satisfactory and weather tight condition. Windows require painting and glazing replacements (some vandalism does occur) and head flashings are washed away. The entrance portico structure owned by the Devonport Borough Council requires complete painting renovation at their cost.

The electric gangway is to be overhauled to bring to a satisfactory condition for continued use.

The further life of the building must be firstly, considered in the light of costs to bring back to a satisfactory condition viz.

(a) Roof - Replace ridgings and sheets.	400 -
(b) Windows - Renew head flashings, and glazing.	1,000
(c) Painting - External. Windows, Downpipes, gutters etc.	1,000
(d) Painting - Internal. Prepare steelwork	1,000
Paint steelwork	1,500
Walls and remainder	1,500
	<hr/>
(e) Gangway Overhaul	800
(f) Overheads and Contingencies.	800
	<hr/>
	£3,000

If this complete range of maintenance was done it is probable that upwards of 15 years further life would be available with nominal annual maintenance. Towards the end of this time it is probable that roof replacement and general renovation will arise. This also applies to wall sheeting.

If the most urgent works embracing the roof (other than structural members) windows and the gangway were completed at an estimated cost of £3,500 and the remainder left, it is probable that the building will continue to give reasonable service for up to 10 years.

The following matters are also pertinent to any evaluation:

- (a) The life of the whole facility in the alternate is contingent on the wharf being maintained adequately.
- (b) The present day book value is £27,000.
- (c) If a decision was made to run its residual life out without incurring other than minimal maintenance expenditure, then the cost of demolition and removal must be faced. At what time and at what cost this would be effected, I am not able to answer specifically, but present day costs of demolition suggest a figure of £40,000.

I would recommend that the following procedure be considered as a reasonable solution to meet the situation:

- (a) An expenditure of £3,500 be approved for Special Maintenance on roofing, windows and external repairs necessary for protection and weather proofing. The gangway overhaul to be included in this sum.
- (b) The internal renovation of the building is desirable and this work should be considered as Special Maintenance in the 1967/68 Financial Year. The expenditure being limited to £3,500.

- (c) The Devonport Borough be asked to proceed with the painting renovations to the Portico as soon as possible.
- (d) The matter of further preservation or eventual abandonment of the facilities to be reviewed at three year intervals after the completion of the above maintenance.

G. Roaden

CHIEF ENGINEER TO THE BOARD.

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

The Devonport Passenger Wharf presents an increasingly dilapidated appearance. It is some 19 years since the shelter building was completely repainted. Over the last four years limited building maintenance on this structure has been carried out.

Although the facility is now too large for the existing ferry traffic it is still a valuable public amenity and the Board has a responsibility to ensure that it is maintained in reasonable order until the future of the transport services for the North Shore is finally determined.

I endorse the recommendations (a) (b) (c) and (d) of the Chief Engineer's report with the following qualification to recommendation (b) -

"That the timing and extent of internal renovations be, if necessary, so arranged that the whole cost does not fall in the 1967/68 year."

The overhaul of the gangway has, of necessity, been commenced and the rest of the work recommended will give the passenger shelter building a life of up to 15 years. The estimated life of the concrete structure without further maintenance is 10 years and so consideration of the nature and extent of concrete repairs can be deferred until the time of the first three yearly review as outlined in recommendation (d) of the Chief Engineer's report.

Dealing with the immediate problem, the total estimated cost of the work to the passenger shelter spread over two years will amount to approximately £8,000. This cost when brought to account in conjunction with present day operating costs will necessitate some review of the charges presently being paid by North Shore Ferries Ltd. Steps will therefore be taken to negotiate an adjustment of the fees to bring income more into line with the expenditure involved.

R.T. Lorimer *fm*
GENERAL MANAGER

12th April 1967

COPY TO : HEAD OFFICE - FOR INFORMATION.

21st March, 1967.

H. Julian Esq.,
Dillingham Transportation (NZ) Ltd.,
P.O. Box 1351,
AUCKLAND.

Dear Sir,

DEVONPORT CARGO WHARF.

In reply to your request of the 17th March for water depth improvements, I would advise that arrangements have been made for this to be done and initially to provide not less than seven feet at low water.

The amount of spillage at this berth is quite considerable and I have asked the Harbourmaster to discuss with all operators, the need to reduce this to a minimum.

Yours faithfully,

NS:CML

CHIEF ENGINEER TO THE BOARD.

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE

To THE FOREMAN OF WORKS

Date 20th. March, 1967.

Subject DEVONPORT CARGO WHARF - DREDGING M/A.

Recent Soundings show that loss of depth has been sustained by spillage from aggregate unloading operations.

Please have "Taniwha" dredge to provide not less than seven feet of water in the area coloured red on the attached plan Z5/115.

ENCL : Plan : 2 copies.

NS:NG

J. Goodwin
Chief Engineer to the Board.

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

This work was completed on at a cost of:—

Labour	-	-	:	:
Material	-	-	:	:
Total £			:	:

REMARKS:

Signature

Date19

20th. March, 1967.

THE CHIEF ENGINEER

THE HARBOURMASTER.
THE TRAFFIC MANAGER.

DEVONPORT CARGO WHARF - DREDGING.

Recent Soundings taken along the berth used by barge operators show that considerable spillage with a resultant loss of water has taken place. I am arranging for dredging to be done to initially provide not less than seven feet of water.

I would be pleased if you will bring to the attention of the barge operators the need to minimise spillage, otherwise if responsibility for undue spillage can be pointed to individuals they could be made to take steps to rectify the situation.

CHIEF ENGINEER TO THE BOARD.

ENCL :
Plan.

NS:NG

Auckland Harbour Board.

Mr. Hagan.

In the case of Mr. Callum,
Crails & the Hagan wharves
dredging of spillage is made
repayable. There are however
licensed berths & it is possible
to pin responsibility.

If we are able to ~~assign~~^{fix}
responsibility at Devonport
dredging of spillage should also
be repayable but I doubt if
it is possible now to ~~fix~~^{fix}
responsibility. C.P.

821/1.

The Chief Engineer.

Seaworth Cargo Chief.
Spillage at Barge Berths.

The attached sounding plan shows that
spillage of aggregates over the year has
now produced a lack of water at the berths.
I have passed this information to Park in
other investigations.

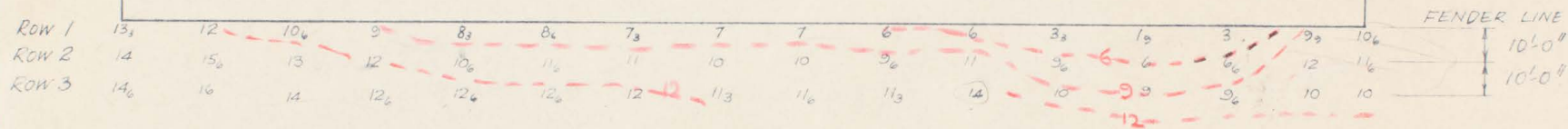
However, I would like your opinion as to
the basis of rectification.

1. Should the Board undertake the work as
dredging maintenance
2. Should the users be required to keep the
berth clean by dredging

AS 12/2/67

DEVONPORT CARGO WHARF

EAST SIDE



SOUNDING INFORMATION

Date taken 7.3.67
 Row 1 Hand sounded at fender line.
 Rows 2 & 3 Echo sounding
 Soundings reduced to L.W.S.T.

2
 $7 \times 240 \div 21.7$

27.98

11200.4d³

7 x 2070

490

Scale 40 feet to 1 inch

AUCKLAND HARBOUR BOARD	
DEVONPORT CARGO WHARF MAIN BERTH SOUNDINGS	
DRAWN P.D.TAIT	Z 5/115
DATE 7.3.67	

13th. March, 1967.

CONSTRUCTION ENGINEER.

TRAFFIC MANAGER.

DEVONPORT CARGO WHARF.
REPAIRS.

Because of extreme deterioration of the deck of the approach section of this wharf the slab will have to be completely replaced for the shoreward four bays. This will entail restricting the access road to one way traffic for about two months during repairs.

Suitable barricades will be needed to prevent persons falling into the gaps in the deck which at times could be open for about 16ft. x 6ft. The repair gang would erect and maintain the barricades to your satisfaction.

I will notify ^{you} of the date I wish to commence breaking out the old deck when the method and timing is known but work should start within two weeks.

Construction Engineer.

The Chief Engineer,

Copy for your information.



Cons. Engr.

See Design to note.

J. S.

BLeC:DMW:

Designing Engineer

Please note



Auckland Harbour Board

MEMORANDUM

9th. March. 1967.

FROM

CONSTRUCTION ENGINEER.

TO

ENGINEER.

DEVONPORT PASSENGER WHARF.
Report on Wharf Structure.

Construction:

The wharf consists of reinforced concrete piles and a beam and slab deck. The piles are braced.

Date Built:

The wharf was built in 1928, as was the Cargo Wharf. The capital cost was £ 21,300.

Repairs:

The only repair program was carried out in 1940 at a cost of £ 1,018. when 255, or 63% of, members were repaired.

By comparison, the cargo wharf is nearing the completion of its second repair which has been most extensive, particularly to the slab. On this basis then, every member of the passenger wharf as well as large areas of slab will have to be done at an estimated cost of


① ← £ 36,000.

② ← If required, repairs could be delayed for ten years and in any case Captain Cook wharf and Princes sheds come first.

Delay to repairs is gained at the cost of extensive replacement of reinforcing, not costly in itself.

③ When the wharf is so repaired a further minimum period of 25 years useful life could be expected, which period could be further

④ extended by similar maintenance.


Construction Engineer.

- ① This amount could be right.
② I would accept 10 years as a safe opinion
③ A similar guide is King Wharf. 25 years OK
④ 1928 - 68 = 40 + 25' → 65 years. + 25 yrs = 90
In 1993 one would be seriously considering its removal. H.S.

Auckland Harbour Board.

Mr. Segar.

Mr. Eccles states that he will be making his inspection Thursday (9th) and hopes to be able to produce his report by that afternoon.

J. McCausland

7. 3. 67

To The Engineer

No. 38

7/3/67.

Devonport Passenger Ferry Wharf
Passenger Shelter - maintenance

Re General Managers request
for a report on the above wharf.

"Special maintenance" in
this case is assumed to mean painting and
the preparation of surfaces prior to painting
but in my opinion painting is no more
than a basic maintenance item to be
undertaken regularly to preserve the structure
or item. As well the Board should consider
its "image" with the public and the con-
dition & appearance of its properties must
influence the public.

This job was first mooted
4 years ago & the estimate was based on
~~or~~ the whole job being carried out in the
one operation by a contractor. Since then
of course minor items have become
major works because of the time factor.

To my mind, "special
maintenance" items are: -

- a) Chipping & preparing all steelwork for paint
Estimated cost £1,000-0-0
- b) Renew all lead flashing to windows
Estimate £1,000-0-0

Ordinary maintenance items are:—

a/ Replace 14 broken glass panes (broken this year) at cost of £70 plus £130 for putty & scaffolding (unless done at time of head flashings to windows)

b/ 150'-0" lin feet galv iron redging
est. cost £100

c/ Renew some R.P.M. £50.

Painting : a/ complete interior £4,000-0-0
plus steel preparation £1,000-0-0

b/ External painting covers all timber sills, sashes, fascia, facings plus spenting and d&p's and flashings.
est. cost incl scaffold £1,000-0-0

With regard to the specific questions asked in G.M.'s memo— I estimate as follows:—

1) Ten to fifteen years

2) Unlimited life

3) a/ Whip & wire brush all steel £1,000-0-0

b/ Renew window head flashings £1,000-0-0

c/ Paint exterior £1,000-0-0

d/ Paint interior £4 to £4,000-0-0

contd.

4/ I estimate that unless remedial work is started within 2 years there will be severe deterioration to external woodwork particularly windows (flushings).

Steelwork should be dealt with inside 4 years to prevent deterioration

Internal painting need not be carried out at all to actually preserve the shed with the exception of preparation of steelwork as mentioned above

R. S. S. / 7.3.67.

How long a life can one expect from the roof & walls.

Scott say 10-15 years.

This seems to be the limiting factor in the life of the structure after proposed special maintenance now listed is completed.

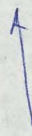
MS.

Passenger Wharf

Date Built: 1926'

1st Repair. 19.
Cost. £

2nd Repair 19.
Est. Cost.



to Mr. Le Clerc.

1.3.67

Auckland Harbour Board

MEMORANDUM

22nd February 1967

FROM

THE GENERAL MANAGER

TO

THE CHIEF ENGINEER

DEVONPORT PASSENGER FERRY WHARF

Please report fully on the Devonport Passenger Wharf so that a decision can be made whether or not to undertake special maintenance on the passenger shelter.

The report should deal both with the wharf structure and with the passenger shelter. The section dealing with the wharf should include the following information -

*McCarthy
see
Construction
Board
as per
information*

1. The estimated life of the present concrete wharf as it stands.
2. Whether any maintenance to the underwharf structure is required in the near future and if so -
 - (a) when such work will have to be undertaken;
 - (b) its estimated cost;
 - (c) probable future life of structure after underwharf repairs made.

The section concerning the passenger shelter should provide like information namely -

*McCarthy
see
Scott
as per
information*

1. Estimated life of present structure if no maintenance other than the present limited work is carried out.
2. Estimated life of the structure if the more expensive items of preservation are put in hand and a programme of special maintenance is carried out.
3. Particulars of the work involved in such a preservation and special maintenance programme, together with an estimate of the cost.
4. An indication as to the length of time commencement of the preservation and special maintenance work can be deferred at present without deterioration of the present structure reaching a stage where the estimated cost of the preservation work would be increased.

It is desirable that this report should be available for the March series of meetings.

R. J. Lovimer
GENERAL MANAGER *for.*

Mr Beagan
see my memo of last week.
J.P.

13th February, 1967.

THE CHIEF ENGINEER.

THE GENERAL MANAGER.

DEVONPORT PASSENGER FERRY WHARF.

(Letter from North Shore Ferries Ltd. 3rd February.)

The situation as described in the first paragraph of this letter is correct. The whole of the structure over the foot-path (which is apparently the subject of the complaint) is the responsibility of the Devonport Borough Council but to be fair it had been intended that maintenance of that portion would be done in conjunction with other maintenance of the Board's portion and charged on a repayable basis.

From time to time provision has been made in estimates to undertake special maintenance at the Devonport Passenger Shelter but the work has been deferred year by year in view of the small return from the use of the facilities and only the most essential of repairs have been done.

The whole of the passenger facilities at Devonport are, to say the least, uninviting and steelwork in trusses and purlins is showing the effects of corrosion. Obvious required maintenance which is the Board's responsibility includes repairs to ridging, chipping, priming and painting of trusses, purlins and other steelwork and cleaning painting of interior surfaces. At present priority is being given to maintaining the shelter in a weather tight condition but the time is fast approaching when the more expensive items of preservation must be put in hand or a decision be taken to run its residual life out without incurring the cost of preservative or decorative treatment. This aspect is being kept under review.

JAG:OML

CHIEF ENGINEER TO THE BOARD.

COPIES TO : Mr. Smith,
and : Mr. Seagar.

CHIEF ENGINEER TO THE BOARD.

The Chief Engineer

8.2.67

No 57

DEVONPORT FERRY BUILDING

ENTRANCE

The portion of the building referred to by the Devonport Business men's Assn. is obviously that which projects over the footpath and is supported by 4 brick pillars at the Kerbline.

The Board's architect has made these comments relevant to the subject:

- ① The structure over the footpath is the responsibility of the Devonport Borough Council.
- ② A.H.B. shed maintenance is Item 8 of "Maintenance" appendix C of the program of works for the current year. The sum set aside for this work some years ago was \$6000
- ③ Tentative discussions have taken place between the Board's Architect and the Engineer of the Devonport Borough Council that, when the Board carries out maintenance work on the sheds that they do the necessary repairs to the overhang over the footpath and charge to council. (Possibility only).
- ④ Delay to the carrying out of maintenance work on the sheds could be influenced by the Devonport Steam Ferry Co's failure to pay rental

(2)

No 58

My own assessment of work to be done at the entrance, is as follows:

DEVONPORT BOROUGH COUNCIL

- ① Brickwork piers and walls need sundry brick replacement and major areas of repainting.
- ② Woodwork, particularly T & G ceiling of verandah needs clearing down and repainting.
- ③ Tubular electric light fitting renewed.
- ④ Fibrolite gutters cleared of growth and exterior wire brushed.
- ⑤ Gable ends and woodwork of verandah roof repaired, cleared down and repainted.
- ⑥ External electrical lines and fittings including exterior light, tidied up.
- ⑦ Footpath at entrance repaired.

DEVONPORT BUSINESSMEN'S ASSN.

- ① Frames for notices cleared up and western frame filled.
- ② Existing eastern frame poster repainted.

A.H.B.

Obtain maintenance, which will be on Program of works.

- ① Exterior siding repaired.
- ② All trusses, purlins etc and other steelwork chipped, primed and repainted.
- ③ Otherwise interior clean and tidy although could do with a repaint.

John Cornish

To: The Engineer

14/12/66.

Devonport Ferry Wharf
maintenance work.

Over the last two days approx 14 panes of glass have been broken in the above wharf shed. The broken glass must be replaced but investigation shows that staging must be constructed in most cases to gain access to the work.

The requirement for staging will add considerably to the unit cost for glazing, requiring as it will, transport to and fro, riggers for erection - these men will be required for the duration of the work: in addition the two glaziers. I suggest that in view of the fact that the staging will be erected in some cases for 1 pane of glass that the opportunity be taken to paint the whole sash and sill using the men who would be standing idly. From the appearance point of view the whole side or sides will require to be done but I feel that we would get better value for our money and the extra cost will be mainly the cost of the paint.

Proceed accordingly

RS

14/12/66.

RS

File please
RS.

Contractors and Manufacturers

ROOFING & DAMP-PROOFING CO. LTD.

26 98 Great North Road, Grey Lynn, Auckland
P.O. Box 21-013 Henderson
Telephone 10-391. After Hours TAT 6261

28.11.67

ROOFING

- Opponal
- Butynol
- Built up
- T-Clip
- Trim-Dek
- Met-Dek
- Brown Built
- Fibrolite

Engineers Department,
Auckland Harbour Board,
Quay Street,
AUCKLAND.

Dear Sir,

RE: ROOF TREATMENTS (FABRIC & METAL)
AT DEVONPORT TERMINAL TEES.

Further to our conversation regarding roof treatments to the above, I have now carried out a complete inspection of the above and find that to bring the roofing up to standard the following specifications would be necessary.

WATERPROOFING

- Flintkote
- Mulseal
- Aquadam
- Aquatec
- Repelaqua
- Trinda
- Vec. Heavy Sheathing
- Bitumac

Areas 1, 4, and 5, as per attached plan. Sweep clean, repair all fractures with hot bitumen and asbestos felt, apply heavy coating of aluminium roofing compound to all areas.

Area 3 This section has badly perished and timber sarking is now exposed. To this area we recommend 2 layers of asbestos felt and aluminium compound.

G.P.M. Section Brush down with soft hair broom, patch all exposed metal with Robinsons G.P.M. protective coating, and apply a heavy brush coat of bitumen asbestos to all areas.

TERRACES

- Wintex
- Durock

Iron Section Wire brush, remove all flaking paint, clean out all spoutings, and apply one coat of red roof paint.

Our prices to carry out the above work would amount to \$549.00 (five hundred forty nine dollars.) being \$329.00 for the fabric and G.P.M. roofing and \$220.00 for the iron section.

We thank you for the opportunity of quoting and now await your further instructions.

Yours faithfully,

Ran F. Hall

ROOFING & DAMP-PROOFING CO. LTD.
CONTRACTORS DIVISION.

"RAYSEAL" Roofing Compounds & Mastics — P.V.A. Adhesives etc.

Please file
HS

685/1

Auckland Harbour Board

5785 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 30th. August, 19 66

Subject DEVONPORT PASSENGER WHARF
ELECTRIC GANGWAY

CODE	NUMBER
126/034	40-49

Approval has been given to take out this gangway and carry out maintenance work to bring into good order and repair.

Will you firstly please consider the requirements for this work to provide.

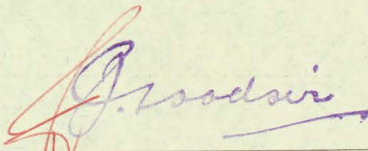
- a. A date may be fixed for its removal.
- b. The anticipated time the gangway will be out.

So that the Ferry Companies can be advised prior to commencement of the work.

COPIES TO:

Mechanical Engineer)
 Electrical Engineer) For necessary action
 Inspector of Machinery)
 Mr. J. McComish) Necessary co-ordination

NS:MC


 Chief Engineer to the Board.

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

This work was completed on _____ at a cost of:—

Labour	-	-	:	:
Material	-	-	:	:
Total £	_____		:	:

REMARKS: _____

Signature _____

Date _____ 19

17th. August, 1966

THE CHIEF ENGINEER

THE GENERAL MANAGER.

DEVONPORT PASSENGER WHARF.
ELECTRIC GANGWAY.

Following recent inspection of this gangway the following works are considered necessary to bring the gangway to a satisfactory condition for passengers and its remaining life.

- (1) Repairs and replacement of decking.
- (2) Recondition corroded structural steel members.
- (3) Straighten handrails.
- (4) Clean and paint all steelwork.
- (5) Replace broken trunnion.
- (6) Complete other maintenance to bring to satisfactory order and approval of Marine Department.

The gangway will have to be removed and would be out for up to two weeks anticipated cost of this maintenance work is £800. Irrespective of the now limited and the indefinite future use by Ferries, the gangway must be kept in good condition.

The necessary arrangements with North Shore Ferries will be completed by this Department and if you will concur, the work will be commenced as soon as practicable.

Approved by G.M. 26/8/66.

Signed J.E. Rickerby.

The General Manager,

CHIEF ENGINEER TO THE BOARD.

NS:NKG

The above work is a maintenance cost & is considered necessary even for indefinite use of the gangway for safety & to meet Marine Dept. inspections.

Signed - J.E. Rickerby.
22/8/66

C/E to note

Auckland Harbour Board

MEMORANDUM

4th May, 1966.

FROM

THE FINANCE OFFICER

TO

THE CHIEF ENGINEER.

Attention: Mr. N. Seagar

DEVONPORT PASSENGER WHARF TERMINAL
BUILDING

Further to your memo of the 18th April 1966 the General Manager has agreed to the deferring meantime of the maintenance painting provided for in the Programme of Works, Appendix C, Item 8, £6,000.

J.E. Hickey

FINANCE OFFICER.

Mr Seagar.
NS

IER:SS

821/1.

18th. April, 1966

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT PASSENGER WHARF

TERMINAL SHED.

(My memo. 4th. June 65 refers)

In June, 1965, a specification was prepared for the painting of the terminal shed, but this tender was not proceeded with due to difficulties over payment by North Shore Ferries Ltd.

