550 Ferry Bldg. Exterior and Restoration
From 1936. 1978.

Ferry Building

Restoration - exterior.

From 1938.
To

487

AUCKLAND CITY COUNCIL

Please Quote: CD:GHB

Department of Planning & Social Development

Administration Building, Civic Centre.
Private Bag, Wellesley Street, Auckland,
New Zealand. Telephone: 792-020
Director: B. Berrett

5 October 1978

TO WHOM IT MAY CONCERN

Susan Garvitch is employed by the Auckland City Council to do Architectural Research on the buildings listed in the District Scheme for preservation. Such research it is hoped will provide for the Council an accurate record of each building for historical and Planning purposes. Any assistance you may be able to give Susan would be appreciated by the Auckland City Council.

Thank you.

Yours faithfully,

G Dickson

G. DICKSON
PRINCIPAL PLANNER : REVIEW

Hw Sinclair

Miss Garvitch is contacting you re the Fenny Building. The Chief Engineer has OK'd her inspecting plans and obtaining information subject to the old Whatman plans not leaving your office. Photography may help - is it on microfilm? She is aware of the Earthquake Code inspection on Fenny Bldg.

Dick Lord

RECD: 10.00 hours 2/OCT/78 Sgt
and loaned same time.

Mr Le Blanc

I found attached in old filing — may be helpful to problem (recent) with Ferry Slag — if at least of interest anyway

Bruce

Attached out with
Mr Paske to keep
as at 7th April 1972
[illegible]

...ard.

21st Aug. 1926

THE ENGINEER

EY SANDSTONE

...och of Sydney sandstone,
...ne characteristics as the
... Ferry Building.

The cubes were immersed in decinormal solutions of acids for 47 days with results which are shown in the following table.

SPECIMEN No	TREATMENT	TESTED IN A BATH OF	Weight Before immersion ozs.	Weight After immersion ozs.	DIFFERENCE IN Weight ozs.	REMARKS
1	P.84 / 4 *	HCl / 10	35·7125	35·380	·3325	slight effervescence for 14 days.
2	Lime water + P.84 / 4		34·775	34·465	·310	
3	Untreated		35·900	35·482	·418	Considerable effervescence for 5 days & flaking off of sand particles.
4	P.84 / 4	H_2SO_4 / 10	35·525	35·520	·005	slight effervescence for 10 days
5	Lime water + P.84 / 4		35·400	35·400	·000	
6	Untreated		36·025	36·012	·013	Considerable effervescence for 3 days & slight flaking off of sand particles.
7	P.84 / 4	HNO_3 / 10	33·7125	33·583	·1295	slight effervescence for 10 days
8	Lime water + P.84 / 4		36·86875	36·820	·04875	
9	Untreated		36·2125	36·047	·1655	Considerable effervescence for 3 days & slight flaking off of sand particles

The above cubes were then tested in compression as follows.

Specimen No	Size	Total crushing load lbs	Crushing load lbs/4"	REMARKS
1	3"x3"x3"	45,730	5080	Previous test P.84/4
2	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	42,500	4930	" " Lime water + P.84/4 — HCl/10
3	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	34,080	3957	" " Untreated — HCl/10
4	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	28,870	3350	" " P.84/4
5	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	36,930	4280	" " Lime water + P.84/4 — H_2SO_4/10
6	3 x 3 x 3	34,020	3780	" " untreated — H_2SO_4/10
7	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	35,230	4090	" " P.84
8	3 x 3 x 3	28030	3115	" " Lime water + P.84/4 — HNO_3/10
9	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	34440	4000	" " untreated — HNO_3/10
A	3"x3"x3"	36000	4000	Not previously tested
B	3"x3"x3"	53480	5942	Not previously tested
C	3"x3"x3"	59140	6570	Not previously tested

Auckland Harbour Board.

MEMORANDUM

FROM 145 Testing Office 9.9.26

21st Aug. 1926

To THE ENGINEER

THE EFFECT OF ACIDS ON SYDNEY SANDSTONE

Three-inch cubes were cut from a block of Sydney sandstone, which had as nearly as possible the same characteristics as the sandstone used in the construction of the Ferry Building.

The cubes were immersed in decinormal solutions of acids as for 47 days with results which are shown in the following table.

Specimen No	Treatment	Tested in a bath of	Weight Before immersion ozs.	Weight After immersion ozs.	Difference in Weight ozs.	Remarks
1	P.84 / 4	HCl / 10	35·7125	35·380	·3325	slight effervescence for 14 days.
2	Lime water + P.84 / 4		34·775	34·465	·310	
3	Untreated		35·900	35·482	·418	considerable effervescence for 5 days & flaking off of sand particles.
4	P.84 / 4	H_2SO_4 / 10	35·525	35·520	·005	slight effervescence for 10 days
5	Lime water + P.84 / 4		35·400	35·400	·000	
6	Untreated		36·025	36·012	·013	considerable effervescence for 3 days & slight flaking off of sand particles.
7	P.84 / 4	HNO_3 / 10	33·7125	33·583	·1295	slight effervescence for 10 days
8	Lime water + P.84 / 4		36·8687½	36·820	·04875	
9	Untreated		36·2125	36·047	·1655	Considerable effervescence for 3 days & slight flaking off of sand particles

The above cubes were then tested in compression as follows.

Specimen No	Size	Total crushing load lbs	Crushing load lbs/4"	Remarks
1	3"x3"x3"	45,730	5080	Previous test P.84/4
2	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	42,500	4930	" " Lime water + P.84/4 — HCl/10
3	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	34,080	3957	" " Untreated — HCl/10
4	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	28,870	3350	" " P.84/4
5	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	36,930	4280	" " Lime water + P.84/4 — H_2SO_4/10
6	3 x 3 x 3	34,020	3780	" " untreated — H_2SO_4/10
7	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	35,230	4090	" " P.84
8	3 x 3 x 3	28030	3115	" " Lime water + P.84/4 — HNO_3/10
9	$2\frac{15}{16}$ x $2\frac{15}{16}$ x $2\frac{15}{16}$	34440	4000	" " untreated — HNO_3/10
A	3"x3"x3"	36000	4000	Not previously tested
B	3"x3"x3"	53480	5942	Not previously tested
C	3"x3"x3"	59140	6570	Not previously tested
			Av. 5500	

Auckland Harbour Board.

MEMORANDUM

192

To THE ENGINEER

Effect of Acids on Sidney Sandstone.

Continued.

The conclusions drawn from the above tests are rather unsatisfactory, although it would appear that applying lime water to the stone before applying P.84/4 increases the resistance to absorption but only to a small extent. The treatment of the stone with P.84/4 & with lime water + P.84/4 does not appear to increase the resistance to compression since the hardening effect is only on the surface.

* Note:- P84/4 is P.84 silicate of Soda made by Messrs Brunner Mond & Co diluted with four times it volume of water.

Crushing strength sandstone from Byrmont N.S.W is 5400 lbs" Coane" Australasian Roads p152"

S.I. Spencer.

LAND UNIVERSITY COLLEGE.

SCHOOL OF ENGINEERING.

Date Sept.3. 1926.

Test of Small Sydney Sandstone Cubes for the Auckland Harbour Board.

S 49375

No.	Tested.	Dimensions.	Breaking Load. (lbs)	Ultimate Stress. (lbs.sq.in)
1	30-8-26	3 x 3	45730	5080
2	23-8-26	$2\frac{15}{16}$ x $2\frac{15}{16}$	42500	4960
3	30-8-26	" "	34080	3980
4	23-8-26	" "	28870	3350
5	30-8-26	" "	36930	4300
6	"	3 x 3	34020	3780
7	"	$2\frac{15}{16}$ x $2\frac{15}{16}$	35230	4110
8	"	3 x 3	28030	3110
9	"	$2\frac{15}{16}$ x $2\frac{15}{16}$	34440	4010
A	"	3 x 3	36000	4000
B	"	" "	53480	5940
C	"	" "	59140	6560

All the cubes, with the exception of A, B, and C, had been treated with some combination of Lime, Sodium Silicate, and acid. The depth of penetration varied from about $\frac{3}{8}$" to 1". The outer coat of all the treated cubes was harder than the interior or than the untreated cubes. It would seem that the comparative weakness of the treated cubes is due

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Date Sept. 3 1926

Test of Small Sydney Sandstone Cubes for the Auckland Harbour Board. (Contd)

s 49875

No.	Tested.			Breaking Load.	Ultimate Stress.	

to the fact that the varying degrees of hardness in each one results in the material being unequally stressed.

D E Barbuess B.E., A.M.Am.Soc.C.E.

Acting Director.

487

5 May 1977

THE CHIEF ENGINEER THE GENERAL MANAGER

FERRY BUILDINGS

I had advised you that the exterior of the building was showing deterioration of the protective coat applied and some cornices edges were dropping off etc. I had also approached the Maritime Services Board for assistance in advice or referment to some competent authority on the subject of deteriorating "Sydney Sandstone", In this regard I was not able to obtain much help.

Just recently it has come to my notice that under Section 301A Municipal Corporations Act the Auckland City Council is required and will be looking at the structural adequacy of this building in respect of buildings likely to be dangerous in earthquakes. The building was completed in 1912 and is constructed in unreinforced masonary. The tower in particular would be a matter for consideration.

Again this building may be included in the Reviewed District S heme under the Preservation Register which requires it to be surveyed by Council.

From enquiry of the Department of the Director of Works City Council, I am advised that the structural inspection could take place about September this year, but further advice at so date will be forthcoming later.

In the meantime I propose to temporarily defer the matter of exterior coating problems until this Council survey is undertaken as it would be better to understand the structural problems if any and requirements to rectify in association with the exterior remedial works.

Submitted for information and it may be prudent to keep the matter at Departmental level until I can report further.

NS:JARP

CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board.

Engrs file 487

Engrs.

Draft letter to Wallace

for Le Cheminant

① Type letter to Wallace W.S.B. pass out for typing.

② Hold upon until I have received a reply. for Wallace

WS.

ings - Deterioration of Masonry

~~Copy of the foll~~ that small piece of masonry to Quay St in from which it fell d as a result the been assessed visually. of the condition of t been possible becaus ting but it appears there tion of the sandstone ments whose building ed surface.

be only a matter of time before the bulk of the proprietry coating has been shed. Up to that time the number of lumps likely to fall from the building will be few but thereafter deterioration may accelerate and falling masonry become a problem.

History The building was erected in 1912. In 1953 its condition warranted a report on the deterioration of sandstone and loose stone was removed. In 1955 a trial repair of the west end was sought under the care of Le Petit and Naylor, Architects. Finance prevented the repair being carried out until 1958 In 1962 repair of the remainder of the building commenced and was completed in 1963. The work included a proprietary

BOARD AUTHORITY 1.

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JOB TITLE

Engrs file 487

Stencil

GM.

Ferry Buildings - Deterioration of Masonry

Situation Following ~~the reporting of the fall of~~ a report that a small piece of masonry ~~and plaster falling~~ fell into Quay St in January the location from which it fell was determined and as a result the condition of the whole building masonry has been assessed visually. Complete assessment of the condition of the masonry has not been possible because of the propriety coating but it appears there is general decomposition of the sandstone under the coating over the whole building and over the entire exposed surface.

It appears to be only a matter of time before the bulk of the propriety coating has been shed. Up to that time the number of lumps likely to fall from the building will be few but thereafter deterioration may accelerate and falling masonry become a problem.

History The building was erected in 1912. In 1953 its condition warranted a report on the deterioration of sandstone and loose stone was removed. In 1955 a trial repair of the west end was sought under the care of Le Petit and Naylor, Architects. Finance prevented the repair being carried out until 1958 In 1962 repair of the remainder of the building commenced and was completed in 1963. The work included a propriety

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coating on sandstone surfaces which was given a 10 year guarantee. Costs of the work in 1963 totalled $58,000.

Deterioration of Sandstone The Terry Building was apparently built of Pyrmont sandstone from Australia which is subject to natural weathering such as is now occurring under the coating. The present surface deterioration is not a failure of the coating but of the outer 2 or 3 mm of sandstone.

The recognised method of treating weathering is to remove the weathered section. If the deterioration is excessively deep replacement with new stone is adopted.

The repairs done in 1962/63 restored the shape of weathered stonework by means of plaster patches before the coating was applied and the plaster was tied to the structure by bronze wires (where it was more than 1" thick).

The rate of deterioration may depend on whether the sandstone is wet or dry - there are the 2 schools of thought - but it is known that the proprietary coating was not a vapour barrier.

Assessment of Condition To determine the security of the masonry by testing the soundness of the surfaces manually would require either scaffolding or mobile platforms and would require

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JOB TITLE

(See p. 3.)

The best method of repair, bearing in mind the impossibility of forecasting the location or extent of repairs, is to use a competent stonemasonry repair firm on a schedule of rates basis to work from a full scaffold for inspection and repair in one operation all under the direction of an Architect.

Costs

removal of parts of the surface coating. This should not be done unless finance is available for repairs and requires certain matters to be clarified before it is started, viz

(a) does steamcleaning and/or water blasting affect the surface of the stone and thus permit rapid weathering

(b) does the coating have to allow the stone to "breathe"

(c) does vapour entering through the coating encourage decomposition of the stone

(d) is a vapour barrier coating more suitable

← (para as opposite)

Costs it is possible that £200,000 is the present day cost of the work done in 1962/63. It is not clear that the same amount of stonework is needed but scaffolding etc would be the same.

The cost of ~~whatever~~ the coating to be chosen cannot be gauged in view of the doubts raised ~~of~~ in the preceding section.

Conclusions

1. The methods of access and work used in 1962/63 seem appropriate for the ~~one~~ next renovation
2. Doubts raised over the materials to be used need expert advice.
3. Costs can only be determined following closer inspection.

BOARD AUTHORITY 1. 2.	JOB TITLE
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Recommendation I recommend that an Architect, ~~s~~ suitably qualified and experienced ~~firm of~~ in stonework, be engaged to advise on materials and ~~[illegible]~~ report on cost and contractors. Further that he be engaged to select, supervise and direct the work of a competent stonemasonry repair firm

C/E.

BOARD AUTHORITY 1.

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JOB TITLE

Engineers says report to Board & recommend a consultant be employed. 10/2/77

49

1958.

To Mr LeClerc

Ferry Building

History

1912 Building erected, Architect. Alex Wiseman

Dec 1953 Report on Condition, Norman Wade, LePetit & Naylor

March 1954 from enquires in Australia the Building was apparently constructed using Pyrmont Sandstone.

Recomended method of treating weathering is to remove weathered section.

If deterioration is excessivley deep Replace bad section with New Stone.

Nov. 1955 Foreman of Works instructed to Remove Loose Stone

Dec 1955 LePetit & Naylor instructed to proceed with trial repair to West End.

Work held up - No finance Available

17th April 1958 Repairs to West End Started.

August 1958 Repairs completed and painted with Silocone water proofer

May 1961 Remainder of work approved

Jan 1962 Work started

June 1962 Approval to apply "Kenitex" a reinforced plastic skin with

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... contract conditions. It is further recommended

Mr Smith.

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a ten year guarantee

August 1963 Work completed

West wall	estimated £4,000	cost	£1441-19-9
remainder	estimated £27,000	cost	£23958-5-1
totals	£31,000		£25400-4-10
i.e.	$62,000		$58,000

General

The "Keniteх" coating applied in 1963 is now coming off in patches. Inspection shows that failure is due to decomposition of the sandstone in the region 1/16" to 1/8" below the surface. i.e. the "Keniteх" coating has not failed, the substrate has spalled (posibly a result of the steam cleaning prior to painting, and the ingress of water vapour through the coating) and blown off the "Keniteх" complete with a layer of decomposed stone

Weathering of Natural Stone

Most books on building materials confirm the statement above (in History march 1954) i.e. let it weather and then replace it. — For long life use better quality Stone.

Another alternative is to use a

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Mr Smith.

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1958.

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vapour barrier material and if the stone can be kept completely dry, weathering should be retarded. "Kenitex" is not a vapour barrier and experience shows that although it has ~~protected~~ covered the surface, the amount of moisture permeating the film has been sufficient to allow the sandstone to decompose.

The other school of thought says that if the stone can not "breath" weathering could be accelerated.

Specific Points (from Job Sheet)

(1) The piece of masonery is from the cope of the parapet on the South wall a few feet west of the clock tower.

The 1958 specification for repairs called for all plaster more than 1" thick, or overhanging, to be teed with bronze wire to ensure that the plaster would stay in place. The piece of masonery which fell appears to be a plaster repair: it is more than 1" thick, it was overhanging, there is no evidence of bronze tie wire.

(2) Complete assesment of the condition of the sandstone is not posible because the Kenitex coating

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Mr Smith.

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1958.

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is still covering the majority of the surface, however, from inspection of the areas where the stone has spalled, and blown off the coating, it appears that there is general decomposition of the stone over the entire exposed surface. This is probably true for most of the surface and it is just a matter of time until all the Keniter coating has been shed.

It is probable that the number of actual lumps of masonery to fall from the building will be few until all the surface coat has been shed, at this stage deterioration may posibly accelerate and then falling masonery could become a problem.

③ & ④

Those points require either, erection of scaffolding, or use of a "Cherry picker" for access, and destruction of the remaining "Keniter" coating to allow adequate inspection.

This should not be done unless finance is available for repairs.

Repairs 1953 - 1963 cost ~~£~~ $58,000 = $~~[illegible]~~

ie. an equal amount of work in 1977 would probably cost $150,000 - it is most unlikly that this amount of work would be required so the cost should never reach this figure

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subject to similar contract conditions. It is further recommended

Mr Smith.

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reference to file 487/1 and especialy the attached extract show that estimating is almost impoisible and the best method of repair is to engage a competent stonemason to repair as necessary.

The work could cost $80,000 to $100,000 but untill a stone mason is on the job actually cutting back the stone it is impoisible to determine the extent of work required and hence the likely cost.

Any work would require removal of the "Kemtex" coating, so no work should be done untill agreement can be reached on a number of points.

ie. does steamcleaning and/or water blasting kill the surface of the stone and permitt rapid weathering.

does the coating have to allow the stone to breath

does vapour entering through the coating encourage decomposition of the stone.

Would a vapour barrier coating be more suitable.

is it preferable to return to the natural stone colour eg transparent vapour barrier coating or bare stone.

D Wall
20/11/57

subject to similar contract conditions. It is further recommended

Mr Smith.

BOARD AUTHORITY 1.

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JOB TITLE

(6)

Appendix 1

height of Building above pavement

parapet	60 ft
clock face	88 ft
top of Tower	140 ft

Appendix 2

the highest "Cherry Picker" available can reach 70 ft and costs $1.8/hour plus travel time

Enclosures

extract from lib 48T/1 Report on Renovation of West Wall 1958

Copy of Specification for treatment of Jean Batten Building (prepared by Hitchins)

Sample of Kenitex Coating

20/1/77

subject to similar contract conditions. It is further recommended

Mr Smith.

BOARD AUTHORITY 1.

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JOB TITLE

Sample of Kenitex

Naylor

1st. August 1958.

RIOR RENOVATIONS.

exterior West wall of the proposition to leave the of the work over the Scaffolding Inspector, nd now that work is e been given for its removal, and this should be completed early next week, when accounts for the work will be finalized. The total cost of the work to this end is expected to be approximately £1500-0-0.

The renovation work completed comprised the cutting away of all loose, cracked, drummy and deteriorated stone, back to the solid in each case. All these cut surfaces were carefully examined before any patching is commenced. Where patching was to exceed 1" in thickness, and in all overhanging sections, the stone was drilled and bronze wire threaded through to form a mesh reinforcing. The cut sections were then reinstated to their original form in cement plaster, finished in pigmented cement to a colour approximating that of the stone. No new stone was used, and no stones replaced, as the cost of this would have been prohibitive, especially as almost every stone required some restorative work. On completion, the whole was lightly coated with neat cement grout, well brushed in, to blend the colour of the stone and the plaster patching.

In addition, the whole of the surfaces have been steam cleaned, all pointing made good, flashings checked, and all window frames checked, repaired, weather beads replaced, and all re-painted after reglazing where necessary. The brick panels have been coated with a clear silicone sealer, to prevent absorption of dirt and moisture, after touching up of the pointing where required.

The matter of the work to the remaining three elevation and the tower has been considered, and we are of the opinion that, even with the experience of the West face as a guide, there is still no way of obtaining competitive tenders for this work. The work can be specified in general terms only, and detail decisions on the extent of work can only be made after scaffolding inspection, and cutting away of obvious surface deterioration. Only then can the full extent of cutting and restoration be assessed and instructed.

It is therefore recommended that the remaining faces of the building and the tower be proceeded with on a similar basis to the West front, and charged at similar rates, and subject to similar contract conditions. It is further recommended

A. J. Smith.

BOARD AUTHORITY 1.

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JOB TITLE

CODING

Copy of Letter from Lapatit & Naylor on completion of west wall trial
Engrs File 487/1

1st. August 1958.

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

FERRY BUILDING - EXTERIOR RENOVATIONS.

Dear Sir,

The work of renovating the exterior West wall of the above building is now completed. The proposition to leave the scaffold standing to allow inspections of the work over the next 6 months, has been stopped by the Scaffolding Inspector, who will not allow the scaffold to stand now that work is completed. Instructions have therefore been given for its removal, and this should be completed early next week, when accounts for the work will be finalized. The total cost of the work to this end is expected to be approximately £1500-0-0.

The renovation work completed comprised the cutting away of all loose, cracked, drummy and deteriorated stone, back to the solid in each case. All these cut surfaces were carefully examined before any patching is commenced. Where patching was to exceed 1" in thickness, and in all overhanging sections, the stone was drilled and bronze wire threaded through to form a mesh reinforcing. The cut sections were then reinstated to their original form in cement plaster, finished in pigmented cement to a colour approximating that of the stone. No new stone was used, and no stones replaced, as the cost of this would have been prohibitive, especially as almost every stone required some restorative work. On completion, the whole was lightly coated with neat cement grout, well brushed in, to blend the colour of the stone and the plaster patching.

In addition, the whole of the surfaces have been steam cleaned, all pointing made good, flashings checked, and all window frames checked, repaired, weather beads replaced, and all re-painted after reglazing where necessary. The brick panels have been coated with a clear silicone sealer, to prevent absorption of dirt and moisture, after touching up of the pointing where required.

The matter of the work to the remaining three elevation and the tower has been considered, and we are of the opinion that, even with the experience of the West face as a guide, there is still no way of obtaining competitive tenders for this work. The work can be specified in general terms only, and detail decisions on the extent of work can only be made after scaffolding inspection, and cutting away of obvious surface deterioration. Only then can the full extent of cutting and restoration be assessed and instructed.

It is therefore recommended that the remaining faces of the building and the tower be proceeded with on a similar basis to the West front, and charged at similar rates, and subject to similar contract conditions. It is further recommended

A. Smith.

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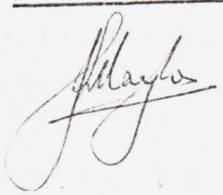
that, as before, Messrs. G.N. Beguely Ltd. be engaged for this work. The work they have just completed has been handled with great care and attention to detail, and, in our opinion, at the minimum cost compatible with a high standard of work. The estimated cost of the balance of the work to North, East and South elevations, the tower, and the single storey section on Queens Wharf, is £22,900-0-0.

