

Devonport  
412 Yacht Club

T

Devonport Yacht Club - Reclamation,  
Clubhouse etc

To Sept 83

Refer Also to File  
For Report From Mc Glashan

Also Calliope Sea Scouts  
Hall. (Ex Northshore Rowing  
Club )

712Dew .

FOREMAN WHARF CARPENTER

26 February 1982

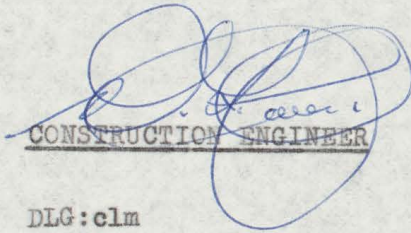
CONSTRUCTION ENGINEER

c.c. CHIEF ENGINEER

DEVONPORT YACHT CLUB REPAIRS

The Chief Engineer has received a letter from the Devonport Yacht Club thanking the Board for the competent manner in which dinghy skids at Stanley Bay have been repaired. This was an expression from the club members who have moorings at Stanley Bay.

Would you kindly convey these comments of commendation to the members of your gang concerned.

  
CONSTRUCTION ENGINEER

DLG:clm

Ble

Dw. 712.



Works Instruction No. **NO 4992**

To: THE CONSTRUCTION ENGINEER Date: 19 August 1981

Subject: GRIDS - DEVONPORT MOORING AREA

Authority: Board/General Manager/Routine Maintenance Date

Estimate of Cost: \$ Expenditure Code

Target Completion Date:

4678/08/50-59

Description:

Please have the three cleaning off piles 10 m to the west of the main grids removed. These piles are non-redundant. This work is not urgent and can be fitted in when convenient.

JAH:JMH

Chief Engineer to the Board

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

Works Completed.....Signature.....Date.....

Works Instruction No. **NO 4992**

6 October 1981

The Secretary  
Devonport Yacht Club (Inc.)  
P.O. Box 32-036  
Devonport  
AUCKLAND 9

Dear Madam

DEVONPORT YACHT CLUB  
MONITORING MOORING AREA

Further to the Administrative Officer & Secretary's letter of 23 July 1981 I propose to keep you informed of the latest developments with regard to your request for monitoring the club's mooring area.

The Naval Hydrographer has forwarded a report and sounding details of a special survey which they carried out in March/April this year and which included your area.

This survey will be used as base information in the future for monitoring purposes as and when required.

Yours faithfully

B.R. Le Clerc  
CHIEF ENGINEER TO THE BOARD

JMB:TK

Copy to: BOATHARBOURS MANAGER  
HYDROGRAPHER  
CHIEF ADMINISTRATIVE OFFICER & SECRETARY



THE DEVONPORT YACHT CLUB (INC)  
 KING EDWARD PARADE, P.O. BOX 32-036 DEVONPORT, AUCKLAND 9. TELEPHONE 458-048

13 July 1981.

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



Dear Sir,

My Club is greatly concerned with the construction of the proposed new wharf at the Naval Base. Their main concern is that this wharf may have a large effect on the future silting of mooring areas from North Head to Stanley Point, wherein most of our members have their moorings.

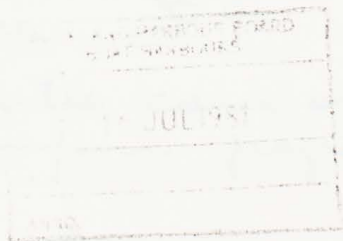
My Club has asked me to write to your Board and ask if your Board could see its way clear to undertake a large scale sounding survey of the area, to help ascertain in the future the effect of this wharf on the areas concerned.

Yours faithfully,  
THE DEVONPORT YACHT CLUB (INC).

*E. Kemp*

E. Kemp (Mrs).  
SECRETARY.

*File JB  
6/10*



*Replied to by Sec.  
Perry ↑ Check*

*Enc 1*

THE CHIEF ENGINEER

1 October 1981

THE HYDROGRAPHER



DEVONPORT YACHT CLUB - MONITORING DEPTHS

Reference Devonport Yacht Club's letter of 13 July 1981.