If this matter is now satisfactory resolved may I proceed with the advertising of this tender.

This work is provided for in the Programme of Works, Appendix "C", Item 8 at an estimated cost of £6,000.

CHIEF ENGINEER TO THE BOARD

RKW:MJC

821/1

15th. April, 1966

THE CHIEF ENGINEER

THE GENERAL MANAGER.

DEVONPORT PASSENGER WHARF
SHED.

In June 1965 a specification was prepared for the painting of the terminal shed, but this work was not proceeded with due to difficulties over payment from North Shore Ferries Ltd.

If this matter is now satisfactorily resolved my I proceed with the advertising of the specification.

CHIEF ENGINEER TO THE BOARD.

RKW:NKG

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE ELECTRICAL ENGINEER

Date 27th. October, 1955

Subject ELECTRICAL CONNECTIONS AT DEVONPORT WHARF

REPAYABLE A/C: North Shore Ferries Limited.

Please arrange for a power point to be installed in the Watchman's hut on the Devonport Ferry Wharf.

380/A d/o.

Also arrange for wiring up to be made from our supply to a transformer unit to be installed by G.E. Webster at a position to be arranged adjacent to the gangway, with watertight plugs to enable the power to be reduced from 240 to 110 volts for use on the "Kestrel". This work is urgent.

Not completed at 22/2/66

Report costs of these installations for charging against North Shore Ferries Ltd. on completion of work.

CODE NUMBER 070/52/10-19

WJT:MJC

Copy to Mr. Dixon.

380/A

J. Goodwin 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 2 columns: Item (Labour, Material, Total £) and Cost (: :)

REMARKS: _____

Signature _____

E10 Date _____ 19

POWER POINT WATCHMAN'S HUT DEVONPORT

070/512/10

REPAYABLE A/c.
W.E. 1.11.65.

N.S.FERRIES Ltd.

LABOUR

1 Electrician	5½ Hrs.	@ 9/5 hr.	2 11 7
1 App. Elect.	5½ "	" 4/5 "	1 4 4
Tool money	11 "	" -/2½ "	2 4
			<u>£ 3 18 3</u>

1 1/2" 2000mtd. splices 1-8-6
 100yds cable 5-10-5
 1 pair cable lads 4-6
 1 only junction box 1-6
 1" switch unit } 11-6
 mounting block
 aluminium casing
7-16-5

L.H. Dixon
dp. 380/A.

July

NORTH SHORE FERRIES LIMITED

(BUS OPERATING DIVISION) ~~DEVONPORT~~
FERRY BUILDINGS AUCKLAND

BUSES FOR HIRE.
QUOTES FOR PICNICS.
CHARTERS ON REQUEST.

~~CLARENCE STREET.~~
~~DEVONPORT N.Z.~~
PHONE: 24-919

20th October 1965

The Chief Engineer
Auckland Harbour Board
AUCKLAND

Dear Sir,

re ELECTRICAL CONNECTIONS AT DEVONPORT

Will you please give instructions for a power point to be located in the Watchman's hut on the Devonport wharf at our expense.

Will you please also instruct that wiring up be made from your supply on the Devonport wharf to a transformer unit to be installed by G.E. Webster at a position to be arranged, adjacent to the electric gangway, with watertight plugs to enable the power to be reduced from 240 to 110 for use on the KESTREL. This will also be at our expense. This matter is extremely urgent, and we would be glad of your cooperation.

Mine faithfully,

NORTH SHORE FERRIES LIMITED

[Signature]
L.S. DROMGOLE
Secretary

27.10.65.

In Lett.

Please instruct Elec. Engr. to carry out the above

*Incl. to
Electrical Engineer*

821/1
685/1
685/2

7th. July, 1965

THE CHIEF ENGINEER

THE GENERAL MANAGER.

WAIHEKE SHIPPING COMPANY LTD.
AND NORTH SHORE FERRIES LTD.

Please find attached three letters dated 2nd. July, 1965 from Mr. L.S. Dromgoole, The Secretary of the above Companies requesting that certain works be done or considered.

In view of the present situation regarding the North Shore Ferries and the revision of facilities at the West Ferry Tee, I would be pleased to have a direction as to whether I should proceed further with these matters.

CHIEF ENGINEER TO THE BOARD.

NS:MJC

ENCL: 3 letters

8216

NORTH SHORE FERRIES LIMITED

(BUS OPERATING DIVISION ~~AT~~ DEVONPORT)
FERRY BUILDINGS, AUCKLAND, C1

BUSES FOR HIRE.
QUOTES FOR PICNICS.
CHARTERS ON REQUEST.

CLARENCE STREET.
DEVONPORT, N.Z.
PHONE: 24-919


2nd July, 1965

The Chief Engineer
Auckland Harbour Board
AUCKLAND, C.1.

Dear Sir,

It would be appreciated if a power point could be provided in the Watchman's Hut on the Devonport wharf, so that provision can be made for making of tea, or for use by a hot-plate, or heater. Thanking you,

Yours faithfully,
NORTH SHORE FERRIES LIMITED


L.S. DROMSSOLE
Secretary

hw Seagar.

Auckland Harbour Board

MEMORANDUM

2nd July, 1965

FROM

M. Cresser

TO THE CHIEF ENGINEER

*Is it in order to
allow North Shore Ferries
of the cost and request*

*Confirmation from
Mr. Meyer before proceeding*

2nd July
wharf, at
cost appr
only, as

Ferries Ltd. dated
's Hut at the above
you that the work would
figure is a guide to costs
me and material basis.

Mr Meyer *M.C.*
The answer is yes.

*I understand that licences have
now been signed* *J.*

Ch. Deakin

OPF:AWJ

Electrical Engineer

Handwritten notes on a separate sheet of paper:
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Devonport Harbour Board

MEMORANDUM

22nd July, 1965

FROM

THE ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER

WATCHMAN'S HUT - DEVONPORT WHARF

Further to the letter received from North Shore Ferries Ltd. dated 2nd July 1965, requesting a socket outlet in the Watchman's Hut at the above wharf, also in accordance with your request, I can inform you that the work would cost approximately £25. It should be noted that this figure is a guide to costs only, as the work would, as usual, be carried out on a time and material basis.

Handwritten signature:
R. H. ...

OFF:AWJ

Electrical Engineer

821/1.

Auckland Harbour Board

120/14

AUCKLAND HARBOUR BOARD
MEMORANDUM

4th. June, 1965

FROM

THE CHIEF ENGINEER - 8 JUN 1965

TO

THE GENERAL MANAGER.

DEVONPORT ; PASSENGER WHARF SHED

The Specifications for the Repainting of the Terminal Shed have been completed and are ready to go out to Tender.

It is many years since this facility received adequate internal maintenance, and the repainting will return it to a good condition and in keeping with the standard at the Auckland Ferry Terminal.

The work is provided for in the Programme of Works, Special Maintenance, Item 9 at an estimated cost of £6,000. Your authority to call tenders is requested.

J. Goodwin

CHIEF ENGINEER TO THE BOARD.

NS:MJC

The Chief Engineer,

The General Manager considers this work should await the outcome of the current report to Board covering N.S. Lines Ltd & other associated companies

has been to note.

J. Goodwin

9-6-65

cdh

821/1.

4th. June, 1965

THE CHIEF ENGINEER

THE GENERAL MANAGER.

DEVONPORT : PASSENGER WHARF SHED

The Specifications for the Repainting of the Terminal Shed have been completed and are ready to go out to Tender.

It is many years since this facility received adequate internal maintenance, and the repainting will return it to a good condition and in keeping with the standard at the Auckland Ferry Terminal.

The work is provided for in the Programme of Works, Special Maintenance, Item 9 at an estimated cost of £6,000. Your authority to call tenders is requested.

NS:MJC

CHIEF ENGINEER TO THE BOARD.

AUCKLAND HARBOUR BOARD

Devonport Cargo Wharf
Concrete Reconditioning
FOR.....

CONTRACT NUMBER..... -

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER..... 4

DATE..... 12th. October, 1964

I hereby certify that the sum of Sixty Pounds One Shilling
and Nine Pence (£ 60. 1. 9.)
is due to Messrs. The Fletcher Construction Co. Limited. on Account of
Contract Number ~~XXXX~~ approved by Board 17/12/63

VALUE OF WORK TO DATE	30/9/64	£ 400. 11. 6.
LESS RETENTION	£.....-	
LESS PREVIOUS PAYMENTS	£ 340. 9. 9.	£ 340. 9. 9.
AMOUNT NOW CERTIFIED		£ 60. 1. 9.

DUPLICATE

J. Goodwin

CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

8th. October, 1964.

FROM

CONSTRUCTION ENGINEER.

TO

ENGINEER.

DEVONPORT CARGO WHARF REPAIRS.

I certify that the total value of the work completed up to 30.9.64 for which payment may now be claimed in terms of the Contract is:-

£ 400. 11. 6.

(Four hundred pounds eleven shillings and six pence).

Total value up to 30.9.64.	£ 400. 11. 6.
Less previous payments	<u>340. 9. 9.</u>
Amount now due	£ 60. 1. 9.

*Checked & Engineer
Certificate prepared
& Issued for Payment*

13. OCT. 1964

P. S. Hutchinson

Construction Engineer.

31 AUG 1964

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to THE FLETCHER CONSTRUCTION CO. LTD.
PRIVATE BAG.

ENGINEER'S Department

For the undermentioned: (Name of Claimant) AUCKLAND C.1.

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL
		<u>DEVONPORT CARGO WHARF N/A.</u> (Concrete Reconditioning.)						
		Third progress payment on account of schedule rates Contract for Devonport Cargo Wharf Concrete Repairs as approved by the Board on the 19th. December, 1963. (Engineer's Certificate No. 3 dated 31st. August, 1964, is attached).			400	11	6	
		Value of work to 4.8.64						
		Less retention 60.1.9.						
		Less previous payments <u>304.0.0.</u>			364	1	9	
		DUPLICATE	<i>PSet</i> 1-9-64					36 9 9

PASSED BY COMMITTEE

Chairman

Member

Date

Costing Code			Amount		
Dept.	Clas.	H.E			
111	048	49	36	9	9
		£	36	9	9

£

Discount

NET TOTAL £

36 9 9

Signature of Claimant

Address

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

J. Rowley
CHIEF ENGINEER TO THE BOARD.

Received on the 19 .., from the Treasurer of the Auckland Harbour Board, the sum of Pounds Shillings and Pence in full payment of the above Account.

AUCKLAND HARBOUR BOARD

CONTRACT NUMBER..... - FOR.....
DEVONPORT CARGO WHARF
CONCRETE RECONDITIONING

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER..... 3 DATE... 31st. August, 1964,.....

I hereby certify that the sum of..... **Thirty Six Pounds Nine Shillings**
and Nine Pence (£ 36. 9. 9.)
is due to Messrs. **The Fletcher Construction Co., Ltd.**..... on Account of
Contract Number..... **XXXXXX approved by Board 17.12.63**

VALUE OF WORK TO DATE (4.8.64)	£ 400. 11. 6.
LESS RETENTION £..... 60. 1. 9.	
LESS PREVIOUS PAYMENTS £..... 304. 0. 0.	£ 364. 1. 9.
AMOUNT NOW CERTIFIED	£ 36. 9. 9.

DUPLICATE

J. Goodwin
.....
CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

821/1

MEMORANDUM

7th August, 1964

FROM

TO

THE CONSTRUCTION ENGINEER

THE CHIEF ENGINEER.

DEVONPORT WHARF REPAIRS - WORKS SHEDS.

The repairs to the Devonport Cargo Wharf are now 44% complete and it is estimated that it will take about 2 years to complete the work. A gang of five men have been on this job to date and the gang was recently increased to six men.

In an attempt to expedite the work Fletchers were employed at the beginning of the year to gunite the underside of the deck. This arrangement of using their labour from Wynyard Wharf has been found unsatisfactory and their machine has been removed.

The works sheds used for the repair work are sited on the North side of the Cargo Wharf and comprise 3 cream, weather-board sheds, 2/9' x 9' and 1/12' x 15'. A corrugated iron addition 10' x 12' was added to one shed to store the sand for the gunite and this shed will now be useful to store the mixer and other gear. There are also two aggregate bins near the vehicular bridge abutment and the compressor is sited on the Vehicular Ferry Bridge.

The Gunite Plant and elevator with its canvas cover have been rather unsightly but now the Gunite Plant is gone and the elevator will be removed shortly, some improvement will be obvious. Also, by painting the corrugated iron addition to one works shed and by building tidier aggregate bins the area could be further improved.



CONSTRUCTION ENGINEER.

PSH:DJJ

*Sec'd 15/9/64
Shank Jan. J.*

↑
James Farber

Auckland Harbour Board

MEMORANDUM

11/82
Lth. August, 1964.

FROM

TO

DEVONPORT CARGO WHARF REPAIRS.

Herewith claim from the Contractor for £ 30. 11. 11.
on account of work completed under above Contract up to 4.8.64.

I certify that the total value of the work completed
up to 4.8.64 for which payment may now be claimed in terms of
the Contract is:-

£ 400. 11. 6.

(Four hundred pounds eleven shillings and six pence).

Total value up to 4.8.64.	£ 400. 11. 6.
Less retention 15%	<u>60. 1. 9. ✓</u>
	£ 340. 9. 9. ✓
Less previous payments	<u>304. 0. 0. ✓</u>
Progress payment No. 3	£ 36. 9. 9. ✓



Construction Engineer.

THE FLETCHER CONSTRUCTION



Company Limited

BUILDERS AND CONTRACTORS
 GREAT SOUTH ROAD - PENROSE - AUCKLAND

INVOICE
 PRIVATE BAG
 AUCKLAND
 TELEGRAMS "FLEBUILD"
 TELEPHONE 597-189

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

WEEKS FIELD 2270

CONTRACT - DEVONPORT WHARF REPAIRS

10th August, 1964

Progress Claim No. 3 to 4th August, 1964

Sandblasting as Claim 2

284 2 0

Cement 33 bags @ £2.9.0

82
 73 17 0

Lost time due to non-availability of Punt
 11th March, 1964

27 hrs. @ 12/6

16 17 6

Travelling time to and from Wynyard
 10th March to 26th June

30 hrs. @ 12/6

18 15 0

Less 15% Retention

400 11 6
 60 1 9
 £393 11 6
 58 19 7

Less Previous Payments

340 9 9
 304 - -
 £334 11 11
 304 0 0

Amount now due

36 9 9
 £30 11 11

30 JUN 1964

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to THE FLETCHER CONSTRUCTION CO. LTD.
PRIVATE BAG.

ENGINEER'S Department

AUCKLAND C.1.

For the undermentioned: (Name of Claimant)

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL
		<p><u>Devonport Cargo Wharf M/A.</u> (Concrete Reconditioning)</p> <p>Second progress payment on account of schedule rates Contract for Devonport Cargo Wharf Concrete Repairs as approved by Board on 17th. December, 1963. (Engineer's Certificate No. 2 dated 10.6.64 is attached).</p> <p>Value of work to 26.5.64 357 12 0</p> <p>Less retention 53. 12. 0.</p> <p>Less previous payments 168. 3.11. 221 15 11</p> <hr style="width: 20%; margin-left: auto; margin-right: 0;"/> <p style="text-align: right;">135 16 1</p>	<p><i>[Signature]</i> 12-6-64</p>					

DUPLICATE

<p>PASSED BY COMMITTEE</p> <p style="text-align: right;">Chairman _____</p> <p style="text-align: right;">Member _____</p> <p>Date _____</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">Costing Code</th> <th rowspan="2">Amount</th> </tr> <tr> <th>Dept.</th> <th>Clas.</th> <th>H.E</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">111</td> <td style="text-align: center;">048</td> <td style="text-align: center;">49</td> <td style="text-align: center;">135-16-1</td> </tr> <tr> <td colspan="3"></td> <td style="text-align: center;">£ 135-16-1</td> </tr> </tbody> </table>	Costing Code			Amount	Dept.	Clas.	H.E	111	048	49	135-16-1				£ 135-16-1	<p style="text-align: right;">£</p> <p>Discount _____</p> <p style="text-align: right;">NET TOTAL £ 135 16 1 ✓</p> <p>Signature of Claimant _____</p> <p>Address _____</p>	
Costing Code			Amount															
Dept.	Clas.	H.E																
111	048	49	135-16-1															
			£ 135-16-1															

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.

Received on the _____ 19 _____, from the Treasurer of the Auckland Harbour Board, the sum of _____ Pounds _____ Shillings and _____ Pence in full payment of the above Account.

AUCKLAND HARBOUR BOARD

CONTRACT NUMBER.....

DEVELOPMENT CARGO WHARF
FOR... CONCRETE RECONDITIONING.

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER.....2.....

DATE...10th. June, 1964.....

I hereby certify that the sum of.....
One Hundred and Thirty Five
Pounds, Sixteen Shillings and Penny.....(£. 135. 16. 1.....)
is due to Messrs.....The Fletcher Construction Co. Ltd.....on Account of
Contract Number.....XXXX approved by Board on 17.12.63.

VALUE OF WORK TO DATE (26.5.64)	£ 357. 12. 0.
LESS RETENTION £.....53. 12. 0.	
LESS PREVIOUS PAYMENTS £.....168. 3. 11.	£ 221. 15. 11.
AMOUNT NOW CERTIFIED	£ 135. 16. 1. ✓ +=====

DUPLICATE

J. Goodwin

CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

9th. June, 1964.

FROM

TO

CONSTRUCTION ENGINEER.

ENGINEER.

DEVONPORT WHARF REPAIRS.Quotation.

Herewith claim from the Contractor for £ 135. 16. 1.
on account of work completed under above Quotation up to 26.5.64.

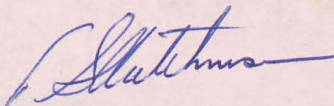
I certify that the total value of the work completed up
to 26.5.64 for which payment may now be claimed in terms of the
Contract is:-

£ 357. 12. 0.

(Three hundred and fifty seven pounds twelve shillings)

Total value up to 26.5.64.	£ 357. 12. 0.
Less retention 15%	53. 12. 0. ✓
	<u>£ 304. 0. 0. ✓</u>
Less previous payments	168. 3. 11. ✓
Progress payment No. 2	<u>£ 135. 16. 1. ✓</u>

Voucher & Engineer's
Certificate Proposed.
A.M.T.



Construction Engineer.

THE FLETCHER CONSTRUCTION



Company Limited

BUILDERS AND CONTRACTORS
GREAT SOUTH ROAD - PENROSE - AUCKLAND

INVOICE
PRIVATE BAG
AUCKLAND

TELEGRAMS "FLEBUILD"
TELEPHONE 597-189

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

28th May, 1964.

WEEKS FIELD 4399

Contract - Devonport Wharf Repairs.

Progress Claim No. 2 to 26th May, 1964.

Sandblasting

1894 LF @ 3/- ✓

284 2 0 ✓

Cement

30 Bags @ £2..9..0 ✓

73 10 0 ✓

357 12 0 ✓

Less 15% Retention ✓

53 12 0 ✓

304 0 0 ✓

Less Previous Payments

168 3 11 ✓

Amount now due

£ 135 16 1 ✓

Auckland Harbour Board

MEMORANDUM

10th. April, 1964.

FROM

TO

CONSTRUCTION ENGINEER.

ENGINEER.

Copy
DEVONPORT WHARF REPAIRS.

Herewith claim from the Contractor for £ 168. 7. 6.
on account of work completed under above Contract up to 31.3.64.

I certify that the total value of the work completed up
to 31.3.64 for which payment may now be claimed in terms of the
Contract is:-

£ 197. 17. 6.

(One hundred and ninety seven pounds seventeen shillings and
six pence).

Total value up to 31.3.64.	£ 197. 17. 6.
Less retention 15%	29. 13. 7. ✓
	<u>£ 168. 3. 11. ✓</u>
Less previous payments	N I L
Progress payment No. 1.	<u>£ 168. 3. 11. ✓</u>

111/548/49

Voucher & Engineer's
Certificate Prepared.
aut

[Signature]

Construction Engineer.

THE FLETCHER CONSTRUCTION



Company Limited

BUILDERS AND CONTRACTORS
GREAT SOUTH ROAD - PENROSE - AUCKLAND

INVOICE

PRIVATE BAG
AUCKLAND

TELEGRAMS "FLEBUILD"
TELEPHONE 597-189

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

31st March, 1964.

WEEKS FIELD 4398

Contract - Devonport Wharf Repairs.

Progress Claim No.1 to 31st March, 1964.

Item 1 Sandblasting.

1237.5 LF @ 3/-

185 12 6 -

2 Cement.

5 Bags @ £2..9..0.

12 5 0 -

197 17 6 -

Less 15% Retention

29 ~~10~~ 5

Amount now due.

£ 168 ~~7~~ 3 11

=====
AUCKLAND HARBOUR BOARD
=====

Devonport Cargo Wharf
Concrete Reconditioning
FOR.....

CONTRACT NUMBER..... -

ENGINEER'S CERTIFICATE

CERTIFICATE NUMBER..... 1 (one)

DATE.. 21st. April, 1964.....

I hereby certify that the sum of... One Hundred and Sixty Eight....
Pounds, Three Shillings and Eleven Pence. (£ 168. 3. 11.)

is due to Messrs. The Fletcher Construction Co. Ltd. on Account of
Approved by the Board on 17th. December, 1963.
Contract Number.....

VALUE OF WORK TO DATE	(31. 3. 64)	£ 197. 17. 6.
LESS RETENTION	£..... 29. 3. 7...	
LESS PREVIOUS PAYMENTS	£. NIL	£ 29. 13. 7.
AMOUNT NOW CERTIFIED		£ 168. 3. 11. ✓
		+=====

DUPLICATE

J. Goodwin
.....
CHIEF ENGINEER TO THE BOARD

821/1.

Auckland Harbour Board

3219 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE ELECTRICAL ENGINEER

Date 16th March, 19 64

Subject DEVONPORT WHARF M/A.
ELECTRICAL GENERATORS.

CODE	NUMBER
126	1027 / 40-49

1. Transfer the existing emergency generating sets to the electrical switchroom, which is to be enlarged.
2. Foreman of Works to move partition between switchroom and old ticket office to enlarge switchroom as agreed with Mr. Dromgoole of North Shore Ferries Limited.

Copy to Foreman of Works.

J. Goodwin
 Chief Engineer to the Board.

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

This work was completed on _____ at a cost of:—

Labour	-	-	:	:
Material	-	-	:	:
Total £	_____		:	:

REMARKS: _____

Signature _____

DRAFT INSTRUCTION TO THE ELECTRICAL ENGINEER

821/1

DEVONPORT WHARF M/A.
Electrical Generators

1. Transfer the existing emergency generating sets to the electrical switchroom, which is to be enlarged.
2. Foreman of Works to move partition between switchroom and old ticket office to enlarge switchroom ~~by six feet in length~~, as agreed with Mr. Worsfold of North Devon Docks Ltd.