Final accounts for the first stage just completed, should be submitted and checked, and certified less retentions, within the next two weeks. We will await your further instructions for the balance of the work.

Yours faithfully,

for LE PETIT & NAYLOR.



BOARD AUTHORITY 1.

2.

CODING

JOB TITLE

W. GRAHAM HITCHINS

Hitchins RESEARCH LABORATORIES SOUTH EAST ASIA-PACIFIC SPECIALISTS IN BUILDING MATERIALS

MEMBERS OF THE HITCHINS GROUP

Cables & Telegrams: FORMTOP ALL OFFICES

LTD., NEW ZEALAND
Blenheim: P.O. Box 13, Renwick. Phone: Renwick 699. Telex: N.Z. 3886
Wellington: P.O. Box 9353 Courtenay Place. Phone: 858-713.
Auckland: P.O. Box 5078, Wellesley Street. Phone: 374-018.
Christchurch: P.O. Box 2701, Christchurch. Phone: 40-442.

PTY. LTD., AUSTRALIA
Sydney: P.O. Box 360, Artarmon, N.S.W. 2064. Phone: 43-0658. Telex: AA 24362.
Melbourne: P.O. Box 270, Glen Waverley, Victoria 3150. Phone 233-1858.
Brisbane: P.O. Box 209, Moorvale, Queensland 4105. Phone: 21-3766.

(F.E.) LTD. SOUTH EAST ASIA
Singapore: 456A Balestier Road, Singapore 12. Phone: 51-5104.

LTD., ENGLAND
London: 2, 3 and 5 Studio Place, Kinnerton Street, Knightsbridge, London, SW 1X8 EP. Phone: 01-235 3785/6/7.

23rd November 1976.

AUCKLAND.

The District Architect,
Ministry of Works & Development,
Private Bag,
AUCKLAND.

Attention Mr. L. Hansen.

Dear Sir,

Jean Batten Building, Auckland.

We confirm recent discussions regarding the above building and provide this report regarding its exterior refurbishing.

Over the years, the relatively soft stonework employed, has succumbed to the aggressive Auckland climate, resulting in staining and crumbling. The latter effect is not widespread, being isolated to window cills and some edges of softer blocks.

Some window heads have cracks above them, suggesting that the stone exterior may have been employed as permanent shuttering for concrete which is now being spalled by corrosion of reinforcing steel. If this is the case, remedial work is now urgent to prevent further damage.

Movement of the individual masonry units has resulted in some cracking although this is not thought to be serious at this time.

The overall appearance of the structure suggests that the employment of a clear weatherproofing treatment is not practical. Substantial patching would be required to restore the building lines and the degree of staining would only be accentuated by a clear treatment.

We therefore suggest that a FORMSTAR COLOURED treatment with a smooth or sandy textured finish would provide a long life, pleasant appearance, in line with its surroundings. A ten year weatherproof warranty, incorporating protection against flaking, cracking or peeling, is provided for this process.

All window frame perimeters require jointing with FORMROK 28T sealant and all cracks and parapets must receive GUNAC/Tyglas treatment to ensure long life. The granite panels on each elevation do not require treatment as their condition is superior to the balance of the structure.

Specification.

1. Thoroughly clean surfaces to be treated by waterblast or steam cleaning method. Apply overall, Hitchins MOSSKILL solution.
2. Repair as necessary any spalled lintels by hacking out, de-scaling steel, prefly corrosion and plaster back to original lines.
3. Repair as necessary all eroded stonework.

N.B. Care will be required in patch plastering to ensure the patching bonds well and provides a similar texture to the stonework. Priming the area with a 3:1 water and VINSTIK solution will improve adhesion and a 1:6 solution of VINSTIK and water should be used as gauging water for the plaster.

4. Treat all minor cracks and parapets with Tyglas reinforced GUNAC bituminous base-coat process, employing slip membranes as required.
5. Apply perimeter seal of FORMROK 28T to all window frames and when cured, apply barrier coat of FORMROK 42L to all joints.

..2/..Contd.

6. Apply to balance of surface, one coat of GUNAC/VINSTIK/Water primer, ensuring even, overall coverage and penetration.
7. Apply to GUNAC bituminous base coated areas, one full coat of GUNAC topcoat.
8. Apply overall, one full coat of GUNAC topcoat.
9. Apply overall, two full coats of FORMSTAR COLOURED, colour as selected.

N.B. If a coarse sandy finish is selected, items 6, 7 & 8 above should be substituted with:-

6. FORMWAL 612 primer concentrate.
7 & 8. FORTEX in place of GUNAC topcoat.

The above process provides a virtual vapour barrier; however, it is not felt that this will have any deleterious effect on the stonework. Providing the stone is relatively dry at the time of application, it should not be unlike concrete masonry which has been extensively treated with this process. The major problems encountered with the use of non-breathing resins on stone appear to be isolated to clear non-penetrating treatments.

At least 10 years ago, some FORMSTAR Clear was applied to the Fort Street elevation of the building and no spalling is in evidence. We therefore submit this process as the most economical long term treatment suitable for this building.

We understand that there are some problems with the roofing membrane also and advise that we would be pleased to inspect it and report if required.

Yours faithfully,

J. Pollard.
FIELD SALES MANAGER.

Copies - 4 Auckland Applicators

BOARD AUTHORITY 1.

2.

JOB TITLE

CODING

Mr. D. Walker

JOB SHEET

DATE	INFORMATION AND INSTRUCTIONS	INITIALS
11/1/77	**Ferry Buildings**	
	Confirming discussion today about a lump of masonry which fell off the building onto Quay St and reported by the caretakers wife.	
1.	I wish you to locate the place which shed the piece of masonry	
2.	I want an immediate assessment of the condition of the building based on your visual inspection and if the assessment shows that the masonry is mostly sound then	
3	Please have carried out a closer testing inspection to find areas which may have loose masonry.	
4.	Remove loose pieces & record their location, provide a recommendation for repair and an estimate.	BLC

LETTER FILE	ISSUED TO / DATE
ESTIMATE	SUPERVISOR / INDIVIDUAL / COMPLETION REQUIRED BY
DRAWINGS	
PROGRAMME OF WORKS	SUB TITLE
BOARD AUTHORITY 1. 2.	JOB TITLE
CODING	

JOB DIARY

DATE	ACTION	INITIALS
11/1/77	inspected parapet from Roof of Building ① No piece of masonry is from the ~~cope~~ parapet coping a few ft. to the west of the tower on the south face ② visual inspection does little to indicate condition of stone work due to "Kenitex" coating but there appears to be very little stone work in imminent danger of falling off however the "Kenitex" coating is being blown off in patches by the decomposing stone ③ cannot be done without Removing "Kenitex" ④ Requires scafold. Refer to Report.	DW
19/1/77	Preparation of report.	DW
20/1/77	Report completed	DW

E 2.0.

PRESIDENT'S OFFICE

Reference

THE MARITIME SERV

Auckland Harbour Board.

Mr. N. Seagar,
Chief Engineer to the
Board,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND. N.Z.

Dear Neil,

I am forwarding a
the Board's Senior Architec
Engineer which cover most
which deals with the proble
old historic Ferry Buildin

As indicated in the Senior Architects report you may be able to receive assistance and advice from P.E. Fry Pty. Ltd., Wellesley Street, Auckland, New Zealand.

I am also enclosing a copy of a brochure prepared by W.A. Flick Building Services which may be of some assistance to you.

Thank you for your congratulations regarding my appointment as President of the Board and should I be able to be of any assistance to you in the future, please do not hesitate to contact me.

Yours sincerely,

J.M. WALLACE,
President.

Received 29/3/77

Goddard, Acc Earthquake

7. Other materials and application techniques appear satisfactory

8. In summary, I concur with the proposed materials and methods of application intended to be used by Flick & Co., with the proviso there is no appreciable head (3 ft.) of water above any damp proof coursing.

9. Papers might be referred to the Senior Architect.

Preservation and Research
Engineer.
14/4/76

Preservation and Research
Engineer Supervising.

Engineer-in-Chief

Senior Preservation & Research

PRESIDENT'S OFFICE

Reference

Box 32, G.P.O.
Sydney, 2001
Australia.

THE MARITIME SERVICES BOARD OF N.S.W.

1st March, 1977.

Mr. N. Seagar,
Chief Engineer to the
Board,
Auckland Harbour Board,
P.O. Box 1259,
AUCKLAND. N.Z.

Dear Neil,

I am forwarding a copy each of reports submitted by the Board's Senior Architect and Senior Preservation and Research Engineer which cover most of the information we have available which deals with the problem that you are now facing with the old historic Ferry Building.

As indicated in the Senior Architects report you may be able to receive assistance and advice from P.E. Fry Pty. Ltd., Wellesley Street, Auckland, New Zealand.

I am also enclosing a copy of a brochure prepared by W.A. Flick Building Services which may be of some assistance to you.

Thank you for your congratulations regarding my appointment as President of the Board and should I be able to be of any assistance to you in the future, please do not hesitate to contact me.

Yours sincerely,

J.M. WALLACE,
President.

Received
28/3/77

Goddard Acc Earthquake

7. Other materials and application techniques appear satisfactory

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9. Papers might be referred to the Senior Architect.

Preservation and Research
Engineer.
14/4/76

Preservation and Research
Engineer Supervising.

Engineer-in-Chief

Senior Preservation & Research

SMF

69/-

FORT DENISON : STONEWORK REPAIRS

1. The principles governing the decay of stone by air pollution are now well established. Pollutants such as sulphur dioxide and the nitrogen oxides form a very dilute acid with rain water. The binders in stones are insoluble in water but are attacked by acids to form soluble salts. Thus when acidic rainwater permeates stonework soluble salts from the binders are formed and these are transported to the face of the stone as the water begins to evaporate. Once the water evaporates the salts crystallize. However, these salts occupy a much larger volume than the binders from which they were derived. The repetition of this crystallisation pressure over a period of time makes the surface of the rock extremely susceptable to erosion forces. Eventually the outer layer perishes and the whole procedure is repeated.

2. To avoid this type of breakdown, silicones are used. Basically silicones are composed of an organic part and an inorganic part. When stones are treated with silicones the silicones permeate the stone, travelling through the capillaries, coating the particles. The inorganic part of the silicone attaches itself to the particle leaving the organic part as the new exterior surface. The organic part is hydrophobic, thus preventing the reaction of the polluted rainwater and the binders.

3. The life of a silicone treatment in sandstone is predicted to be in excess of 10 years, and in Europe, this has proved to be the case. Eventually, however, the silicones lose their effectiveness due to ultra violet degradation of the organic part of the silicone. The breakdown of the organic part makes the stone amenable to retreatment.

4. The use of silicones to prevent rising damp is also widespread. Rising damp occurs through capilliary action within stones. Silicones reverse the movement of water through capilliaries because of the hydrophobic nature of the silicone treated surface.

5. As for all pore lining water repellants resistance to hydrostatic pressure is limited to only a few feet and this technique is therefore not recommended for water proofing the walls of basements and other underground structures. This point should be noted for the Pt. Denison application. If any walls which are to be damp proofed are below the level of high tide by more than three feet silicone impregnation should not be proceeded with.

6. The lime putty intended for repointing the stonework is substantially the same as the original mix. The putty has good life, appearance and quality. Other materials were considered but rejected on the basis that they didn't allow the stone to breathe.

7. Other materials and application techniques appear satisfactory

8. In summary, I concur with the proposed materials and methods of application intended to be used by Flick & Co., with the proviso there is no appreciable head (3 ft.) of water above any damp proof coursing.

9. Papers might be referred to the Senior Architect.

Preservation and Research
Engineer.
14/4/76

Preservation and Research
Engineer Supervising.

Engineer-in-Chief

Senior Preservation & Research

1. By letter of 16.2.1977 the Chief Engineer, Auckland Harbour Board seeks information and advice as to a competent source for consultation in respect of the maintenance and restoration of deteriorated stonework in the old and historic Ferry Building, Auckland which was constructed in 1912 from Pyrmont (Sydney) sandstone.

2. The letter indicates that maintenance work following the deterioration of the stonework by 1953 was carried out in 1962 at a cost of $60,000 (N.Z.). The work comprised cleaning, making good shapes and corners in plaster and coating with a proprietory product which was given a 10 year guarantee. The position at the present time some 15 years after the work was completed is indicated to be that failure of the coating is showing which is apparently related to the sandstone continuing to deteriorate underneath.

3. It is considered that should the failure of the coating have occurred in recent times and over a comparitively short period its effectiveness over the guaranteed period would have been demonstrated. Assuming that the final coating was of a silicone type the experience of eventual failure is consistent with predictions as will be noted in a report relevant to methods of proposed restoration work at Fort Denison comprising sandstone structures erected circa 1857 (see minute of 14.4.1976 - Pps. 69/12412 copy attached). It is understood that more recent silicone coatings are more permanent and less subject to ultra violet deterioration than those used some years ago.

4. Without an inspection of the building and knowledge of local conditions it is difficult to advise on the extent of the work to be undertaken however on a general basis investigation might be directed to determining the causes of water entry into the stonework which could be by rising damp, hydrostatic pressure, or by permeation into the stonework from rainwater where unprotected by a coating or through open joints. The principles governing decay have been outlined in the minute of 14.4.1976 under reference in the above paragraph.

5. This office confronted with a somewhat similar situation relevant to the deterioration of stonework at Fort Denison sought the assistance without obligation of W.A. Flick & Co. Pty. Ltd. a well known firm with considerable experience in the restoration of old structures. Restoration works carried out by the firm include the State Transport Building, Sydney Hospital, and work at Berrima, N.S.W., also the Queensland Treasury and the Lands Department buildings and works at Norfolk Island.

6. On the advices of the firm following their site survey it is proposed that specifications for obtaining quotations will be prepared for the restoration work at Fort Denison to include works along lines as follows :-

(a) repair and re-facing of stonework where necessary; new stonework to be carried out only where essential;

(b) thorough washing by application of a mild cleaning solvent combined with a fungicide preparation to ensure the surface of the stonework is free from algae, moss, dirt build-up, grime and salt;

(c) raking out defective joints and pointing in two operations to preclude water entry with a suitable mortar;

...2/.

(d) installation of chemical damp course by injection process where rising damp or water head is present and replacement of plaster work where necessary after wall has dried out.

(e) the application of a silicone base water repellant coating to stabilise the binders in the stone to improve its natural weather resistance and thereby preserve the structures; the coating to be as resistent as is commercially procurable to ultra violet degradation and to be colourless so as not to constitute a blemish to the face stonework.

7. It should be noted that the treatment of stonework by preparations which would affect the capacity of the stonework to "breathe", for example by painting could adversely affect the stonework and accelerate deterioration.

8. Enquiries by this office to W. A. Flick and Co. Pty. Ltd., Sydney have indicated that some assistance and advice in respect of the Ferry Building might be forthcoming from P. E. Fry Pty. Ltd., Wellesley Street, Auckland, N.Z. This firm is understood to be an experienced and sound firm and franchise agents for the application of materials supplied by the Hitchins Group a branch of which is W. Graham Hitchins Ltd., Auckland.

9. Submitted for information.

Senior Architect,

25 FEB 1977

Engineer-in-Chief.

Flick
BUILDING SERVICES

A Division of W.A. Flick & Co. Pty. Ltd.
State Offices—
New South Wales:
69-75 Victoria Avenue, Chatswood 2067
Telephone: 02-407 3211

Queensland:
692 Gympie Road, Chermside 4032
Telephone: 072-59 7077

Victoria:
8 Lonsdale Street, Dandenong 3175
Telephone: 03-791 6077

South Australia:
7A Anzac Highway, Keswick 5035
Telephone: 08-297 3477

Western Australia:
239 St. George's Terrace, Perth 6000
Telephone: 092-21 2628

Tasmania:
84 Charles Street, Launceston 7250
Telephone: 003-31 1008

Australian Capital Territory:
Room 9/54 Northbourne Avenue, Canberra City 2601
Telephone: 062-48 5611

7506

487/1

Mr J. Wallace
President
Maritime Services Board
New South Wales
Box 32
Sydney
AUSTRALIA

16 February 1977

Dear Jack

I have a problem with our old and historic Ferry Building on which you may be able to guide me to a competent source for consultation.

The Ferry Building was built in 1912 from Pyrmont (Sydney) sandstone. By 1953 the deterioration of the external surfaces, breaking down of cornices and edges with consequent falling off of material necessitated remedial work. In 1962 the sum of $60,000 was spent in cleaning the sandstone surfaces, making good shapes and corners in plaster and the whole covered with a proprietary coating which was given a 10 year guarantee.

At this time, failure of the applied coating is showing in several areas, which appears to be related to the sandstone continuing to deteriorate underneath and blowing off the coating.

It occurs that the long term problems with Sydney sandstone must be well known in Sydney, particularly in the Rocks area where your Board has interests and that some specialist advice could be available in respect of my problem. I would be grateful if you could assist me.

May I also offer my congratulations on your new appointment.

Kindest regards.

N. Seagar
CHIEF ENGINEER TO THE BOARD

NS:JARP

487/1.

AUCKLAND HARBOUR BOARD
11 JAN 1977
TRAFFIC DEPARTMENT

Engineers Dept

Ferry Buildings - loose masonry

Piece of Concrete

The piece of concrete attached hereto was handed in to this Office by Mrs Mathews Caretaker's Wife of the Ferry Bldgs

Stated had fallen from Building onto Quay this Morning 11/1/77

PROGRAMME OF WORKS

JOB TITLE

BOARD AUTHORITY 1.

2.

JOB TITLE

CODING

W. D. Walker

JOB SHEET

DATE	INFORMATION AND INSTRUCTIONS	INITIALS
11/1/77	Terry Buildings Following discussion today about a lump of masonry which fell off the building onto Quay St and reported by the caretakers wife. Sig 2"×2"×6"	
1.	I wish you to locate the place which shed the piece of masonry	
2.	I want an immediate assessment of the condition of the building based on your visual inspection and if the assessment shows that the masonry is mostly sound then	
3	Please have carried out a closer testing inspection to find areas which may have loose masonry.	
4.	Remove loose pieces & record their location, provide a recommendation for repair and re-estimate.	BOC.

LETTER FILE	ISSUED TO	DATE
ESTIMATE	SUPERVISOR	
DRAWINGS	INDIVIDUAL	
PROGRAMME OF WORKS	COMPLETION REQUIRED BY	
BOARD AUTHORITY 1.	SUB TITLE	
2.	JOB TITLE	
CODING		

TELEPHONE 21-656
EXTENSION 86

PLEASE QUOTE M. 2599
OUR REFERENCE F.2
YOUR REFERENCE

MARINE DEPARTMENT.
Nautical School,
Ferry Bldgs.,
AUCKLAND, C.1.

24th November, 1966.

The Property Officer,
Auckland Harbour Board,
C.P.O. Box 1259,
AUCKLAND, C.1.

Dear Sir,

WINDOWS IN ROOM 56, FERRY BUILDINGS:

The condition of the window fastenings in this room has been steadily deteriorating since last May when the matter was first reported, and several follow-ups to the original report have so far produced no result. It is now impossible to secure the large windows against wind damage, and I would like you to be fully aware of the situation.

Yours faithfully,

N Baddeley.
(N. Baddeley)
Director.

Chief Engineer

Requisition no 1474 dated 9/5/66 refers.

RECEIVED 29 NOV 1966 ENGINEERS DEPT.

What is the situation regarding this please?
J. 28/11

A Burgess
PROPERTY OFFICER
25/11/66

completed 29/11/66 -
KS.

31 OCT 1963

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Engineer's Department

Dr. to C.N. Beguely,
P.O. Box 3628.

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

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL
		Ferry Building - External Renovations C/A.						
		Eighth and final progress payment on account of Contract No. 1722 - External Renovations, Ferry Building - in accordance with Architect's Certificate No. 8 dated 10.10.63 attached.						
		Value of work (complete)			23,958	5	1	
		Less previous payments			21,563	0	0	
								2,395 5 1

DUPLICATE

PASSED BY COMMITTEE

Chairman .....

Member .....

Date .....

Costing Code Dept.	Clas.	H.E	Amount £
811	001	39	2,395-5-1
		£	2,395-5-1

£

Discount .....

NET TOTAL £ 2,395 5 1

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. Boulton
ACTING 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.

G-19

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
C. M. COUCH, Dip.Arch., A.N.Z.I.A.
B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
10th October, 1963.

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

Dear Sir,

FERRY BUILDING - MAINTENANCE CONTRACT

Attached is our certificate No. 8 (final) completing payments due to G.N. Beguely Limited on the above contract. Also attached is our final account for fees for full Architectural services.

Yours faithfully,
for LE PETIT, NAYLOR & COMPANY.

ENCL.

Passed for Payment
14. 10. 63.
Aut.

Mr Smith
Mr. Taylor.

file

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
C. M. COUCH, Dip.Arch., A.N.Z.I.A.
B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
10th October, 1963.

THE AUCKLAND HARBOUR BOARD
FERRY BUILDING - MAINTENANCE CONTRACT
Schedule No. 8 (final)

Final cost of main contract	£22,820 -3 -10	
Renovations to tower	1,052 -0 - 0	
Renovations to roof N.W. wing	86 -1 - 3	
	£23,958 -5 - 1	✓
Deduct payments Nos 1 - 7 on account	£21,563 -0 - 0	✓
Balance due, certificate No. 8 (final)	£ 2,395 -5 - 1	✓

30 SEP 1963

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Engineer's Department

Dr. to C.N. Beguely,
P.O. Box 3628,

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

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL
		Ferry Building - External Renovations C/A.						
		Seventh progress payment on account of Contract No. 1722 - External Renovations, Ferry Building - in accordance with Architects' Certificate No. 7 dated 29.8.63 attached.						
		Value of work to 29.8.63			23,958	5	1	
		Less retention £2,395. 5. 1.						
		Less previous payments £20,538. 0. 0.			22,933	5	1	
			Aut.					1,025 0 0

DUPLICATE

PASSED BY COMMITTEE

.....Chairman

.....Member

Date.....

Costing Code Dept.	Clas.	H.E	Amount £
811	001	39	1025-0-0
		£	1025-0-0

£

Discount.....

NET TOTAL £ 1,025 0 0

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. Proctor

.....
ACTING 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.

G-19

.....

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
C. M. COUCH, Dip Arch., A.N.Z.I.A.
B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
29th August, 1963.

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

Dear Sir,

FERRY BUILDING MAINTENANCE CONTRACT

Work on this contract was accepted as complete on the 19th instant, and final accounts have been received, and our certificate No. 7 is attached, for the sum of £1,025 -0 -0. ✓

This is the outstanding balance of the cost, less the 10% retention which is due for release on the 19th September.

Yours faithfully,
for LE PETIT, NAYLOR & COMPANY

ENCL.

Mrs. Taylor.

Voucher prepared. Cert.

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
C. M. COUCH, Dip.Arch., A.N.Z.I.A.
B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169/A
29th August, 1963.