We have now received copies of the R.N.Z.N. Survey (March-April 1981) with Report of Survey.

I have arranged with the Navy Hydrographer that plastic transparencies of these plans reduced to 1:1200 be made available to us to update the three mooring areas at Devonport, Iris Wharf and Stanley Bay. These will provide an excellent base for future monitoring.

HYDROGRAPHER

JR:TK

Enc. R.N.Z.N., Hydrographic Office letter of 29 September 1981. Devonport New Wharf and Adjacent Areas Survey with Report of Survey.

Copy to: BOATHARBOURS MANAGER

~~Mr Bray to see~~

*Silo*  
*B 6/10*

~~Check whether the cause of this work demands a letter to confirm progress to those enquiring.~~

~~Then file.~~

*Bles*

ROYAL NEW ZEALAND NAVY  
**HYDROGRAPHIC OFFICE**  
BURNS AVENUE . TAKAPUNA  
AUCKLAND

P.O. BOX 33341  
AUCKLAND 9  
TELEPHONE  
495 062  
CHART SALES  
495 063

YOUR REFERENCE

OUR REFERENCE HNZ 3/5322

16th September 1981

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

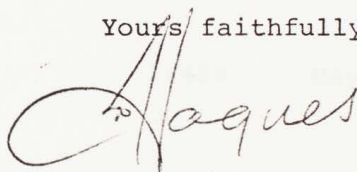
AUCKLAND HARBOUR BOARD HARBOUR DEPT.	
RECD.	29 SEP 1981
ACKD.	
ANSD.	

Dear Sir,

DEVONPORT NEW WHARF AND ADJACENT AREAS SURVEY

Enclosed are a copy of Report of Survey and paper prints of Index and Sounding Sheets for your retention.

Yours faithfully,



(W.F. Jaques)  
Commander, RNZN,  
HYDROGRAPHER.

- Enclosures:
1. Report of Survey
  2. Index Sheet (1 Copy)
  3. Sounding Sheets (14 Copies)

*W.F.J.*  
COPY TO A.H.B. HYDROGRAPHER 30/9/81 BJS

ANNEX C TO  
HNZ 2/6  
DATED 30th MAY 1981

PREVIOUS SURVEYS OF THE AREA

Auckland Harbour Board

Harbour Bridge to Eastern Tide Deflector	1/5000	1973 with amendments to June 1980
Eastern Tide Deflector to West Bastion Reef	1/5000	1973 with amendments to June 1980
<i>Devonport Post dredging</i>	<i>1/1200</i>	<i>(4/9) April 1969 &amp; 4/1/9A</i>

Hydrographic Department RNZN

TAMAKI Boatyard Jetty	1/1000	June 1980
Calliope Wharf Survey	1/480	May 1978
HMNZS PHILOMEL Training Jetty	1/500	1976
Calliope Wharf and Basin Survey	1/1500	Converted from fathom surveys 1969 to 1976



LIST OF CONTENTS OF SURVEY DATA FILE

- Section 6      Photographs
- 6.1 List of Photographic Views
  - 6.2 Photographs
  - 6.3 Diagram of Aerial Photographic Coverage

- Section 7      Tidal Stream Data
- 7.1 Description of Tidal Stream Observations
  - 7.2 Summary of Observations
  - 7.3 Records of Tidal Stream Observations

- Section 8      Bottom Samples
- 8.1 Record of Bottom Samples

- Section 9      Tide Data
- 9.1 Installation of Tide Gauge
  - 9.2 Summary of Data from the Gauge
  - 9.3 Transfer of Gauging Data
  - 9.4 Recorder Descriptions
  - 9.5 Tide Gauge Calibration
  - 9.6 Tide Gauge Charts
  - 9.7 Record of Checks on Tide Gauge

- Section 10     Profiles
- 10.1 Profile across the Survey Area
  - 10.2 List of Cross-section Profile Lines
  - 10.3 Beach Profiles
  - 10.4 Location Diagram of Beach Profiles
  - 10.5 Description of Temporary Structures
  - 10.6 Beach Profile Diagrams