Acting Chief Engineer to the Board

Copy to Foreman of Works for para. 2. - Enclosure: Orig. No. EL/S 6/6

Code: 126/027/30-39

Mr. Latt,

Approved for issue 12.3.64
Amended plan required showing
what has been agreed
Copy to be furnished to Property Officer.
Change to notice.

J. N.

821/1.

11th March, 1964.

THE CHIEF ENGINEER

THE AUDIT OFFICER.

DEVONPORT PASSENGER WHARF REPAIRS.

In reply to your recent enquiry the estimated cost to repair the reinforced concrete deck and substructure of the Devonport Passenger Wharf is £25,000. 0. 0. This estimate is based on the costs incurred to date in repairing the adjoining Cargo Wharf and on a recent inspection of the Passenger Wharf.

The Wharves at Devonport were last repaired in 1940, at which time relatively minor repair only, was needed.

CHIEF ENGINEER TO THE BOARD.

JAG:MJC

Auckland Harbour Board

MEMORANDUM

9th. March, 1964.

FROM

CONSTRUCTION ENGINEER.

TO

ENGINEER.

DEVONPORT PASSENGER WHARF REPAIRS.

The Internal Audit Department have requested an estimate for the cost to repair the Reinforced Concrete deck and sub structure of the Devonport Passenger Wharf.

Based on the cost to date to repair the Devonport Cargo Wharf and on a recent inspection of the Passenger Wharf it is estimated that it will cost £ 25,000. 0. 0. to repair the reinforced concrete deck and substructure.



Construction Engineer.

PSH:DMW:

Auckland Harbour Board.

~~Chief Engineer~~
The Electrical
Overseer has discussed this
with Mr. Dromgoole and
has agreed that the
partition could be
placed clear of the ticket
window as requested.

I have altered the
attached draft instruction
accordingly & request this
instruction be issued.

The instruction as *H. L. Herbert*
amended may be issued. 12/3/64
provided amended plan is furnished
giving agreed dimensions.
Copy kept for Property.

Auckland Harbour Board

MEMORANDUM

6th March, 1964.

FROM

THE PROPERTY OFFICER

TO

THE CHIEF ENGINEER.

DEVONPORT WHARF : EMERGENCY GENERATING SETS

(Your memo 29.1.64)

Copy of North Shore Ferries letter of March 4th is enclosed.

It is suggested that your representative discuss the position with Mr Dromgoole and let me know the outcome in order that tenancy conditions may be altered as necessary.

Mr Aubin 10 MAR 1964

E Burgess
PROPERTY OFFICER.

WBM:SR

C
O
P
Y

NORTH SHORE FERRIES LTD.

4th March, 1964.

The Secretary,
AUCKLAND HARBOUR BOARD.

Dear Sir,

In reply to your letter regarding use of wharf office at Devonport for modifications to electrical switchroom at Devonport, could I suggest that if possible the alteration be limited to removing the wall to approx the north line of the ticket window (i.e. the centre selling window with the semi-circular hole cut in it), so that this window could still be used in case of necessity. This should give your folk about 5 feet. I could perhaps meet your carpenters on the job and point out what I mean, and arrange something mutually satisfactory if this will meet with your approval.

Yours faithfully,
NORTH SHORE FERRIES LIMITED
(Sgd.) L.S. Dromgoole
SECRETARY.

Auckland Harbour Board

MEMORANDUM

23rd January, 1964

FROM

THE ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER

DEVONPORT WHARF - EMERGENCY GENERATING SETS

When emergency generating sets were installed at Devonport Wharf, lack of space made it necessary to accommodate them on a mezzanine platform above the men's convenience, accessible only by a removable ladder. It has proved extremely difficult to carry out maintenance due to the lack of room to work, while salt atmosphere and fumes from the convenience have caused deterioration.

Now that the old Ferry Co. ticket office is no longer in use, I recommend that the generating sets be moved to the electrical switchroom, which, to accommodate them, would be enlarged by moving the existing partition between the switchroom and the old ticket office, to give the switchroom an additional six feet in length. The majority of the ticket office would still be available if required for other purposes. *Org. No. E6/S66 is enclosed.*

Approval is requested, and a draft instruction enclosed.

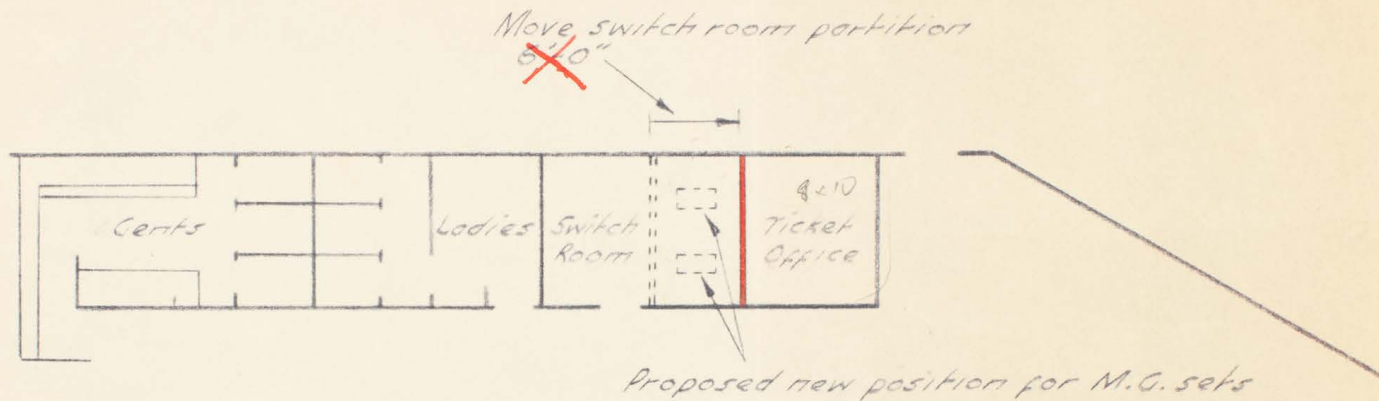
The estimated total cost is £100.

R. H. Subin

RELA:AWJ

Electrical Engineer

*changed 24918
24919
70020*



Ok but top
 as large as possible

AUCKLAND HARBOUR BOARD	
DEVONPORT WHARF	
ENLARGEMENT of SWITCHROOM	
DRAWN A.J.F.	EL/S616
DATE 23-1-64	

821/1

Auckland Harbour Board

3072 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CONSTRUCTION ENGINEER

Date 16th January, 1964

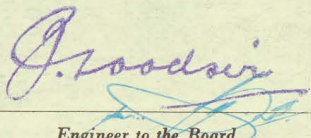
Subject DEVONPORT WHARF RECONDITIONING.

CODE	NUMBER
111	048/40-49

The proposal to use gunite applied by the Fletcher Construction Co., as set out in the Companies' letter and your memo of the 14th and 19th November, 1963 respectively is approved.

Please advise the Contractor and proceed with the work, submitting information in due course, on the cost and work advantages over present practice.

NS:MJC



Acting Chief

Engineer to the Board.

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

This work was completed on _____ at a cost of:—

Labour	-	-	:	:
Material	-	-	:	:
Total £	_____		:	:

REMARKS: _____

Signature _____

E10

Date _____ 19

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
14 DEC 1963

3. DEVONPORT WHARVES : RECONDITIONING

The Committee had under consideration the reports of the Acting Chief Engineer and the General Manager which advised that the Board's labour was undertaking under wharf repairs to the reinforced concrete structure of the Cargo Wharf, this had proved, on inspection, to have deteriorated above normal and the use of "Gunite" was considered advisable. The Fletcher Construction Co. Ltd. had submitted schedule rates for this work which was provided for in the 1963/64 Programme of Works under Board's own labour.

Recommended -

That the offer of the Fletcher Construction Co. Ltd. to perform this part of the repair work on a schedule rate basis be accepted subject to all matters being arranged to the satisfaction of the Engineer.

ADOPTED BY BOARD
17 DEC 1963

*Mr. Seagar please arrange for
supervision of this work*

Engr's file 821/1

120/13

29th November, 1963

The General Manager,
A.H.B.

DEVONPORT WHARVES - RECONDITIONING

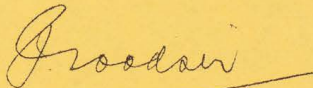
(Letter from Fletcher Construction Co. Ltd. 11.11.63).

The Board's labour is at present undertaking under wharf repairs to the reinforced concrete structure of the Cargo Wharf.

Considerable deterioration above normal of the underside of the deck slab is being encountered probably due to the low level of deck relative to the tide level, and normal repair methods are slow. The use of gunite for this particular work is considered advisable and the Fletcher Construction Co., who are doing similar work for the Board at Wynyard Wharf, have been asked to provide rates for the cleaning of reinforcement and the application of gunite. This work would follow after the Board's labour had removed the damaged concrete and prepared for the repair.

The rates submitted by the Fletcher Construction Company are in keeping with such work being done now, and performed on a schedule rate basis since there is no way of determining in advance the extent of the necessary repair. It is estimated that the Contractor would only be required for three days each month and so could cost up to £350 per month. This cost would be offset to a large degree by the gain in time for the Board's labour, and the better quality of repair received.

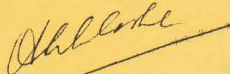
I therefore recommend that the offer of the Fletcher Construction Co. Ltd. to perform this part of the repair work on a schedule rate basis be accepted subject to all matters being arranged to the satisfaction of the Engineer.



ACTING CHIEF ENGINEER TO THE BOARD.

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

I endorse the recommendation of the Acting Chief Engineer. Financial provision is provided for in the current Programme of Works under special maintenance in the amount of £5,000, under the heading Board's Labour.



GENERAL MANAGER.

3rd December 1963.

29th November, 1963

THE CHIEF ENGINEER

THE SECRETARYFIRE AT DEVONPORT WHARF LAUNCH STEPS

The Foreman of Works has submitted the following report from J. Nankivell, Acting Foreman Wharf Carpenter:-

"On the night of 26th. November, 1963, a small fire broke out on the Devonport night launch steps.

The abovementioned structure is under demolition.

No damage was done to the main wharf structure or any part of the building, only that the firemen had to break a pane of glass in a window to get a hose through to the seat of the fire."

The outbreak was probably caused as a result of burning off of bolts on the previous after-noon.

The broken pane of glass has been replaced.

ACTING CHIEF ENGINEER TO THE BOARD.

WJT:MJC:

AUCKLAND HARBOUR BOARD

23192

MEMORANDUM

FROM

FOREMAN OF WORKS

SIR,

I beg to report that

24th November 1963

To The Engineer

Re - FIRE ON NIGHT LAUNCH LANDING - DEPOSIT

Attached please find report from
Mr. J. Hankinell Acting Foreman Wharf Carpenter,
with reference to the above subject, which is
self-explanatory.

This is the landing which is at
present being demolished.

fr.

H. J. Whelan

FOREMAN OF WORKS

Fire at Devonport night launch steps

On the night of 26-11-63, a small fire broke out on the Devonport night launch steps.

The above mentioned structure is under demolition.

No damage was done to the main wharf structure, or any part of the building, only that the fireman had to break a pane of glass in a window to get a hose through to get at the seat of the fire.

Signed

J. B. F. Kentwell
at Wharf Carps Firm
27-11-63

821/1

Auckland Harbour Board

2937 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 22nd November, 1963

Subject DEVONPORT WHARF - NIGHT LAUNCH LANDING.

CODE	NUMBER
166/001/40-49	

Please proceed with the demolition of this structure, and seal off the access door.

NS:MJC:

J. Goodwin

Acting Chief Engineer to the Board.

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

This work was completed on _____ at a cost of:—

Labour	-	-	:	:
Material	-	-	:	:
Total £	<hr/>		:	:

REMARKS: _____

Signature _____

821/1
THE FLETCHER CONSTRUCTION COMPANY LIMITED

FLETCHER CONSTRUCTION

All correspondence to be addressed to the Manager

In reply Please refer to

RHF:SV

GREAT SOUTH ROAD, PENROSE
AUCKLAND, NEW ZEALAND
POSTAL ADDRESS: PRIVATE BAG AUCKLAND
CABLES AND TELEGRAMS 'FLEBUILD'
TELEPHONE - - - 597-189

11th November, 1963.

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

For the attention of Mr. P. Hutchinson

Dear Sir,

Repairs to Devonport Wharf

Further to the writers discussion with Mr. Hutchinson at Wynyard Wharf on November 4th 1963, we have pleasure in submitting rates for sand blasting and guniting of the underside of the deck slab at Devonport Wharf.

- | | | |
|--|------------|------|
| (1) Sandblasting bars all sizes | Lin. ft. | 3/- |
| (2) Guniting per bag of cement | | 49/- |
| (3) Transport of equipment to and from site as required. | Cost + 10% | |

The above rates have been adjusted to cover the current costs of labour and materials at the site and for the fact that the Board will supply compressed air and concrete mixer. We confirm that our equipment will remain on the job at no cost to the Board as long as it is not required elsewhere.

Yours faithfully,
THE FLETCHER CONSTRUCTION COMPANY LIMITED

Mr Hutchinson

R.H. Foster
for G.A. BOURKE
Manager

Auckland Harbour Board

MEMORANDUM

19th November, 1963.

FROM

CONSTRUCTION ENGINEER.

TO

ENGINEER.

DEVONPORT WHARF REPAIRS.

(Letter from Fletcher Construction Co. Ltd. 11/11/63).

At Devonport wharf extensive repairs are needed to the underside of the deck slab, particularly at the eastern end of the cargo wharf where shingle trucks are loaded from barges.

This wharf deck is only 4' above H.W.S.T. and in places the whole soffit of slab between beams has to be removed and the area patched. Initially boxing and concreting of these areas was attempted but was unsuccessful. At present the concrete is being replaced by overhead plastering in which fairly dry plaster is thrown upwards and then trowelled off. A good finish is obtained but the work is slow and difficult and because it is plaster it is not a very satisfactory patch.

The letter of 11/11/63 from Fletchers is in response to an enquiry as to whether a gunite plant could be obtained for this work. Fletchers have a plant used for other work in the town and when not required by them would be left on the job. There is only about three days work per month needed at Devonport so this arrangement would be satisfactory.

Their rates quoted are satisfactory and I recommend that they be accepted.

L.S. Hutton
Construction Engineer.

Mr Deegan
A formal report is required.
Any idea of value of contract?
Presumably cutting out will be done by bid. Coburn
This should be stated.

J.
This says could be for 3 days per month.

Gunite 3' bags/day.
3 x 35 x 7/10/- = 735/-
Scaffolding = 40/-
300
75
530/-
Contingency 25/-
£355

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

120 AUG 1963

3. DEVONPORT NIGHT LAUNCH LANDING

The Committee had under consideration the reports of the Chief Engineer and General Manager which recommended that the Devonport Night Launch Landing be demolished and the access to it be closed. The Harbourmaster and Traffic Manager preferred demolition rather than maintaining the structure, which has been in disuse for the past few years.

Recommended -

That the landing be demolished and that the access to it be closed.

ADOPTED BY BOARD
27 AUG 1963

Mr. Seager

Arrange for demolition by F.O.W.

19

120/13

Engr's file 821/1

2nd August, 1963

The General Manager,
A.H.B.

DEVONPORT NIGHT LAUNCH LANDING:

The night launch landing at Devonport has been in disuse for the past few years except for use by an occasional pleasure boat. If this wharf is to be maintained it will require thorough repair and such work is estimated to cost £350.

Discussions with the Harbourmaster and the Traffic Manager reveal that, in their opinion, this landing is no longer required and their preference is for its demolition and for the closing of access to it.

It is recommended therefore that the landing be demolished and that the access to it be closed.



CHIEF ENGINEER TO THE BOARD:

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

These steps are no longer used and in view of their deteriorated condition, I endorse the recommendation that demolition be proceeded with and the access from the wharf closed off.


GENERAL MANAGER

7th August, 1963.

Auckland Harbour Board

MEMORANDUM

- 8 AUG 1963
7th August, 1963.

FROM

THE GENERAL MANAGER

TO

THE CHIEF ENGINEER

DEVONPORT WHARF

Attached is a copy of a letter from the North Shore Ferry Employees Union.

Would you please arrange suitable treatment of the affected areas to prevent the surface becoming slippery in wet weather. This matter should be attended to at first opportunity to reduce the accident risk.

F.o.W. to attend to this.

J. J. Johnston

Johnston
GENERAL MANAGER

ATTACH.
JRN:SR

THE NORTH SHORE FERRY EMPLOYEES INDUSTRIAL UNION.

8 Chivalry Rd.,
Glenfield N.5.
2nd, August, 1963.

Mr A.C. Clarke,
General Manager,
Auckland Harbour Board,
Box 1259,
Auckland C.I.

Dear Sir,

I am directed by the above Union to draw your attention to the danger to which crews of ferries and nightwatchmen are exposed when boarding vessels at the Devonport wharf.

You are probably aware of the fact that employees of the North Shore Ferry Company are required to board vessels on numerous occasions when gangways are not available. The surface of both the top stringer on the fender piles and the wharf adjacent to berths become slippery during wet weather. A mate and a nightwatchman have both slipped on this surface recently and narrowly escaped falling into the harbour. You will appreciate the danger in particular to nightwatchmen who are the only persons in the vicinity of the wharf after ferries have berthed for the night.

As a means of reducing this danger the Union requests that all surfaces adjacent to ferry berths on the Devonport wharf are coated with tar and sand. Your assistance in this matter will be much appreciated.

Yours faithfully,

F. G. Chandler

F. G. Chandler
Secretary.

*Received by Mr. Clarke
2nd August 1963*

Auckland Harbour Board

MEMORANDUM

-7 MAR 1963
7th March 1963

FROM THE GENERAL MANAGER

TO THE CHIEF ENGINEER

DEVONPORT WHARF SHED

Your memorandum dated 1st March 1963 refers.

Approval is given to the calling of tenders for this work.

Ch. Smith

Challice
GENERAL MANAGER

Proceeding
RD 10/3/63

W. Scott

ACC. JB

Please proceed with tenders *☆*

821/1

Auckland Harbour Board

2525 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To FOREMAN OF WORKS:

Date 5th July, 1963

Subject DEVONPORT FERRY TERMINAL W/A:

CODE	NUMBER
126	VARIOUS/40-49

Please carry out carpentry and plumbing maintenance works as per the attached works schedule.

A painting contract will be let next month and the above work should be completed by then.

Encl: 2 copies works schedule:
1 copy S1506/2:
2 copies sketch plan:


Chief Engineer to the Board.

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

This work was completed on _____ at a cost of:—

Labour	-	-	:	:
Material	-	-	:	:
Total £	_____		:	:

REMARKS: _____

Signature _____

DEVONPORT FERRY TERMINAL:

SCHEDULE OF MAINTENANCE WORKS:

Carpenter:

- (a.) Repair & replace vertical boards ex 3" x 1" t & g x v, position (8).
- (b.) Construct notice board as detailed on S1506/2, and fix in position indicated.
- (c.) Replace bottom dado board using ex 6" x 2" and ex 8" x 2". Position (9)
- (d.) Replace broken gate stile (ex 4" x 3")
- (e.) Repair damaged rails etc. in position (18).
- (f.) Demolish ticket collectors box, Position (9).
- (g.) Nail loose^{large} boards at entrance from street (Council Property.)

Plumber:

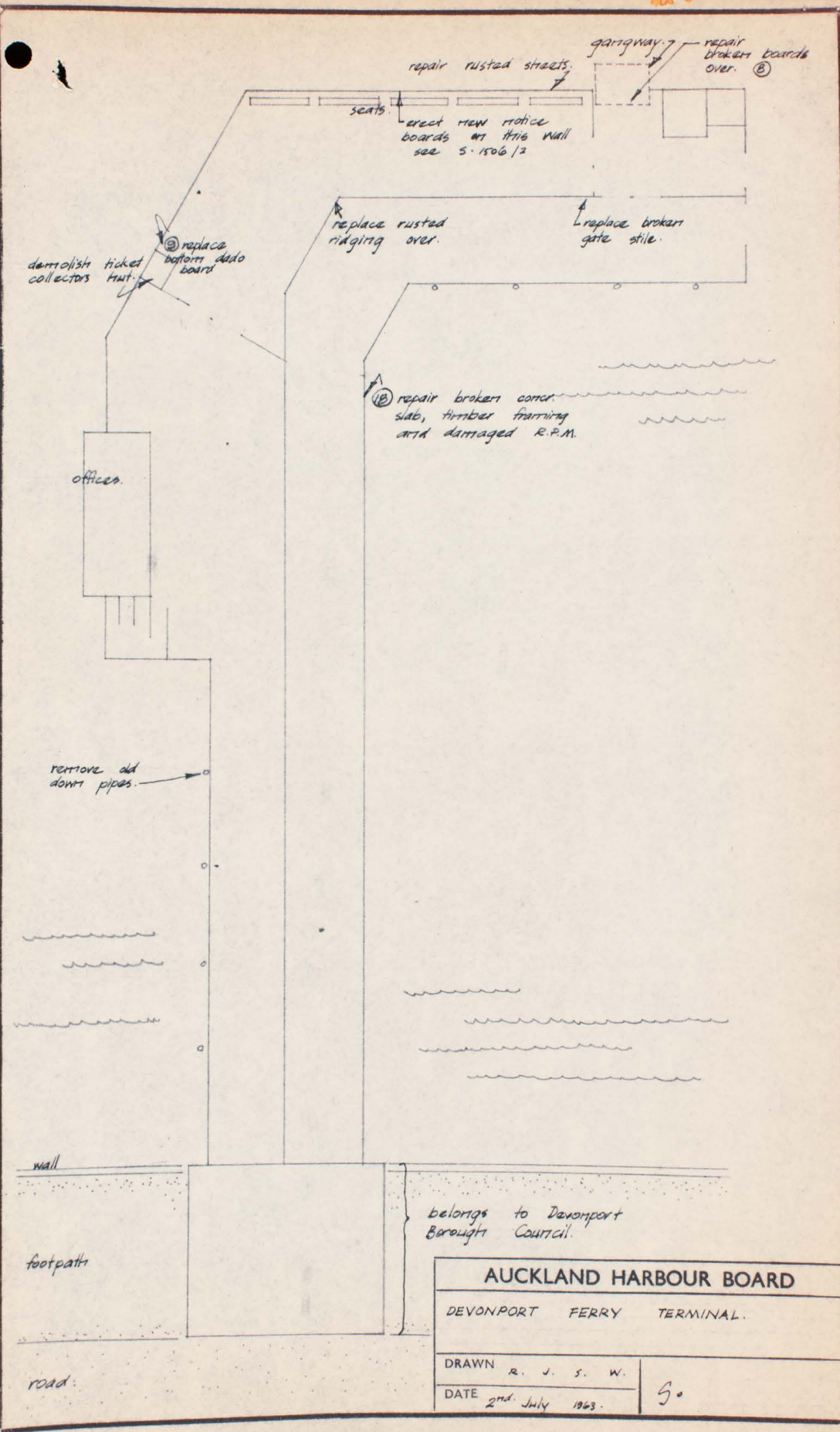
Wall sheets; Crop rusted sheets and replace with suitable cut sheets ex stock.