THE AUCKLAND HARBOUR BOARD

FERRY BUILDING - MAINTENANCE CONTRACT

Schedule No. 7.

Total cost of contract at date of Schedule No. 6.	£22,820 -3 -10	
Renovations to interior of tower as quoted	£ 1,052 -0 - 0	
Renovations to roof of N.W. wing	£ 86 -1 - 3	
Final cost of contract	£23,958 -5 - 1	
Deduct Retention under Liens Act 10%	£ 2,395 -5 - 1	✓
	£21,563 -0 - 0	✓
Deduct payments Nos 1 - 6 on account	£20,538 -0 - 0	✓
Balance due, certificate No. 7.	£ 1,025 -0 - 0	✓

487/1

31 JUL 1963

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Engineer's Department

For the undermentioned:

Dr. to

G.N. Beguely Ltd.,
P.O. Box 3628,
AUCKLAND. C.1.

(Name of Claimant)

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL
		Ferry Building - External Renovation C/A:						
		Sixth progress payment on Account of Contract No. 1722 - External Renovations, Ferry Building - in accordance with Architect's Certificate No 6, Ref. 169, dated 1.7.63 attached.						
		Value of Work to 1.7.63			22,820	3	10	
		Less retention £ 2,282. 3. 10						
		Less previous payments £16,329. 0. 0.			18,611	3	10	
								4,209 0 0

DUPLICATE

PASSED BY COMMITTEE

Chairman

Member

Date

Costing Code Dept.	Clas.	H.E	Amount £
841	001	39	4,209-0-0
		£	4,209-0-0

£

Discount

NET TOTAL £ 4,209 0 0

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.

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.

G-19

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
C. M. COUCH, Dip.Arch., A.N.Z.I.A.
B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
1st July, 1963

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

Dear Sir,

FERRY BUILDING CONTRACT No. 2.

With the exception of re-surfacing of the roof over the N.W. wing, this contract is now complete, and accounts have been brought up to date. It is clear that the work will be fully completed for well under the original estimate of £27,000 -0 -0.

We attach certificate No. 6 for the sum of £4,209 -0 -0 due to G.N. Beguely Limited, leaving the retention together with roof maintenance still to be certified.

Yours faithfully,
for LE PETIT, NAYLOR & COMPANY.

B. W. Goode.

ENCL.

Passed for Payment
8/7/63
Auth.

F. de Smith.

file Auth

Mr. Taylor

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
C. M. COUCH, Dip.Arch., A.N.Z.I.A.
B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
1st July, 1963.

THE AUCKLAND HARBOUR BOARD.
FERRY BUILDING - MAINTENANCE CONTRACT
Schedule No. 6.

Estimated cost of work		£27,000 -0 -0
Labour W/E 14th June, 1963		£ 9,841 -9 -0
Materials and sub-contractor	£10,058 -17 -10	
Less credits	50 - 9 - 9	
	£10,008 - 8 - 1 ✓	
Contractors Profit 10%	£ 1,000 -16 -9 ✓	
	£11,009 - 4 -10 ✓	£11,009 -4-10 ✓
Plant Hire	£ 804 - 0 - 0	
Steam cleaning	£ 589 - 0 - 0	
Hoist Hire	£ 506 -10 - 0	
Cartage	£ 70 - 0 - 0	
	£ 1,969 -10 - 0 ✓	£ 1,969-10 -0 ✓
Total cost of contract		£22,820 -3-10 ✓
Deduct retention under Liens Act 10%		£ 2,282 -3-10 ✓
		£20,538 -0 -0 ✓
Deduct Previous Payments Nos 1 - 5		£16,329 -0 -0 ✓
Balance due, certificate No. 6...		£ 4,209 -0 -0 ✓

file Auc.

file copy.

31 MAR 1963

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to

Engineer's Department

For the undermentioned: *(Name of Claimant)* G.N. Beguely Ltd., P.O. Box 3628, Auckland C.1.

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL £	s.	d.
		Ferry Building - External Renovations C/A								
		Fifth progress payment on account of Contract No. 1722 - External Renovations, Ferry Building - in accordance with Architect's Certificate No.5 dated 11th March, 1963, attached.								
		Value of work to 11.3.63			18,143	15	8			
		Less retention 1,814.15. 8.								
		Less previous payments 13,679. 0. 0.			15,493	15	8	2650	0	0

DUPLICATE

PASSED BY COMMITTEE

Chairman .....

Member .....

Date .....

Costing Code Dept.	Clas.	H.E	Amount £	s.	d.
811	001	39	2650.	0.	0.
		£	2650.	0.	0.

£

Discount .....

NET TOTAL £ 2650 0 0

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. .....

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.

G-19

.....

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.

C. M. COUCH, Dip.Arch., A.N.Z.I.A.

B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.

12th March, 1963.

15 MAR 1963

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

Dear Sir,

FERRY BUILDING CONTRACT NO. 2.

Your query regarding safety of the scaffolding on the North face of the building has been taken up with the Contractors.

This whole contract including scaffolding is a Notifiable work under the Construction Regulations 1961, and before each stage has been scaffolded, the Chief Safety Inspector has been notified and the method of scaffolding approved. At our request, the Contractor has asked for a re-inspection. This inspection has been made made by the Chief Safety Inspector Mr Clifford, and the scaffolding has been approved.

Yours faithfully,
for LE PETIT, NAYLOR & CO.

JLNaylor

dlr Smith.

15.3.63 Mr. Teagar reported an apparent defect. He has been informed of this letter.

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.

C. M. COUCH, Dip.Arch., A.N.Z.I.A.

B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
11th March,

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

Dear Sir,

FERRY BUILDING CONTRACT NO. 2.

Attached is certificate No. 5 for the sum of £2,650 -0 -0 due to G.N. Beguely Limited on account of the above contract.

Yours faithfully,
for LE PETIT, NAYLOR & COMPANY.

ENCL.

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.

C. M. COUCH, Dip.Arch., A.N.Z.I.A.

B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
11th March, 1963.

AUCKLAND HARBOUR BOARD.
FERRY BUILDING - MAINTENANCE CONTRACT
No. 2.
Schedule No. 5.

Estimated cost of work		£27,000 -0 -0
Labour w/e 27th Feb/63		8,348 -14 -6
Materials and sub-contractors	£7,443 -13 -10 744 - 7 - 4	8,188 -1 -2
Plant hire - Scaffolding	636 - 0 -0	
Steam cleaning	526 -10 -0	
Hoist Hire	404 -10 -0	
Cartage	40 - 0 -0	1,607 -0 -0
		£18,143-15 -8
Deduct Retention under Lien Act 10%		1,814-15 -8
		£16,329 -0 -0
Deduct Previous payments 1 - 4		£13,679 -0 -0
Balance due certificate No. 5.		£ 2,650 -0 -0

AUCKLAND HARBOUR BOARD

31 DEC 1962

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to

Engineer's Department

For the undermentioned: *(Name of Claimant)* G.N. Beguely Ltd., Box 3628, Auckland C.1.

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL		
		Ferry Building - External Renovations C/A								
		Fourth progress payment on account of Contract No. 1722 - External Renovations, Ferry Building - in accordance with Architect's Certificate No.4 dated 13th December 1962, attached.								
		Value of work to 13.12.62			15,198	16	10			
		Less retention £1,519.16.10.								
		Less previous payments 10,035. 0. 0.			11,554	16	10	3644	0	0
		DUPLICATE								

PASSED BY COMMITTEE

Chairman .....

Member .....

Date .....

Costing Code			Amount			
Dept.	Clas.	H.E				
811	001	39	3644.	0.	0.	
		£	3644.	0.	0.	

£

Discount .....

NET TOTAL £ 3644 0 0

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.

.....
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.

G-19

.....

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. [redacted] NAYLOR, A.N.Z.I.A.

C. M. COUCH, Dip.Arch., A.N.Z.I.A.

B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref: 169.

13th December, 1962.

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

Dear Sir,

FERRY BUILDING CONTRACT NO. 2.

Attached is our certificate No. 4 for the sum of £3,644 - 0 -0 payable to G.N. Beguely Ltd. If it can be arranged, we would be grateful if the payment can be made to the Contractor, before the Christmas recess commences on the 21st. inst.

Yours faithfully,
p.p. LE PETIT, NAYLOR AND COMPANY.

Encl.

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
C. M. COUCH, Dip.Arch., A. A.
B. W. GOODE, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref: 169.

13th December, 1962.

AUCKLAND HARBOUR BOARD.

FERRY BUILDING MAINTENANCE CONTRACT NO. 2.

SCHEDULE NO. 4.

Estimated cost of work		£27,000 - 0 -0
Labour W/E 28th November, 1962.		£ 7,018 - 3 -6
Materials and sub-contractors	£6,262 - 8 -6	
Plus Contractors Profit 10%	£ 626 - 4 10	£ 6,888 -13 -4
		£13,906 -16 10
Plant Hire Scaffolding	£ 504 - 0 -0	
Steam Cleaning	£ 463 -10 -0	
Hoist Hire	£ 294 -10 -0	
Cartages	£ 30 - 0 -0	£ 1,292 - 0 -0
Value of work completed to date		£15,198 -16 10
Deduct Retention under Liens Act		£ 1,519-16 10
		£13,679 - 0 -0
Deduct Previous Payments 1-3 incl.		£10,035 - 0 -0
Balance due Certificate No.4		£ 3,644 - 0 -0

487

Auckland Harbour Board

2042 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE CONSTRUCTION ENGINEER *Date* 13th December 19 62

Subject ROOM 11 @ FERRY BUILDINGS

CODE NUMBER
507/001/40-49

Please carry out the following work:-

1. (a) Demolish partitions, wall panels and cupboard.

   (b) Hardboard panel in doorway in W. wall. Cut in hardboard and finish with ¼ rd bead and 6 x 1 skirting.

   (c) F.O.W. painters shall remove wallpaper, clean down then apply 3 coats paint as colour scheme already with Foreman Painter.

2. Electrical Engineer shall check wiring, renew missing pendant, provide new p.p. under window. Mark out floor traps if any required so that these can be attended to prior to lino being laid.

Copy to Electrical Engineer
for action as 2 above

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:—*

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

2042 A

REMARKS: _____

Signature _____

E10

Date _____ 19

File 487

13-12-62.

Instr to ~~FOW~~ Constr Engr.
" Room " - Ferry Bldgs.

Please carry out the following work:

(1) a/ Demolish partitions, wall panels and cupd.
b/ Hardboard panel in doorway in W wall
Cut in hardboard & finish with 1/4 rd bead and 6x1 skirting.
c/ F.O.W painters shall remove wallpaper, clean down then apply 3 coats paint as colour scheme already ~~in~~ with Foreman Painter

(2) Electrical Engineer shall check wiring renew missing pendant. provide new pp. under windows. Mark out floor traps if any reqd so that these can be attended to prior to lino being laid.

Chief Engr

Ld

copy to Elec Engr for action as (2) above.

487

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
13th November, 1962.

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

Dear Sir,

FERRY BUILDING CONTRACT NO.2.

Confirming discussions with Mr R.A.J. Smith, several places on the South face have been missed in the spraying of Kenitex. The Contractor is aware of these, being points where scaffolding obstructed the spraying or was anchored to the building.

The necessary patch spraying will be completed when the parapet tops and backs are sprayed.

Yours faithfully,
for LE PETIT, NAYLOR & CO.

JLNaylor

RAJ Smith

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref: 169.

11th October, 1962.

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

Dear Sir,

FERRY BUILDING CONTRACT NO. 2.

Further to discussions with Mr. R.A.J. Smith, we advise as follows:--

1. We have arranged with the contractors Messrs. G.N. Beguely Ltd., to proceed with work on the west wall, commencing shortly. As scaffolding is partly complete for the first wall, they will proceed with this, and scaffold and renovate the west wall at the same time.

2. The Contractors advise that scaffolding for the north wall can be cantilevered safely to an adequate width, and the driving of piles for a platform will not now be necessary.

Yours faithfully,
p.p. LE PETIT, NAYLOR AND COMPANY.

RAJ Smith.

4487

30 SEP 1962

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to

Engineer's Department

For the undermentioned: *(Name of Claimant)* G.N. Beguely, 107 Newton Rd, Auckland C.2.

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL		
		Ferry Building - External Renovations C/A								
		Third progress payment on account of Contract No. 1722 - External Renovations, Ferry Building - in accordance with Architect's Certificate No.3 dated 13th September, 1962, attached.								
		Value of work to 13.9.62			11,150	16	8			
		Less retention 1,115.16. 8.								
		Less previous payments 5,543. 0. 0.			6,658	16	8	4492	0	0

DUPLICATE

PASSED BY COMMITTEE

Chairman .....

Member .....

Date .....

Costing Code Dept.	Clas.	H.E	Amount
811	001	39	4492.0.0.
		£	4492.0.0.

£

Discount .....

NET TOTAL £ 4492 0 0

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.

.....
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.

.....

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

487/1

Ref. 169.

13th September, 1962

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

Dear Sir,

FERRY BUILDING CONTRACT No. 2.

Attached is certificate No. 3 for the sum of £4,492 -0 -0 payable to G.N. Beguely Limited. This includes the cost of Kenitex spray finish completed to date. Confirming discussions with Mr R.A.J. Smith, the repainting of main entrance doors to the building will be left out of this contract.

Yours faithfully,
for LE PETIT, NAYLOR & CO.

ENCL.

file Arch.

LE PETIT, NAYLOR & CO.
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
13th September, 1962.

AUCKLAND HARBOUR BOARD.
FERRY BUILDING - MAINTENANCE CONTRACT NO. 2.
Schedule No. 3.

Estimated cost of work		£27,000 -0 -0
Labour to W/E August, 29th, 1962		£ 4,780 -8 -6
Materials and sub contractors including Kenitex	£5,030 -16 -6	
Plus 10%	503 - 1 -8	£ 5,533 18 -2
		£10,314 -6 -8
Plant hire: Cartages	£ 15 - 0 -0	
Scaffolding	£ 348 - 0 -0	
Steam cleaning	£ 319 -10 -0	
Hoist Hire	£ 154 - 0 -0	£ 836 10 -0
Value of work completed to date		£11,150 16 -8
Deduct 10% Retention under Liens Act		£ 1,115 16 -8
		£10,035 -0 -0
Deduct previous payments Nos 1 and 2		£ 5,543 -0 -0
Balance due, certificate No. 3.		£ 4,492 -0 -0

487/1

17th August, 1962

THE CHIEF ENGINEER

THE TRAFFIC MANAGER
THE PROPERTY OFFICER

FERRY BUILDINGS EXTERIOR MAINTENANCE.

To avoid unnecessary delays in communicating with the contractors engaged on the above work in the event of damage to the roof or windows during wet weather, please note the following contacts which can be quickly made:-

Mr. G.N.Beguely phone 64979

Mr. J.Aitken No. 4 Macauley St., Newton.

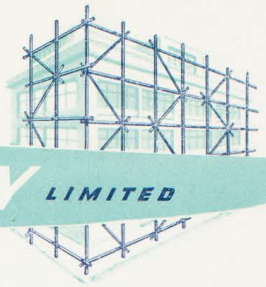
CHIEF ENGINEER TO THE BOARD.

THE FOREMAN OF WORKS.

Copy for your information.

Copy to Mr Smith
Engineer
Auckland Harbour Bd.

TELEPHONES:
BUSINESS - 40-121
PRIVATE - 64-979



G. N. BEGUELY LIMITED

Commercial Maintenance Contractors.

SECOND FLOOR
WINDSOR HOUSE
QUEEN STREET

107 Newton Rd.

BOX 3628
AUCKLAND, C.1.

BUILDING, CONTRACTING,
MAINTENANCE OF
STEEL WINDOWS
AND IRON WORK.
PLASTERING,
BRICKLAYING,
PAINTING,
PLUMBING,
STEAM CLEANING.

30th July 1962

Messrs. Le Petit, Naylor, Woolford,
South British Bldgs.
Shortland St.
AUCKLAND.

Re: Ferry Bldgs. Water Damage.
Office of N.Z. Forest Service.

Dear Sirs,

During the week ending 27th July 1962, three clay tiles on the Ferry Building's roof were broken underneath the duck boards and directly above the office of N.Z. Forest Service.

With the heavy rain on Saturday evening the water penetrated through the broken tiles and into the said office. It was not until eleven a.m. on Sunday morning that I was notified by phone that such water had penetrated through the broken tiles. Within half an hour the foreman and myself were on the spot and within fifteen minutes the tiles were replaced.

I also lifted the lino in the said office to find that the water had dampened the underfelt to an extent of 4" either side of the joint. Two desks were damp on top which we dried out immediately.

On Monday morning I was called in again by my foreman to learn that water had penetrated one of the filing cabinets. On discussing the water damage with the principal of the office, he informed me that no actual damage was done to the cabinet and contents other than the contents necessitated drying out. We accepted liability for any work incurred in drying of the said contents or for any other water damage.

At the beginning of this contract, I gave the Ferry Building caretaker the name and address of our employee James Aitken, residing at No. 4 Macauley St. Newton, who is familiar with the Ferry Contract and asked the caretaker, if in the event of any problem arising relating to our contract would he please send a taxi to get Mr. Aitken.

(continued overleaf)

Messrs. Le Petit, Naylor, Woolford. (cont.)

It was very disappointing that we were not notified as soon on Saturday evening as the water penetration was noticed.

As you are aware, the tiles on this roof are very brittle and should one of our men or sub-contractor's men walk heavily on them and fracture them without our knowledge the same water damage could occur again.

To save inconvenience to any one of the tenants and also to the caretaker, could we ask that we be notified immediately either by the suggested sending of a taxi for Mr. Aitken or phoning our private number 64-979.

Yours sincerely,

G. H. Bogue DIRECTOR.

31 JUL 1962

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to

Engineer's Department

For the undermentioned: *(Name of Claimant)* G.N. Beguely, 107 Newton Rd., Auckland C.2.

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL		
		Ferry Building - External Renovations C/A Second progress payment on account of Contract No. 1722 - External Renovations, Ferry Building - in accordance with Architect's Certificate No.2 dated 18th July, 1962 attached.								
		Value of work to 18.7.62			6,158	17	6			
		Less retention 615.17. 6.								
		Less previous payment 1,838. 0. 0.			2,453	17	6	3705	0	0

DUPLICATE

PASSED BY COMMITTEE

.....*Chairman*

.....*Member*

Date.....

Costing Code			Amount			
Dept.	Clas.	H.E				
811	001	39	3705.	0.	0.	
			£ 3705.	0.	0.	

£

Discount.....

NET TOTAL £ 3705 | 0 | 0

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.

.....

Chief Engineer to the Board

Received on the..... 195 , from the Treasurer of the Auckland Harbour Board, the sum of..... Pounds..... Shillings and..... Pence in full payment of the above Account.

G-19

.....

1187

LE PETIT, NAYLOR & WOOLFORD
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
R. G. WOOLFORD, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.

18th July, 1962;

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

Dear Sir,

FERRY BUILDING CONTRACT NO. 2.

Attached is certificate No. 2 and schedule, for the sum of £3,705 -0 -0 payable to G.N. Beguely Limited, Contractors for the above work.

Yours faithfully,
for LE PETIT, NAYLOR & WOOLFORD.

ENCL.

file
ack.

LE PETIT, NAYLOR & WOOLFORD
REGISTERED ARCHITECTS

L. L. NAYLOR, A.N.Z.I.A.
R. G. WOOLFORD, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

Ref. 169.
18th July, 1962.

AUCKLAND HARBOUR BOARD
FERRY BUILDING - MAINTENANCE CONTRACT No.2.
Schedule No. 2.

Estimated cost of work		£27,500 - 0 -0
Labour to weekending 26th June, 1962		£ 3,327 -13 -6
Materials and sub-contractors	£2087-0-0	
Plus 10%	208-14-0	
	£2295.14.0	£ 2,295 -14 -0
		£ 5,623 - 7 -6
Plant Hire - Scaffolding	£240 -0-0	
Steam cleaning	£231-10-0	
Hoist	£ 64 -0-0	£ 535 -10 -0
Value of work completed		£ 6,158 -17 -6
Deduct 10% retention under Liens Act.		£ 615 -17 -6
		£ 5,543 - 0 -0
Deduct previous payment No. 1.		£ 1,838 - 0 -0
Balance due, certificate No. 2.		£ 3,705 - 0 -0

file Auc.

487/1

20th June, 1962.

Messrs. Le Petit, Naylor and Woolford,
P.O. Box 109,
AUCKLAND

Dear Sirs,

FERRY BUILDING - EXTERIOR RENOVATION

The sample of "Kenitex" recently applied to the stone window surround at the above is satisfactory as far as colour is concerned and your proposal to use this treatment on all the stonework is approved.

Please arrange accordingly along the lines set forth in your letters of 1.5.62, 18.5.62 and 1.6.62 and obtain the necessary guarantee from the contractors.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

Encl: Letter from J.H.M. Carpenter; Form of Guarantee

RAJS:HEW

LE PETIT, NAYLOR & WOOLFORD
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
H. G. WOOLFORD, B.Arch., A.N.Z.I.A.

408 SOUTH BRITISH BUILDING
SHORTLAND ST., AUCKLAND, C.1
P.O. BOX 109 PHONE 22-906

INSURANCE HOUSE, 9 BANK STREET
WHANGAREI. P.O. BOX 532. PHONE 4224

PLEASE REPLY Auckland. OFFICE

Ref. 169.

18th May, 1962.

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

Dear Sir,

FERRY BUILDING CONTRACT NO. 2.

Further to our recent discussion and report dated 1st instant we have discussed the form of guarantee with G.N. Beguely Limited, and Mr O'Donnell of J.H.M. Carpenter Limited. It has been ascertained that the guarantee is issued by J.H.M. Carpenter Limited as applicators, and that the Manufacturers of the material in New Zealand, Kenitex N.Z. Limited, are responsible direct to the overseas principles for the standard of the product, and that the overseas Company backs the authorized applicators guarantee.

The matter of acceptance of the standard of preparation work on the stone is agreed, and the whole matter is covered in a letter from J.H.M. Carpenter Limited, the original of which is attached for your information.

Yours faithfully,
for LE PETIT, NAYLOR & WOOLFORD.

JLNaylor

ENCL.

This letter & form of guarantee returned to Naylor 20.6.62.

LE PETIT, NAYLOR & WOOLFORD
REGISTERED ARCHITECTS

J. [illegible] NAYLOR, A.N.Z.I.A.
R. G. WOOLFORD, B.Arch., A.N.Z.I.A.

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PLEASE REPLY Auckland. OFFICE

Ref. 169.

1st June, 1962.

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

Dear Sir,

FERRY BUILDING - MAINTENANCE CONTRACT NO. 2.

Confirming discussions with Mr R.A.J. Smith, we have arranged for J.H.M. Carpenter Limited to do a sample application of Kenitex on the surrounds of the two first floor windows, at the west end of the South elevation. This will be applied as soon as weather conditions permit.

Their quotation for Kenitex treating the whole of the stonework including the tower, and the west elevation, is £7,024 -14 -0 Scaffolding would be provided by G.N. Beguely Limited as part of his contract, and it is considered that the Kenitex work would have to be a sub-contract. Should this be approved, before the west end is treated, the whole of the stonework would have to be inspected and made good, and all cement paint removed. We will give the necessary instructions for this when required.