LIST OF CONTENTS OF SURVEY DATA FILE

Section 1      Miscellaneous

- 1.1 Background to the Survey
- 1.2 Copy of Hydrographic Instruction H.I. 096
- 1.3 Memoir
- 1.4 Chronological Sequence of Events

Section 2      Control Station Data

- 2.1 List of Grid Co-ordinates
- 2.2 Establishment of Minor Control
- 2.3 Control Station Descriptions
- 2.4 Abstract of Angle and Distance Measurements
- 2.5 Field Observation Sheets

Section 3      Trisponder

- 3.1 Trisponder Station Data
- 3.2 Station Descriptions
- 3.3 Calibration Data
- 3.4 Technical Details

Section 4      Tidal Data

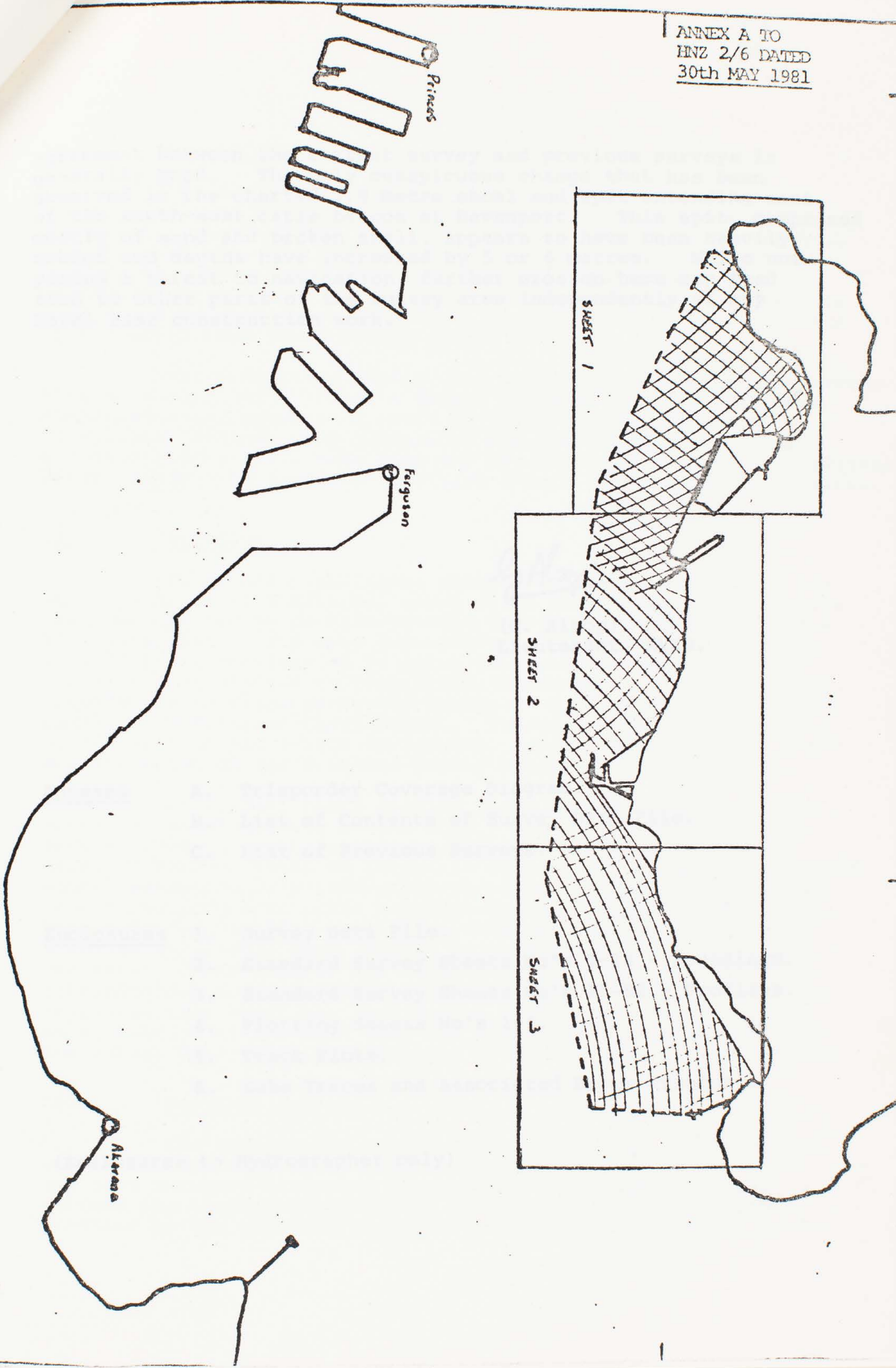
- 4.1 Installation of Tide Gauge
- 4.2 Summary of Corrections to Benchmarks
- 4.3 Transfer of Sounding Datum
- 4.4 Benchmark Descriptions
- 4.5 Tide Gauge Calibration
- 4.6 Tide Gauge Charts
- 4.7 Record of Checks on Tide Gauge