Roofing:
roofing.

Replace RPM ridging using galv iron.
Replace badly rusted sheets of RPM

Remove redundant DP's.

C. & M. - 48507



belongs to Devonport Borough Council.

AUCKLAND HARBOUR BOARD	
DEVONPORT FERRY TERMINAL.	
DRAWN	R. J. S. W.
DATE	2nd July 1963.

50

2 copies

821/1

3rd July, 1963.

The Engineer,
Devonport Borough Council,
DEVONPORT:

Dear Sir,

DEVONPORT FERRY TERMINAL:

Further to your conversation with Mr Scott of my Dept., I wish to confirm that the Board intends letting a contract for maintenance, painting of this Terminal and as agreed will include the street entrance portico in the contract as a separate item which will be paid for by your Council.

Yours faithfully,

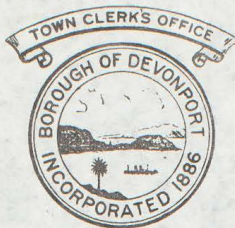
CHIEF ENGINEER TO THE BOARD:

RS:MJC:

ALL COMMUNICATIONS
TO BE ADDRESSED
THE TOWN CLERK
P.O. Box 32-003
DEVONPORT, N.I.

OFFICE HOURS
WEEK DAYS 9 A.M. TO 4 P.M.
(CLOSED SATURDAYS)

TELEPHONE 70-028



DEVONPORT,
AUCKLAND, N.I.
NEW ZEALAND

28th May 1963

Mr. W. Hutchinson,
Engineers Department,
Auckland Harbour Board,
Quay Street,
AUCKLAND C.I.

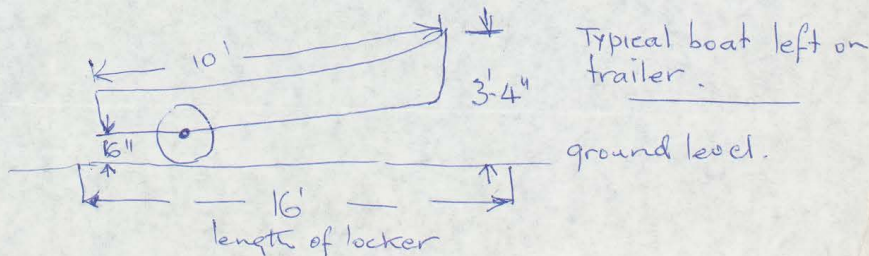
Dear Sir,

Enclosed please find sizes of boats in the lockers at Queens Parade Devonport. This I promised on our inspection on 16th instant.

Group nearest the roadside starting from the eastern end the length of the boats are 1/9'-6" - next empty - (1/12'-6 + 1/6' double storied) 1/8' - next empty - 1/13'-6 - next empty - 1/5'-6" - 1/12' - 1/12'-6". Space ramp from carriageway to sward area, next two lockers empty- then 1/9' 1/13'-6" - last locker near the cable wharf. This batch of lockers range from 6' to 5'6" wide, each, whilst there are two 1/7'-6 and 1/8' wide.

side
On the seaward/starting eastern end the length of the boats are 1/10'-6" - 1/7'-0" - next empty - 2/8'-0" - 1/14'-0" - next empty 1/12'-6" 1/12'-6" - 1/10'-6" last on the western end and adjacent to slipway. Confined to the area between the slipway and the cable wharf there are the following boats parked, they not being lockers owners, but would in all probability be tenants if lockers available, the length and beam of these boats are as follows:-

1-12'x5'	1/8'x4'	1/6'x3'	1/9'x4' 3"
1/7' x 4'6"	1/7' x 3'	1/7 x 4'6"	
1-9' x 4'3"	1/8' x 4'6"	1/10' x 5'6".	
At eastern end under cover of tree	1/8' x 4'4"		
1/11' x 5'	1/10' x 4'	1-12' x 4'	



I trust this ~~is~~ will be of value to you in the design of the new lockers suggested for this area.

Yours faithfully,

A. T. Griffiths
(A. T. Griffiths)
BOROUGH ENGINEER.

ATG:AP

1st March, 1963.

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT WHARF SHED

In the Special Maintenance schedule of the Annual Estimates 1962/63 provision was made at item 14 for the repainting of the above shed by contract.

The work is very necessary and is estimated to cost £6,000.

May tenders be invited please.

CHIEF ENGINEER TO THE BOARD

RAJS:HEW

Index
1

EXTRACT FROM MINUTES
GENERAL PURPOSES COMMITTEE

19 FEB 1963

4. DINGHY ACCOMMODATION : DEVONPORT

The report of the General Manager submitted a letter from the Devonport Borough Council requesting consideration to assistance in tidying up the present dinghy storage position near Cable Wharf.

Recommended -

That a scheme for the provision of dinghy lockers at Devonport be approved in principle in order that costs and conditions of use may be examined.

Reassigning Engrs

Please prepare a scheme for dinghy lockers in this vicinity. See letter on Deys file 32/4 from Devonport Borough.

ADOPTED BY BOARD

19 FEB 1963

J.S.

11th December, 1962.

THE CHIEF ENGINEER

THE STORES OFFICER

DEVONPORT PASSENGER WHARF - FLUORESCENT
LIGHTING FITTINGS.

Please arrange to call quotes for the above.
Draft quotation form attached.

CHIEF ENGINEER TO THE BOARD

Encl: Draft Quotation

JAG:HEW

821
1

Auckland Harbour Board

1954 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE ELECTRICAL ENGINEER

Date 2nd November 19 62

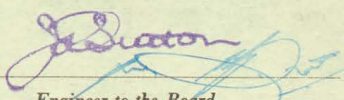
Subject DEVONPORT WHARF LIGHTING

CODE	NUMBER
126	027/3039

With reference to your memorandum dated 1st November, 1962, please proceed with the installation of five extra fittings in the covered way of Devonport Wharf as recommended, in conjunction with rewiring.

It is noted that the estimated cost of this improvement is approximately £75. 0. 0.

WJT:HEW


 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 £	_____		:	:

1954 A

REMARKS: _____

Signature _____

Auckland Harbour Board

MEMORANDUM

1st November, 1962

FROM

THE ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER

DEVONPORT WHARF LIGHTING

A fault occurred on a lighting circuit on Devonport Passenger Wharf a few days ago, and inspection showed that the old conduits are rusty and will need renewal. I recommend that the lighting in the covered way be improved at the same time by the addition of five extra fittings, as the present lighting is not up to present day standards.

Costs are estimated to be :-

Maintenance rewiring	...	£ 250
Improvements to lighting	...	£ 75
<u>Total</u>		<u>£ 325</u>


I propose proceeding with the routine maintenance, and request approval for the lighting improvements.

RELA:AWJ


Electrical Engineer

clerkubin

Please proceed accordingly


2.10.62

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CONSTRUCTION ENGINEER

Date 24th September 1962

Subject DEVONPORT FERRY WHARF - DEVONPORT

Please carry out maintenance carpentry work in accordance with the following list:-

SCHEDULE OF REPAIRS

- (a) By gangway machine room. Construct new box with lock up lid to power point.
(b) Above gangway opening. Repair and replace boarding.
(c) Renew door frames etc., in toilets.

Table with 2 columns: CODE, NUMBER. Value: 126 / 001 / 40-49

RS:HEW

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 2 columns: Labour, Material, Total £. Values: -, -, -

1853 A

REMARKS: _____

Signature _____

2nd December, 1960.

THE CHIEF ENGINEER

THE GENERAL MANAGER

PROPOSED NAVY DEPARTMENT SHELTER AT
DEVONPORT WHARF
(Letter from N.O.I.C. 8.11.60)

The proposed shelter illustrated on the plan accompanying the above letter, whilst unattractive in appearance, will be structurally satisfactory provided it is adequately bolted to the wharf deck.

CHIEF ENGINEER TO THE BOARD

Encl: Plan

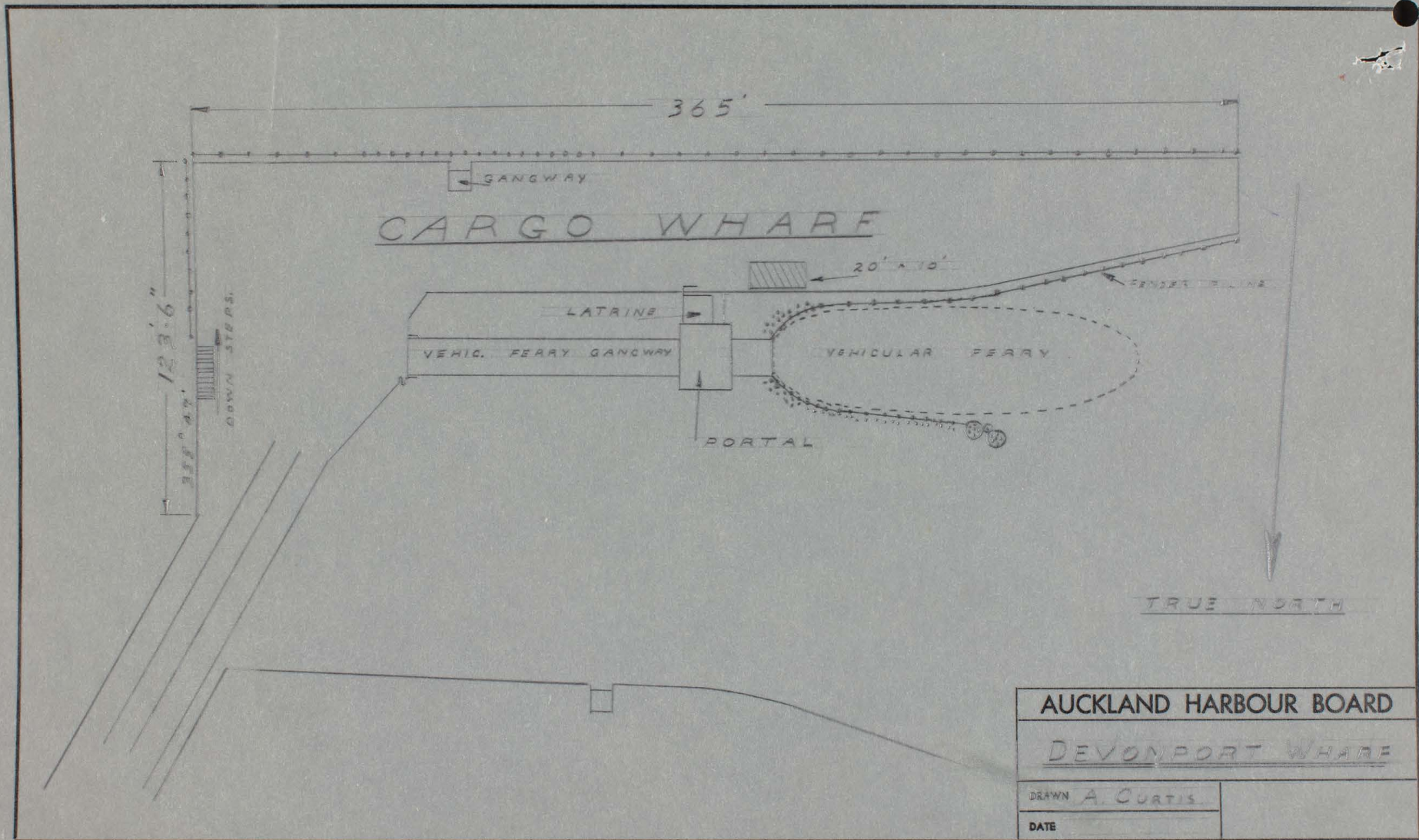
RAJS:HEB

Letter from RNZN. 3.12.63.

Shelter to be removed

Quin advised re power to be cut off.

RS.
9/12/63.



AUCKLAND HARBOUR BOARD

DEVONPORT WHARF

DRAWN A. CURTIS

DATE

Auckland Harbour Board

27212

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,


To THE FOREMAN OF WORKS

Date 15th June 19 60

Subject DEVONPORT PASSENGER WHARF

Please arrange to repair and replace as necessary the spouting and down piping on the above wharf.

CSB:HEB


Chief Engineer to the Board.

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

This work was completed on _____ at a cost of:—

Labour	-	-	:	:
Material	-	-	:	:
Total £			:	:

27212

REMARKS: _____

Signature _____

E10

Date _____ 19

15th June, 1960.

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT PASSENGER WHARF
(Letter from North Shore Ferries Limited
26.5.60)

Repairs to spouting at the above facilities were carried out prior to the opening of the Harbour Bridge but in view of the uncertainty of the future of the ferry services only the bare minimum was done. Elsewhere along the southern face of the building spouting and downpipes are in very poor condition and require repair.

It is understood that under the terms of the license to North Shore Ferries Limited, maintenance of the buildings remains the responsibility of the Board. I am therefore arranging to have existing spouting and downpipes repaired as soon as practicable.

CHIEF ENGINEER TO THE BOARD

JAG:HEB

The Engineer
A. H. B.

10. 6. 60

Bermondsey Passenger Wharf
Shouting + Downpipe
Ref. your enquiry.

Shouting and downpipe at Bermondsey Passenger Wharf Shelter are provided only at the seaward end over the gangway and ^{gable} end doors and at the ticket office and accommodation building. Water running off other parts of the roof drops straight into the tide.

A short length of shouting over the AHB gangway was renewed about 2 years ago and the rest is older.

Some of the shouting in the vicinity of the gangways is in need of renewal and this is already in hand as a routine maintenance job.

About 200 line ft of shouting and downpipe has been prefabricated in the Board's workshop and is intended for erection within the next few days.

The cost will be about £40.

A. Litch.

memo 15/6/60

AUCKLAND HARBOUR BOARD

MEMORANDUM

No 22331

FROM

FOREMAN OF WORKS

SIR,

I beg to report that

To

The Engineer.

1st June 1960

Damage to Devonport W. Fenders.

*During the abnormal tides on 25th May
two fender piles were damaged by a
ferry-boat. The damage piles were
driven just on 12 years ago and were
second hand then.*

J.D.

Charge to ?

Donerty

FOREMAN OF WORKS

29th September, 1959

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT WHARF - PERSONNEL SHELTER
(Letter from Cmdr. P.L. Bardwell 22.9.59)

We have no suitable building available which could be provided and converted for this purpose.

Previous correspondence indicated that the accommodation was required for forty persons. (Plan shows 20 ft. x 8 ft.) If this requirement were cut down expenditure could be reduced somewhat. The standard for this building should be reasonably high, and I do not think it could be provided for less than £300 - £400.

Letter from Naval Officer in Charge (15.10.58) states that all costs and maintenance would be borne by the Navy.

CHIEF ENGINEER TO THE BOARD

JRS:HEB

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 23rd June 1959

Subject DEVONPORT CARGO WHARF

With the cessation of the vehicular ferry service, the Traffic Manager has recommended that the following modifications be made to the traffic guides on the access roadway to the Devonport Cargo Wharf -

- 1. Remove existing dividing kerbs and paint white middle line on wharf deck dividing roadway into two equal widths.
- 2. Rewrite main overhead sign at wharf entrance to road -

DEVONPORT CARGO WHARF	
ON	OFF

Please refer to the Traffic Manager for any further information.

J. Dutton
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 £	_____		:	:

26435

REMARKS: _____

Signature _____

Auckland Harbour Board

MEMORANDUM

19th June 1959

FROM THE GENERAL MANAGER

TO THE ENGINEER

DEVONPORT CARGO WHARF

With the cessation of the vehicular ferry service, the Traffic Manager has recommended that the following modifications be made to the traffic guides on the access roadway to the Devonport Cargo Wharf -

1. Remove existing dividing kerbs and paint white middle line on wharf deck dividing roadway into two equal widths.
2. Rewrite main overhead sign at wharf entrance to road -

DEVONPORT CARGO WHARF	
ON	OFF

Please refer to the Traffic Manager for any further information.

dlr Jott.
Please instruct J.C.W.

[Signature]
GENERAL MANAGER

RTL.JB

14th January, 1959

The Chief Engineer

The General Manager

Devonport Wharf - Site for Personnel Shelter
(Navy's letter 15.10.58 and General Manager's
reply 20.10.58 refer)

The Ministry of Works have now approached me for a site for the above shelter which is to accommodate forty persons.

The site preferred by the Harbour Master and myself is shown coloured green on the enclosed sketch. The Traffic Manager prefers a site to the west of the portal but this would interfere with maintenance work on the ferry slip.

May this be resolved please and the sketch plan returned in order that the Ministry of Works may be informed.

The Ministry of Works further suggest the following type of construction:

Corrograted iron roof
Timber weatherboard (painted) on timber frame
Timber floor
The whole mounted on timber skids.

This construction is suitable and I recommend that it be approved.

CHIEF ENGINEER

Enclosure: Sketch plan

Auckland Harbour Board

MEMORANDUM

17th February, 1959.

FROM

THE TRAFFIC MANAGER
AND CHIEF WHARFINGER

TO

THE CHIEF ENGINEER TO THE BOARD

DEVONPORT CARGO AND PASSENGER WHARVES

The following defects have been reported -

Cargo Wharf

It has been reported that the column supporting an overhead girder at the entrance to the Cargo Wharf is badly worn where it enters the concrete toe near its base.

Both wharves

Serious deterioration in the under-water condition of these wharves is evidenced. Numerous concrete piles in other sections of the wharves have cracked and, in some cases, concrete sections have broken away therefrom with the result that the reinforcing steel has been exposed for some time.

W. Miller

TRAFFIC MANAGER AND CHIEF WHARFINGER

at.
clerk

I understand that this is one of the posts supporting the notice at entrance to approach, Cargo Wharf. It is reported as being dangerously rotted at the base. Maintenance Engineer should follow this up until repairs are carried out.

*Hitch informed
19.2.59*

*Wharf has just been completed -
6"x6" steel bolted to post and
cleated to concrete.*

A.L. 20



Auckland Harbour Board

25991

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

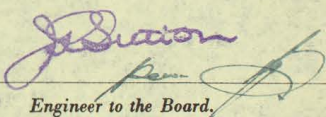
To THE CONSTRUCTION ENGINEER

Date 5th December 1958

Subject DEVONPORT WHARF - LIGHTING INSTALLATION

CODE	NUMBER
126	1027/40-49

Please erect ten steel lighting poles in positions as indicated on drawing EL/C144, these poles have already been made by the Foreman of Works.


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 £			:	:

25991

REMARKS: _____

Signature _____

Auckland Harbour Board

MEMORANDUM

.....4th December, 1958.

FROM

THE ELECTRICAL ENGINEER

TO

THE CHIEF ENGINEER

DEVONPORT WHARF LIGHTING INSTALLATION

Further to my memorandum to you of 4th August, 1958 regarding the construction of ten steel lighting poles for use at the above wharf, and your subsequent Instruction No. 25709 to the Foreman of Works ordering the construction of this equipment.

I now enclose drawing No. EL/C144 showing the positions of the poles, which has been discussed with the Traffic Manager.

I also enclose a draft instruction to the Construction Engineer for the erection of the poles.

OPF/AWJ


Electrical Engineer



Auckland Harbour Board

25709

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 8th August 19 58

Subject DEVONPORT CARGO WHARF (ELECT. INSTALLATION) M/A

111 027 40 649

Please construct ten steel lighting poles with miscellaneous attachments as indicated on Drawing EL/B210.

COPY TO ELECTRICAL ENGINEER

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 £ : :

25709

REMARKS:

Signature

Auckland Harbour Board
MEMORANDUM

FROM

The Electrical Engineer

4th August, 1958

To

THE ENGINEER

DEVONPORT WHARF LIGHTING INSTALLATION

It has been noticed during recent inspections at the above wharf that a number of wooden lighting poles require replacing as they are deteriorating rapidly.

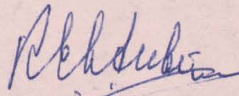
It is proposed to replace these poles with a steel type, a drawing and a draft instruction to the Foreman of Works are enclosed.

The cost of constructing the poles (10) is estimated to be approximately £300. 0. 0d.

Electrical Engr.

RELA/AWJ

*This is approved as it is in
order for you to put the
work in hand. Change
to steel. J.T.*



Electrical Engineer

*Mr. Arlin
advised
on 8.8.58.
D.*

8 AUG. 1958

Auckland Harbour Board
MEMORANDUM

FROM ELECTRICAL ENGINEER

20th February, 1958

To

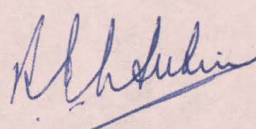
THE ENGINEER

DEVONPORT WHARF - RE CABLING.

In connection with the re cabling of Devonport Wharf, the attached drawing shows work required by the Construction Engineer for the fixing of new cables.

A draft instruction is also attached.

RELA/BER


Electrical Engineer.



Auckland Harbour Board

MEMORANDUM

10th December 1956

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3846

MAINTENANCE : DEVONPORT VEHICULAR FERRY TERMINAL

Your memorandum dated 21st November 1956 refers.

As indicated to you verbally I am still somewhat concerned as to the costs incurred for maintenance of this terminal.

On examining the revenue position I find that our expenditure for maintenance alone is now approximately 25% of the total revenue earned by this facility, a figure which to my mind is, to say the least, unduly high.

I shall be glad therefore if you will look further into the matter.

Alford

GENERAL MANAGER

File

ACC. JB

Devonport Ferry Terminal

Herewith figures 12 months 1.10.55 - 30.9.56

Expenditure:-

Devonport Vehicular Landing £ 5,227.6.6

Passenger " £ 1,996.16.6

N.B. S. M. order for + was supplied with 6 months figures only

Revenue:-

Devonport Vehicular Landing £ 11,030.4.4

" Passenger " 1,813.14.9

Maintenance figures for Vehicular Landing are therefore 47% of Revenue + Passenger Landing 110%.

This position is unusual as pointed out in memo to S. M. 21.11.56 in that replacement of piles etc which are nearly 30 yrs old is being undertaken. Future maintenance should be considerably less.

J.P.W.
13.12.56

Auckland Harbour Board

Nº 24102

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 24th Sept. 19 56


Subject DEVONPORT WHARF - FERRY DOLPHIN

Please arrange to rebuild the existing dolphin as shown on Drawing No. E.716/1

Two compression gauges are to be fitted to the finished Dolphin as shown on Drawing S.1070/1.

The 15" x 7½" x 12" rubber fenders have been ordered from Reid Rubber, delivery December the 1st.