Yours faithfully,
for LE PETIT, NAYLOR & WOOLFORD.

[signature]

[signature] R.A.J. Smith

LE PETIT, NAYLOR & WOO
REGISTERED ARCHITECTS

L. NAYLOR, A.N.Z.I.A.
G. WOOLFORD, B.Arch., A.N.Z.I.A.

Auckland Harbour Board.

This letter discussed with Naylor by Mr. Sutton. Agreed that whilst we don't like "paint" there is no alternative to the use of "Kemitex" in this instance. Naylor is to get full information on the matter of performance guarantees.

Brief up May 28th 514

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

Dear Sir,

FERRY BUILDI
N

Confirming discus
alternatives have been und
tection of the stonework o
Sandstone used is very soft and porous, and prone to de-laminate on its bed with the effects of weather, and subject to severe erosion where water runs down the face of the building. What is more disliking is the set out of the stone, with projecting horizontal surfaces on a line with joints, allowing water back into this cannot be gauged as no complete stones have been removed, but we are of the opinion that steps should be taken to prevent water from getting into the stone, or into the mortar joints.

Our opinions on the alternatives are summarized below:-

1. West End (Contract No. 1.) Work on this end of the building was completed in September 1958, or some 3½ years ago. Re inspection shows that the plaster patching of the stone has held satisfactorily and there are no apparent signs of patching breaking away or dislodging adjacent stonework. After these repairs and repointing, all brickwork was saturated with Silicone Clear Waterproofer; the bricks were well burnt, and this treatment similarly appears to have afforded the protection required, and no sign of further deterioration is evident.

   The stone work, after patching, was treated with cement paint, in a colour as near as possible to that of the original stone when clean. This has not been so successful, and is now largely washed away off the surface, and the plaster patching is starting to show. What is probably more important, it appears that cement paint or wash provides no protection for the stone over any period of time, leaving it now exposed to erosion and de-lamination as before.

2. Objects of Treatment The building is some 50 years old, and the exterior faces, more particularly the North elevation and the Tower are in an advanced state of deterioration. The expenditure of a total of some £30,000 -0 -0 on remedial work should ensure preservation of the exterior in satisfactory conditions for a long period, probably for the remaining useful life of the building. We are of the opinion that this cannot be achieved by cutting back and patching alone, but that some protecture coating should be applied to stop any further weathering of the stone. Once stone has been steam cleaned, and many parts cut away, it is considered that deterioration willbe accelerated, and the whole problem could recur in a matter of only a few years. At the same time as affording protection, any treatment should also be such that the present appearance of the building is preserved. Two alternatives

dlr Smith

LE PETIT, NAYLOR & WOO
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
G. WOOLFORD, B.Arch., A.N.Z.I.A.

SHORTLAND ST.,
P.O. BOX 109 PHONE 22-906
INSURANCE HOUSE, 9 BANK STREET
WHANGAREI. P.O. BOX 532. PHONE 4224

PLEASE REPLY Auckland. OFFICE

Ref. 169. JLN/JD

1st May, 1962.

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

Dear Sir,

FERRY BUILDING - MAINTENANCE CONTRACT NO. 2.

Confirming discussions with Mr R.A.J. Smith, various alternatives have been under consideration for the treatment and protection of the stonework on this building. As you are aware the Sandstone used is very soft and porous, and prone to de-laminate on its bed with the effects of weather, and subject to severe erosion where water runs down the face of the building. What is more disliking is the set out of the stone, with projecting horizontal surfaces on a line with joints, allowing water back into this cannot be gauged as no complete stones have been removed, but we are of the opinion that steps should be taken to prevent water from getting into the stone, or into the mortar joints.

Our opinions on the alternatives are summarized below:-

1. West End (Contract No. 1.) Work on this end of the building was completed in September 1958, or some 3½ years ago. Re inspection shows that the plaster patching of the stone has held satisfactorily and there are no apparent signs of patching breaking away or dislodging adjacent stonework. After these repairs and repointing, all brickwork was saturated with Silicone Clear Waterproofer; the bricks were well burnt, and this treatment similarly appears to have afforded the protection required, and no sign of further deterioration is evident.

   The stone work, after patching, was treated with cement paint, in a colour as near as possible to that of the original stone when clean. This has not been so successful, and is now largely washed away off the surface, and the plaster patching is starting to show. What is probably more important, it appears that cement paint or wash provides no protection for the stone over any period of time, leaving it now exposed to erosion and de-lamination as before.

2. Objects of Treatment The building is some 50 years old, and the exterior faces, more particularly the North elevation and the Tower are in an advanced state of deterioration. The expenditure of a total of some £30,000 -0 -0 on remedial work should ensure preservation of the exterior in satisfactory conditions for a long period, probably for the remaining useful life of the building. We are of the opinion that this cannot be achieved by cutting back and patching alone, but that some protecture coating should be applied to stop any further weathering of the stone. Once stone has been steam cleaned, and many parts cut away, it is considered that deterioration willbe accelerated, and the whole problem could recur in a matter of only a few years. At the same time as affording protection, any treatment should also be such that the present appearance of the building is preserved. Two alternatives

R.A.J. Smith

have been considered for this treatment:-

(a) Silicone Waterproofing - this would leave the stone more or less at its original colour. However, due to the very soft surface, and open porous structure of the sandstone used, it is doubtful whether a water resistant surface could be provided. Silicones rely on building up a slight surface glaze to run the water off, and is suitable on semi-vitreous surfaces like well burnt bricks, or hard surfaces such as vibrated concrete and cement plaster. Finally, silicones have only a limited life probably 5 years at the very best; this is not important on the brick surfaces, but continued protection is vital to the life of this stone.

(b) Exterior Paint - This again can provide good protection over a long period on hard surfaces such as brick and plaster. A successful instance of the use of Phillipps and Impeys' is Manchester Buildings in Hobson Street, but this was all on cement plaster. Again, we are doubtful whether this can be applied successfully to porous sandstone, and consider that a thin paint film will give no long term protection at the mortar joints, many of which are badly weathered and required some seal to prevent the transfer of water back into the beds of the stones.

3. Reinforced Plastic skin - Several sprayed plastic finishes are available for exterior use, giving good adhesion, and retaining some measure of flexibility over a long period. We consider the most suitable of these to be "Kenitex", containing a reinforcing fibre. This material is applied by spraying, can be tinted to any colour, and with the reinforcing should maintain a plastic skin over all joints and pointing. A possible objection is the fact that, reputedly, sandstone should be allowed to "breathe". In this case, the stone can breathe through the brickwork, internal surfaces being strapped and lined.

The matter taken up with the Agents for "Kenitex", and they have examined the stonework and referred the matter to their principals in Sydney and the U.S.A. On the advice of the Australian Company, they are satisfied that treatment will be satisfactory on this particular sandstone, and recommend the following treatment.

(a) Apply one coat mixture 50% "Kendry" waterproofer and 1 part "Kenitex". This will act as a sealer with deep penetration.

(b) Finish with 1 coat "Kenitex" reinforced plastic tinted to match stonework.

Both coats are applied by high pressure spraying, and all windows and brick surfaces would be masked. "Kenitex" would be carried across the joint between brick and stone at each junction. The American "Kenitex" principals are prepared to offer a full guarantee for 10 years, covering waterproofing, and segregation of the "Kenitex" skin from the stone. In other words, stone would be guaranteed maintenance free for this period.

4. Conclusion - If the value of the repair work is to be a lasting one, we are certain that the stone must be protected from further weathering. The procedure set out in 3 above appears to be the best available in New Zealand, and has apparently been very successful overseas. The process is handled under license by only one applicator in the Auckland area, J.H.M. Carpenter Limited, and has been in use here 7 - 8 months only. Buildings which have been treated already include -

Milne and Choyce Ltd. - Queen Street (almost completed)
Waitemata Power Board offices.
A.S. Paterson Ltd, Fort Street.

A test sample has been applied in white, to the parapet copings

at the west end of the Ferry Building. The writer would like the opportunity to discuss this further, and receive your instructions as to the finish or treatment to be used. The first section of the South front is now ready for treatment which can proceed while cleaning and patching of the second section is in hand.

Yours faithfully,
for LE PETIT, NAYLOR & WOOLFORD.

LE PETIT, NAYLOR & WOOLFORD
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
R. G. WOOLFORD, B.Arch., A.N.Z.I.A.

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PLEASE REPLY Auckland. OFFICE

Ref. 169

19th April, 1962.

AUCKLAND HARBOUR BOARD
FERRY BUILDING - MAINTENANCE CONTRACT NO. 2.

Schedule No. 1.

Estimated cost of work		£27,500 -0 -0
Labour to week ending 28th March, 1962		£ 1,039-13 -6
Materials and sub-contractors	£733 -6 -0	
plus 10%	£ 73 -6 -7	£ 806-12 -7
Plant hire - scaffolding	£ 84 -0 -0	
steam cleaner	£112-10 -0	£ 196-10 -0
		£ 2,042-16 -1
Deduct 10% retention under Liens Act		204-16 -1
Balance due - certificate No. 1.		£ 1,838 -0 -0

file
Aut.

31 MAY 1962

AUCKLAND HARBOUR BOARD

THE AUCKLAND HARBOUR BOARD
P.O. BOX 1259

Dr. to

Engineer's Department

For the undermentioned: *(Name of Claimant)* G.N. Beguely Ltd., 107 Newton Road, Auckland C.2.

Order No.	Date Supplied	PARTICULARS IN FULL	Signature (A.H.B.)	Rate	£	s.	d.	TOTAL £	s.	d.
		Ferry Building - External Renovations C/A								
		First progress payment on account of Contract No. 1722 - External Renovations, Ferry Building - in accordance with Architect's Certificate No.1 dated 19th April, 1962, attached.								
		Value of work to 19.4.62			2,042	16	1			
		Less retention			204	16	1	1838	0	0

DUPLICATE

PASSED BY COMMITTEE

.....*Chairman*

.....*Member*

Date.....

Costing Code Dept.	Clas.	H.E	Amount £	s.	d.
811	001	39	1838.	0.	0.
		£	1838.	0.	0.

£

Discount.....

NET TOTAL £ 1838 0 0.

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.

.....
Chief Engineer to the Board

Received on the..... 195 , from the Treasurer of the Auckland Harbour Board, the sum of..... Pounds..... Shillings and..... Pence in full payment of the above Account.

G-19

.....

LE PETIT, NAYLOR & WOOLFORD
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
R. G. WOOLFORD, B.Arch., A.N.Z.I.A.

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PLEASE REPLY Auckland. OFFICE

Ref. A. 85.

2nd March, 1962.

COPY

The Engineer,
The Auckland Harbour Board,
Copy for your information.

R G Woolford.

Messrs G.N. Beguely Ltd.,
P.O. Box 1368,
AUCKLAND.

Dear Sir,

FERRY BUILDING CONTRACT NO. 2.

Confirming verbal instructions, the Board requires the whole of the tower to be scaffolded, from footpath full height on the Quay Street front, and from the roof up on the other 3 sides. This is to facilitate full inspection of the tower, prior to strengthening and installation of a new lift.

Your quotation of £531 -10 -0 from "Safeway" is approved, plus £56 -10 -0 per month hire, in each case plus 10%. Please have the work put in hand as soon as possible.

Yours faithfully,
for LE PETIT, NAYLOR& WOOLFORD.

dlo Smith

22nd November, 1961.

THE CHIEF ENGINEER THE PROPERTY OFFICER

EXTERNAL RENOVATIONS - FERRY BUILDING

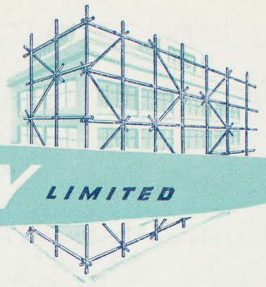
The Contractors for the above work, Messrs. G.N. Beguely Limited, will shortly be commencing operations.

It is not considered that the fire risk is increased by this work but our insurers should be notified that the renovations are being proceeded with.

CHIEF ENGINEER TO THE BOARD

ANT:HEW

TELEPHONES:
BUSINESS - 40-121
PRIVATE - 64-979



G. N. BEGUELY LIMITED

Commercial Maintenance Contractors.

SECOND FLOOR
WINDSOR HOUSE
QUEEN STREET

BOX 3628
AUCKLAND, C.1.

BUILDING, CONTRACTING,
MAINTENANCE OF
STEEL WINDOWS
AND IRON WORK.
PLASTERING,
BRICKLAYING,
PAINTING,
PLUMBING,
STEAM CLEANING.

11th December 1961

Messrs. Le Petit, Naylor & Woolford,
Regd. Architects,
P.O. Box 109
AUCKLAND. C.1.

Dear Sir,

Re: AHB- Ferry Bldg. Maintenance Contract No.2.

Owing to the misfortune of having four of our men injured during the month of November we are very much behind with our contracts.

Reluctantly we ask that the commencing date for the above contract be amended to 15th January 1962.

Thanking you in anticipation.

Yours faithfully,
G. N. Beguely DIRECTOR

This letter sent to us by Le Petit & Naylor for our information
Seen by Mr. Sutton 11.12.61

THE SECRETARY: Copy for your information

26th October, 1961.

Messrs. Le Petit, Naylor & Woolford,
P.O. Box 109,
AUCKLAND

Dear Sirs,

FERRY BUILDING, EXTERNAL RENOVATION -
CONTRACT NO. 1722

Your report of 10.10.61 (ref. A.169) was put before the Board at its last meeting with the recommendation that the work be authorised to proceed in accordance with your proposals. The Board resolved accordingly.

Would you please arrange for this work to proceed and forward a set of contract documents signed by Messrs. Beguely Limited for execution by the Board.

In all future correspondence on this contract please quote the reference "Contract No. 1722".

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RAJS:HEW

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
17 OCT 1961

8. FERRY BUILDING - EXTERNAL RENOVATION

The Committee considered the reports of the Chief Engineer and General Manager which stated that, in accordance with the Board's resolution of 29th May 1961, the Architects (Messrs. Le Petit, Naylor and Woolford) were instructed to prepare contract documents for the abovementioned work. The estimated cost of such work was £27,000, the form of contract to be as for the first portion of the renovation and the work to be done by Messrs. Beguely Ltd.

The Architects have now submitted draft contract documents, including schedule rates for labour and plant agreed with Messrs. Beguely Ltd. The revised estimate for the work is now £29,150., which includes £1,650. for fees and also includes quite extensive roof repairs.

Recommended -

(a) That the contract documents prepared by the Architects be approved and that Messrs. Beguely Ltd. be instructed to proceed accordingly.

(b) That additional financial provision in amount of £2,150. be made.

FINANCIAL PROVISION
MADE 24 OCT 1961

ADOPTED BY BOARD
24 OCT 1961

Mr. Smith.
Please arrange for the
Architects to be instructed accordingly.
J.T.

87/2

16th October, 1961.

The General Manager,
A.H.B.

FERRY BUILDING - EXTERNAL RENOVATION

In accordance with Board's resolution of 29.5.61 the Architects (Messrs. Le Petit, Naylor and Woolford) were instructed to prepare contract documents for the above work. The estimated cost of such work was £27,000, the form of contract to be as for the first portion of the renovation and the work to be done by Messrs. Beguely Limited.

The Architects have now submitted draft contract documents including schedule rates for labour and plant agreed with Messrs. Beguely Limited the recommended contractors.

The revised estimate for this work now is £29,150. 0. 0. which includes £1,650 for fees and includes provision for quite extensive roof repairs.

The Architect's covering report (herewith) is endorsed and it is recommended that the documents be approved and that Messrs. Beguely be instructed to proceed accordingly.

J. L. Sutton

CHIEF ENGINEER TO THE BOARD

Encl: Architect's report

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

I endorse the recommendations of the Chief Engineer. A sum of £27,000.0.0. has been provided for in the 1961-62 Annual Estimates and Provisional Schedule of Works. Further financial provision in extent of £2,150.0.0. is now requested.

A. H. Allcroft

GENERAL MANAGER.

16th October, 1961.

13.10.61

Ferry Bldg Exterior Renovation

Conditions of Contract & Specification

1. Board to insure against fire & earthquake

Mr. Cary 10/

Since the fire risk is not increased by this work there is no point in necessary current insurance

2. Estimate now is £27,500 including roof repairs but excluding fees.

Estimate now including fees is £ 29,150

Estimate reported to Board was £27,000 including fees

i.e. the Estim Cost has increased from 27000 to 29150 an increase of 2150 or some 7½%.

3. Fees are proposed at 6% i.e. £1650

Assume 2 hrs/day × 5 days/wk @ £2/hr = £1040 p.a.

for 12 mths £1040
18 mths. £1560

The proposed rate for fees is O.K.

4. The proposal is satisfactory & is to be recommended to Committee Tuesday 17th.

File please

LE PETIT, NAYLOR & WOOLFORD
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
R. G. WOOLFORD, B.Arch., A.N.Z.I.A.

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PLEASE REPLY Auckland. OFFICE

Ref. A. 169.
10th October, 1961.

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

Dear Sir,

FERRY BUILDINGS - MAINTENANCE CONTRACT
NO. 2

As instructed, we forward herewith the proposed contract agreement for the exterior maintenance of the South, East and North faces of the building, together with the tower and the roof. Our report on the proposed contract is as follows:

1. Form of Control This is more comprehensive than that used in the first stage of the work on the west end of the building. The contract is based on the N.Z.I.A. conditions, modified to suit charge-up work, as was used in the Port Building Contract No. 1.

   The specification sets out the order of procedure, and the general extent and nature of the work only. Based on experience gained in the first stage of the work, all detailed instructions will have to be given after site inspections of the work in progress.

2. Estimates Our report at the conclusion of the first stage of the work in September, 1958, shows an estimate of £22,900 -0 -0 for the balance of the work required. With the additional work of maintaining the roof, and accelerated deterioration of the stonework over the last 3 years, these estimates must be increased. Further, the rates for labour have been increased in line with current rates for such work. In the first contract, the Contractor supplied scaffolding without charge, but in this contract the extent of the scaffolding is considerable, and it will be required over a long period. The normal charges for scaffolding have therefore been allowed in the Appendix II covering the charges allowable.

   Estimated cost of this contract, at current rates, is £27,500 -0 -0.

3. Architects Fees The N.Z.I.A. scale of fees does not embrace work of this type, and it is considered that the scale fee of 7.5% is excessive where no drawings are required, and the Specification is only in general terms. However, supervision costs will be high, and at most stages of the work daily supervision will be required.

   We consider that an all in fee for full services at 6% would be reasonable, payable progressively at the time of issue of each progress payment certificate on the contract. Your approval to this basis of charging is requested.

dlr Smith

Tiles - warpers not bedding
in sufficient keys

Old brickwork needs repair &
some life gone, shifted etc

The Engineer.
The Auckland Harbour Board.

10th October, 1961

Total estimates, on this basis of charging, would be.

Estimated cost of contract	£27,500 -0 -0
Fees, 6% of estimate	£ 1,650 -0 -0
Total	£29,150 -0 -0

4. Commencement: The contractors, Messrs G.N. Beguely Ltd, indicate that they will be ready to start work on stage 1 immediately after the 14th November, 1961. No estimates of time for the completed contract can be given until after at least the first section of stage 1 is completed, when we will furnish a report quoting anticipated completion dates for each stage.

Yours faithfully,
for LE PETIT, NAYLOR & WOOLFORD.

Contract document returned to Le Petit Naylor.

LE PETIT, NAYLOR & WOOLFORD
REGISTERED ARCHITECTS

J. L. NAYLOR, A.N.Z.I.A.
R. G. WOOLFORD, B.Arch., A.N.Z.I.A.

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PLEASE REPLY AUCKLAND OFFICE

Job Ref. A. 169.

30th May, 1961.

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

Dear Sir,

Ferry Building - Exterior Maintenance Contract No. 2.

Your letter of instruction dated 26th inst. is hereby acknowledged.

Negotiations as to rates will commence immediately, and the draft documents for a contract with G.N. Beguely Ltd will be forwarded shortly.

Yours faithfully,
for LE PETIT, NAYLOR & WOOLFORD.

J L Naylor.

Mr Smith.

487/1

26th May, 1961.

Messrs. Le Petit, Naylor & Woolford,
Registered Architects,
P.O. Box 109,
AUCKLAND

Dear Sirs,

FERRY BUILDING - EXTERIOR RENOVATION
(Your report of 1.8.1958 refers.)

The Board at it's meeting on 9.5.61 authorised me to proceed with the exterior renovation of the Ferry Building on the lines set out in your report of 1.8.58.

I am well pleased with the work done on the western face by Messrs. Beguely Limited in regard to both workmanship and cost and should be glad if you would arrange for the additional work to proceed on a similar basis.

Please let me have your draft agreement and specification for this work as soon as practicable.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RAJS:HEW

487/1

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
2 MAY 1961

2. FERRY BUILDING - EXTERNAL RENOVATION

The Committee gave consideration to the reports of the Chief Engineer and General Manager which advised that, following upon completion of the exterior renovation on the western facade, the matter of completion of the balance of this work had been reported on and had subsequently been brought forward when considering the annual estimates. The work had not been approved, however, on account of the Board's financial situation at the time.

A further inspection of this building has been carried out and the Chief Engineer was concerned at the continued deterioration in the stonework and in the pointing of the brickwork.

The estimated cost of the work, including Architect's fees, is £27,000.

Recommended -

That the Chief Engineer be authorised to proceed with this work on the basis adopted for renovation of the western wall.

Mr Smith
Please instruct the
Boards Architect on
this matter. J.

ADOPTED BY BOARD
2 MAY 1961

S. 35

487/1

20th April, 1961.

The General Manager,
A.H.B.

FERRY BUILDING - EXTERNAL RENOVATION

In December 1957 the Board authorised my proceeding with the work of exterior renovation of the western facade of the Ferry Building. This work was satisfactorily completed in August 1958 by Messrs. G.N. Beguely Limited, Contractors specialising in such work. The cost of this work was some £1,500.

On 29th August, 1958, I reported this completion and pointed out then, in the light of experience gained on the western facade, the estimated cost of similarly renovating the remainder of the building was £22,900. The whole work including the Architects fees would thus cost about £27,000. My report concluded by recommending that the balance of the work be authorised to proceed. This recommendation was not approved on account of the Board's financial situation.

Subsequently, at the times of considering the annual estimates, this work has been brought forward but approval to proceeding has been withheld.

Recently, following receipt of a complaint from a tenant of a leak in his office, I have carried out a further inspection of this building and I am concerned at the continued deterioration in the stonework and in the pointing of the brickwork.

In order to stop the leak in the tenanted office I have arranged for Messrs. Beguely to carry out essential local repairs at a cost of about £100 and I take this opportunity of recommending that the renovation of the remainder of the exterior of the building be proceeded with.

J R Sutton

CHIEF ENGINEER TO THE BOARD

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

I recommend the Engineer be now authorised to proceed with the plans for this work on the basis adopted for renovation of the western wall. Financial provision has already been made, part of the expenditure being provided for in terms of the 1953 Empowering Bill, the balance will be met from Maintenance.