Section 5      Profiles

- 5.1 Profiles Across the Survey Area
- 5.2 List of Trisponder Profile Lines
- 5.3 Beach Profiles
- 5.4 Location Diagram of Beach Profiles
- 5.5 Description of Temporary Benchmarks
- 5.6 Beach Profile Diagrams

ANNEX A TO  
HNZ 2/6 DATED  
30th MAY 1981

Harbour & Adjacent Areas - Trisponder Coverage Diagram



Agreement between the current survey and previous surveys is generally good. The only conspicuous change that has been observed is the charted 1.9 metre shoal and spit extending east of the south-east cable beacon at Devonport. This spit, comprised mostly of sand and broken shell, appears to have been heavily eroded and depths have increased by 5 or 6 metres. While not posing a threat to navigation, further erosion here may feed sand to other parts of the survey area independently of any Naval Base construction work.



(G. Alsop)  
Lieutenant, RNZN.

Annexes

- A. Trisponder Coverage Diagram.
- B. List of Contents of Survey Data File.
- C. List of Previous Surveys.

Enclosures

1. Survey Data File.
2. Standard Survey Sheets No's 1-14 - Soundings.
3. Standard Survey Sheets No's 15-32 - Profiles.
4. Plotting Sheets No's 1-4.
5. Track Plots.
6. Echo Traces and Associated Paper Printout.

(Enclosures to Hydrographer only)

10. Rendering the Survey

The survey is rendered on a series of 14 Standard Survey Sheets on a scale of 1/1000 together with 18 Standard Survey Sheets of plotted seabed profiles. The survey is on the Mt Eden Circuit Grid and grid intersections have been shown at 100 metre intervals. The fiducial marks on these sheets have been redrawn to fall on the metric grid, although they do not coincide with the 100m grid intersections. Geographic intersections have been omitted from the Standard Survey Sheets.

Three Plotting Sheets were constructed to cover the survey area on a scale of 1/1000. A fourth plotting sheet of Calliope Basin was constructed on a scale of 1/500 but never used. Trisponder lattices were calculated and plotted by hand using standard radius curve templates and are shown on the Plotting Sheets. Annex A shows the layout of plotting sheets and Trisponder lattices.

11. Profiles

To enable significant changes in the seabed within the survey area to be monitored, every fifth Trisponder sounding line has been plotted in profile between the 10 metre contour and the high waterline. The area from Stanley Bay to Torpedo Wharf is covered by 61 sections at 50 metre intervals. The profile sections were plotted on form H408A, Beach Profile Diagrams and transferred to Standard Survey Sheets. Heights and depths are relative to Auckland Chart Datum. The scales are approximately 1:120 vertical and 1:1200 horizontal. Profile identifying numbers are annotated on the Standard Survey Sheets.

Additional beach profile lines were run over the more important sandy beaches of the area. The locations selected corresponded to beach levels which have been monitored by the Auckland Harbour Board at intervals since 1969. The profiles were short, extending only 100m offshore and each profile was related to a fixed reference point heighted by levelling. Soundings were obtained by Atlas Deso 10 portable echo sounder fitted in a Gemini inflatable boat, fixing by subtense ranging pole and sextant. Comparison of the observed profile sections with the chronological sequence obtained by the Harbour Board is good and indicates that there has been little significant change in the sandy beaches of the area over the past 10 years. Section 5 of the Survey Data File lists details of beach profile measurements.