Encl: 2 copies of E.716/1
2 copies of S.1070/1


Chief Engineer to the Board.

Auckland Harbour Board

Nº 23922

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,



To THE ELECTRICAL ENGINEER.

Date 20th. July, 19 56.

Subject LIGHTING AT FERRY GANGWAYS.

Reference your Memorandum dated 10th. July, 1956, regarding letter from Town Clerk, Devonport, re lighting at ferry gangways.

In accordance with your recommendation, please instal necessary time switches to control these lights at an estimated cost of approximately £30/-/-.


Engineer to the Board. 

11th July

6

THE GENERAL MANAGER

LIGHTING AT FERRY GANGWAYS

(Letter from Town Clerk - 25.6.56 refers)

The attached letter is ambiguous. I consider that the lighting at the gangways at the City side is entirely adequate, but late switching on may well have occurred.

For some time past these lights have been switched by Ferry Company employees. The Company's representative has agreed to see that the lights are on in good time.

It would be preferable, however, to have these lights controlled by time switch, as are most wharf lights. I have arranged therefore to instal the necessary time switches.

CHIEF ENGINEER TO THE BOARD

JRS:HEB

Auckland Harbour Board
MEMORANDUM

FROM

10th July, 1956

The Electrical Engineer

To

THE ENGINEER

LIGHTING AT FERRY GANGWAYS


The letter from the Town Clerk, Devonport, is ambiguous. I consider the lighting at the gangways on the city side to be entirely adequate, but late switching on may well have taken place.

For some time, these lights have been switched by Ferry Coy. employees, and the Company's representative has agreed to see that the lights are on in good time.

I consider, however, that these lights would be better controlled by time switch, as are most wharf lights, and I therefore propose, subject to approval, to instal the necessary time switches at a cost of approximately £30.0.0d.

RELA/AWJ


Electrical Engineer


Mr. Goff,
Please send instruction to
Electrical Engineer authorising
this work.

Auckland Harbour Board

No 22489

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS.

Date 28th June, 1955.

Subject DEVONPORT VEHICULAR WHARF
TICKET TAKERS OFFICE.

The Ferry Company requires the present tunnel to be enlarged, and provided with a door as shown on Drawing S.951.

Please carry out this work at your earliest convenience.

Enc.

2 copies of S.951.

COPY SENT TO MR. PEMBERTON.

N.S.

N. L. Vickerman
Engineer to the Board.

Auckland Harbour Board.

20. 4. 53.

Mr Smith.

Is there anything
that can reasonably
be done without
creating a traffic
hazard?

J. I.

Auckland Harbour Board

MEMORANDUM

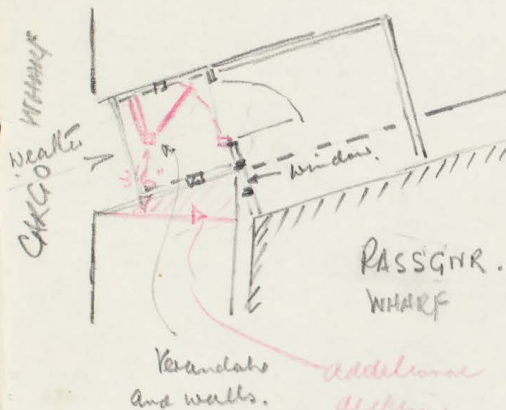
18. 5. 55.

FROM

TO

Mr Goodie

G1



Roberts recommend
 a main staircase
 carried out at this
 stage. If this is not
 satisfactory, then an
 alternative could be
 a stairs which would
 probably cost say £80.

AS

P.O. address

Cherry, MS

to all hydraulic door

instructive to F.O.W.

19.5.1955

R. M. R. Clark

There are no instructions of this office & consideration
 with the ticket checkers on duty it was learned
 that the rain starts in only when the door of
 the office is left open.
 The doorway is at present blocked by a
 small porch extending to the edge of the roadway
 and any further opening would not be
 practical without considerable reconstruction.
 The most practical solution would be
 to get a spring door - chain to ensure that
 the door remains closed.

Reply letter of 18/2/55 from D.S.F.co.

Receipts

Winston Ticket Checkers - Shills

28-4-55

26th January, 5.

THE GENERAL MANAGER.

LAUNCH SERVICES TO RANGITOTO.

(Your Memo 12th January, 1955).

Work will commence early in February,
on the construction of the launch steps on the
South side of the Devonport Cargo Wharf.

CHIEF ENGINEER TO THE BOARD.

Auckland Harbour Board

No 23463

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS.

Date 21st January, 19 55.

Subject DEVONPORT CARGO WHARF - STEPS
SOUTH BERTH.

Further to instruction No. 22344,
enclosed is drawing No. E.639, which super-
sedes Drawing No. S.895.

COPIES SENT TO: The Construction Engineer with
Drawing No. E.639.
Mr. Pemberton for information.

Enc.
One copy E.639.

N. C. Vickerman
for [Signature]

Engineer to the Board.

Auckland Harbour Board

MEMORANDUM

12th January, 1955.

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3846

LAUNCH SERVICES TO RANGITOTO ISLAND.

Would you please advise of the progress to date, of the erection of a set of launch steps on the south side of the Devonport Cargo Wharf.

H. L. L. L.
GENERAL MANAGER.

Mr. Seafar
Mr. Litchman

Auckland Harbour Board

Nº 22362

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS.

Date 8th December, 19 54.

Subject DEVONPORT WHARF - PASSENGER WHARF
LAUNCH LANDING.

Please carry out the following work at this landing to improve access for Devonport Ferry Co. night launch.

- (1) Provide a dredge depth of 5' L.W.S.T. on both sides of landing and approach.
- (2) Investigate and remove a snag or pile dump said to be located on the North side of the steps. This may be on the South side, position not definite.

COPY SENT TO MR. PEMBERTON.

NS:PM.

N. L. Vickerman

Engineer to the Board.

Auckland Harbour Board

Nº 22344

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS.

Date 1st December, 19 54.

Subject DEVONPORT CARGO WHARF - STEPS
SOUTH BERTH.

1. Please construct steps at the Devonport Cargo Wharf as shown on Drawing S.895.
2. Construction Engineer will cut deck opening.

COPY SENT TO CONSTRUCTION ENGINEER. - for necessary action as (2) above with one copy Drawing No.3.895.

Enc.

One Copy Drawing S.895.

A. L. V. ...

Engineer to the Board.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE

~~9 NOV 1954~~

2. LAUNCH LANDINGS - DEVONPORT WHARF.

Report of General Manager, 22.10.1954, stating that, in order to provide a scheduled launch service to and from Rangitoto Island, calling at Devonport Wharf, the Rangitoto Island Domain Board had requested this Board to erect a set of launch steps on the south side of the Devonport Cargo Wharf; he recommended that authority be given for the erection of a set of launch steps as requested (Plan S.895) and that financial authority in the sum of £350 be made.

Recommended:-

That the report be adopted.

FINANCIAL PROVISION

MADE ~~9~~ - NOV 1954

ADOPTED BY BOARD

~~16~~ NOV 1954

Mr. Hutchinson

Doq & instruction please.

S. 18.

11th October, 4.

THE GENERAL MANAGER.

LAUNCH SERVICES TO RANGITOTO ISLAND
- LAUNCH STEPS AT DEVONPORT WHARF.

(Your Memo of August 18th refers).

As illustrated on the enclosed drawing a set of launch steps can be provided at the western end of Devonport Cargo Wharf at an estimated cost of £350. 0. 0d.

CHIEF ENGINEER TO THE BOARD.

Enclos.

Drawing S.895.

R.A.J.S.:P.M.

Auckland Harbour Board

Nº 21153

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS.

Date 9th October, 19 53.

CARGO

Subject DEVONPORT/WHARF M/A.

CODE	NUMBER
111 / 001	40 to 49

Please arrange to complete the following work by December 23rd, at Devonport Wharf, Launch Steps on the East side.

1. Repair pipe hand rail.
2. Replace timber belting on steps.
3. Make good kerbing in the vicinity of the Steps and paintwork.

Further to Instruction No. 20971 Plan A.401/32, Devonport Wharf Launch Steps, the one spring fender pile to the south of the Launch Steps is not to be driven.

N. H. Vickerman
Engineer to the Board.

Auckland Harbour Board.

10. 9. 54.

Harbourmaster,

Steps 3 ft wide can be built
as shown or can be moved 20 ft
further east.

Would these meet requirements, and
what is minimum distance they should
be from west end of wharf?

To Engineer

I think the steps should be not
less than 50 feet from the western end of wharf.
Three feet steps should be suitable.

M.G.K.

Auckland Harbour Board

MEMORANDUM

18th August, 1954

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3846

LAUNCH SERVICES TO RANGITOTO ISLAND

I would be pleased if you would examine the practicability of providing a set of launch steps on the south side of the Devonport Cargo Wharf.

I have advised the Rangitoto Domain Board that this matter will be submitted to the Board for its consideration, and I would be pleased if you could prepare details and estimates of cost, together with your recommendations as to the most suitable method of providing a set of launch steps at this point.



GENERAL MANAGER



File 120/13

120/13

16th August, 1954

The Secretary,
Rangitoto Island Domain Board,
G/- P.O. Box 3,
DEVONPORT, N.1.

Dear Sir,

LAUNCH SERVICES TO RANGITOTO ISLAND

Further to your letter of 30th ultimo, I would advise that ways and means of providing an additional set of launch steps on the south side of the Devonport Cargo Wharf are at present being investigated.

As soon as details in this respect have been completed, the matter will be placed before the Board for its consideration.

Yours faithfully,


GENERAL MANAGER



Auckland Harbour Board
MEMORANDUM

FROM

The Electrical Engineer

To

THE ENGINEER

13th April, 1954

DEVONPORT WHARF - DAMAGE TO LIGHT STANDARD

The light standard to the north of the launch steps on the eastern side of Devonport Wharf was damaged again some time ago by the naval M.L. The last time it was damaged you advised that no charge would be made to cover the repairs, and I have therefore taken no action in this regard on this occasion.

It would be unwise to move the light standard which is periodically damaged from its present position, as it is placed with special regard to ensuring that vehicles enter the right lane when leaving the vehicular landing. It is difficult to handle craft at the steps under certain wind and tide conditions, and I therefore recommend that consideration be given to driving a few piles both to assist craft and protect the light standard in question.

TGP/AWJ



Electrical Engineer

Refer scheme for steps for launches on
south berth. / Proctor informed if proposal to
construct steps at front berth.
* 11.10.54

Auckland Harbour Board

No 20971

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 12th August 1953

Subject Devonport Wharf - Launch Steps.

Please construct fendering system as
shown on accompanying Drawing A407/32.

Encl: 1 copy Drawing A407/32

W. R. Vickerman
Engineer to the Board.

Auckland Harbour Board

MEMORANDUM

FROM

THE GENERAL MANAGER
120/14

TO

7th August, 1953.

3846

The Assistant Manager,
The Devonport Steam Ferry Co. Ltd.,
P.O. Box 505,
AUCKLAND.

Dear Sir,

NIGHT WATCHMAN'S HUT - DEVONPORT WHARF

I have to acknowledge receipt of your letter of 29th July, 1953, advising that your Company is dissatisfied with the site of its existing Watchman's hut on the Devonport Cargo Wharf, and is now prepared to revert to a previous proposal and construct a new 8' x 6' hut for erection on the original site inside the enclosed passenger wharf. This arrangement is approved provided the hut conforms to original specifications shown on the Board's Drawing B.1119/5, and work is carried out to the satisfaction of the Engineer.

It is noted that the cost for this work will be borne by your Company, and I would also advise that the terms of tenancy as set out in the Property Officer's letter of 17th March, 1953, will apply to the new hut when completed.

The existing hut on the cargo wharf is to be removed from the Board's premises immediately the alternative accommodation is completed.

Yours faithfully,

THE ENGINEER

For your information.

Alldred
GENERAL MANAGER

GENERAL MANAGER

M.W.
Noted J.

Auckland Harbour Board

Nº 20932

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Mr. T.G. Procter,
Electrical Engineer. Date 24th July, 1953.

Subject POWER POINTS - FERRY COMPANY'S OFFICES.

Repayable A/C: Devonport Steam Ferry Co. Ltd.

The Devonport Steam Ferry Company has requested that the following electrical work be carried out:-

An additional power point to be installed in the Ticket Sellers office ~~Building~~, and for repairs to be effected to existing power point in the main Devonport office, Ferry Building.

An additional point or points required in adding and calculating machines office in the Ferry Buildings.

Please arrange for the necessary points to be installed and report costs for charging on completion of work.

N. R. Vickerman

Engineer to the Board.

Copy for Engineers File

Please address reply -
"Electrical Engineer"

9th June, 1953.

The Devonport Steam Ferry Co., Ltd.,
Ferry Building,
Quay Street,
AUCKLAND. C.I.

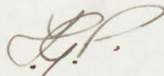
Dear Sirs,

TICKET OFFICE, DEVONPORT WHARF - LIGHTING

In connection with the recent increase in rates of charge for electric power by the Waitemata Electric-power Board, I have been reviewing the supply of electricity at flat rates. I find that the rate of charge by the Board for electricity for lighting in your ticket office and collectors' huts is no longer commensurate with the estimated cost to the Board.

Electricity for heating at Devonport is taken through a separate meter direct from the Waitemata Electric-power Board supply. I am asking the Power Board to now fit a lighting meter also, as I think this arrangement will be more satisfactory to both parties than a review of the present flat rate. I should be glad if you would comply with the usual formalities when approached by the Power Board. The necessary wiring alterations will be done by this Board without charge.

Yours faithfully,



Electrical Engineer

TGF/AWJ

1 Copy for Engineers File

Please address reply -
"Electrical Engineer"

9th June, 1953.

The Chief Engineer,
Waitemata Electric-power Board,
P.O. Box 2218,
AUCKLAND.

Dear Sir,

DEVONPORT WHARF - SUPPLY TO TICKET OFFICES

The Devonport Steam Ferry Co., Ltd. at present receive from you electricity for heating purposes separately metered. Lighting has hitherto been supplied by this Board at a nominal flat rate, as a separate meter was not thought to be warranted.

There have been various additions to the Ferry Company's lighting circuits at Devonport over recent years. Rather than review the flat rate charge in conjunction with your recent increase in charges, I think it would be preferable to arrange with you for the installation of a lighting meter.

I have advised the Ferry Company to this effect, and would be glad if you would issue the necessary permit so that wiring alterations can be made.

Yours faithfully,



Electrical Engineer

TCP/AWJ

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
28/4/53.

4. DEVONPORT LAUNCH STEPS.

Report of Chief Engineer to the Board, 21.4.53, stating that the Rangitoto Island Domain Board had requested that additional fendering be provided at the Devonport Launch Steps, that being a requirement of Price Launch Services, before that firm would arrange for launches to and from Rangitoto to call at Devonport when required; that, as the extra fendering would improve the berth, he recommended that the request of the Domain Board be acceded to, extra fendering considered necessary to cost approximately £300. The General Manager recommended accordingly.

Recommended:-

That the report be adopted.

Financial provision made 5/5/53

ADOPTED BY BOARD 5/5/53

*Mr Smith
Sketch plan of this place. Extend fendering
northwards from steps.*

J. 20.5.53.

J. H.

21st April, 1953.

MEMORANDUM.

From:

To:

THE ENGINEER.

THE GENERAL MANAGER.

DEVONPORT LAUNCH STEPS.

The Rangitoto Island Domain Board request that additional fendering be provided at the Devonport Launch Steps, this being a requirement of Price Launch Services before this firm will arrange for launches to and from Rangitoto to call at Devonport when required.

To provide the extra fendering considered necessary by Price Launch Services would cost approximately £300.

As the extra fendering would improve the berth I recommend that the request of the Rangitoto Island Domain Board be acceded to.

W. W. Wickerman

CHIEF ENGINEER TO THE BOARD.

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

Recommended.

W. H. Cook

GENERAL MANAGER

Mr. Smith.

April 9th, 1953.

Launch Service to Rangitoto Island.
Berth at Devonport Wharf.

In conversation with Capt. Price who operates the above service, I gather that any of the following would enable him to call at Devonport Wharf to pick-up or set-down passengers.

(1) A system of fender piles (approx. 6/35' with walings & cleats). £300.

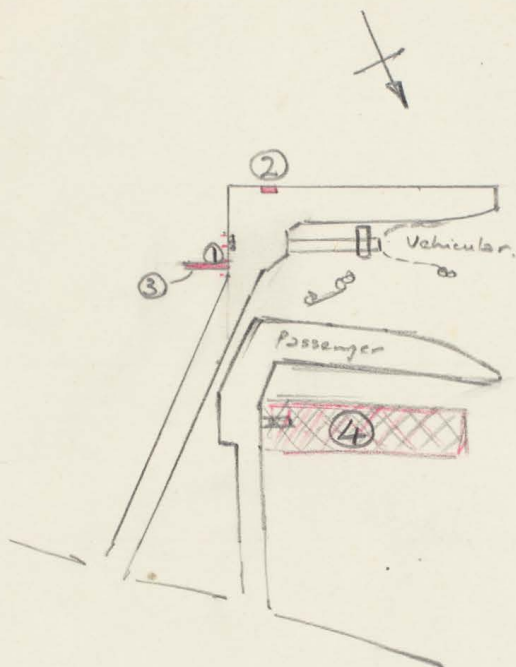
(2) A set of steps in S.E. corner of scow-landing - precast concrete steps - £280 ~~£300~~

(3) Provision of a launch landing, in vicinity of existing steps - £800

(4) Dredge approach to existing launch steps on W. side of passenger wharf to 9' approx. 2000 cu yds. - £1,000

"Lanewai" 54' x 12' beam 8' aft.
draft. 5'3" fwd. 3'5" aft. light.

G. C. L. Sturay



DEVONPORT WHARF.

Auckland Harbour Board

Nº 20653

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 8th April, 19 52.

Subject FERRY GANGWAYS M/A.

Please arrange to provide on the passenger gangway at Devonport rubber strips to facilitate the handling of prams, similar to those provided on the gangway at the City terminal.

Charge to:- Devonport Passenger Wharf M/A (Gangway)

W. L. Vickerman

Engineer to the Board.

Auckland Harbour Board

Nº 20515

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 16th February, 1953.

Subject DEVONPORT PASSENGER (GANGWAY) M/A.

Please make new anchorages for Hoist wire guide blocks to Drawings S.297/2 and 3. All bolt holes are to be marked off from template. The existing eye plates are to be built up where worn, annealed, and kept for future replacement.

Encl: S.297/2 and 3.

N. L. Vickerman

Engineer to the Board.

Auckland Harbour Board

MEMORANDUM

9th December, 1952.

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

3846

NIGHT WATCHMEN'S HUT DEVONPORT WHARF

Please note that the Devonport Steam Ferry Co. Ltd. has elected to provide its own hut in this instance, to conform to the plan and specifications shown on Plan B 1119/3.

The Company will be charged a nominal rental for the site, and is required to maintain the hut to the satisfaction of the Board.

A. Burgers
PROPERTY OFFICER

Mr Goodwin
Mr Angus
to note
ABG
10.12.52
11.12.52

Auckland Harbour Board

Nº 20299

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 11th November, 19 52.

Subject DEVONPORT WHARF - MEN'S CONVENIENCE M/A.

Please carry out the following work to render the Men's Convenience weatherproof.

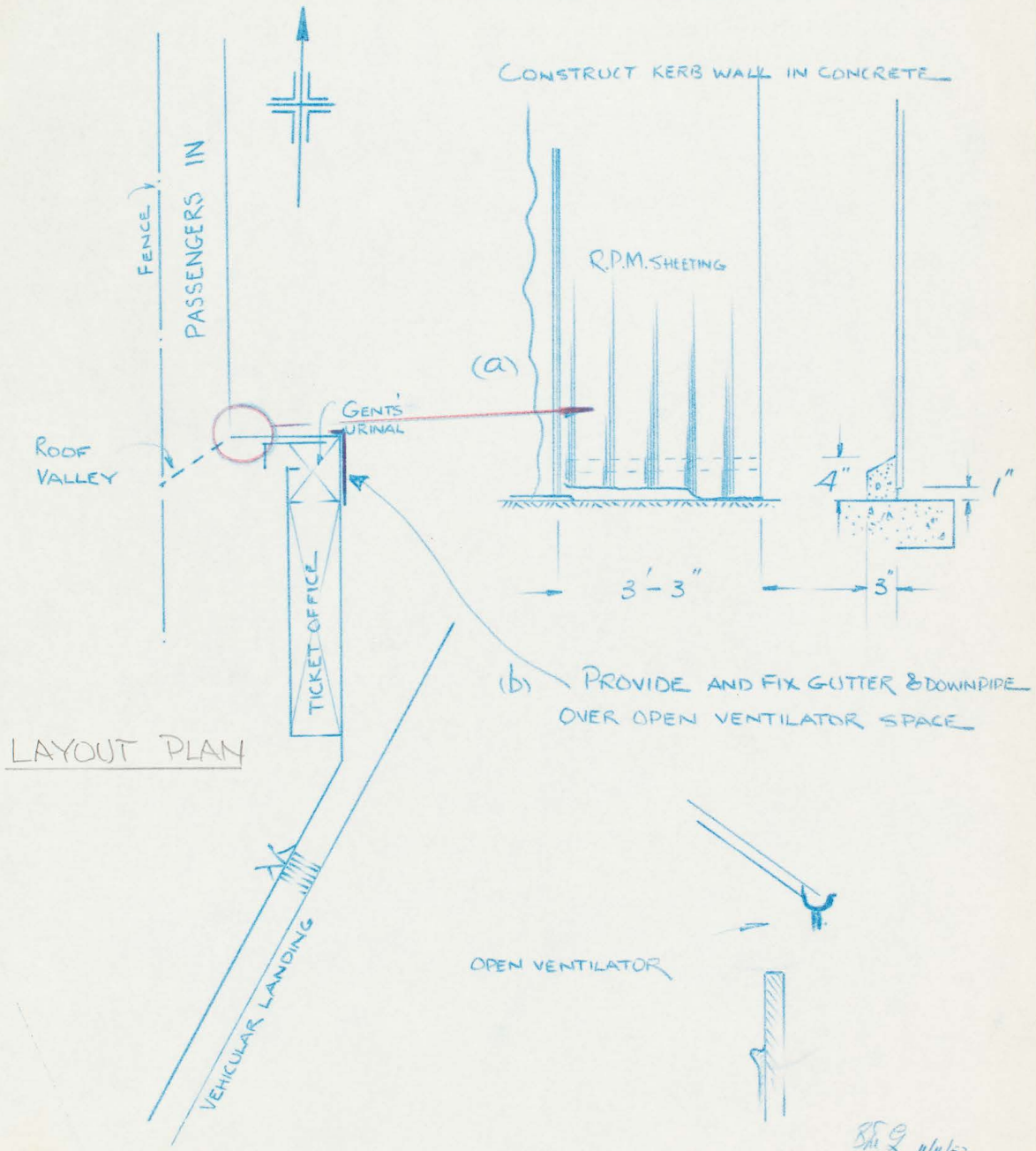
1. Construct concrete kerb wall at base of R.P.M. sheeting.
2. Provide and fix gutter and down pipe.