GENERAL MANAGER

21st April 1961

A. B. WARWICK.

B ARCH A.R.I.B.A. A.N.Z.I.A. REGISTERED ARCHITECT
FERRY BUILDINGS AUCKLAND TELEPHONE 44567

12½% on £4740 £. 592.
2/3 of do £ 394.

12½% on £6040 £ 755
2/3 of do £ 502.

To taking your instructions, preparing preliminary plans for discussion and consideration, proceeding with working drawings and supplying six sets of same based on 2/3 of 12½% of estimate £4740 plus extras — not £6040 which is estimate for offer & concourse) £500. 0. 0

This account will be balanced at the completion of the job. Final cost as outlined in the estimate.

E. & O.E.
ABW.
A.B.W.

A. B. WARWICK.

B.ARCH A.R.I.B.A. A.N.Z.I.A. REGISTERED ARCHITECT
BUILDINGS AUCKLAND TELEPHONE 44567

5th April, 1961

The Manager,
Auckland Harbour Board,
Quay Street,
AUCKLAND. C.1.

For the attention of Mr. Smith

IN ACCOUNT FOR PROFESSIONAL SERVICES RENDERED

In accordance with the New Zealand Institute of Architects
Scale of Professional Charges

East End Ferry Buildings

To taking your instructions, preparing preliminary plans for discussion and consideration, proceeding with working drawings and supplying six sets of same based on 2/3 of 12½% of estimate £4740 plus extras — not £6040 which is estimate for offer of concourse)

£500. 0. 0

This account will be balanced at the completion of the job. Final cost as outlined in the estimate.

E. & O.E.
ABW
A.B.W.

COPY TO:
THE CHIEF ENGINEER.

Auckland Harbour Board

34. APR. 1961

MEMORANDUM

24th March 1961.

FROM	TO
THE TRAFFIC MANAGER AND CHIEF WHARFINGER	THE GENERAL MANAGER

FALL OF MASONRY - NORTH SIDE OF FERRY BUILDING

I have to report a fall of masonry from the upper structure of the Ferry Building during the night of 23rd/24th March 1961.

A piece of masonry, weighing approximately 2 lbs., apparently struck the roof of the building adjacent and continued downwards, breaking a windowpane in this department's office.

TRAFFIC MANAGER AND CHIEF WHARFINGER

Copy to the Chief Engineer.

22nd June, 1960.

THE CHIEF ENGINEER THE GENERAL MANAGER

FERRY BUILDING - EXTERNAL RENOVATION
(Your memo 20.6.60 refers)

Briefly the answers to your three questions are -

(1) No
(2) Irrelevant
(3) No

The surface treatment of the stone with any preparation will not achieve the desired result.

Decayed stone has to be cut away and built up to its original contour, loose stones have to be mechanically bonded, cornices etc. to be flashed and waterproofed, brickwork and stonework joints to be repointed. In short, the only satisfactory method is to repeat on the three faces of the building and the tower the technique which was adopted on the western face.

CHIEF ENGINEER TO THE BOARD

JRS:HEB

Auckland Harbour Board

MEMORANDUM 20th June 1960

FROM THE GENERAL MANAGER | **TO** THE CHIEF ENGINEER

FERRY BUILDING : EXTERNAL RENOVATION
(Your memo 17.6.1960 refers)

Would you please advise whether the method of treatment suggested by Mr. J.T. Jensen would be effective and what is the cost?

Would this achieve the purpose in your previous recommendation for cutting back and making good damaged plaster and sandstone to arrest corrosion and overcome the hazard of falling masonry, please?

GENERAL MANAGER

487/1

17th June, 1960.

THE CHIEF ENGINEER THE GENERAL MANAGER

FERRY BUILDING -EXTERNAL RENOVATION
(Letter from J.T. Jensen of 7.6.60)

Attached letter from J.T. Jensen, steeplejack, was minuted to the Engineer "for necessary action please".

I have taken all the action in this direction which I am authorised to do. My report to you of 29th August, 1958, your memo to me of 4th September 1958 and my reply of 10th September 1958 deal with this matter. I have included provision for this work in our draft estimates for expenditure each year, but so far have no authority to proceed with the work.

CHIEF ENGINEER TO THE BOARD

JRS:HEB

Auckland Harbour Board.

Ferry Bldg. Internal Renovation
Loan A/C 25. £20,000.

Authorised (4/58) £11,600

Bal £

Ferry Bldg External Renovation
Capital £30,000
Spent in 57/58 £4,500
Estim cost of remainder
£~~30,000~~ 25,500

S14

COPY TO THE CHIEF ENGINEER.

Auckland Harbour Board

MEMORANDUM 6th October, 1959.

FROM THE TRAFFIC MANAGER AND CHIEF WHARFINGER

TO THE GENERAL MANAGER

FALL OF MASONRY - FERRY BUILDINGS

I have to report that several small pieces of masonry have this day been observed on the footpath below the Devonport archway on the south side of the Ferry Buildings.

TRAFFIC MANAGER AND CHIEF WHARFINGER

LE PETIT & NAYLOR
REGISTERED ARCHITECTS

E. G. LE PETIT, A.N.Z.I.A.
J. L. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-622
P. O. Box 109

Room 408
South British Building
SHORTLAND STREET
AUCKLAND, C.1

23rd. Sept. 1958.

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

EXTERIOR RENOVATIONS TO FERRY BUILDING.

Dear Sir,

Enclosed herewith Certificate No. 1079, for the sum of One Hundred & Fifty Pounds (£150) being the third and final payment on account of Messrs. G.N. Beguely Ltd., P.O. Box 3628, Auckland, the contractors for the above work.

Yours faithfully,

for LE PETIT & NAYLOR.

Voucher prepared & passed Auck.

150 . 0 . 0
641 19 9
700 . 0 . 0
£1491 . 19 . 9

487/1

10th September 8

THE GENERAL MANAGER

FERRY BUILDING - EXTERNAL RENOVATIONS

Further to my stencilled report of 29.8.58 and your memo of 4.9.58, I am unable to give you the assurance you request that the condition of the building is such that a deferment of this work will not increase the risk of danger from falling masonry.

In this regard I refer you to the Engineer's report of 22.12.54 the second paragraph of which states -

"The whole of the external brick and stonework is in need of cleaning. Patches of brickwork have severely weathered and need to be made good whilst much of the brickwork needs to be repointed. A great deal of decay has occurred in the stonework particularly at copes, cornices and sills resulting in many cases, in a dangerous condition. Most of the joints in the stonework, have weathered severly and they need to be repointed flush. The external joinery is generally good but much of the glazing needs to be reputtied."

It will be agreed, no doubt, that the condition of the building could not have improved during the intervening period and that the element of danger existing at the time of the report quoted above has not lessened.

CHIEF ENGINEER TO THE BOARD

RAJS:HEB

Auckland Harbour Board

MEMORANDUM 4th September, 1958.

FROM	TO
THE GENERAL MANAGER	THE CHIEF ENGINEER

Ferry Building - External Renovation

With reference to your report of 29th August, 1958 in view of the present financial position, particularly in respect of our committments on the Freyberg Wharf project, I cannot see justification for the expenditure of £27,000 in all these circumstances.

I am of the opinion that this matter could well be deferred for another 12 months, when finances can again be reviewed and furthermore the affect of the Harbour Bridge on ferry services will be known and the problem of smoke damage to this structure may be considerably reduced or eliminated entirely.

I would, however, like your assurance that the condition of the building is such that a deferrment of this work will not necessarily endanger the public, through falling masonry, to a degree where the risk involved by such action is too great.

GENERAL MANAGER

Mr. Smith.

JRN:c

29th August, 1958.

The General Manager,
A.H.B.

FERRY BUILDING - EXTERNAL RENOVATION

In December 1957 the Board authorised work to proceed on the external renovation of the west wall of the Ferry Building at an estimated cost of £4,000.

This work has been satisfactorily done at a cost of about £1,500 and the Board's Architects in their report of 1.8.58 state that the external renovation of the balance of this building will cost about £22,900. On this basis the cost of the external renovation of the Ferry Building including the tower and annexes will amount to some £27,000 including the Architects fees.

The work on the west face has been done by Messrs. G.N. Beguely Limited on a schedule basis. The contractors have carried out the work in an able and workmanlike manner and the schedule basis contract has worked very well.

The Architects recommend that the balance of the work be done in the same manner and on the same basis as that on the west face and that Messrs. Beguely be engaged to do it.

I endorse the Architects recommendations and further recommend that the work be authorised to proceed in the financial year 1958/59.

A copy of the Architect's report is attached.

for
CHIEF ENGINEER TO THE BOARD

C
O
P
Y

LE PETIT & TAYLOR

1st August, 1958.

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

FERRY BUILDING - EXTERIOR RENOVATIONS

Dear Sir,

The work of renovating the exterior West wall of the above building is now completed. The proposition to leave the scaffold standing to allow inspections of the work over the next 6 months, has been stopped by the Scaffolding Inspector, who will not allow the scaffold to stand now that work is completed. Instructions have therefore been given for its removal, and this should be completed early next weeks, when accounts for the work will be finalised. The total cost of the work to this end is expected to be approximately £1,500. 0. 0.

The renovation work completed comprised the cutting away of all loose, cracked, drummy and deteriorated stone, back to the solid in each case. All these cut surfaces were carefully examined before any patching is commenced. Where patching was to exceed 1" in thickness, and in all overhanging sections, the stone was drilled and bronze wire threaded through to form a mesh reinforcing. The cut sections were then reinstated to their original form in cement plaster, finished in pigmented cement to a colour approximating that of the stone. No new stone was used, and no stones replaced, as the cost of this would have been prohibitive, especially as almost every stone required some restorative work. On completion, the whole was lightly coated with neat cement grout, well brushed in, to blend the colour of the stone and the plaster patching.

In addition, the whole of the surfaces have been steam cleaned, all pointing made good, flashings checked, and allwindow frames checked, repaired, weather beads replaced, and all re-painted after reglazing where necessary. The brick panels have been coated with a clear silicone sealer, to prevent absorption of dirt and moisture, after touching up of the pointing where required.

The matter of the work to the remaining three elevations and the tower has been considered, and we are of the opinion that, even with the experience of the West face as a guide, there is still no way of obtaining competitive tenders for this work. The work can be specified in general terms only, and detail decisions on the extent of work can only be made after scaffolding, inspection, and cutting away of obvious surface deterioration. Only then can the full extent of cutting and restoration be assessed and instructed.

It is therefore recommended that the remaining faces of the building and the tower be proceeded with on a similar basis to the West front, and charges at similar rates, and subject to similar contract conditions. It is further recommended that, as before, Messrs. G.N. Beguely Ltd be engaged for this work. The work they have just completed

... ...

The Engineer,
Auckland Harbour Board,
AUCKLAND

FERRY BUILDING -
EXTERIOR RENOVATIONS

has been handled with great care and attention to detail, and, in our opinion, at the minimum cost compatible with a high standard of work. The estimated cost of the balance of the work to North, East and South elevations, the tower and single storey section on Queens Wharf, is £22,900. 0. 0.

Final accounts for the first stage just completed, should be submitted and checked, and certified less retentions, within the next two weeks. We will await your further instructions for the balance of the work.

Yours faithfully,

for LE PETIT & NAYLOR

LE PETIT & NAYLOR
REGISTERED ARCHITECTS

E. G. LE PETIT, A.N.Z.I.A.
J. L. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-622
P.O. BOX 109

ROOM 408
SOUTH BRITISH BUILDING
SHORTLAND STREET
AUCKLAND, C.1

13th. August 1958.

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

EXTERIOR RENOVATIONS TO FERRY BLDG.

Dear Sir,

Attached please find Certificate No. 1060 for the sum of Six Hundred & Forty-one Pounds Nineteen Shillings & Ninepence (£641-19-9) being the second payment on account of Messrs. G.N. Beguely Ltd., P.O. Box 3628, Auckland C. 1., the Contractors for the above work.

Yours faithfully,

for LE PETIT & NAYLOR.

J.L. Naylor

Mr. Taylor
Please arrange payment
A
arranged
A.C.

LE PETIT & NAYLOR
REGISTERED ARCHITECTS

E. G. LE PETIT, A.N.Z.I.A.
J. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-622
P.O. Box 109

30-31 NATIONAL BANK BUILDINGS
FORT STREET
AUCKLAND, C.1

1st. August 1958.

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

FERRY BUILDING - EXTERIOR RENOVATIONS.

Dear Sir,

The work of renovating the exterior West wall of the above building is now completed. The proposition to leave the scaffold standing to allow inspections of the work over the next 6 months, has been stopped by the Scaffolding Inspector, who will not allow the scaffold to stand now that work is completed. Instructions have therefore been given for its removal, and this should be completed early next week, when accounts for the work will be finalized. The total cost of the work to this end is expected to be approximately £1500-0-0.

The renovation work completed comprised the cutting away of all loose, cracked, drummy and deteriorated stone, back to the solid in each case. All these cut surfaces were carefully examined before any patching is commenced. Where patching was to exceed 1" in thickness, and in all overhanging sections, the stone was drilled and bronze wire threaded through to form a mesh reinforcing. The cut sections were then reinstated to their original form in cement plaster, finished in pigmented cement to a colour approximating that of the stone. No new stone was used, and no stones replaced, as the cost of this would have been prohibitive, especially as almost every stone required some restorative work. On completion, the whole was lightly coated with neat cement grout, well brushed in, to blend the colour of the stone and the plaster patching.

In addition, the whole of the surfaces have been steam cleaned, all pointing made good, flashings checked, and all window frames checked, repaired, weather beads replaced, and all re-painted after reglazing where necessary. The brick panels have been coated with a clear silicone sealer, to prevent absorption of dirt and moisture, after touching up of the pointing where required.

The matter of the work to the remaining three elevations and the tower has been considered, and we are of the opinion that, even with the experience of the West face as a guide, there is still no way of obtaining competitive tenders for this work. The work can be specified in general terms only, and detail decisions on the extent of work can only be made after scaffolding, inspection, and cutting away of obvious surface deterioration. Only then can the full extent of cutting and restoration be assessed and instructed.

It is therefore recommended that the remaining faces of the building and the tower be proceeded with on a similar basis to the West front, and charged at similar rates, and subject to similar contract conditions. It is further recommended

Mr Smith.

that, as before, Messrs. G.N. Beguely Ltd. be engaged for this work. The work they have just completed has been handled with great care and attention to detail, and, in our opinion, at the minimum cost compatible with a high standard of work. The estimated cost of the balance of the work to North, East and South elevations, the tower, and the single storey section on Queens Wharf, is £22,900-0-0.

Final accounts for the first stage just completed, should be submitted and checked, and certified less retentions, within the next two weeks. We will await your further instructions for the balance of the work.

Yours faithfully,

for LE PETIT & NAYLOR.

LE PETIT & NAYLOR
REGISTERED ARCHITECTS

E. G. LE PETIT, A.N.Z.I.A.
J. L. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-622
P.O. Box 109

30-31 NATIONAL BANK BUILDINGS
FORT STREET
AUCKLAND, C.1

COPY. Stencilled

1st. August 1958.

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

FERRY BUILDING - EXTERIOR RENOVATIONS.

Dear Sir,

The work of renovating the exterior West wall of the above building is now completed. The proposition to leave the scaffold standing to allow inspections of the work over the next 6 months, has been stopped by the Scaffolding Inspector, who will not allow the scaffold to stand now that work is completed. Instructions have therefore been given for its removal, and this should be completed early next week, when accounts for the work will be finalized. The total cost of the work to this end is expected to be approximately £1500-0-0.

The renovation work completed comprised the cutting away of all loose, cracked, drummy and deteriorated stone, back to the solid in each case. All these cut surfaces were carefully examined before any patching is commenced. Where patching was to exceed 1" in thickness, and in all overhanging sections, the stone was drilled and bronze wire threaded through to form a mesh reinforcing. The cut sections were then reinstated to their original form in cement plaster, finished in pigmented cement to a colour approximating that of the stone. No new stone was used, and no stones replaced, as the cost of this would have been prohibitive, especially as almost every stone required some restorative work. On completion, the whole was lightly coated with neat cement grout, well brushed in, to blend the colour of the stone and the plaster patching.

In addition, the whole of the surfaces have been steam cleaned, all pointing made good, flashings checked, and all window frames checked, repaired, weather beads replaced, and all re-painted after reglazing where necessary. The brick panels have been coated with a clear silicone sealer, to prevent absorption of dirt and moisture, after touching up of the pointing where required.

The matter of the work to the remaining three elevations and the tower has been considered, and we are of the opinion that, even with the experience of the West face as a guide, there is still no way of obtaining competitive tenders for this work. The work can be specified in general terms only, and detail decisions on the extent of work can only be made after scaffolding, inspection, and cutting away of obvious surface deterioration. Only then can the full extent of cutting and restoration be assessed and instructed.

It is therefore recommended that the remaining faces of the building and the tower be proceeded with on a similar basis to the West front, and charged at similar rates, and subject to similar contract conditions. It is further recommended

that, as before, Messrs. G.N. Beguely Ltd. be engaged for this work. The work they have just completed has been handled with great care and attention to detail, and, in our opinion, at the minimum cost compatible with a high standard of work. The estimated cost of the balance of the work to North, East and South elevations, the tower, and the single storey section on Queens Wharf, is £22,900-0-0.

Final accounts for the first stage just completed, should be submitted and checked, and certified less retentions, within the next two weeks. We will await your further instructions for the balance of the work.

Yours faithfully,

for LE PETIT & NAYLOR.

LE PETIT & NAYLOR
REGISTERED ARCHITECTS

E. C. LE PETIT, A.N.Z.I.A.
J. L. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-622
P. O. Box 109

ROOM 408
SOUTH BRITISH BUILDING
SHORTLAND STREET
AUCKLAND, C.1

19th. June 1958.

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

EXTERIOR RENOVATIONS TO FERRY BLDG.

Dear Sir,

Attached please find Certificate No. 1034 for the sum of Seven Hundred Pounds (£700-0-0) being the first payment to the Contractors, Messrs. G.N. Beguely Ltd.

Voucher prepared

Yours faithfully,

for LE PETIT & NAYLOR.

Mr Smith
Mr Taylor
Please arrange payment
23.6.58

6th June, 1958.

THE CHIEF ENGINEER THE GENERAL MANAGER

FERRY BUILDING - INTERNAL ALTERATIONS & MAINTENANCE

Further to my memo of 9.8.57 and with reference to your memo of 19.8.57 in which you required the proposed work to be deferred it appears that the time is now ripe to proceed with the electrical work set out in items 1 and 2 of my memo.

This provided for (a) regroup and rerun all electrical services to suit the changeover to A.C. and (b) regroup and rerun telephone service cables.

The alterations now in hand for the Traffic Department and the rearrangement of tenancies to enable that work to be done offer a suitable opportunity for proceeding with this electrical work in step with the approved alterations.

I propose to proceed accordingly.

Would you approve please?

CHIEF ENGINEER TO THE BOARD

RAJS:HEB

approval given refer G.M.'s Memo 13/6/58 on File 587/5.

Auckland Harbour Board

25437

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To FOREMAN OF WORKS *Date* 15th. April 1958

Subject FERRY BUILDING - RESTORATION OF EXTERIOR STONEWORK.

508/001/30 to 39

A contractor (Messrs. Beguely Ltd.) is starting work on April 17th on the restoration of stonework on the west wall of the Ferry Building.

Please arrange the following facilities for him:-

1. Foreman of Works: Provide ½" water service with hose union and meter.

2. Electrical Engineer: Provide a beacon light on the scaffold and a plug for light power tools.

Copy sent to Electrical Engineer for arranging Item 2 above.

J.L. Bratton

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 £		: :

25437

REMARKS: _____

Signature _____

E10

Date _____ 19

20th February, 1958.

Messrs. Le Petit & Naylor,
P.O. Box 109,
AUCKLAND

Dear Sirs,

FERRY BUILDING - EXTERNAL RENOVATION

With reference to your letter of 28.3.57 the Board has now authorised that renovation work to the west wall should proceed.

Please arrange with Messrs. G.N. Beguely Ltd., to do this work in the terms of your draft agreement and specification discussed with me and qualified as below:-

Refer Draft Agreement submitted with your letter of 28.3.57
The basis of charges:

Paragraph 1 It is understood that the foreman will be a working foreman and his time will be charged at the rate shown.

Paragraph 2 It is understood that the whole of the scaffolding will be in accordance with the scaffolding Regulations and that "Scaffolding and fittings" includes the necessary planking.

Please make provision for boarding to the sides as necessary for safety of operations and safety of the public.

Paragraph 3 Amend to read:- All materials "to be incorporated in the work" shall ..... The cash discount "where not exceeding 2½%"for prompt.....

Paragraph 4 The last word in this item to be "maximum" instead of "minimum" as shown in your draft.

Additional Paragraphs to be provided for (i) defining the scope of the work and (ii) providing for the termination of the agreement on the grounds of unsatisfactory progress or bad workmanship.

Refer Draft Specification submitted with your letter of 28.3.57

Protection of Building Amend to read: ..... to protect "the interior" from ..... shall be closed and made "good".

Reinstatement of Stone

(a) It is understood that you can arrange for suitable Oamaru stone for this purpose.

... ...

(b) The 2:1 cement and sand plaster proposed seems to me to be too rich and I think you should consider specifying the use of bronze mesh reinforcing where the size of patch merits it.

(c) Amend the last sentence to read: The use of chemical additives "or other preparatory treatment" to the plaster.....

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RAJS:HEB

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
10 DEC 1957

3. FERRY BUILDING - EXTERNAL RENOVATION

Report of Chief Engineer dated 27th November, 1957 stating that on 13th December, 1955 the Board had resolved that repair work to the western face of the Ferry Building should proceed, and that the Architects had been instructed to draw up the necessary schedule contract documents, but the work was deferred through lack of finance; that provision had now been made in the 1957/58 Estimates and Programme for this work and the Architects had prepared draft Contract Documents and recommended that a firm well experienced in such work be engaged on a schedule basis.
The Chief Engineer recommended that the work be now authorised to proceed and that the Architects be instructed to arrange accordingly, all details to be to the satisfaction of the Engineer.
The General Manager on the 29th November, 1957 endorsed the recommendation of the Chief Engineer.

Recommended:
That the Reports be adopted.

ADOPTED BY BOARD
17 DEC 1957

Mr. Smith.
Please instruct Board's Architects,
J.T.

UILDING - EXTERNAL RENOVATION

f Engineer dated 27th November, 1957 stating that
ber, 1955 the Board had resolved that repair work
n face of the Ferry Building should proceed, and that
ts had been instructed to draw up the necessary
ntract documents, but the work was deferred through
nance; that provision had now been made in the 1957/58
s and Programme for this work and the Architects had prepared
Contract Documents and recommended that a firm well experienced
uch work be engaged on a schedule basis.
e Chief Engineer recommended that the work be now authorised to
proceed and that the Architects be instructed to arrange accordingly,
all details to be to the satisfaction of the Engineer.
The General Manager on the 29th November, 1957 endorsed the
recommendation of the Chief Engineer.