Copy sent to Mr. R.C. Pemberton.

A. L. Vickerman
Engineer to the Board.

No 20299

DEVONPORT WHARF — MENS CONVENIENCE



B.S.G. 11/11/52

AUCKLAND HARBOUR BOARD.

NO 1343 A

TRAFFIC DEPARTMENT.

27th August, 19452

The Engineer's Department,

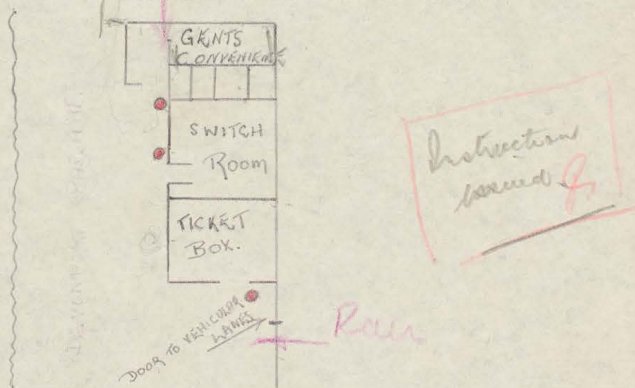
A. H. B.

REQUISITION.

DEVONPORT PASSENGER WHARF - M/A

Please cut drains on above wharf so as to run off rain water driven from Gentlemen's convenience and entrance door from vehicular wharf, by wind.

Diagram shows approximate position of drains.



Please refer to The Traffic Manager & Chief Wharfinger for further details.

W. R. GOLDEN, J. R. MILLER,
TRAFFIC MANAGER,
& Chief Wharfinger.

Per

28th October, 52.

THE GENERAL MANAGER.

NIGHT WATCHMEN'S HUT - DEVONPORT WHARF.

Herewith copy of plan B.1119/3 showing proposal for Night Watchmen's hut on Devonport Wharf, sited in N.W. corner of Ferry Shelter.

The hut suggested has internal dimensions 8' x 6' x 8' stud, with timber floor and provides for 4 full size lockers plus stores cupboard, and a drop leaf table and form for 2 men, as requested in letter from D.S.F. Co. of 4th April, 1952.

It is recommended that the hut be built in portable form with lockers and cupboard as fixtures; lighting can be provided from the public lighting circuit.

The estimated cost is £275.

The Board could provide the hut, charging an appropriate rental, but I consider it better for the Company to provide and maintain its own hut to this design and to say an annual fee for the site..

NLV.JS.

CHIEF ENGINEER TO THE BOARD.

The Devonport Steam Ferry Co Ltd

FERRY BUILDING - QUAY STREET

TELEPHONES

HEAD OFFICE (3 LINES) 32-633
MECHANICS BAY 45-398
BEAUMONT STREET 43-354
DEVONPORT 70-020

P.O. BOX 505,
AUCKLAND. C.1.

24th September, 1952.

The Chief Engineer,
Auckland Harbour Board,
Quay Street,
AUCKLAND, C. 1.

Dear Sir, DEVONPORT FERRY WHARF.

For your information, I enclose herewith letter received from The Ferry Employees Union threatening drastic action unless the spouting on the Northern part of this wharf is repaired.

It is trusted that the Board may be able to proceed with this work at an early date.

Yours faithfully,

J. J. George
Manager.

29.9.52.

F.O.W. advises that sufficient spouting has now been assembled to allow the balance of the berth to be done. This requires scaffolding, did not warrant doing piecemeal & cannot be done while the berth is in use. He has made arrangements with Encl. Capt. Parker to keep the berth clear for a few days & will now put the balance of the work in hand.

J.S.

C
O
P
Y.

THE DEVONPORT FERRY COMPANY'S EMPLOYEES
INDUSTRIAL UNION OF WORKERS.

Chivalry Road,
Glenfield, N.5.

23rd September, 1952.

Mr. H. George,
Managing Director,
Devonport Steam Ferry Co. Ltd.,
Quay Street,
AUCKLAND, C. 1.

Dear Sir,

Further to my letter dated 28th July, 1952, I have to advise that the above Union has decided by resolution at a General Meeting held today, not to use the inside Northern berth at the Devonport Wharf for mooring vessels on or after Monday 29th September, 1952, unless the work of fitting gutter spouting from the roof has been commenced by that date.

The Union has also decided that a press statement, outlining its reasons for taking this action will be issued.

Our members appreciate your efforts to induce the Harbour Board to undertake this work, however, as it appears that the Board does not intend to comply with this request, the Union has no alternative other than to discontinue using the berth.

Yours faithfully,

F. C. CHANDLER,

Secretary.

22nd September, 1952.

The Secretary,
Messrs. Devonport Steam Ferry Co. Ltd.,
Ferry Buildings,
Quay Street,
AUCKLAND. C.I.

Dear Sir,

DAMAGE TO 14-PILE DOLPHIN - DEVONPORT PASSENGER
WHARF , 14.5.1952.

Further to my letters dated 28th May and 1st August, 1952, with reference to the above damage, as requested the following figures are submitted in support of charge sheet No.1415 and indicate the basis on which my original estimate of £250/-/- was arrived at:-

Turpentine piles, 5/40' @ 15/- per lin.ft.	£150. 0. 0
Timber, 12" x 12" hardwood	15. 0. 0
Bolts	2. 0. 0
Labour	30. 0. 0
Transport Punt, 4½ days @ £17/10/- per day,(say)	79. 0. 0
Towage	10. 0. 0
	<u>£286. 0. 0</u>
Plus 10% overhead on labour and materials(say)	20. 0. 0
	<u>£306. 0. 0</u>
Less allowance for betterment = 33.1/3% on material(say)	56. 0. 0
	<u>£250. 0. 0</u>

Yours faithfully,

WJT.JS.

CHIEF ENGINEER TO THE BOARD.

821
1/1

12th August, 1952.

The Manager,
Devonport Steam Ferry Co.,
P.O. Box 505,
AUCKLAND. C.I.

Dear Sir,

DEVONPORT WHARF - DOLPHINS AT NORTH SIDE.

Further to my letter of 1st August, and following the representations made by the masters of your vessels with your concurrence, I have arranged for the new dolphin to be located in the position shown on Drawing No. S.437/2.

This new position will make the dolphin more liable to damage if care is not exercised in berthing, but with reasonable care its position should be quite satisfactory.

The dolphin is a safeguard and should not be used as an aid to berthing.

Yours faithfully,

NLV.JS.

CHIEF ENGINEER TO THE BOARD.

Auckland Harbour Board

Nº 20024

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 12th August, 19 52.

Subject DEVONPORT WHARF - NEW DOLPHIN AT NORTH SIDE.

Further to my instruction No. 20007 dated 1st August, 1952, I enclose herewith Drawing S.437/3 which supersedes that already supplied to you.

Please carry out the work in accordance with this drawing which shows a flexible type of dolphin rather than the rigid type as previously drawn.

Encl: Drawing S.437/3.


.....
Engineer to the Board.

Auckland Harbour Board

Nº 20007

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 1st August, 19 52.

Subject DEVONPORT WHARF - DOLPHINS AT NORTH SIDE.

Please construct as soon as possible two
Dolphins at north side Devonport Passenger Wharf
as shown on enclosed Drawings S.437/2 and 3.

Encl: 1 Copy each Drawing S.437/2 and 3.

N. L. Vickerman
Engineer to the Board.

1st August, 1952.

The Manager,
Devonport Steam Ferry Co. Ltd.,
P.O. Box 505,
AUCKLAND. C.1.

Dear Sir,

DEVONPORT PASSENGER WHARF DOLPHINS.

Referring to your letter of 31st July, instructions have been given to reconstruct these dolphins in the position shown on Drawing S.437/2.

As advised in my letter of 29th May, the amount of £250 will be charged to your Company on account of damage done to the old dolphin by your vessel on 22nd May, 1952.

Yours faithfully,

NLV.JS.

CHIEF ENGINEER TO THE BOARD.

The Devonport Steam Ferry Co Ltd

FERRY BUILDING - QUAY STREET

TELEPHONES

HEAD OFFICE (3 LINES) 32-633
MECHANICS BAY 45-398
BEAUMONT STREET 43-354
DEVONPORT 70-020

P.O. BOX 505,
AUCKLAND. C.1.

31st. July, 1952.

The Chief Engineer,
Auckland Harbour Board,
AUCKLAND C.1.

Dear Sir,
re DEVONPORT PASSENGER WHARF DOLPHINS.

Receipt is acknowledged of your letter of 29th instant, forwarding print of drawing No. S.437/2 showing positions of Dolphins for perusal.

The positions of these two Dolphins as shown on this drawing are satisfactory for the berthing of our vessels, and we should be glad if this work would be proceeded with as soon as practicable.

Yours faithfully,

H. G. George
MANAGER.

29th July, 1952.

The Manager,
Devonport Steam Ferry Co. Ltd.,
P.O. Box 505,
AUCKLAND. C.1.

Dear Sir,

DEVONPORT PASSENGER WHARF - DOLPHINS.

In reply to your letter dated June 25th, I enclose herewith a print of Drawing No. S.437/2 which shows the proposed positions of dolphins.

The western dolphin is shown parallel to the line shown on your sketch but slightly further from the face of the wharf, as this is considered a better position.

Would you please confirm that these proposals are to your satisfaction.

Yours faithfully,

Encl: Drawing S.437/2.

CHIEF ENGINEER TO THE BOARD.

Auckland Harbour Board

Nº 19980

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

Mr. J.R. Sutton,
Resident Engineer.

To

Date 24th July, 19 52.

Subject DEVONPORT CARGO WHARF M/A.

Please arrange for necessary repairs to
be effected to the concrete landing steps at
Devonport Cargo Wharf.

N. L. Vickerman

Engineer to the Board.

Auckland Harbour Board

Nº 19923

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 3rd July, 1952.

Subject DEVONPORT WHARF.

Please make good unserviceable spouting to shed at north side of passenger wharf, Devonport with particular attention to that portion affecting the night berth of the Vehicular Ferry.

N. L. Vickerman
Engineer to the Board.

Auckland Harbour Board

Nº 19905

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 30th June, 19 52.

Subject TICKET OFFICE AT DEVONPORT WHARF - WASH BASIN.

Repayable A/C: Devonport Steam Ferry Co.Ltd.

Following a request from The Devonport Steam Ferry Co. Ltd., the General Manager has agreed to the installation of wash-hand basin in the Ticket Selling Office at the above wharf.

This basin complete with water connection and waste pipe, should be provided, if practicable on the western wall in the south end of the Ticket Office.

The cost of the basin, fittings and installation expenses will be a charge against the Devonport Steam Ferry Co. Ltd., who have agreed to meet this amount.

Please arrange for this work to be put in hand and report cost for charging on completion.

N. L. Vickerman

Engineer to the Board.



Auckland Harbour Board.

Memorandum.

Auckland, N. Z.

25th June, 1952.

The Engineer,
AUCKLAND HARBOUR BOARD.

AMENITIES AT DEVONPORT WHARF.

As a result of a request from The Devonport Steam Ferry Company, I have agreed to the installation of a wash-hand basin in the Ticket Selling Office at the above Wharf.

This basin, complete with water connection and waste pipe, should be provided, if practicable on the western wall in the south end of the Ticket Office. The cost of the basin, fittings and installation expenses to be a charge against the Devonport Steam Ferry Company, who have agreed to meet this amount.

Would you please arrange accordingly.

Abbate

GENERAL MANAGER.

*Send instruction
to F.O.W.*

Auckland Harbour Board

Nº 19892

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Mr. T.G. Procter,
Electrical Engineer. Date 26th June, 19 52.

Subject DEVONPORT CARGO WHARF M/A.

With reference to the attached instruction to the Foreman of Works. Please install a small red warning light and traffic reflectors in the ends of the two lines of dividing kerbs both at inshore and seaward end. These lights should not project above the kerb.

N. L. Vickerman
Engineer to the Board.

Auckland Harbour Board.

ENGINEER'S OFFICE
26.6.52

Sam Perry Co Ltd

- QUAY STREET

P.O. BOX 505,
AUCKLAND, C.1.

25th June, 1952.

Mr Smith

Please have plan
made showing location
of dolphin and cluster.

MS

ENGINEER WHARF - DOLPHINS.

On the evening of 28th ultimo enquiring
about the location of the dolphin on the Northern side of
the wharf, which had been replaced in its old position
or in a different place, I have now received a report
from our ferry masters recommending:-

- (a) That this 14-pile dolphin be replaced
generally in its old position, but the alignment
should be altered as follows:
- Western end to be 55' distant from the wharf.
Eastern end to be 45' distant from the wharf.
- and (b) That the pile cluster which was midway off the
"KOREA'S" tying up berth on the same side of this
wharf and which is now missing should be replaced.

I shall be glad if effect could be given these
recommendations.

A rough sketch plan showing positions of these
dolphins is enclosed herewith.

Yours faithfully,

H. C. Jones

Manager.

The Devonport Steam Ferry Co Ltd

FERRY BUILDING - QUAY STREET

TELEPHONES

HEAD OFFICE (3 LINES) 32-633
MECHANICS BAY 45-398
BEAUMONT STREET 43-354
DEVONPORT 70-020

P.O. BOX 505,
AUCKLAND, C.1.

25th June, 1952.

The Chief Engineer,
Auckland Harbour Board,
Quay Street,
AUCKLAND, C. 1.

Dear Sir, DEVONPORT PASSENGER WHARF - DOLPHINS.

In reply to your letter of 28th ultimo enquiring whether the 14-pile dolphin on the Northern side of this wharf should be replaced in its old position or in a different place, I have now received a report from our ferry masters recommending:-

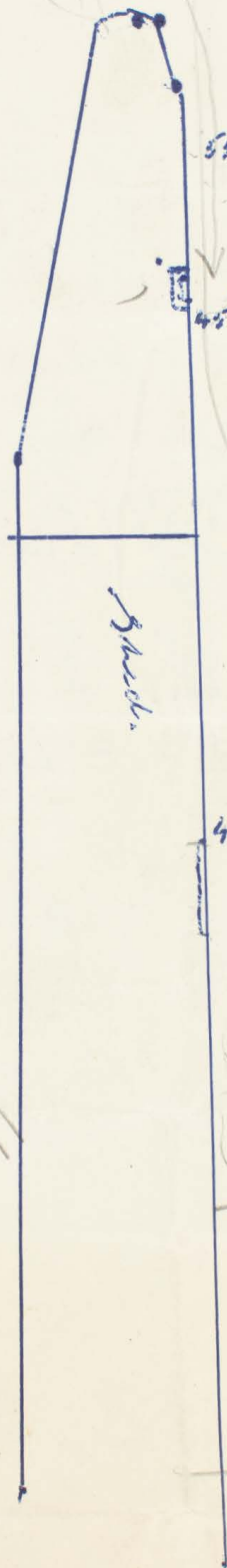
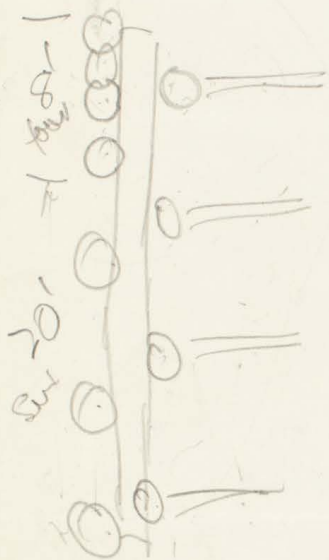
- (a) That this 14-pile dolphin be replaced generally in its old position, but the alignment should be altered as follows:
- Western end to be 55' distant from the wharf.
Eastern end to be 45' distant from the wharf.
- and (b) That the pile cluster which was midway off the "KOREA'S" tying up berth on the same side of this wharf and which is now missing should be replaced.

I shall be glad if effect could be given these recommendations.

A rough sketch plan showing positions of these dolphins is enclosed herewith.

Yours faithfully,

H. J. O'Connell
Manager.



60'
50'
45 ft.
40 ft.

11' high

45 ft. 2 in. diameter pipe
Kopon benton.



Auckland Harbour Board

Nº 19891

INSTRUCTIONS TO FOREMEN & INSPECTORS

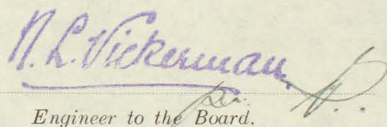
ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 25th June, 19 52.

Subject DEVONPORT CARGO WHARF M/A.

Please recondition the dividing kerbs along the approach of this wharf, particularly at the shore and seaward ends where they have been damaged by traffic. Repaint the kerbs and allow for a small warning light to be placed in the ends of each line of kerbing.

Copy sent to Electrical Engineer.


Engineer to the Board.

Auckland Harbour Board

Nº 19889

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 25th June, 1952.

Subject DEVONPORT FERRY WHARF M/A.

The Ferry Co. has asked that the spouting
on the North side of the passenger shelter be repaired.
Please have this done as soon as possible
having regard to similar urgent work required elsewhere.

N. R. Vickerman
Engineer to the Board.

25th June, 1952.

The Manager,
Devonport Steam Ferry Co. Ltd.,
P.O. Box 505,
AUCKLAND. C.1.

Dear Sir,

DEVONPORT FERRY WHARF.

In reply to your letter of 19th June,
the spouting on the North side of the passenger shelter
will be repaired as soon as this can be done having
regard to similar urgent repair work required elsewhere.

Yours faithfully,

NLV.JS.

CHIEF ENGINEER TO THE BOARD.

The Devonport Steam Ferry Co Ltd

FERRY BUILDING - QUAY STREET

TELEPHONES

HEAD OFFICE (3 LINES) 32-633
MECHANICS BAY 45-398
BEAUMONT STREET 43-354
DEVONPORT 70-020

P.O. BOX 505,
AUCKLAND, C.1.

19th June, 1952.

The Traffic Manager and
Chief Wharfinger,
Auckland Harbour Board,
Quay Street,
AUCKLAND, C. 1.

Dear Sir,

RE DEVONPORT FERRY WHARF.

I am requested by our Ferry Masters and Crews to draw your attention to the state of the roofing over the Devonport Ferry Wharf. There is no spouting on the Northern side of the roof over the passenger wharf, and during heavy rain our crews get soaking wet when berthing vessels alongside this berth.

Every night the "KOREA" berths at this place after she comes off service and her crews are objecting to mooring here during heavy rain as they encounter a deluge pouring off the roof on to the deck under such conditions.

I shall be glad if you will arrange to have a spouting affixed to this roof as soon as possible.

*Referred to the Engineer
J.M.
20/6/52.*

Yours faithfully,
[Signature]
Manager.

Copy sent to Secretary.

28th May, 1952.

Messrs. Devonport Steam Ferry Co. Ltd.,
Ferry Building,
Quay Street,
AUCKLAND. C.I.

Dear Sirs,

DAMAGE TO DOLPHIN.

On 22nd instant one of your vehicular boats collided with and damaged the 14-pile dolphin on the northern side of the Devonport Passenger Wharf breaking 5 piles and a waling.

The cost of effecting repairs will be charged against your Company. This is estimated, making due allowance for betterment, at £250/-/-.

There has been complaint from the masters of some of your vessels that this dolphin should be in a different position, though its present position was originally fixed in consultation with your Company.

Before incurring any further expenditure on the dolphin in its present position, I would be glad to know if there is sufficient reason to alter its location and if so the exact position and alignment that you consider most satisfactory.

If you will advise me on this, the matter will be given consideration.

Yours faithfully,

NLV.JS.

CHIEF ENGINEER TO THE BOARD.

9/5 1415
G/R 16678

AUCKLAND HARBOUR BOARD No 16678
MEMORANDUM

From

FOREMAN OF WORKS
SIR,

To

26th May 1952

The Engineer

I beg to report that Damage to Dolphin

Northern side Devonport (Passenger) Wharf

On the 22nd inst. a reticular boat collided with the 14 pile dolphin on the north side of passenger wharf while being tied up.

Two piles and one waling were broken.

Complaints have been received from time to time from Ferry Boat skippers as to the position of this dolphin and the limited space between it and the fenders and I would recommend that the dolphin be replaced where indicated by them. The estimated cost of repairs for damage done to dolphin is as follows:

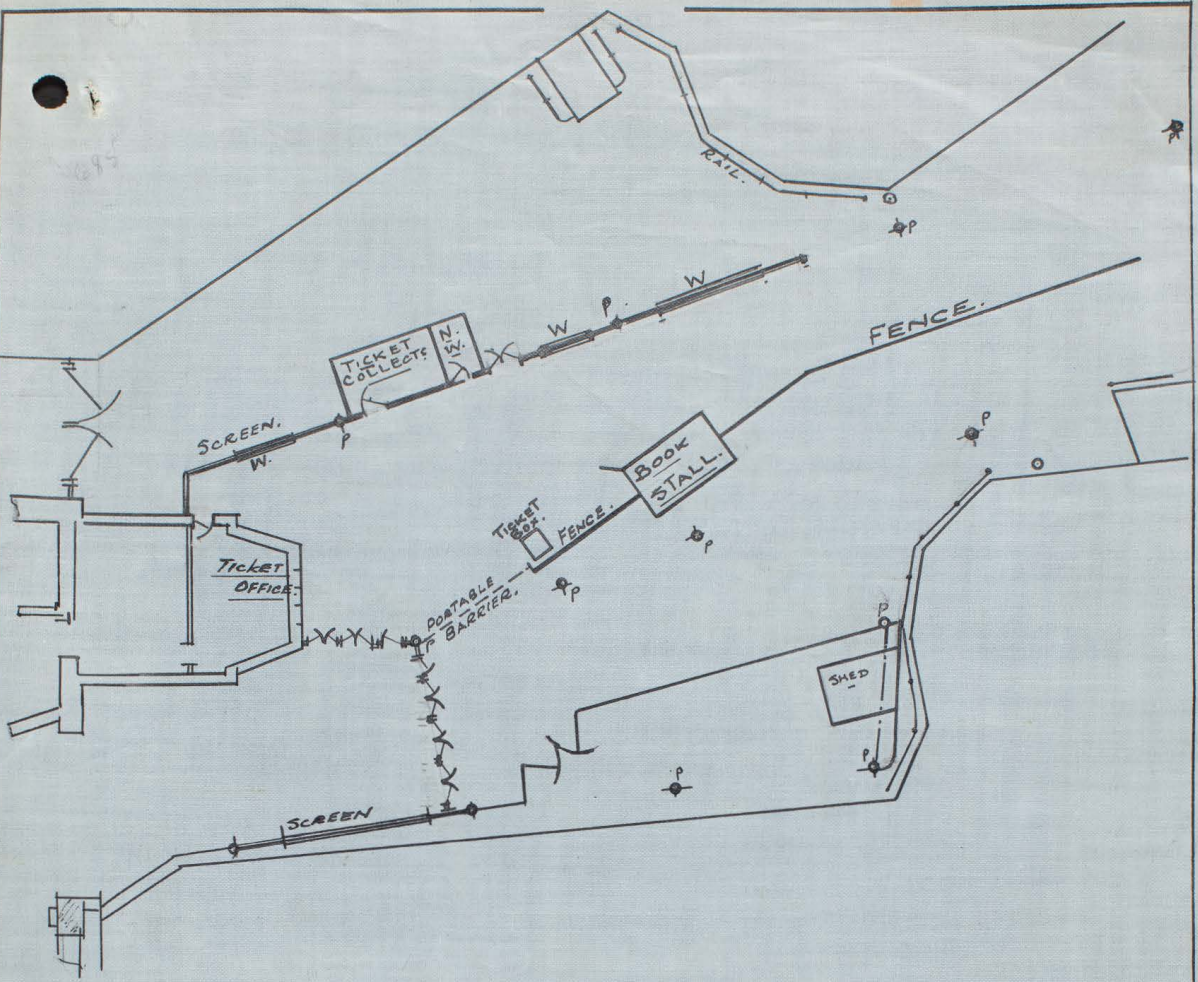
5/2 nd hand piles @ 6/- per ft.	60-0-0	150.0.0
Towage.	6-0-0	10.0.0
Transport Net. (4 days approx)	80-0-0	80.0.0
Labour	30-0-0	30.0.0
12" x 12" Hardwood Timber.	15-0-0	15.0.0
Bolts etc	2-0-0	2.0.0
	<u>183-0-0</u>	<u>187.0.0</u>

The dolphin was last repaired 23-6-49.
" " rebuilt 20. 1947.

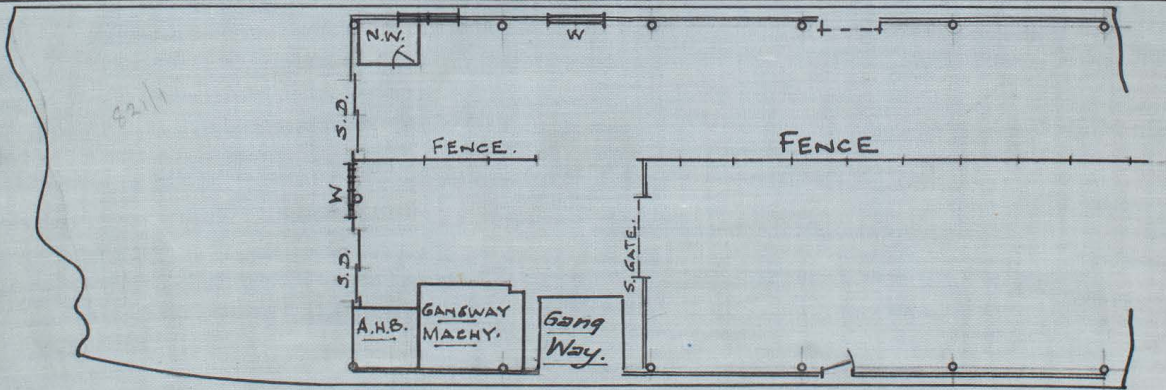
26 121 (Jan 25. 5. 52.)

6p. 14/15

J. H. Jackberry
FOREMAN OF WORKS



PROPOSED ACCOMMODATION
FOR TICKET COLLECTORS, & NIGHTWATCHMEN.
AT WESTERN TEE - AUCKLAND
CITY TERMINAL.
SCALE 20' TO 1".



MAIN FERRY BERTH.

PROPOSED ACCOMMODATION
FOR NIGHTWATCHMEN.
AT DEVONPORT MAIN FERRY BERTH.
DEVONPORT.
SCALE 20' TO 1".

1. 8. 1950.

Date 31. 7. 50. 19

Estimate for Nightwatchmans lockers Room

for D.S.F. Co. at Devonport Ferry Wharf.

Description	Quantity	Item	Rate	£	s.	d.
Timber frame room at N.W. corner of Shelter at Devonport. 8'x6': no wood floor. equipped with two lockers & E.L.						
50 sq. ft. floor area - at £4/1- sq. ft.				£200.		
Rough detailed estimate				£235.		
				say £250.		
				hse.		

Auckland Harbour Board

Nº 18595

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 18th September, 19 50.

Subject CARGO WHARF - DEVONPORT

Please remove the Davit and its footsteps bearings from the eastern end of the cargo wharf adjacent to the launch steps.

These steps are now used daily by the Navy's Fairmile launch, and the supporting straps of the davit are a danger to this type of vessel.

N. R. Vickerman
per *[Signature]*
Engineer to the Board.

Auckland Harbour Board

Nº 18098

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To FOREMAN OF WORKS.

Date 12th December, 1949.

Subject DEVONPORT WHARF SHELTER M/A.

Please arrange replacement of roof guttering of shelter at Devonport Wharf Passenger Landing berth for a length to cover bollards used for mooring ferries overnight.

N. P. Angus

ACTING ENGINEER OF THE BOARD

AUCKLAND HARBOUR BOARD N^o 13021
MEMORANDUM

From
FOREMAN OF WORKS
SIR,

To

The Engineers

5th Apr. 19 49

I beg to report that

Ferry Berth, Devonport.

At approximately 5:45pm on 4.4.49 while the "Peregrine" was berthing at Devonport the steel belting of the ferry caught under the steel wearing strip on pile.

As the ferry came up after discharge of passengers some difficulty was experienced in getting ferry clear.

Some slight damage done both to ferry belting and pile facing piece.

*? tide reading 5:45pm
4.4.49*

Seen:

AB

-5. APR 1949

J. H. Taskberry
FOREMAN OF WORKS

DEVONPORT WHARF: TICKET TAKERS SHELTER C/A

The cost of construction of the Ticket Takers Shelter on Devonport Wharf and of the removal and re-erection on a new site. Labour, Materials, Plant Hire etc. Completed September, 1948.

Instructions Nos. 17064, 17229

LABOUR, CONSTRUCTION:

Carpenters	109.12.1	
Plumbers	5.19.11	
Boilermakers	12.2	
Painters	9.5.4	
Blacksmiths	7.5	
Reg. Gen. Hands	1.12.0	
Supervision	9.15.4	
Charge & Dirt Money	2.9.0	
		<u>139.13.3</u>

LABOUR OFFICE:

14.13.0

LABOUR - REMOVAL & RE-ERECTION:

Carpenters	73.18.6	
Fitters	7.4	
Blacksmiths	2.10.9	
Reg. Gen. Hands	1.14.4	
Supervision	4.17.2	
Charge & Dirt Money	1.13.0	
Electricians	4.3.4	
		<u>89.4.5</u>

MATERIALS:

Timber Matai, 6 x 1" 175'	7.6.0
" Oregon 8 x 2, 40'	9.5.8
" " 4 x 2, 49'	2.3.4
" Kauri Med. 309'	10.18.9
" Totara 103'	4.14.5
" P.T.G. 66'	2.13.6
" Kauri 1st. C. 13'	13.1
" T.W. 12 x 6" 276'	10.15.3
" B/B 196'	7.16.9
Plywood 6'7" x 4', 4 sheets	4.8.0
Swedish Hardboard 6' x 4' 6 sheets	4.8.0
Pinex 6 x 4, 8 x 4, 9 x 4 8 sheets	4.8.7
Laminated Board 1 sheet	2.1.6
Angle Steel 3 x 3 x 3/8" 1cwt.1qr.	1.12.1
Iron P.G. 8 x 3 x 269 1 Sheet	8.3
Steel Flat 12lbs.	4.1
" R.M. 130"	1.17.11
Galv. Strap 8 "	2.9
Electrodes 6 only	10
Gas Ace. 5'	1.0
Gas Oxy. 25'	1.10
Bolts, Carr. 17lbs.	13.2
" Engs. 47 lbs.	1.6.7
Washers 3 lb.	3.6
Nails Wire 48 lbs.	1.17.5
" shingle 1 1/2" 5 lbs.	7.9
Hasp & Staple 6 only	4.10
Butts steel 2 pr.	1.11
" brass 2 1/2" 8 pr.	14.0
Screws 190 only	5.7
Malthoid 6'	4.1
Screws coach 4 lbs.	4.5
Sash Fasteners 1 only	6.2
Dowels, 1 bundle	13.0
Sandpaper 10 sheets	1.3
Paint, Stone colour 2 gals.	4.5.1
Putty 14 lbs.	8.3
Glass 6 squares	15.3
Boxes B.O. 5 only	6.0
Conduit 5/8" Galv. 48'	1.6.6

	Brought Forward	333.15. 0
Switch 5A 1 only	1. 9	
Lampholders 1 only	1. 9	
Elbows 5/8" 4 only	2. 3	
Tees 5/8" galv. 1 only	8	
Cable 1/044 30 yards	4. 2	
Saddles 5/8", 2 Doz.	10	
Tape Black 1 coil	1.11	
Bends 5/8" 2 only	11	
	<hr/>	14. 3

LAUNCH HIRE:

Orere	4. 7. 6	
Arahi	12.13. 1	
Te Waka	2.5. 5	
Hired		
Launch	<u>2. 5. 0</u>	21.11. 0

CHEV. CAR HIRE:

3. 9

CARTAGE:

12. 6. 0

GEAR & TOOLS:

14. 7. 3

FERRY TICKETS:

10. 3

WORKSHOPS MACHINERY:

1. 5. 3

SLIPWAY MACHINERY:

2. 4

TIMBER MILL MACHINERY:

14. 3

51. 0. 1

365. 9. 4

Holiday Wages	9. 3. 1
Acc. Ins. Premium	8. 3. 2
Forced Allocation	11.11. 3

£414. 6.10

=====

2nd. November, 48.

The Chief Executive Officer
& Secretary.

SHELTER AND CHANGEROOM FOR TICKET CHECKERS
DEVONPORT VEHICULAR LANDING.

Please note that the shelter and change-room for use of ticket checkers at Devonport Vehicular Landing was completed on 29th. October, 1948 and rent should be charged from and including that date.

The key of the building was handed over to the Ferry Company's staff on the above date.

ENGINEER TO THE BOARD.

AUCKLAND HARBOUR BOARD N^o 12671
MEMORANDUM

From

FOREMAN OF WORKS

SIR,

To

225 Nov. 1948
The Engineer

I beg to report that

Ticket Takers Office, Devonport W.

*Key (1) was handed to representative of
Devonport Steam Ferry Co by Painter
M. Johnson on Friday 29th ulto.*

None to Ch. Rec. O. + P. O.

-2. NOV 1948

MCS

F. H. Tasker

FOREMAN OF WORKS

Auckland Harbour Board

Nº 17229

INSTRUCTIONS TO FOREMEN & INSPECTORS

Copy sent to Electrical Engineer.

ENGINEER'S OFFICE,

To Foreman of Works

Date 18th. August. 19 48.

Subject DEVONPORT WHARF (TICKET TAKERS SHELTER) C/A

Please move vehicular ferry ticket taker's shelter to new site at South east corner of passenger wharf shelter as shown on plan A 407/30 sent herewith. Building should be moved as soon as possible to avoid further damage by passing vehicles.

N. L. Vickerman

Engineer to the Board. *per J*

Auckland Harbour Board

Nº 17226

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Foreman of Works

Date 16th. August, 19 48

Subject DEVONPORT CARGO WHARF W/A

Please remove about 15 lin. ft. from the south end of the timber kerb separating the centre from the western traffic lane and replace red reflector on the new end of the kerb: also in kerb separating centre from the eastern lane, close the northern gap and enlarge the southern gap to 60 feet. (extra to be at north end of existing gap)

H. C. Vickerman

Engineer to the Board.

Auckland Harbour Board

Nº 17126

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Foreman of Works. Date 21st. June, 1948.

Subject DEVONPORT WHARF M/A.

Provide two moveable stanchions with notice board "BEWARE OF VEHICLES" hung between, to partially block the wooden bridge between the passenger and vehicular approaches, in accordance with rough sketch attached.

It is reported that there have been accidents owing to people walking straight out of the doorway into a line of approaching vehicles.

H. L. Vickerman

Engineer to the Board.

Auckland Harbour Board

Nº 17064

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Foreman of Works.

Date 19th. May, 1948.

Subject DEVONPORT WHARF - (TICKET TAKERS SHELTER) C/A

Herewith print of plan A 407/30 giving details of a shelter and change room for ticket takers at Devonport Wharf, also set of 6 clothes lockers.

Please order material required and put work in hand. Scantling to be oregon: flooring, weatherboards, etc. to be Wolmanised timber: lining of Pinex Soft board: R.P.M. roofing. Joint to match existing passenger shelter.

Electrical Engineer will arrange for lighting.

*copy sent to Electrical
Engineer*

M. L. Vickerman

Engineer to the Board.

23th. April, 48.

The Chief Executive Officer
& Secretary.

The Building Controller has approved construction of the shelter and change room for ticket checkers at the Vehicular ferry berth on Devonport Wharf which was asked for by the deputation from the Ferry Company's employees on 15th. July, 1947.

Will you please take up the matter of a suitable rental, which I think should be agreed upon before construction is commenced.

The approximate cost will be £250.

Rental of 10/- per week
approved by D.S.F.Co. 14/5/48 (see Section file)

Inst. to proceed with work
to F.O.W. 19/5/48

W.S.A.

ENGINEER TO THE BOARD.

NLV:JT

B.C.—Form 17.]

LR

1/19/11/4

Auckland Harbour Board,
Quay Street,
AUCKLAND.

AUCKLAND HARBOUR BOARD SECRETARY'S OFFICE
RECD - 2 APR 1948
ACKGD
ANSU

1074
Office of the District Building Controller,
P.O. Box 2217,
AUCKLAND, C. 1.
30th March, 1948

Dear Sir,—

AUTHORITY TO PROCEED WITH A CONSTRUCTIONAL WORK

(Before commencing work, a formal Building Permit is to be obtained from the Local Authority)

APPLICANT: Auckland Harbour Board
 BUILDER:
 PROPOSAL: Shelter for ticket takers employed by Devonport Steam
 ESTIMATED COST: Ferry Co. Ltd. - also to be used as
 a change room

The above proposal is approved subject to the work being carried out in accordance with Local Body By-laws, Building Control Regulations, Building Control Notices, and any special conditions shown hereunder.

Noted. H.B.

Jeff G. Houghton
District Building Controller.

Auckland Harbour Board

MEMORANDUM

From

Drawing Office.

9-2-1948

To

THE ENGINEER

DEVONPORT WHARF SHELTER

CORROSION AT EAVES

Report on inspection 9.2.48

Classification of corrosion

- A Heavy loose scale
- B Heavy scale but not loose.
- C Light scale.

PURLINS

The lower purlin is corroded (A) the whole length of the structure. The worst corrosion is on the West side of the approach and across the South west end where the second purlin is also corroded (A)

ROOF PRINCIPALS

The shoes of all principals are corroded (B) corrosion grades from B-C in a distance of approximately 5 feet along the roof principal.

BRACES.

On the West side of the approach corrosion grades from B-C in a distance of approximately eight feet up the brace.

Not approved.

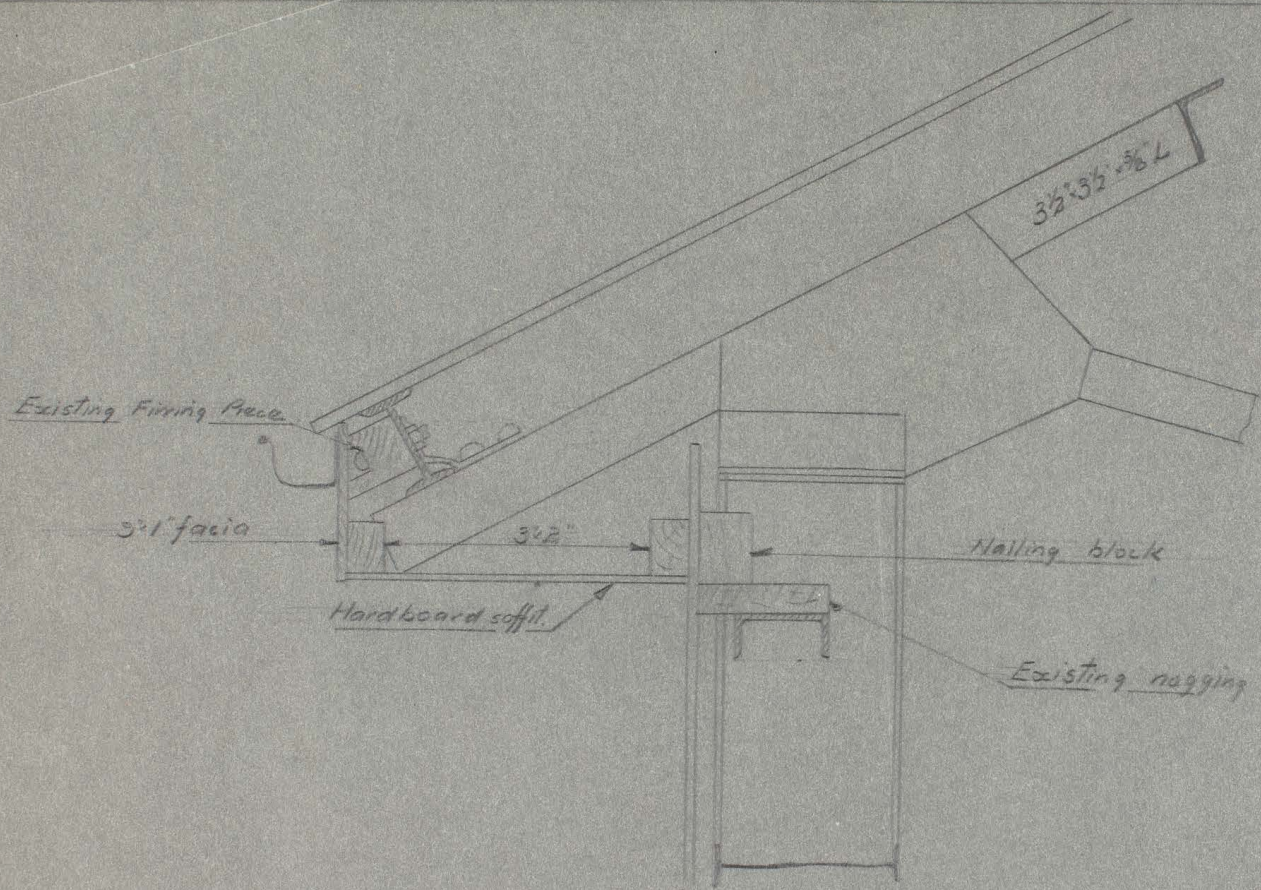
CAUSE OF CORROSION

Rain driving in through the open eaves while at the South west end may be have been increased by salt spray.

Maintain purlins by painting.

REMEDY. To close in the eaves

B. Hutchinson
20/2/48



DEVONPORT WHARF SHELTER
SUGGESTED CLOSING OF EAVES

Scale 1/2" = 1'

6th February, 1948.

The Manager,
Devonport Steam Ferry Co. Ltd.,
Quay Street,
AUCKLAND. C. 1.

Dear Sir,

TICKET CHECKERS SHELTER - DEVONPORT WHARF.

I enclose herewith a copy of plan of proposed shelter and lockers.

Will you please advise if this will meet all requirements.

Application has been made to the Building Controller for a permit for the work.

Yours faithfully,

NPA:EERB.

ENGINEER TO THE BOARD.

4th February, 1948.

The District Building Controller,
P. O. Box 2217,
AUCKLAND. C. 1.

Dear Sir,

TICKET TAKER'S SHELTER, DEVONPORT WHARF.

Herewith I forward print of our plan A.407/30 detailing a proposed timber shelter for ticket takers employed by Devonport Steam Ferry Co. Ltd. collecting vehicular ferry tickets, also to be used as a change room for all ticket takers employed on Devonport Wharf.

Proposed building has interior dimensions 6'6" x 5'3" x 8' stud: schedule of timber required:-

Scantling (oregon)	250	super ft.
Flooring and finishing timbers	100	" "
Rusticated Weather boarding	90	" "
Pinex Wallboard	150	square "
One door and three sashes		
R. P. M. roofing	60	" "

Will you please advise me if a permit for this work can be granted.

Six clothes lockers each 1'6" x 2'0" x 5'6" high are also wanted, timber framed with Pinex Hardboard Sheeting. I take it that no permit is required for the lockers.

Yours faithfully,

NPA:EERB.

ENGINEER TO THE BOARD.

Auckland Harbour Board

Nº 16785

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To The Foreman of Works, Date 12th January, 19 48.

Subject DEVONPORT PASSENGER WHARF.

The spouting over the passenger gangway at
Devonport Wharf is reported to be leaking.

Please have this attended to.

H. L. Vickerman per J. Newson
Engineer to the Board.

Auckland Harbour Board

Nº 15997

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To..... The Foreman of Works,

Date 6th January, 19 47.

Subject..... DEVONPORT VEHICULAR FERRY C/A.

Please erect a temporary post and wire protective fence along the eastern side of the Cargo Wharf Approach to serve until the permanent timber handrail can be constructed.

.....
Engineer to the Board. *[Signature]*

COPY

SEE ALSO SECRETARY'S FILE

23rd September, 1946.

The Town Clerk,
Devonport Borough Council,
P.O. Box 3,
DEVONPORT, N.1.

Dear Sir,

Devonport Cargo and Vehicular Wharf.

Your letter of 19th instant stating that it is proposed to re-route the traffic on the above wharf as from Tuesday next, 24th instant, in the manner previously agreed upon, has been received.

Prompt steps are being taken to alter the direction sign at the head of the wharf and, as requested, a length of about 30 feet of railing will be erected opposite the ticket office.

Unfortunately the balance of the railing proposed for the full length of the eastern side of the wharf will have to await an easing in the timber supply position.

Yours faithfully,

Superintendent & Engineer.

DH.AIS

COPY

SEE ALSO SECRETARY'S FILE

12th March, 1946.

The Town Clerk,
P.O. Box No. 3,
DEVONPORT, N.I.

Dear Sir,

Your letter dated 25th ultimo regarding the provision of handrailing along the western side of the exit lane from the Devonport Vehicular Landing has been received.

Instructions for this work to be put in hand were issued some months ago but shortage of timber has delayed commencement. As previously stated, the work will be proceeded with as soon as timber is available for the purpose.

Yours faithfully,

Superintendent and Engineer.