M. Smith, Please instruct Board's Architects.

Recommended:
That the Reports be adopted.

15.1.58

Spoke to Naylor & informed Item 4 above. Confirmation in writing is required after Mr Sutton has detailed the various matters set out in Architects letter of 28.3.57.

TG.

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firm.

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Enginee

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

CHIEF ENGINEER TO THE BOARD

I endorse the recommendation of the Engineer, but in so doing it will be appreciated that once this work is commenced it will be extremely difficult not to complete the whole job and therefore approval at this stage could only mean an implied consent to expenditure up to £30,000.

GENERAL MANAGER

29th November 1957

The General Manager,
A.H.B.

FERRY BUILDING - EXTERNAL
RENOVATION

On 13th December, 1955 the Board resolved that repair work to the western face of the Ferry Building should proceed at an estimated cost of £4,000. The Architects were instructed to draw up the necessary schedule contract documents but the work was deferred through lack of finance.

Provision has now been made in the 1957/58 Estimates and Programme for this work and the Architects have prepared draft contract documents. They recommend that a firm well experience in such work be engaged on a schedule basis and that Messrs. Beguely Limited is such a firm.

I recommend that this work be now authorised to proceed and that the Architects be instructed to arrange accordingly, all details being to the satisfaction of the Engineer.

J R Sutton

CHIEF ENGINEER TO THE BOARD

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

I endorse the recommendation of the Engineer, but in so doing it will be appreciated that once this work is commenced it will be extremely difficult not to complete the whole job and therefore approval at this stage could only mean an implied consent to expenditure up to £30,000.

A Blank

GENERAL MANAGER

29th November 1957

Auckland Harbour Board

25208

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE ELECTRICAL ENGINEER *Date* 13th December 1957

Subject FERRY BUILDING - CHANGE OVER TO A.C.

Pending decision on future use of offices in the above building, i.e. Social Club and Traffic Department, please defer any alterations to electrical and telephone installations.

It is unlikely that any firm decision will be taken in this matter before March/April 1958.

J.A. Burton per

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 £ : :

25208

REMARKS: _____

Signature _____

E10

Date _____ 19

Auckland Harbour Board

MEMORANDUM 19TH August 1957

FROM THE GENERAL MANAGER | **TO** THE CHIEF ENGINEER

FERRY BUILDING - INTERNAL MAINTENANCE

Your memo of 9th August 1957 refers.

As it now appears probable that we shall shortly require to proceed with the removal to this building of the A.H.B. Social Club and shall also require alterations to house certain Traffic Department staff, I consider it would be wiser to defer this action for a while. It does not seem desirable to make good corridors and then follow very shortly with structural work.

13.12.57 i. Ashen wishes to proceed in Jan. '58
ii. Enquired from Newton as to present requirement
iii. Newton says nothing will be needed before Feb/March '58.
ACC. JB

GENERAL MANAGER

15.1.58 Ashen told that this to be deferred for several months

Mr. Sutton

Sellicoe Wharf.

(1) Could we please have an early decision on these proposals for temporary accommodn — memo 8.8.57

(2) Cargo Store 3 If the improvements proposed in our memo of 18.8.57 are not to be approved can we proceed with clean up + paint out in offices & mess room?

dlr Grubble
61.615

16.8.57

(3) Ferry Hdg Renovation of Corridors:

(a) Ground Floor. Most of the demolitions the suggested accommodn for Traffic Mrs not affect the corridors
Second Floor — no alterations in mess
Third floor — most of the demolition has already been done for Social Club.

(b) Electrical + P&T — this work is proceeding in accordance with earlier resolutions on change over to A.C. + the memo of 9.8.57 envisages that this work + redecoration being coordinated

If the intention is to stop item (b) then such an instruction will be required for Elects Engr

19.8.

9th August 7

THE GENERAL MANAGER

FERRY BUILDING - INTERNAL MAINTENANCE

On 26.7.55 the Board adopted the Engineers recommendation, supported by the General Manager, that the internal renovation of the Ferry Building should proceed in step with the approved scheme for external renovation.

On financial grounds these works have not been authorised to proceed with the result that the maintenance standard has further deteriorated. This is particularly obvious in the corridors serving the first, second and third floors.

In order to improve the appearance and general standard of the corridors it is most desirable that the following work (none of which would be wasted when the full scheme of interior renovation is implemented) be authorised to proceed:-

1. Regroup and rerun all electrical services to suit the changeover to A.C.
2. Regroup and rerun telephone service cables.
3. Make good flooring.
4. Paint out walls and ceilings.
5. Provide new floor coverings.

Such work is estimated to cost £3,300 and is chargeable to maintenance.

I recommend that this work be authorised to proceed and that quotations be called for painting and floor coverings as necessary.

CHIEF ENGINEER TO THE BOARD

RAJS:HEB

Y Ferry Buildings Corridors

An inspection (on 23/7/57) was made of the corridors in the abovementioned building, special attention being given temporary electric wiring strung along walls, loose flooring brought about by multiple floor traps, painting (walls and ceiling), lighting, floor coverings and electrical switch/meter boxes.

A further meeting was held on the site with Messrs Aubin, Stewart and 2 representatives of the P & T dept.

Agreed that all wiring be taken off walls and ~~and~~ placed under floors in corridors, both AMS and P&T being served from the one traps adjacent to office doors.

The following are details of works regd to be done

1st floor: (181' long, 7'-6" wide, 14'-6" high)

1/ Flooring West end is in bad way being reddled with traps some being unused now. Allow say 50% new flooring Say 500 sup.ft. (2" x 1½" tng.)
East end is in fair order.

2/ Floor coverings: At present in fair to poor condition. Heavy battleship type, but not much life left in it. Loose laid, between wood strips.
New line wall to wall 151 sqyds

3/ Switch cupds: Top to line with dado caps & down to floor. Say 5'-0" long x 4'-6" high x 10" deep.
for switches & office meters)

4/ Painting. Require 3 coats
695 sqyds.

Estimate

①	75-0-0	Flooring & traps
②	196-0-0	Linoleum
③	10-0-0	Switch cupb'ds
④	261-0-0	Paint wall & ceiling
	£ 542-0-0	
+30%	162-0-0	
	£ 704 0.0	for each floor 1st 2nd & 3rd floor

Item ① not necessary on all floors but if left in will cover traps etc
Estimate does not include electrical work.

5/ Electrical £1000
6/ P.+T. £200 as Saunders have. Say £2100
Total £3,300

REF: 481/1

21st March, 1957.

Messrs Le Petit & Naylor,
P.O. Box 109,
AUCKLAND C.1.

Dear Sirs,

FERRY BUILDING - EXTERIOR
RENOVATION.

Thank you for your letter of March 16th recommending that work on the west face of the above building should proceed on a charge up basis with Messrs Beguely Limited.

In order that such a recommendation may be put before my Board at its next meeting (April 9th) would you please submit by March 27th draft specification and contract agreement for approval.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RAJS:HEB

Auckland Harbour Board.

Mr. Sutton

The attached record 12.30 today

There are a number of matters requiring discussion with Naylor before this draft can be approved.

If you fix a date I will get in touch with him.

28.3.57

514

LE PETIT & NAYLOR
REGISTERED ARCHITECTS

E. G. LE PETIT, A.N.Z.I.A.
J. L. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-6[illegible]
P.O. Box 109

ROOM 408
SOUTH BRITISH BUILDING
SHORTLAND STREET
AUCKLAND, C.1

28th March, 1957.

The Engineer,
Auckland Harbour Board,
Quay Street,
AUCKLAND. C.I.

Dear Sir,

FERRY BUILDINGS - EXTERIOR RENOVATIONS

As requested in your letter of 21st inst., we forward herewith a draft specification and contract agreement, for the first stage of the work, to the west wall only of the above building. It is emphasized that the specification is in general terms only, and all detail decisions as to the extent of cutting and restoration will have to be made as a result of detail examination from the scaffolding.

Yours faithfully,
LE PETIT & NAYLOR.

CONTRACT AGREEMENT for exterior renovations to the West End of the Ferry Buildings, Quay Street, Auckland

for

THE AUCKLAND HARBOUR BOARD

It is hereby agreed between the Employer, The Auckland Harbour Board, and the Contractor, G.N. Beguely Ltd., that the said Contractor shall carry out and complete certain exterior renovations to the West End of the Ferry Building, in accordance with the conditions laid down in the Specification attached, and as instructed by and under the supervision of Le Petit and Naylor, Registered Architects, of 408 South British Building, Shortland Street, Auckland.

The General Conditions laid down in the Specification attached shall be read as a part of this contract, and the Contractor shall be required to comply with those conditions. The Contractor shall be required at all times to proceed with the work without undue delay, and shall maintain an adequate number of men engaged on the work, to the approval of the Architects.

The Contractor shall exercise all reasonable care in the purchasing of material required for the work, to ensure that such materials are purchased at the current market rate, and all invoices for such materials shall show clearly the trade and cash discounts allowed by the suppliers. All accounts for materials shall be paid by the Contractor before the monthly due date, and the Architects may demand receipts for such payments before certifying to the next succeeding payment. The Contractor shall submit the above documents, together with all timesheets for labour engaged and invoices for equipment hired, and for services, to the Architects for checking and certification. The Owner shall make a payment to the Contractor each month, within seven days of receipt of the Architects Certificate.

The basis of charges for this work shall be as follows:-

1. The whole of the labour engaged on this work shall be charged for at the flat rate of 12/- (Twelve Shillings) per hour, including all overheads, holiday pay, insurances, and the Contractors Profit.

Foreman is a worthy foreman & will be included in this wage rate at the rate shown

2. The Contractor shall supply the whole of the tubular scaffolding and fittings required for the contract, and maintain there on the site for the duration of the contract, without charge to the Owner.

plumbing included.

boarding to inside if required will be charged ?

In addition the contractor shall supply all tools of trade and light mechanical equipment required, including a light air compressor, and the cartage of this equipment to and from the site, without charge to the Owner.

3. All materials shall be charged at invoiced cost, less trade discount. The cash discount for prompt payment may be retained by the Contractor.

to be incorporated in the work

where not ex quarry 2½%.

4. Heavy mechanical equipment, as approved by the Architect, shall be charged at hire rates per hour to be negotiated by the Architect, with the schedule rate of the Auckland Master Builders Association as a ~~minimum~~ maximum.

5. Heavy cartage not included in 2 above, shall be charged for at invoiced cost, less any trade discount allowed.

6. The Contractor shall be allowed a commission of 10% for profit and overhead on the net cost of items 3, 4, and 5 above.

The Architects reserve the right to appoint any sub-contractor required for the satisfactory completion of the work, and the decision of the Architects on any questions pertaining to the contract shall be final. The Contract shall be subject to the prosivions of the Wages Protection and Contractors Liens Act 1908, and subsequent amendments.

Signed by the Said Contractor this day of 1957.

.....

Witness .....

Signed by the Said Employee .....

Witness .....

? Scope of work to be defined
Termination of Agreement on grounds of unsatisfactory progress or workmanship.

S P E C I F I C A T I O N

Of work to be done and materials to be used in the renovation of West end of the Ferry Building, Quay Street, AUCKLAND, for

THE AUCKLAND HARBOUR BOARD.

LE PETIT & NAYLOR A/A.N.Z.I.A.
Registered Architects,
408 South British Building,
Shortland Street, AUCKLAND.

PRELIMINARY & GENERAL.

GENERAL: In all cases the best materials of their respective kinds shall be used, and the whole of the work shall be carried out in the best tradesmanlike manner.

Strict attention shall be given to the instructions of the Architects, and no section of the work shall proceed until a full inspection of that section has been made by the Architect, and specific instructions given for the next stage of the work.

CONDITIONS OF CONTRACT: The Contract and any sub-contract entered into shall be subject to the conditions laid down in this Specification, and in contract agreement attached hereto. Any rates and charges not included in these conditions shall be subject to negotiations with the Architect, and no such charge shall be admitted until the Architects approval in writing has been obtained.

BUILDING PERMIT: The Contractor shall be required to obtain a permit for the work from the Auckland City Council, and shall pay the permit fee in connection therewith. Similarly a permit shall be obtained for the scaffolding, and this shall at all times comply with all Government and Local Authority regulations which apply to this part of the work.

INSURANCES: Before work on the site is commenced, the Contractor shall lodge with the Architect from an approved Insurance Company, certifying that all men employed on the works are insured under all laws relating to Employers Liability and Workers Compensation for injury or death during employment on these works.

The Contractor shall effect Insurance indemnifying the Employer in respect of Third Party Risk for the sum of Ten Thousand Pounds (£10,000) with a maximum single claim of £2,500-0-0, and lodge the appropriate Certificates with the Architect before commencing work.

All such Insurances shall be in the joint names of the Contractor and the Auckland Harbour Board.

PROTECTION OF THE PUBLIC: Throughout the currency of the Contract, the Contractor shall take all necessary steps to protect the Public from injury due to falling debris, the building operations and from any other cause related to the Contract. During operations of cutting away stonework, the whole of the scaffolding at the level of the work in hand shall be fully decked, and screens erected and maintained to protect the Public. All chutes for the disposal of debris shall be fully enclosed, and debris shall be removed in a damp condition to reduce dust to a minimum.

ACCESS TO WHARF: The Contractor shall at all times operate in such a manner that there is adequate vehicle access to the wharf at this position, and materials and scaffolding shall be sited as directed to maintain the coaling berth in the area free for use. Debris awaiting removal shall be stacked only where directed on the site.

PROTECTION OF BUILDING: Throughout the Contract, the Contractor shall take all possible steps to ensure that the rights of tenants are protected, and that all windows are protected from damage, and breakage of glass. Where windows have to be removed or opened, steps shall be taken to protect offices from damage due to the weather, and all openings shall be closed and made.

STANDARD OF FINISH: The whole of the finishing work shall be as instructed by the Architects on the site, and the Contractor shall ensure that all finished work is to a first class standard. Any work considered by the Architects to be unsatisfactory, shall be cut away and replaced at the Contractors expense.

EMPLOYMENT OF LABOUR: At all times the numbers of employees engaged on the work shall be approved by the Architects, and any man considered by the Architect to be unsatisfactory shall be removed from the contract on written instructions from the Architect. All sub-contractors required shall be engaged only with the approval of the Architects.

DESCRIPTION OF WORKS

SCAFFOLDING: The Contractor shall supply, erect and maintain a full scaffold to the whole of the west end of the building, complete with full decking to at least two lifts at any one time. In addition, the Contractor shall allow for screening the two decked lifts of the scaffold, to protect the public from falling debris.

The whole of this scaffolding, decking and protection, together with all ladders, shall be to the approval of the Scaffolding Inspectors and of the Architects, and the scaffolding shall be adequately lighted at night.

Supply, erect and maintain covered chutes for the disposal of debris, and remove on completion of the demolition work.

DEMOLITION: The whole of the stonework at each level shall be inspected by the Architect and the Contractor, and all deteriorated stone shall be cut back to the solid, and the debris removed. No cutting work shall be undertaken until after inspection by the Architect, and instructions have been given as to the extent of the material to be cut away. Allow for cutting as required to provide a key for the plaster restoration work. Complete stones may be removed only where specifically directed by the Architect.

SURFACE PREPARATION: In addition to cutting away as specified above, the whole of the stone surfaces not cut shall be thoroughly cleaned down and wire brushed to remove surface dirt, and to facilitate further examination for faults and deterioration. The whole of the mortar joints in stonework and brickwork shall be raked out to a minimum depth of 3/8", and worked out with fresh water preparatory to re-pointing.

The whole of the brick surfaces shall be similarly cleaned down and wire brushed, as specified for the stone surfaces above.

REINSTATEMENT OF STONE: Where complete stones or large sections of stone have been removed, there shall be replaced as instructed on the site, with a selected sandstone to match the existing. New stones shall be set in mortar and fixed to adjoining stones with bronze cramps, grouted into place.

Where deteriorated stone has been cut away, the damage shall be made good with 2:1 cement and sand plaster, finished to match the moulding of the surrounding stones, and tinted to match for colour. Before plastering is commenced, the whole of the surrounding stonework shall be thoroughly soaked with fresh water to ensure adequate adhesion. Where stone has been cut away but is not visible from the street, plaster reinstatement may not be required, and in each case an inspection shall be made and a ruling given by the Architect on the site.

The use of chemical additives to the plaster to improve adhesion shall be permitted only with the express approval of the Architects in writing, and then only an approved brand of additive may be used.

RE-POINTING: The whole of the mortar joints to brick and stonework shall be repointed with 1½:1 cement and sand mortar, tinted as directed, and the joints finished with a steel trowel and weathered.

The whole of the window reveals shall be carefully inspected, and where window frames have been made good and replaced, the joints between the frames and the surrounding work shall be re-pointed as above, all as instructed by the Architect on the site.

Where flashings have been fixed there shall be pointed up all as specified above.

EXISTING WINDOWS: The whole of the existing windows shall be carefully inspected, and all deteriorated timberwork shall be removed and replaced as instructed by the Architects on the site, and all operating gear and balances overhauled. Puttying and glazing shall be inspected and the glazing replaced and re-puttied as instructed. The whole shall be thoroughly cleaned down and wire brushed ready for re-painting - see under "Painter".

FLASHINGS: Where instructed by the Architects on the site, provide and fix flashings of 24 gauge half hard copper, folded to shape as directed and with beaded edges. Joints in length shall be "Silfos" brazed, and the flashings shall be set into joints in brick and stonework, and pointed up as previously specified, after setting in "Sealastik" or similar approved sealing compound.

EXTERIOR SEALING: On completion of the reinstatement work as specified and instructed, the whole of the brick and stone faces of the building shall be washed clean and all cement and other staining removed. All surfaces shall then be given two liberal coats of an approved clear synthetic water repellent, "Aqualux" or similar approved. Before this the Contractor shall be required to set up test samples of such repellents on the stone surfaces, in order that the effects may be studied.

PAINTING: The whole of the timberwork to door and windows shall be cleaned down and wire brushed, and all scale and loose paint removed. Thereafter they shall be repainted in two coats of approved lead and oil paint in a selected colour, finished to a full gloss.

COMPLETION: On completion of the whole of the works to the approval of the Architects, the whole of the scaffolding, chutes, and all equipment on the site shall be removed. The area at the west end of the building shall be cleaned down and all debris removed, and any damage to the sealed surface patched to the approval of the Architect.

LE PETIT & NAYLOR
REGISTERED ARCHITECTS

E. C. LE PETIT, A.N.Z.I.A.
J. L. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-622
P.O. Box 109

ROOM 408
SOUTH BRITISH BUILDING
SHORTLAND STREET
AUCKLAND, C.1

6th. March 1957.

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

FERRY BUILDING - EXTERIOR RENOVATIONS.

Dear Sir,

As instructed, we have further investigated the means available for the carrying out of renovations to the West end of the building. It should be pointed out that the defects as set out in our report of December 1953 were resulting from inspection from the ground, from windows and at parapet level, and it is not reasonably possible to fully assess the extent of remedial measures necessary without a close-up examination of the surfaces.

It is therefore a recommendation that authority be given to engage a contracting firm experienced in this class of work, to scaffold the West wall for detailed examination, and proceed with remedial work at approved charge up rates, for material, labour, and plant.

The Contracting firm we would recommend is G. N. Beguely Ltd., which firm appears to be the most experienced, available in this type of work, and has satisfactorily handled difficult repair work under our control for the National Bank of N.Z. Ltd.

This firm is fully equipped with the necessary Tubular scaffolding and plant for the job and preliminary discussion has taken place with Mr. Biguely in general terms, and it is probable that we can agree on an overall hourly rate for all trades engaged on the work and including the cost of scaffold hire and erection. This should prove the most economical method of handling the work.

When repair work to the west wall is completed, we will be in a position to provide a positive recommendation as to the best method of handling the balance of the work, and also to provide a close assessment of the probable cost of same.

We therefore request the Board's authority to negotiate a charge up contract agreement with G.N. Biguely Ltd. and have repair work on the West wall commenced as soon as the agreement is complete.

Yours faithfully,

for LE PETIT & NAYLOR.

E. C. Le Petit

/

26th October, 1956.

Messrs Le Petit and Naylor,
P.O. Box 109,
AUCKLAND C.1.

Dear Sirs,

FERRY BUILDING - EXTERNAL RENOVATION
ORAKEI BOAT HARBOUR - DINGHY LOCKERS

In reply to your verbal request for a policy direction on the above projects will you please proceed as follows:-

1. Ferry Building - External Renovation - proceed with the preparation of tender documents as already instructed.

2. Orakei Boat Harbour - Dinghy Lockers, Caretaker's Flat and R.N.Z.Y.S. Accommodation - do not proceed any further with tender documents until further instructed.

Should you wish to render a progress account for work done on this project I should be prepared to recommend payment.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RAJS:HEB

22nd. December, 1955.

Messrs. Le Petit & Naylor,
P.O. Box 109,
AUCKLAND, C.1.

Dear Sirs,

FERRY BUILDING - EXTERNAL RENOVATION.

Further to your letter of the 3rd. December, 1953 in which you reported on the external condition of the Ferry Building the Board has approved that external renovation of the western face should now proceed.

In recommending this action to the Board I had in mind the desirability of commencing the renovation on a suitable and limited expanse of the building in order that thorough inspection could be carried out and a suitable technique for repair developed. The western face of the building affords such an opportunity and the experience gained through its efficient repair will, I am confident, be reflected in the economic repair of the rest of the building.

I would prefer that the repair of the western face be done under contract but if that is not suitable then a system of day work on an agreed schedule will be acceptable.

Will you please prepare a suitable proposal for the satisfactory execution of this work and submit to me for consideration.

Yours faithfully,

RAJS:BH

ACTING CHIEF ENGINEER TO THE BOARD.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
6 DEC 1955

. FERRY BUILDING - EXTERNAL RENOVATION.

Report of Acting Chief Engineer to the Board, 29.11.55, stating that further to his report of the 23rd December, 1954, and the Board's resolution of the 26th July, 1955, in connection with the above, a further fall of flaked stone had recently been reported; that in that case the piece of stone was small and no injury had been sustained by the person struck; that following that occurrence a further inspection of that buildinghad been made with the Board's Architect and it was considered advisable that external repair work be commenced as quickly as possible; that the repair of deteriorated stonework was a task requiring skilled workmen, close supervision and consideration of each type of failure in turn as revealed by inspection at close quarters and perfection of method through trial; it was a wise procedure to carry out such trials on a suitably limited expanse of the building and the western face of the building, which represented some six or seven per cent of the total facade, offered such an opportunity; that would enable a better assessment to be made concerning the work required to complete the restoration of the remainder and could result in considerable overall economy; it was recommended therefore that external renovation be authorised to proceed on the western face of the building and that the Architects be instructed to prepare tender documents accordingly; the General Manager recommended that approval be given to enable the Architect to carry out detailed investigation estimated to cost £4,000; that would give a more satisfactory basis for calling tenders.
Recommended:-
That the report be adopted.

Messrs. Smith & Tracy, Architects - accordingly.

ADOPTED BY BOARD
13 DEC 1955

Auckland Harbour Board No. 22943

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. *Date* 29th November, 1955

Subject FERRY BUILDING MAINTENANCE.