TELEPHONES
32-100 (7 TRUNK LINES)

GENERAL MERCHANTS

CABLE & TELEGRAPHIC ADDRESS
"CANTAB," AUCKLAND
CODES: BENTLEYS & PRIVATE

TURNERS & GROWERS LTD.

FRUIT & PRODUCE AUCTIONEERS
COOL STORE PROPRIETORS

POSTAL ADDRESS: P.O. BOX 439
AUCKLAND, C1, N.Z.

19th October, 1945.

Mr. D. Holderness,
Superintendent,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND, C.1.

Dear Mr. Holderness,

Thank you very much for your letter of the 17th
October in which you showed there was a very sound reason for
what had occurred in connection with the work on the Devonport
Wharf.

Regards,

Yours faithfully,

HT/BR

H. Turner,
C/- Turners & Growers Ltd.,
P.O. Box 439,
AUCKLAND, C.1.

Mr. Harvey Turner,
P. O. Box 439,
AUCKLAND, C.I.

PERSONAL

17th October, 1945.

Dear Mr. Turner:

Re your enquiry of 15th and comments in the Committee last week, ever since the Devonport Wharf was built in 1926, there have been suggestions that there should be a handrail along each side of the vehicular wharf to give confidence to nervous drivers. Actually, there is plenty of room--three 10' carriageways with substantial kerbs--but some time ago a handrail was erected from the bridge back to the ticket window.

Recently the Devonport Borough Council asked whether the outer kerbs could be raised with the same object of giving greater confidence to drivers. This was not going to involve much cost and, as it had our Traffic Manager's support, I agreed to do it. However, while the work was in hand, a car proceeding down the wharf ran its wing up onto the heightened kerb, and it became obvious that the alteration was likely to introduce hazards that had previously not existed. As soon as this was reported to me, I had the heightening of the kerbing stopped. I was never disposed to think there was anything wrong with the original design and lay-out, but gave way to the importunities of the Borough Council, particularly when they were supported by our Traffic Manager.

If anything further is to be done, it is clear that a handrail outside the kerb is the only solution, but there would be no prospect of obtaining the material for this under present circumstances and it would have to wait until timber is more plentiful.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH: AML.

TELEPHONES
32-100 (7 TRUNK LINES)

GENERAL MERCHANTS

CABLE & TELEGRAPHIC ADDRESS
"CANTAB," AUCKLAND
CODES: BENTLEYS & PRIVATE

TURNERS & GROWERS LTD.

FRUIT & PRODUCE AUCTIONEERS
COOL STORE PROPRIETORS

POSTAL ADDRESS: P.O. BOX 439
AUCKLAND, C1. N.Z.

15th October, 1945

Mr. Holderness, *Engineer's file*
Superintendent,
Auckland Harbour Board,
Quay Street,
AUCKLAND C.1.

Cost to 30 Sept 1945.

<i>Labour</i>	<i>56.15.8</i>
<i>Material</i>	<i>8.13.11</i>
<i>Handies</i>	<i>4.9.11</i>
<i>Workshop Machinery</i>	<i>2.18.6</i>
	<i>72.16.10</i>

Dear Mr. Holderness,

You will recall that at a recent meeting of the Board I mentioned that I had been told of alleged wasteful expenditure by the Harbour Board in connection with work at the Devonport vehicular wharf. I was to see you about the matter.

As I shall not be present at the meeting of the Board tomorrow, I am taking this opportunity of writing you and enclosing the notes made regarding the matter as follows:-

'The wharf has kerbings on the Eastern and Western sides supported by blocks thereunder through which bolts set up with nuts and washers under the concrete wharf. There was nothing wrong with the kerbs or supports but early this month a gang of men came across, split out and discarded 55 blocks under the Western kerb, knocked out the same number of bolts, and raised the kerb two blocks high, new bolts and nuts and washers were then fitted and remained a few days in position, meanwhile on the Eastern side 26 blocks were split out under this kerb. Later on the gangs returned split out the top blocks under the Western kerb, set the kerb down as it was originally, cut off the heads and extra length of bolts knocked these out and fitted new and shorter bolts set up underneath with new nuts and washers and thus restored the kerb to its original state. With regard to the Eastern kerb new blocks the same size as they were originally 26 of them have been placed under the kerb alongside the bolts, and apparently later on the bolts will be cut out, the blocks placed under the old holes, new bolts inserted, and set up as originally placed'.

I would be glad if you would give me your comments.

Yours sincerely,

Harry Hudson

HT/SY

Auckland Harbour Board

Nº 15050

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

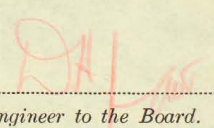
To The Foreman of Works

Date 13th September, 19 45.

Subject DEVONPORT VEHICULAR FERRY.

Further to Instruction No.14631, please cancel any further work on lifting the kerbing.

When timber becomes available a handrail will be provided along the edges of the approach, and the western kerb restored to its original height.


Engineer to the Board.

COPY
SEE ALSO SECRETARY'S FILE

13th September, 1945.

The Town Clerk,
Devonport Borough Council,
P. O. Box 3,
DEVONPORT. N.I.

Dear Sir,

Devonport Cargo & Vehicular Ferry Wharf

Further to my letter of 15th March, 1945 and following discussions with your Engineer, it has been decided to discontinue raising the outer kerbs on the approach. As soon as timber becomes available a handrail will be provided along the edges of the approach and the western kerb restored to its original height.

Yours faithfully,

D.H:J.M

Superintendent & Engineer.

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To The Foreman of Works

Date 15th March, 19 45.

Subject DEVONPORT CARGO & VEHICULAR FERRY WHARF.

On representations made by the Devonport Borough Council, supported by the Board's Traffic Manager, it has been decided:-

1. To raise the outer timber kerb on each side of the wharf by six inches;
2. To alter the routing of vehicles by sending the vehicular ferry "on" traffic up the eastern traffic lane instead of the centre lane, and the general traffic to the cargo berths up the centre traffic lane.

In regard to -

1. Lift and pack up the kerbs;
and
2. Alter the direction notice at foot of wharf;
so as to give effect to these ^{decisions} ~~discussions~~.

.....
Engineer to the Board.

Auckland Harbour Board

Nº 14632

INSTRUCTIONS TO FOREMEN & INSPECTORS

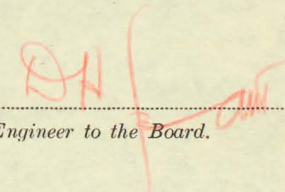
ENGINEER'S OFFICE,

To Mr. S. Edwards,..... Date 15th March,..... 1945.
Chief Electrician.

Subject PUBLIC LIGHTING, DEVONPORT CARGO & VEHICULAR
FERRY WHARF - C/A.

The lighting of this wharf is to be very materially improved. It has been agreed that asymmetrical fittings similar to those used by the Devonport Borough Council are to be installed at appropriate intervals, and alternatively on each side of the wharf to distribute the light uniformly over the three traffic lanes.

Please put this in hand and have it completed as soon as possible.


.....
Engineer to the Board.

Copy sent to Manager, Devonport Steam Ferry Co.Ltd., endorsed at foot:-

For your information and in reference your letter 13th February 1945.

COPY

SEE ALSO SECRETARY'S FILE

15th March, 1945.

The Town Clerk,
Devonport Borough Council,
P.O. Box 3,
DEVONPORT. N.1.

Dear Sir,

Devonport Cargo and Vehicular Ferry Wharf.

With reference to your letter of 9th ultimo and subsequent interview at which the Mayor and the Engineer waited upon the undersigned I have to say that arrangements have been made for the improvements discussed at our interview to be put in hand.

- These are (1) Raising outer timber kerbs on each side of the wharf by 6 inches.
(2) Re-routing of traffic on wharf to provide entrance to vehicular ferry via the eastern traffic lane and to the cargo wharf via the middle lane.
(3) Improved lighting.

All the above will be put in hand and completed at an early date.

Yours faithfully,

DH.MIS

Superintendent and Engineer.

Auckland Harbour Board

17th November, 1944.

The Chairman,
A.H.B.

SHED ROOFS.

The roof coverings of Sheds 1 to 5, King's Wharf, Sheds 9, 11 and 12, Central Wharf, and of the Devonport Passenger Wharf shelter have all reached the stage where replacement will soon be necessary.

Lack of staff and material has led to somewhat more rapid deterioration of these roofs than would have been the case in normal times, but a programme of gradual replacement is in hand as it becomes impossible to keep the roofs in a reasonably watertight condition.

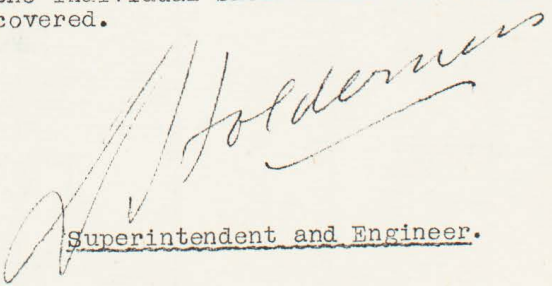
Shed 8, Central Wharf, has already been re-covered with corrugated asbestos. This is by no means an ideal roofing material in this climate where the moist atmosphere encourages the growth of moss and lichen the roots of which accumulate between the overlaps and gradually exert such pressure as to loosen the fastenings and even break the sheets.

It has however proved more economical than corrugated galvanised iron which - although lasting much longer in walls and vertical sides - has a life on the Auckland Waterfront of from 10 to 12 years only when used as a roof covering.

Robertson's Protected Metal, as used in the walls of the Devonport Wharf shelter and more recently in the covering over the roadway on Princes Wharf, gives promise of being the best all round roof covering for the Auckland Waterfront but its use at present for recovering shed roofs would be double the cost of corrugated asbestos.

In the case of the Devonport Wharf Shelter which is not sarked and was built for a light covering the use of Robertson's protected metal, even at the higher cost for material, will provide the most economical covering but, in the case of the sheds on Kings and Central Wharves, it is intended to use the locally made corrugated asbestos.

Tenders will be called for the necessary materials from time to time as the individual sheds reach the stage where they must be recovered.


Superintendent and Engineer.

(Please turn over)

17th November, 1944.

The Secretary,

With reference to the Board's request for a report on the use being made of the top floors of the sheds on Princes Wharf, I assume that what is required is a comparison between the present time and say immediately prior to the war.

Before the war, Princes Wharf was handling somewhat more than one-third of the total general cargo passing through the Port and, incidentally, earning approximately one-third of the total revenue earned from shipping and goods.

The distribution of this, as between ground floors and top floors, was approximately two-thirds and one-third respectively.

This again, varied considerably in that the inner berths were used to a great extent by Coastal steamers, the nature of whose cargoes was such (particularly in the grain and potato season) the top floors would frequently carry about two-fifths of the total cargo of any particular steamer.

The outer berths were used principally by large overseas cargo vessels and mail steamers whose cargoes did not generally contain such a large range of goods suitable for the top floors but, as pointed out above, the total cargo handled through the top floors would be say 30%.

Following the entry into the war of the U.S.A., we handed over for the exclusive use of their Army and Navy, Sheds 19 and 22 respectively and granted them priority in the use of the other four sheds.

Since that time, the U.S.A. Forces have had the almost exclusive use of the whole of Princes Wharf and, although they made considerable use of the top floors during the early part of their occupation, it has now dwindled until they appear to use the top floors only for large lines of cement, sugar, etc., about which there appears to be some doubt as to when it will be shipped.

Altogether, I would say that the top floors are not now carrying more than 5% of their capacity.

(Signed) W.R. GOLDEN

TRAFFIC MANAGER.

WRG.MIJ

821
14

Auckland Harbour Board

MEMORANDUM

FROM

Drawing Office

To

17th Nov

1924

Assistant

THE ENGINEER

Karaka-8367

Devonport Ferry Wharf.

Area of Shed Roof

24,303

sq. feet



John Diggins

Auckland Harbour Board

Nº 10677

821
/

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Foreman of Works.

Date 16th June, 19 41.

Subject DEVONPORT WHARF.

Motorists experience difficulty on wet nights in seeing the timber kerbing separating the traffic lanes on the Devonport Wharf and this has been accentuated by the lighting restrictions now in force.

These are to be repainted, but instead of being made white throughout their length, they are to be done in alternating bands of white with a good mat surface of black between the white bands.

Put this in hand as soon as possible.

D.H.
.....
Engineer to the Board

16th June, 1941.

The Touring Manager,
The Automobile Association (Auck.) Inc.,
P.O. Box 5,
AUCKLAND, C.I.

Dear Sir,

DEVONPORT WHARF.

Your letter of 13th instant asking that the wooden kerbing separating the traffic lanes on the Devonport Wharf be repainted, and suggesting that it would be preferable if this were done in alternating black and white bands, has been received.

The matter will be attended to at an early date.

Yours faithfully,

SUPERINTENDENT & ENGINEER.

DH.OM

THE AUTOMOBILE ASSOCIATION

(AUCKLAND) INCORPORATED

TELEPHONE 45-950
P.O. BOX 5



TELEGRAPHIC ADDRESS:
"SECAUTO AUCKLAND"

PREMIER BUILDINGS, DURHAM STREET E.
AUCKLAND, C.I, NEW ZEALAND

ALL CORRESPONDENCE TO BE ADDRESSED
TO THE SECRETARY

13th JUNE, 1941.

The Engineer,
Auckland Harbour Board,
Quay St.,
AUCKLAND C.I.

Dear Sir,

Motorists report that difficulty is experienced, particularly on wet nights, in picking out the runners dividing the three lanes of traffic on the Devonport Wharf.

An inspection by our Patrol confirms the fact that the white paint has worn thin and this letter is to solicit the co-operation of your Board in the interests of greater safety, by asking if the runners could be repainted.

In view of headlight restrictions it is suggested that black and white bands instead of continuous white lines would be an advantage. It is mentioned however, that the customary practice in New Zealand of painting alternate white bands is not as effective as if a good matt surface black is spread between the white.

With thanks in anticipation,

I am,

Yours faithfully,

R.E. CHAMPTALOUPE.
Touring Manager.

[Handwritten signature]
14.6.41

REC/VK

Auckland Harbour Board

Nº 10662

821
/

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To Foreman of Works.

Date 4th June, 19 41.

Subject DEVONPORT WHARF.

Kerbing between the "General Inward" and the "Inward to Vehicular Ferry" lanes is to be removed in accordance with the rough sketch herewith received from Mr. Alison.

Sometime ago one length of kerbing was removed and he desires this gap increasing by removing one more length inshore. Further out he wants two lengths removed to form another gap. This is to enable vehicles to leave the lane when a car is disabled or stopped for any reason further out in the lane.

D.H.
.....
Engineer to the Board
for duty

- C O P Y -

AUCKLAND HARBOUR BOARD.

No.8024.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

3rd. May, 1938.

Foreman of Works.

PUBLIC LAVATORIES - DEVONPORT WHARF.

The Sanitary Paper Holders in the public lavatories (4) at Devonport Wharf which at present require a specially shaped paper are to be removed and replaced with "Security" Paper Holders. I understand that one at least of the present holders is missing.

One of the penny-in-the-slot locks in the men's lavatory at the same wharf has been forced off the door and is missing. Have this replaced and bolted to the door with the nuts inside the lock instead of using screws, and refix all other locks in the same manner.

Please notify this office when the new paper holders have been fitted so that the Traffic Department may requisition for the different shape of paper required.

Have this matter attended to as soon as possible.

D. Holderness

ENGINEER TO THE BOARD.

per: A.N.T.

821
1

139/92.

13th November 1937.

The Town Clerk,
P.O.Box 3,
DEVONPORT N.I.

Dear Sir,

Your letter of the 12th inst. stating that delay and inconvenience had been caused through a defect in the passenger landing stage at Devonport, and asking the Board to do all possible to obviate the inconvenience in future, has been received.

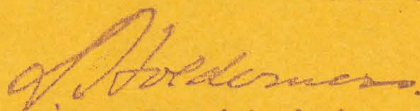
In reply, I have to say that after the incident referred to, the landing stage and mechanism was found to be in perfect order.

For the safety of ferry passengers, an emergency stop switch operated by chains is installed, in addition to the ordinary chain controlled lifting and lowering mechanism.

On the occasion referred to someone had pulled the emergency stop chain, and it was only necessary to pull the other chain to restore the mechanism to its proper working condition.

Ferry Company Officers and Officials have frequently had the mechanism fully explained to them and, in addition, an arrow at the switch indicates when it is "on" or "off", so that beyond again advising the Company as to the use of the switches - which has been done - there is nothing further required to ensure satisfactory operation.

Yours faithfully,


Superintendent.

DH/EC.

AUCKLAND HARBOUR BOARD

100-1000

Nº 5513

Memorandum

From

INSPECTOR AT

Prince Wolf

To

THE ENGINEER

A. H. B.

3rd Nov 1937

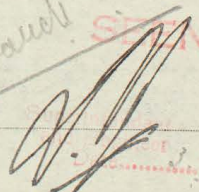
I beg to report that

*Passenger Gangway
Disembark.*

*Reported as not operating at 4.50 pm
yesterday. The emergency stop
switch was found in the off position,
immediately operated in mistake.*

*Delay to the ferry, delayed our
attendance & the switch was not
replaced until 5.45 pm.*

Signature

J. E. Saward

STN
17/37

- C O P Y -

AUCKLAND HARBOUR BOARD.

No.7549.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

9th. October, 1937.

Foreman of Works.

CARGO & VEHICULAR FERRY WHARF - DEVONPORT.

Remove section of kerb between the "into Vehicular Ferry" and the "out" roads in the vicinity of the ticket office where marked with paint by the Ferry Company. Drivers of vehicles proceeding to the Ferry frequently have to stop to obtain tickets and there have been a number of cases where they have tripped over the kerb.

D. Holderness

ENGINEER TO THE BOARD.

per: A.N.T.

83/271

17th. September, 1937.

Mr. C.L. Cherney,
64, Norwood Road,
BAYSWATER. N. 3.

Dear Sir,

With reference to previous correspondence on the matter of damage to the tyre of your car incurred through its coming in contact with the metal kerb on the wharf when driving off the vehicular landing, I have now received your further letter of 15th. instant.

The rounding of the edge of the kerb has been done in furtherance of the statement made in my letter of 26th. ulto. that I would look into the possibility of decreasing the extent of damage likely to be experienced by a tyre mounting the kerb, That it will entirely eliminate the possibility of damage I very much doubt.

I still maintain that the Board is not responsible for the damage to your tyre, but in view of the fact that I have subsequently had the edge of the kerb rounded off, I am prepared, without prejudice, to make you an "ex gratia" payment of 20/- and I shall be glad to know whether you are prepared to accept this in full settlement of your claim.

Yours faithfully,

DH/MJB.

Superintendent.

- C O P Y -

AUCKLAND HARBOUR BOARD.

No.7450.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

27th. August, 1937.

Foreman of Works.

DEVONPORT VEHICULAR FERRY LANDING.

Round off the top edge of the curved channel
kerb at the shore end of bridge as shown on sketch
attached.

D. Holderness,
ENGINEER TO THE BOARD.

per: A.N.T.

8231
83/271.

26th. August, 1937.

C.L. Cherney Esq.,
64 Norwood Road,
BAYSWATER.

Dear Sir,

Your letter of 24th. inst. detailing the circumstances under which you damaged the tyre of your car at the Vehicular Ferry Landing at Devonport Wharf, and suggesting that the Board should bear the cost of a new tyre and tube, has been received.

In reply, I have to say that the Board accepts no responsibility whatever for the damage which can only have occurred as a result of faulty driving. Quite recently and prior to the occasion upon which you damaged your tyre, the iron kerbing was set back over six inches from its original position to allow more latitude for vehicles turning on or off the landing too sharply, but it is impossible to increase this clearance any further, and, while I will look into the possibility of decreasing the extent of damage likely to be experienced by a tyre mounting the kerb, it should be apparent to drivers that the kerb is not there to be driven over or for vehicles to come in contact with.

Yours faithfully,

Superintendent.

DH/EC.

139/89.

26th. August, 1937.

The Town Clerk,

DEVONPORT. N.1.

Dear Sir,

DEVONPORT VEHICULAR WHARF.

Your letter of 20th. instant, asking that the railing recently erected between the Vehicular Landing and the Ticket Office be extended along the full length of the wharf, has been received.

In reply, I have to say that the route pursued by vehicles over this part of the wharf is perfectly straight with ample width for its one-way traffic, and the wharf is considered to be perfectly safe with its existing kerb.

Under the circumstances, it is not considered that the cost of installing the extra length of railing would be justified.

Yours faithfully,

Superintendent.

DH/EC.

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AUCKLAND HARBOUR BOARD.

No.7321.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

15th. June, 1937.

Foreman of Works.

DEVONPORT CARGO WHARF.

Herewith prints of A.407/28 showing handrail to be erected and alterations to kerbing. Carry out this work as shown on the drawing.

All expenditure on handrail is to be charged to capital account.

D. Holderness
ENGINEER TO THE BOARD.

per: A.N.T.

139/89.

15th June 1937.

The Town Clerk,
Devonport Borough Council,
DEVONPORT N.I.

Dear Sir,

With further reference to your letter of 10th ultimo and my reply of 18th idem, instructions have been given for improvements to the lighting on vehicular wharf to be carried out, and for the construction of a hand-rail along the western side of the wharf from the bridge down to the ticket office.

(See
file No. 588
4
for Liffey)

Certain other minor steps are being taken in an endeavour to improve the turning on to and off the bridge. When these have been carried out, the position should be quite satisfactory.

Yours faithfully,

BH/EC.

Superintendent & Engineer.

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- C O P Y -

AUCKLAND HARBOUR BOARD.

No.6985.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

14th. January, 1937.

Mr. S. Edwards.

ELECTRIC INSTALLATION - DEVONPORT WHARF C/A.

The Devonport Ferry Co. have erected a sign outside the ticket office on the Vehicular portion of the Devonport Wharf and want the lighting of this connected to their lighting service.

Please have this done as soon as possible.

D. Holderness
ENGINEER TO THE BOARD.

per: A.N.T.

- C O P Y -

AUCKLAND HARBOUR BOARD.

No.7021.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

28th. January, 1937.

Foreman of Works.

DEVONPORT WHARF M/A.

Please provide ladder at the inner berth on the northern side of the passenger wharf where the vehicular ferry boat lies at night.

D. Holderness
ENGINEER TO THE BOARD.

per: A.N.T.

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 19th. MAY, 1936.

FURTHER PROTECTION FOR FERRY PASSENGERS.

A deputation was received from the Devonport Borough Council in connection with the provision of further protection in stormy weather for passengers using the Ferries, Auckland and Devonport. It was suggested that a Breakwind be erected on the Eastern side of the Devonport portion of the Ferries, and that the berth now used as a lay-by berth be brought into use again.

It was also suggested that the spaces at the top and bottom of the covered way on Devonport Wharf, be filled in.

That the matter be referred to the Works Committee; Engineer to report.