Please arrange as quickly as practicable to remove the loose flakes of stone at present lying on the various projecting ledges of the above building.

Priority is to be given to the west, east and south faces and in particular to such material as appears to be on the point of falling.

The extent of work to be undertaken should be limited at this stage to that material which can be safely dislodged and removed without recourse to scaffolding.

Arrange with the Traffic Manager as necessary for the control of traffic on the surrounding paved areas.

Copy sent to The Traffic Manager - for information and co-operation in the matter of control of pedestrian and vehicle traffic.

J. Goodsir
Dan.

ACTING CHIEF *Engineer to the Board.*

29th November, 1955.

Messrs. le Petit & Naylor,
P.O. Box 109,
AUCKLAND.

Dear Sirs,

FERRY BUILDING - EXTERNAL & INTERNAL RENOVATION.

Following consideration of your report on the external renovation of the Ferry Building the Board has approved in principle that a scheme of internal improvements be carried out at the same time in order that rents may be reviewed and the consequent increase in revenue be devoted to defraying, in part at least, the cost of external renovation.

The scheme of internal improvement is envisaged as including the following items and estimated to cost some £20,000 : -

Item 1. Foyer. Renovate main entrance, provide new verandah, reline walls, replace existing main doors with four panel type, provide new directory panels, enclose all electrical gear and provide for rubbish bin storage.

Item 2. Lift. Enclose lift shaft through all floors and provide new lift.

Item 3. Stairs. Renovate all landings, repair and recover treads and nosings, strip tile dado and make good in panelling and plaster.

Item 4. Passages. (1st, 2nd, and 3rd floors). Provide adequate directories, new floor coverings, remove surplus mouldings from walls and ceilings, provide suitable duct and rerun all electric and telephone cables therein, improve natural lighting wherever practicable.

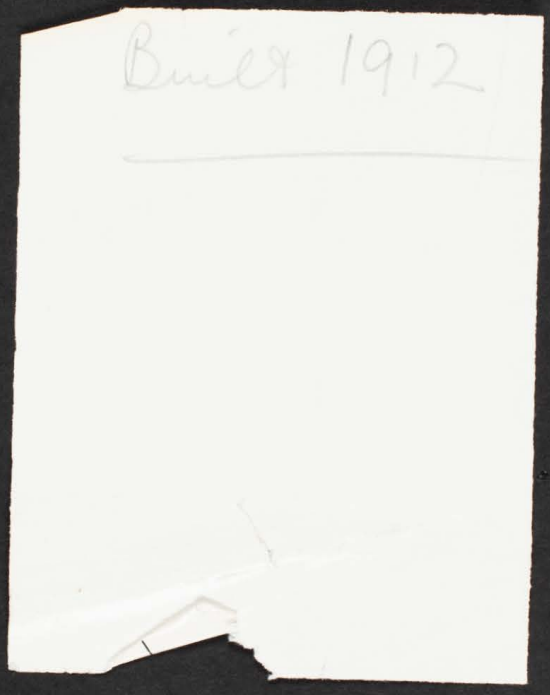
Item 5. False Ceiling. Provide false ceiling to stairwell 3rd to 2nd. floor.

Item 6. Conveniences. Re-arrange, renovate and modernise existing conveniences on first and second floor, Provide new conveniences at third floor.

Item 7. New Offices etc. Replan Caretakers flat (see my report of December 15th) on third floor.

Item 8. General. Clean down and paint all walls and ceilings in corridors, landings, foyers and conveniences (The cleaning of these spaces is already in hand - Quotation No. 54/42 refers). Install adequate fluorescent lighting in all public spaces.

.. ..


Buick 1912

Of these items 6 and 7 are already in hand and do not require to be considered further by you. The question of improved use of ground floor space and the possibility of increasing commercial accommodation by way of shops and stalls merits some consideration and should be included in your scheme.

Will you therefore please prepare scheme plans and preliminary estimate for such internal improvements and forward them to me at your early convenience. The preliminary estimate should show separate amounts for : -

(a) the work under items 1 to 8,

(b) the work involved in providing additional commercial facilities, and

(c) Architect's and Quantity Surveyor's fees.

Yours faithfully,

RAJS:BH

ACTING CHIEF ENGINEER TO THE BOARD.

Copy for Engineer's File

FERRY BUILDING.

This building which was built in 1912, requires extensive repairs to stonework, brickwork and mortar jointing. Decay has been particularly severe on copes, cornices and sills and in some parts the condition is becoming unsafe.

It is intended to preserve as far as possible the existing characters of the building, and the stonework will be cut back only where decay makes this necessary.

There is no intention to plaster the Ferry Building as has been done to the Head Office Building on the other side of the street. In this latter case the building was of brick and plaster. It had been built in 1885 and the whole of the plaster work including the ornamental decoration had become so deteriorated as to become unsafe. There was no alternative but to have all plaster projections removed.

General Mgr's reply to Auckland "Star" 17/8/55.
(re reply to letter to Editor, 15/8/55.)

6

EXTRACT FROM MINUTES
BOARD IN COMMITTEE
26 JUL 1955

Works and Traffic Committee dated 19.7.55

Resolved:-

(a) That the recommendations in relation to Item 4 - Sprinkler System Cargo Store No. 4 - Contract No. 1526 and Item 7 - A.H.B. Staff Amenities - Import Wharf, be adopted, the matters to remain in Committee.

(b) That in relation to Item 6 - Renovations to Ferry Building, the report of the General Manager of 13.7.55, thereon, be adopted in principle and that detailed planning be authorised, the matter to remain in Committee.

(Mr. T.A. Bishop dissented to the adoption of (b).

With reference to Item 4 - Sprinkler System, Cargo Store No. 4 - Contract No. 1526 - the Engineer was directed to make further enquiries regarding the successful tenderer - Messrs. Wormald Bros. N.Z. Ltd.

Mr. Freeland referred to Item 6 - Renovations to Ferry Building and asked for a full report showing costs, fees and all extras in connection with the proposed renovations before a start was made on the work. This was agreed to.

Mr Smith.
Please note the riders in relation to
Sprinkler System Cargo store 4.
Ferry Bldgs.

EXTRACT FROM MINUTES
WORKS & TRAFFIC COMMITTEE
19/7/55

EXTRACT FROM MINUTES
PROPERTY COMMITTEE
19 JUL 1955

Adopted in Principle.

6. RENOVATIONS TO FERRY BUILDING.

Report of General Manager, 13.7.55, reporting on the external and internal condition of the Ferry Building, with recommendations involving the expenditure of approximately £50,000, in renovations.

External Renovations; The Architects' proposals for the external condition of the building, along with remedial treatment necessary, had been received and the estimated cost of such work was £30,000.

Internal Renovations: As nothing of a major nature had been done since the building was erected in 1912, and improvement was warranted to keep the premises in line with comparable office blocks in the City and in order to provide conditions more in keeping with modern standards of convenience and amenities, as agreed with the Property Officer, the following Schedule of works was necessary:

1. Foyer.
   Renovate main entrance, provide new verandah, reline walls, replace existing main doors with four panel type, provide new directory panels, enclose all electrical gear and provide for rubbish bin storage.
2. Lift.
   Enclose lift shaft through all floors and provide new lift.
3. Stairs.
   Renovate all landings, repair and recover treads and nosings, strip tile dado and make good in panelling and plaster.
4. Passages.
   (1st, 2nd and 3rd floors). Provide adequate directories, new floor coverings, remove surplus mouldings from walls and ceilings, provide suitable duct and rerun all electric and telephone cables therein, improve natural lighting wherever practicable.
5. False Ceiling.
   Provide false ceiling to stairwell 3rd to 2nd floor.
6. Conveniences.
   Re-arrange, renovate and modernise existing conveniences on first and second floor. Provide new conveniences at third floor.
7. New Offices etc.
   Re-plan Caretaker's flat on third floor.
8. General
   Clean down and paint all walls and ceilings in corridors, landings, foyers, and conveniences. The cleaning of these spaces had already been done.
   Install adequate fluorescent lighting in all public spaces;

that those works were estimated to cost £20,000;

that, if approved, that programme of work should be arranged in conjunction with external renovations; that, in addition it was recommended that detailed planning should proceed in relation to the suggestion that additional premises in the form of small, shallow selling booths be provided for commercial purposes on the ground floor; that summarised, he recommended that the above works be approved, at a total estimated cost of £50,000 and that detailed planning be authorised.

It was RESOLVED to recommend that the report be adopted.

(Mr. R. Freeland asked for his vote to be recorded against the recommendations.)

Mrs Smith. Scheme plan + estimates for interior work. Estimate reported to Board & include Architects fees.

The matter to remain in Committee.

ADOPTED BY BOARD IN COMMITTEE
26 JUL 1955

Adopted in Principle

THE GENERAL MANAGER.

FERRY BUILDING - INTERNAL RENOVATION.

Further to my report of December 22nd, covering the suggested external renovation of the Ferry Buildings, it is considered that the expenditure of some £30,000 on external renovation should be accompanied by an attempt to recover part at least of that cost by increased revenue.

Since external renovation alone cannot be sufficient reason for increasing rentals a scheme as set out below has been prepared for internal renovation of the building in order to provide conditions more in keeping with modern standards of convenience and amenities - Property Officer's report of 6th May, 1954, refers.

The following Schedule covers the works necessary to produce the desired effect, but does not include the provision of shops or commercial stalls as envisaged in the Property Officer's report -

1. Foyer — Renovate main entrance, provide new verandah, reline walls, replace existing main doors with four panel type, provide new directory panels, enclose all electrical gear and provide for rubbish bin storage.

2. Lift — Enclose lift shaft through all floors and provide new lift.

3. Stairs — Renovate all landings, repair and recover treads and nosings, strip tile dado and make good in panelling and plaster.

4. Passages — (1st, 2nd, and 3rd floors). Provide adequate directories, new floor coverings, remove surplus mouldings from walls and ceilings, provide suitable duct and rerun all electric and telephone cables therein, improve natural lighting wherever practicable.

5. False Ceiling — Provide false ceiling to stairwell 3rd to 2nd floor.

6. Conveniences — Re-arrange, renovate and modernise existing conveniences on first and second floor, Provide new conveniences at third floor.

7. New Offices etc. — Replan Caretakers flat (See my report of December 15th) on third floor.

Extract

Over

Extract

8. General Clean down and paint all walls and ceilings in corridors, landings foyers and conveniences (The cleaning of these spaces is already in hand - Quotation No. 54/42 refers).
Install adequate fluorescent lighting in all public spaces.

These works are estimated to cost £20,000 and I recommend that they be approved, the programme of work to be arranged in conjunction with the external renovation.

In addition, I recommend that detailed planning should proceed in relation to the suggested additional premises and facilities for commercial purposes on the ground floor.

CHIEF ENGINEER TO THE BOARD.

THE GENERAL MANAGER.

FERRY BUILDINGS - EXTERNAL RENOVATION.

A report has been received from the Board's Architects covering the external condition of the Ferry Buildings along with recommendations as to the remedial treatment necessary and the estimated cost of such work. The report is attached.

The whole of the external brick and stonework is in need of cleaning. Patches of brickwork have severely weathered and need to be made good whilst much of the brickwork needs to be repointed. A great deal of decay has occured in the stonework particularly at copes, cornices and sills resulting in many cases, in a dangerous condition. Most of the joints in the stonework, have weathered severly and they need to be repointed flush. The external joinery is generally good but much of the glazing needs to be reputtied.

Extract

In general the Architects' proposals for making good this damage are endorsed subject to further investigation as to protection of copes and sills with high quality concrete instead of copper sheathing and to the brickwork being left unpainted.

The estimated cost of this work is approximately £30,000 and I recommend that it be approved, and that detailed planning be authorised to proceed with a view to calling tenders on a schedule basis.

CHIEF ENGINEER TO THE BOARD.

Enc.
Drawing and Report.

Auckland Harbour Board

Memorandum

Auckland, N. Z.

6th May, 1954

The Chief Engineer,
AUCKLAND HARBOUR BOARD.

FERRY BUILDING

Following discussions with the Design Engineer regarding exterior maintenance and repair work which has become necessary, I submit herewith general comments on features which a building owner might consider to bring the premises into line with modern requirements and an indication of increased revenue that could result.

It is assumed at this stage that the building is to be retained indefinitely and maintained to a reasonable standard.

The building has four main functions in providing:

1. Space let commercially
   - A Office section upper floors
   - B Ground floor - Shop, Offices, etc.
2. Concourse to Ferry terminals
3. Public Conveniences
4. Clock Tower

Due emphasis must be given to each function in any review and appropriate allocation of repairs and renovation costs borne in mind.

Commercial Space

Office Section

Approach and services to this section are antiquated and unsatisfactory and require modernisation if the premises are to bear reasonable comparison with other commercial buildings in the City, thus enabling revenue to be sustained on a sound basis.

Main features which would require to be dealt with are as follows:-

1. Sign denoting office entrance.
2. Hood over entrance.
3. Brass name plates eliminated.
4. Notice Boards in lobby.
5. Lobby generally - panel and modernise.
6. Lift entrance - Consider change to North side by inclusion of bookstall space.
7. Lift replacement - availability of automatic operation out of normal hours.
8. Corridors and stairs - Floor covering, Walls - ease of cleaning.

Wade did scheme for this

Mr Smith.

The Chief Engineer 6th May 1954

			Ceiling heights. Appearance - masking of telephone and electrical services. Illumination. Directional notices each floor.
9.	Offices	-	Clearly numbered Tenants signs - standardised and not to project. Interior - Quality of decoration and standardisation. Light fixtures.
10.	Conveniences	-	Modernise. Provide urinals. Washing facilities including for utensils. Extra facilities in Womens' conveniences.

As to revenue from offices, this amounted to £2450 per annum in 1951 and is now £5000 per annum following adjustment in 1952.

If the improvements to the above features were carried out it is estimated that a further increase to not less than £6000 per annum would be justified.

These are gross figures and of the estimated increase of £1000 about £700 per annum would be the nett improvement to justify substantial capital expenditure directly benefitting these tenants.

At the same time it is for consideration whether the Board should long delay worthwhile maintenance to the interior of the premises, not necessarily directly related to increased revenue.

Ground Floor - Shops, Offices etc.

There is not the same scope for physical improvements to benefit the existing tenancies. Points that arise are :

1. Improvements to left luggage accommodation - This is largely the tenants responsibility as to management but attention to interior maintenance and layout would improve the general appearance and service provided.

2. D.S.F. Riggers Shop - Consideration to be given to provision of alternative accommodation to enable retail development of this space.

3. Bookstall - There should be no great difficulty in eliminating or reducing the area here if space is required for the Office lobby.

However, it would appear that there are definite possibilities in the further provision of commercial space in the concourse area. Something like 10,000,000 passengers use the terminal annually and advantage could be taken of this to the maximum degree permitted physically and as dictated by traffic movement requirements. This activity is standard practice at major transport terminals.

A series of shallow selling booths, for photographic supplies, smokers' requisites, food counters etc., may be possible. At £5 per unit a week four of these would return £1,000 per annum. In addition, installation of further vending or advertising machines would be profitable.

....

The Chief Engineer. 6th May, 1954

A recent approach has been made to instal two advertising screens built in a metal case which would occupy less space than a weighing machine. Rental suggested is £75 per unit per annum compared with £4 per annum paid for weighing machine sites.

Close examination of this type of development would be worthwhile, as with major expenditure in prospect for the building, overall revenue improvement would assist in justifying a scheme of modernisation, and the ground floor should be able to contribute substantially in this respect if even moderately exploited.

Current revenue from the ground floor is £2700 compared with the previous figure of £1800. Adjustment by £300 per annum would be justified following general improvement.

If additional commercial development was undertaken a further £1000 per annum could be anticipated. This would mean about £1,300 per annum in nett revenue from the ground floor.

Summarised, the possible increased revenue from office and ground floor improvement could be £2,000 per annum, justifying a capital outlay in the order of £40,000. If further exploitation of the ground floor was not undertaken, only about £20,000 may be justified.

In any scheme of improvements the non revenue producing sections, i.e. Concourse, conveniences and Clock tower should carry an appropriate share, in order to present the true picture.

Revenue estimates are preliminary only, but I am convinced that working up of a scheme along the lines set out would be sound business. More definite conclusions could then be made to enable final presentation.

PROPERTY OFFICER

87/21

NORMAN WADE, LE PETIT & NAYLOR
REGISTERED ARCHITECTS

T. E. NORMAN WADE, F.N.Z.I.A.
E. G. V. LE PETIT, A.N.Z.I.A.
J. L. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-622 P.O. BOX 109
30-31 NATIONAL BANK BUILDINGS
FORT STREET, AUCKLAND, C.1.

15th. March 1954.

The Engineer,
Auckland Harbour Board,
Quay Street,
AUCKLAND. C.1.

Dear Sir,

RE: REPORT ON FERRY BUILDING.

Enclosed is a copy of a letter sent to A.J. Brown Esq. by the Hawkesbury Sandstone Pty. Ltd. in response to my inquiry regarding treatment of deteriorated sandstone.

This reply unfortunately does not help us, other than to bear out what has already been incorporated in our report to the Board.

Past inquiries in England and America have not produced any satisfactory answer.

We will be very interested to hear what the D.S.I.R. have to say about the matter.

Yours faithfully,

for WADE, LE PETIT & NAYLOR.

E

COPY.

117 Pitt Street,
SYDNEY.

3rd. March 1954.

A.J. Brown Esq.
Architect,
"Appin Waters",
APPIN.

Dear Sir,

We acknowledge receipt of your letter dated 22nd. February 1954 enclosing letter from Norman Wade, Le Petit & Naylor.

From enquiries the Ferry Building was apparently constructed using Pyrmont sandstone; Hawkesbury Sandstone was not in production at that period.

The immediate method of treating weathering and flaking is to chisel out the weathered sections back to the hardstone, removing all cracked sections and drummy spots.

In the event of the deterioration being excessively deep or extensive, replace the bad sections with new stone.

The cornices may be covered with copper sheeting to assist future preservation, but this is not possible in respect of mouldings.

We regret we are unable to recommend any chemical treatment of sandstone, which produces satisfactory results - Taubman's Solphar oil or Flat Varson may be of some assistance providing they do not discolour the sandstone.

Yours faithfully,

HAWKESBURY SANDSTONE PTY. LTD.

(Signed) K.W. Grant.

Secretary

NORMAN WADE, LE PETIT & NAYLOR
REGISTERED ARCHITECTS

T. E. NORMAN WADE, F.N.Z.I.A.
E. G. V. LE PETIT, A.N.Z.I.A.
J. L. NAYLOR, A.N.Z.I.A.

TELEPHONE 45-622 P.O. BOX 109
30-31 NATIONAL BANK BUILDINGS
FORT STREET, AUCKLAND, C.1.

3rd.December 1953

The Engineer,

Auckland Harbour Board
Quay St.,
AUCKLAND.

Dear Sir,

Report on Ferry Building.

Enclosed is our report on the condition of the above building, with suggested treatment for same. Also enclosed is a copy of Drawing F B - 12 together with a Schedule of defects.

Yours faithfully,
NORMAN WADE, LE PETIT & NAYLOR

E.L.P. AT.
Encl.

REPORT -)(- FERRY BUILDINGS QUAY ST.

We submit herewith our report on the conditions of the exterior stonework of the above building together with suggested method for effecting repairs and treating the exterior surfaces to reduce the effects of erosion in the future.

The building has been examined in great detail and the attached drawing No. F.B. 12., read in conjunction with the list of defects, gives a very clear picture of the extent of the damage inflicted on the stonework and mortar jointing by the action of the weather, probably accentuated by chemical deposits from smoke and action of salt spray.

The decay in the stonework is in some places so deep as to endanger overhanging sections of the cornices and may constitute a danger to the public.

The opinion of stonemasons and plasterers experienced in the repair of stone buildings has been sought and their views have been carefully considered during the compilation of the following proposals. Inquiries overseas seem to indicate that there is no known thoroughly satisfactory treatment against decay in stone.

These proposals therefore, aim at preserving as far as possible, the existing character of the building, by cutting back only decayed portions of the stonework, patching with a plaster made up of sandstone agregate and cement and repointing the joints where required. As much of the worst decay and flaking has occurred on the horizontal surfaces, these would have to be covered with soft copper. Certain weathered tops to cornices at present covered with lead which has cracked, are to be similarly covered in soft copper. Parapets generally are seriously affected and it is proposed to cover these with similar copper. Due to erosion many surfaces have now become a trap for water and such surfaces would have to be weathered with cement and sand compo and soft copper to prevent future erosion.

Report - Ferry Buildings.

The copper will cause stain to spread over surfaces below same but nevertheless this material is to be preferred to lead for lasting qualities.

Some sections of the brickwork need attention and the whole of the brick and stonework requires wire brushing and cleaning.

As anticipated the stone jointing generally is in a very unsatisfactory state and the pointing in many places has dropped out. The joints should be raked out and refilled, if necessary, under pressure, with waterproofed cement and sand mortar. Thereafter joints should be pointed flush so that no ledges are provided for the lodgment of deleterious substances.

In those parts where small projecting stone cornice members are badly worn away, it may be wiser to cut away such continuous moulds to a flush surface.

Decision on how far to go with this work can only be made after a close up inspection from a scaffold.

After repairs have been effected, we consider it necessary to seal the brick and stone surfaces to prevent further deterioration. Various materials have been experimented with but as mentioned before, a solution for the preservation of stonework has not yet been found.

The Jean Batten government building has been treated with "Waterex" but this material has certainly not prevented decay in this instance.

Linseed oil is used fairly extensively but has no permanence.

Silicate of Soda solution has been considered but does not appear to be the answer.

There are many waterproofing compounds on the market but at best these cannot be regarded as a satisfactory solution.

It would seem that plastic paint may prove to be a reasonable sealer. Accelerated tests for what they are worth, show lasting qualities for this material.

Report - Ferry Buildings.

After giving this matter a lot of consideration, we are of the opinion that the whole of the external brick stone and plaster surfaces of the building should be sealed with the best plastic paint available, in at least two coats. In due course the colour will be affected by smoke etc., also by the effect of water on copper, causing discolouration runs over surfaces.

Nevertheless if repairs were effected and the building cleaned down and painted with this material every six or seven years, regularly, then the Board could feel that, short of any serious structural fault developing, the life of the building could be extended to an indefinite period. We regard the sealing of surfaces as of major importance in the preservation of the building.

In the absence of a scaffold from which to closely examine the stonework, it is very difficult to decide whether to cut away mouldings, or to patch same.

It is very unlikely that contractors will tender for this type of work without loading up costs.

It would seem therefore, that in this case the better method of carrying through the work, would be to select a good firm, experienced in this type of work, and effect an agreement with pre-determined schedule rates.

As will be seen from the estimate of costs, " Scaffolding " is a major item. Hiring rates for tubular scaffolding are very high and it is suggested that it may be wise policy for the Board to indent sufficient tubular scaffolding for the job. Even in the event of re-sale the loss, if any, would be small. The required planking would be the responsibility of the contractor.

The following is an estimate of probable costs :-

Scaffolding	£7656.	0.	0.
Cutting back stonework and repairing	9120.	0.	0.
Wire brushing, raking out joints, filling and pointing	2073.	0.	0.
Soft copper flashings	2730.	0.	0.
Painting with two coats of plastic paint	2870.	0.	0.
Hoarding lighting Power Sheds Ladders & gear	1060.	0.	0.
	25509.	0.	0.
Contingencies	1500.	0.	0.
	£27,009.	0.	0.

Awaiting your further instructions.

NORMAN WADE, LE PETIT & NAYLOR

FERRY BUILDING. AUCKLAND.

Notes of Deterioration.

Eastern Elevation.

L = Lead Flashing.
C = Cracks in Lead Flashing.

All window sashes need repainting.

1. This course of stone badly flaked. Coping and Cornice in bad condition.

2. Coping and Cornice badly deteriorated. Moulding shape lost from Coping.

3. Pointing in pilaster poor.

4. This whole course badly flaked.

5. Pointing poor.

6. Lintol badly flaked. New gutter needed over lintol. 6a. Lintol evenly flaked. Gutter rusty. Needs new D.P.

7. Flaking (moderate) on this pilaster . Joint between pilaster and 1 storey brick needs repointing.

8. Pointing of this course in poor condition.

9. Flashing above timber facing cracked in two places. Timber needs re-painting.

10. Pointing poor in top course of string course. Sills badly deteriorated at all three windows.

11. Mortar under window sill in bad condition. Needs pointing

12. Pointing to segmental head bad.

13. Pointing to cols.v. dry and poor. Stone of columns is evenly surface eroded, but more so on short blocks of stone.

14. Sashes need adjusting. Apparently do not close properly.

15. Pointing at top of circular window in bad condition.

16. Brickwork blackened.

17. Pointing to segmental head bad.

18. Pointing bad. Top moulding needs droppings removed.

19. Pointing poor.

20. Whole course above dentils, pointing poor to bad, surface to stone has dark stains, surface erosion in parts, flaking started under central window, and bottom surface of course badly flaked between dentils.

21. Four pieces of iron grille work need repainting.

22. Pointing of arch poor.

23. Pointing poor. Some flaking on under and upper surfaces.

24. Lettering spalled (at least 4 letters).

25. Pointing bad. Stone badly eroded for 4 ft. (shape lost).

South Elevation.

26. Stone eroded by water splashing up from horizontal surface. Worst at mullions and in angles.

27. Window glass broken.

28. Joints in granite top course need repointing.

29. Overflow pipe discharge has rotted wood frame sill and sash sill. Formation of moss.

30. Erosion and flashing caused by water splashings on rusticications.

31. Undersurface of large cornice badly flaked. Fascia corroded. Pointing of joints V. bad.

32. Flaking on upper surface of architrave.

33. Stained glass panel broken - 1 sq. ft.

34. Stone at springing (footstone) of arch sheared.

35. Several stones flaked in quoin.

36. Pointing on top course bad. Stone stained from leaks above and surface partly eroded (say 2/3)

37. Pointing poor to bad.

38. Columns surface eroded, particularly end three.

39. Pointing poor to bad in top half of window jambs.

40. Pointing in this course bad.

41. Surface of stone badly stained and eroded with some flaking on under surfaces. Applies to whole course from corner to arch. Pointing bad.

42. Pointing in this course bad.

43. Pointing bad, surface erosion, staining, and flaking of under surface.

44. Surface of stone flaked.

45. Pointing very bad.

46. Columns surface eroded.

47. Pointing poor.

48. Pointing poor.

49. Pointing of arch poor at sides, bad at centre. Considerable flaking at soffit. Surface stained (from copper ?)

50. Badly flaked.

51. Pointing bad.

52. Pointing top 3 courses poor.

53. Top of string course broken in patches (say total 6 ft.)

54. Pointing of pediment bad.

55. Pointing bad to v. bad.

56. Pointing poor.

57. Pointing bad, cornice stained and considerable flaking.

58. Yellow green deposit (fungus ?)

59. Pointing bad.

60. Pointing v. bad.

61. Pointing poor.

62. Pointing bad.

63. Pointing bad, stone stained and a little flaking.

64. Pointing poor.

65. Pointing bad.

66. Pointing bad, stone moderately stained.

67. Local flaking.

68. Pointing poor.

69. Pointing bad.

70. Pointing bad. Moderate staining.

71. Pointing poor. Surface erosion.

72. Pointing bad.

73. Pointing poor.

74. Pointing bad, Top moulding broken in patches.

75. Pointing bad, both cnr. pediment and on arches.

76. Pointing bad. Flaking beginning on under surface.

77. Pointing very bad. Coping considerably eroded.

78. Pointing bad round top of arch voussoirs.

79. Pointing in pediment bad. Poor in architrave.

80. Pointing poor.

81. Pointing poor to bad.

82. Pointing poor. Some surface erosion.

83. Pointing bad. Stone considerably stained. Bad flaking on soffits.

84. Pointing bad. General surface erosion.

85. Pointing poor in top 3 courses.

86. Pointing bad. Stone starting to flake and considerably eroded.

87. Pointing poor.

88. Pointing bad.

89. Stone stained by discharge from gutter overflow.

West Elevation.

90. Pointing bad to V. bad. Surface of stone flaking considerably. Arrises bad.

91. Mouldings badly flaked away. Stone in poor condition.

92. Pointing very bad, though has been patched previously.

93. Top moulding of string course very badly broken. Surface of fascia badly flaked. Pointing very bad.

94. Pointing bad.

95. Pointing very bad. Stone flaking and eroding on lower surfaces.

96. Pointing very bad. Stone extensively flaked on say 6 ft of moulding and considerably flaking on soffit.

97. Pointing very bad. Stone starting to flake on soffit.

98. Pointing very bad. Stone very badly flaked at corners.

99. Paint on window frames and sashes has blistered off almost entirely leaving wood bare.

North Elevation.

a. There seems to be some leaking at the junction of the flat roof to the N. end of the western 1 storey office block, causing staining of the stonework and some corrosion and flaking.

b. Pointing round top of arches in arcade is bad on outside face in all arches, also in transverse arches, pointing is poor at top.

c. In arch No.1, starting st.W end, 7th. vousoir from top has two large cracks on outside face.

d. In arch No.2, keystone has vertical crack for its whole depth on face.

e. In balustrade of arcade, pointing is very bad on coping and on outside face of walling. Nearly all coping stones are badly flaked at the joints. The bottom course of the walling has flaked and been worn along the whole length for an average height of 6" from the ground.

f. There seems to have been slight settlement near transverse arch No.6, as there is a crack at the joints all round the arch ring on the S. half.

g. Some flaking (1/3 - ½ of stones in number) in stone band above window lintols, on W. side of 1 storey office block at E. end of building.

h. Pointing on inside of coping stones to parapet above 1 storey office at W. end of building is bad. Waterproofed cement kerb at foot of parapet inside is badly cracked on surface.

100. All roof lights in flat roof need cleaning.

101. Nearly all stones in this course (window sill) in bad condition. Large areas have flaked off the top surface. The fillet at top edge is often badly crumbled away. The pointing is very bad. Flaking of the under surface is starting on some stones.

102. Two courses badly flaked.

103. Pointing bad.

104. Pointing very bad in this course.

105. Pointing bad. Considerable flaking from under surface and cyma recta moulding on all stones.

106. Pointing bad, considerable flaking under corona.

107. Pointing bad. Coping stones badly worn near joints. Quoin stone very badly worn.

109. All-over surface erosion. Crumbling at joints. Pointing poor to bad.

110. Pointing poor, especially on soffit of arch. Several (10) stones show fair to bad flaking.

111. Pointing bad in window head.

112. Pointing poor. Stones flaking at joints.

113. Pointing poor.

114. Pointing in pediment poor to bad.

115. Pointing poor.

116. Pointing bad.

117. Pointing very bad in arch, bad in pediment.

118. Painting very bad.

119. Pointing bad at head of arch.

120. W.C. overflow pipe has constant discharge. Has stained stone and is causing crumbling.

121. Pointing bad in arch,. poor in pediment.

122. Pointing bad in this course. 1/3 of stones (in number) badly crumbled, especially at joint and top fillet. Considerable flaking from soffit.

123. Surface corrosion. Considerable crumbling at joints and at corners of bottom stone.

124. Pointing very bad. Considerable crumbling starting on top fillet.

125. Bad flaking.

126. Broken glass in window.

127. All woodwork of windows practically bare of paint.

128.a Felting and guttering over this portion (say 10' x 20') needs renewing entirely.

Roof over Office Block at E. end of Building.

A. Pointing of coping stones very bad, Several stones flaking at top. One stone broken across. Considerable crumbling at edges and joints.

b. Bad flaking on many stones of stone course 3'0" down from coping. Pointing very bad.

c. Joints in top of coping which have been covered with cement have cracked again.

129. Pointing very bad. Considerable flaking from under surfaces.

130. Pointing bad, stones considerably broken at joints. Some flaking at under surfaces.

131. Bad leak coming from roof above this window into room below.

Tower.

N. Face. Stone at W. end of window head flaking. Some flaking of undersurfaces of cornice above clock, also cornice above window. Pointing bad. Very bad in cornices.

E. Face. Pointing under clock very bad. Considerable flaking from under surface of cornice over clock. Pointing bad generally.

W. Face. Pointing bad generally. Considerably flaking from under surfaces of cornices. Crumbling of stone at joints in main face.

String course above ground floor windows. Top surface of the stone is badly flaked in at least 3/4 of the stones.

Top coping and cornices round main roof.

a. On the whole the tops of the coping stones are in quite good condition, though there is flaking on the top of a few of them. Corrosion is common on the undersurface, for 4" - 6" on each side of the joint. No pointing left on top surface in most places.

b. The top surface of the cornice above the top windows is also reasonably good, though there is bad flaking on a few stones, especially at the N.E. side of the building and nearly all on the E. side.

Windows.

a. Top-floor tenants on West and North sides complain that windows stick, that putty is dried out so much that window panes fall out, and that there is draught through the windows. The tenant at the West end complains that screws will not hold in the wood and that the window catches are faulty.

b. Very few fanlights are in working order. Either the sashes stick of the cords are missing.

c. On the second floor the putty in nearly all windows is in very bad condition and needs re-newing.

d. First floor. Putty in windows is poor to bad. Mr. Powell thinks a better type of fastener should be fitted. He has had trouble on several occasions with the metal holding-bar swinging down and breaking the glass. Fanlights stick in a number of rooms on this floor too.

e. Ground Floor. Putty in general is in reasonable condition.

487

AIR MAIL.

10th February, 1954.

Messrs Coatostone Manufacturing Co. Ltd.,
Hastings House,
Norfolk Street,
LONDON. W.C.2.

Dear Sirs,

"COATOSTONE" LIQUID STONE.

I am considering the external renovation of a four storey building built in brick with sandstone facings.

The building is 40-50 years old and is exposed to marine and industrial atmosphere.

I would be interested to receive information of your Coatostone Paint covering the following points:-

1. Method of application, cleaning and scaling of surface of stone.
2. Costs of application - both materials and labour.
3. Expected life of the coating.
4. Availability in New Zealand.

Yours faithfully,

DESIGNING ENGINEER.

RAJS:PM.

AIR MAIL.

10th February, 1954.

The Sowestone Restoration Coy. Ltd.,
Thessaly Road,
LONDON. S.W.8.

Dear Sirs,

The current edition of "Specification" carries an advertisement from your firm in which reference is made to your application of the "Plastic Method" to the restoration of masonry Structures. I would be very interested to receive from you further information on this process along with information covering the availability of any proprietary materials involved.

I wish to examine the "Plastic Method" in connection with the external renovation of a four storey building in brick with stone facings. The Building is 40-50 years old and is exposed to a marine and industrial atmosphere.

Yours faithfully,

DESIGNING ENGINEER.

RAJS:PM.

AUCKLAND HARBOUR BOARD No. 14073

MEMORANDUM

From FOREMAN OF WORKS

To The Engineer.

9th Oct. 1950

SIR,

I beg to report that Ferry Buildings.

A complete examination of all the sashes in the above building has been made and they were found to be in better order than was thought. On the northern side, most of them will have to be reglazed and although this is an easy matter on the top and bottom floors, the middle floor, having a very narrow ledge offers difficulties.

A rigger, Jensens, working on Contract on Hobson Wf sheds is prepared to undertake the work on contract.

Most of the fastenings of the sashes have seized or broken and I would recommend that these be replaced and then the reglazing and painting be put in hand.

(Regarsetton P3833 herewith).

(Bungs & fastenings for windows. Sent to P.O. 10.10.50 H.

Approved HRO.

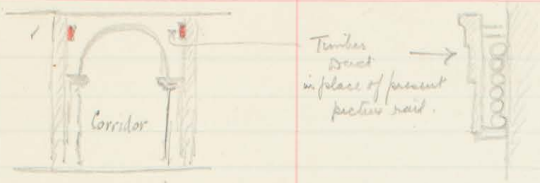
J. H. Saskeberry.

FOREMAN OF WORKS

7426

Date 9th June 1936 192

Estimate for Alterations to Electrical wiring of Ferry Bldg

Description	Details	Quantity	Item	Rate	£	s.	d.
							
Providing a timber duct in place of present picture rail on first & second floors running new circuits to distribution boards at each end of each floor and making necessary alterations to main Switchboard.							
Electricians Work							
As per Electricians Estimate		Materials			£175		
		Labour			£80		
						£ 255	
Carpenters Work removing picture rail and fitting timber Duct							
mouldings & Dressed timber		1550	S/ft	80/-	£ 62		
Carpenters labour 2 men/2 weeks		4	weeks	5/-	20		
Cutting holes through arches		36	each	20/-	36		
						£ 118	
						£ 373	
					Say	£400	
Add for improvement to Corridor lighting					Say	£100	
						£500	

Auckland Harbour Board

MEMORANDUM

FROM J. L. Green, Drawing Office

To ASST. THE ENGINEER.

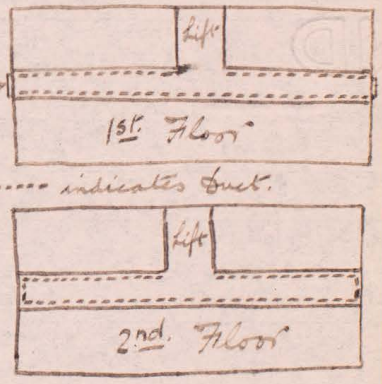
1st June 1936

Ferry Buildings - Electric Wiring.

List of Timber required for Conduit Duct.
First & Second Floors only.

Facia Board	9" × 1¼" fin.	8/20' 26/18' 8/13'	= 1500 sup ft
Top do.	2" × ¾" fin.		
Bottom do.	2½" × 1⅜" fin.	2/8'	
Back Battens (@ 2' c.c.)	4" × ½" fin.	30/10'	= 50 sup ft

Holes to be cut { 4 through 2'-6" arches
32 through 1'-6" arches.



ELECTRICAL DEPARTMENT

FERRY BUILDING: ADDITIONS TO ELECTRICAL INSTALLATION

Conduit, Heavy Gauge, Galvanised.	1¼"	400 Feet
" " " "	1"	325 "
" " " "	¾"	2000 "
Bends, Conduit, Galvanised	1¼"	2 Dozen
" " "	1"	3 "
" " "	¾"	6 "
Elbows, Inspection, Galvanised	¾"	1½ Gross
" Solid "	¾"	½ "
Earthing Bushes, Brass, Con.Thread	1¼"	1 Dozen
" " " " "	1"	1½ "
" " " " "	¾"	8 "
Saddles, Conduit, Galvanised	1¼"	½ Gross
" " "	1"	1 Gross
" " "	¾"	6 "
Screws, Japanned wood screws	¾" x 7's	14 "
" " " "	1" x 8's	1 "

Switches, 30 Amp. D.P.I.C. (Botrade)	10 Only
" 60 Amp. T.P.I.C. (")	3 Only
" 100 Amp T.P.I.C. (")	1 Only
Fuses, 20 Amp, Factory Type, (Kit Kat)	8 Dozen
" 30 Amp. Iron Clad, (Botrade)	16 Only
" 60 Amp. " " (")	6 Only
Insulating Panels 4' x 3' x ½"	3 Only
" " 18" x 14" x ¼"	8 Only
Cable. V.I.R. C M A 600 Meg grade, 100 Yard coils 7/.064	8 Coils
" " " " " " " " " 7/.036	14 Coils

Estimated Cost = £174- 9- 8

Prices taken from National Electrical Co's catalogue Dated March 1936.

Estimated Labour Cost = £80/-/-.

Estimate by Electrician
June 1936

NORMAN WADE, F.N.Z.I.A
ARCHITECT

TELEPHONE 45-622
P.O. Box 109

30-31 National Bank Building,
Fort Street,
Auckland, C.1.

16.11.37.

D. Holderness Esq.
Superintendent & Engineer,
Auckland Harbour Board
Quay Street,
City - C.1.

Dear Sir :

Re Ferry Buildings

The restoration of this building in terms of the discussion with you, has been considered, and the following brief Schedule of cost in connection with the work is as under :-

(1)	Erection of scaffolding	£ 500.0.0
(2)	Scrubbing and cleaning external surfaces of brick and stonework	456.0.0
(3)	Repairs to stonework	180.0.0
(4)	Repointing brickwork	150.0.0
(5)	Flashing projecting stone cornices and label mold with 6 lbs. lead	342.0.0
(6)	Scrubbing roofing tiles	136.0.0
(7)	Repairing sashes and frames and replacing broken glass	40.0.0
(8)	Burning off deteriorated paint and repainting external windows and frames and doors and frames	243.12.0
(9)	Cleaning down, repairing & repainting walls and ceilings of corridors, and staircase well and inclusive of say ten rooms	650. 0.0
	Forward -	£ 2697.12.0

	Forward:	£ 2,697.12.0
(10)	New Electric Lift and Lift Enclosure walls, and alterations	£ 1,250.0.0
(11)	Heating Plant and pipework	1,400.0.0
		£ 5,347.12.0

Re new accommodation for Stevedores on Section of size 210'0" x 150'0".

A reinforced concrete structure covering this area with ground floor 15'0" high, and subdivided, together with runway through centre and first floor 10'0" high subdivided, inclusive of sanitary accommodation, electric light &c. would cost £ 40,000.0.0.

Enclosed herewith is Scheme Plan for new location for Passenger Lift.

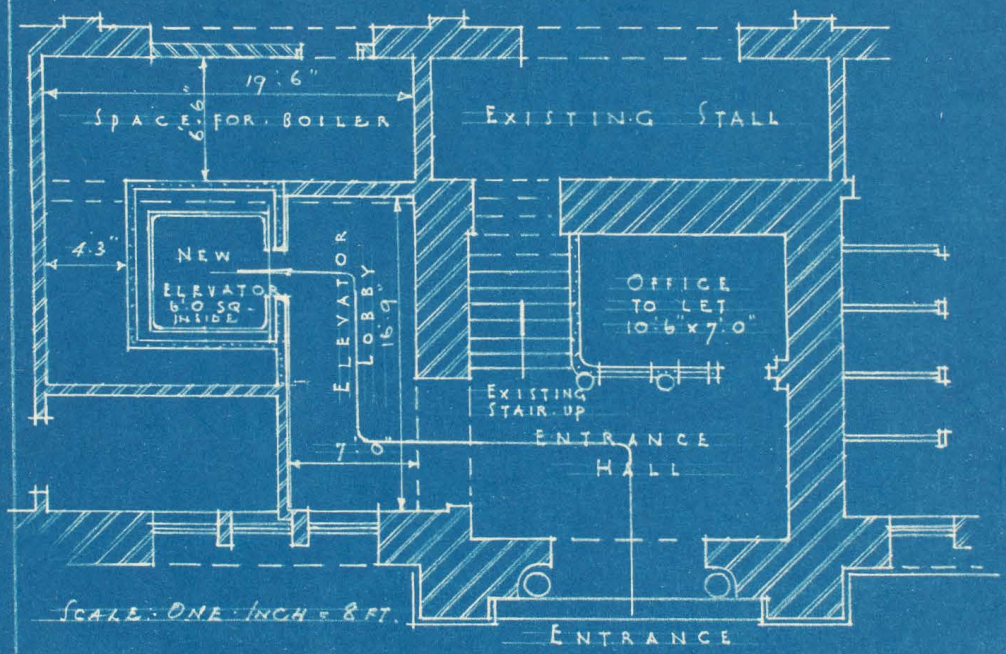
Yours faithfully

Norman Wade

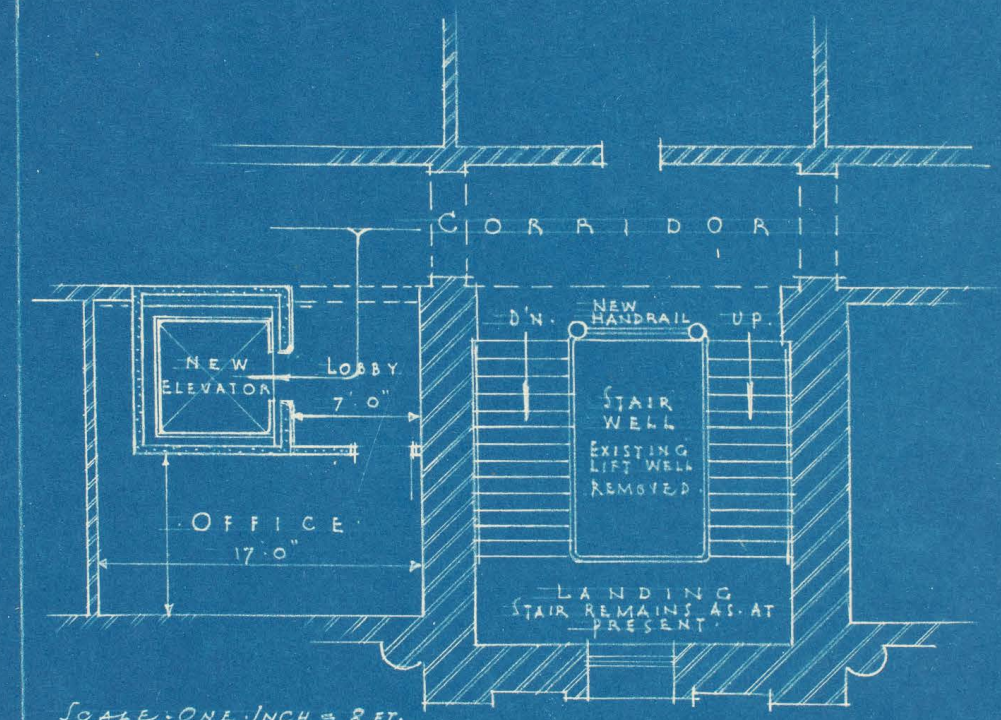
AUCKLAND · HARBOUR · BOARD

NEW · ELEVATOR · TO · FERRY · BUILDING

NORMAN WADE F.N.Z.I.A.
REGISTERED ARCHITECT.



GROUND · FLOOR · PLAN



SCALE: ONE INCH = 8 FT.

FIRST FLOOR PLAN