12. Previous Surveys

The bathymetric survey has been compared with previous surveys of the area which are listed at Annex C. The Defence Area has been surveyed on scales varying between 1:480 and 1:1500 whereas the largest scale survey of Victoria Wharf and Torpedo Bay supplied by the Auckland Harbour Board Hydrographer is at 1:5000.

7. Soundings

The survey area was sounded at a line spacing of 10 metres. Sounding lines were run at constant Trisponder ranges as nearly as possible at right angles to the coastline, fixing at intervals of 20 metres. Soundings were obtained by Atlas Deso 10 portable echo sounder on loan from HMNZS TARAPUNGA. Calibration was by daily bar check. The Atlas sounder was well suited to the survey task with its fast paper speed of 10cm per minute and linear depth scale.

The Kelvin Hughes MS26A echo sounder permanently fitted in SMB PANDORA was run simultaneously over a few sounding lines to observe differences in bottom record obtained with its 30 kHz transducer and the 210 kHz transducer of the Atlas. Difficulty was experienced in matching the dissimilar traces of the two recorders and little indication of sediment layers was observed. The MS26A developed a faulty governor at an early stage and the practice of running both echo sounders was discontinued.

8. Bottom Samples

A systematic pattern of bottom sampling was carried out on a grid of 100 metres, using a Dietz Lafonde grab sampler loaned by HMNZS TAKAPU. A number of samples have been retained for comparison purposes, however, the grab sampler was lost overboard on 12th March before completion of sampling and the remaining samples taken by armed leadline. Section 8 of the Survey Data File, lists the location and description of bottom samples. Bottom characteristics have been incorporated in the Standard Survey Sheets.

9. Coastline

Coastline was fixed in the field by sextant resection and Trisponder fixes, using aerial photographs to provide additional topographical detail. Trisponder proved unsatisfactory as a coastlining aid since much of the coastline was obscured from one or other remote station by buildings such as the Devonport Yacht Club and Devonport Passenger Wharf covered way.

Coastline detail for the Defence Area was taken directly from Ministry of Works plans based on Lands and Survey Aerial Plan No. 1159 at a scale of 1/500, photographically reduced to the scale of the survey. A large number of ground level panoramic views and photographs were taken of the survey area to record the state of the beaches. These and the sources of aerial photography are listed in Section 6 of the Survey Data File.

This saved a considerable amount of time and effort normally required for battery changing. The units were continuously available for interrogation by the mobile unit in the sounding boat. The automatic data logger, which provided a rapid paper print-out of position fixes in the sounding boat, was invaluable on this scale of survey where rapid fixing was required.

5. Tides

Observations for the reduction of soundings were obtained from a Foxboro portable tide gauge set up at Calliope Wharf East from 2nd March to 22nd April 1981. Sounding datum was established by levelling to existing benchmarks and was checked by transfer of datum from the Auckland Harbour Board Automatic Tide Gauge. Soundings have been reduced to Auckland Chart Datum. Section 4 of the Survey Data File, contains details of the operation of the tide gauge and tidal data.

6. Tidal Streams

Tidal stream observations were carried out at three locations as follows:-

- (a) Off Calliope Basin Entrance - position  $250^{\circ}$  63m from SW corner of West Wharf. 70 hours observations
- (b) Off Training Jetty - position  $200^{\circ}$  40m from FR light. 22 hours observations
- (c) Off Victoria Wharf - Position  $145^{\circ}$  100m from (HOR) 2 FR lights. 18 hours observations.

Measurements at location (a) were obtained with an Interocean Model 135 self recording current meter and at (b) and (c) with a Hydroproducts current meter on loan from HMNZS MONOWAI. Section 7 of the Survey Data File, contains details of the tidal stream observations.

The meters were deployed on bottom moorings about 2.5m above the seabed. Rates as determined at each location were:-

- (a) Off Calliope Basin Entrance  
Spring rate 0.4 knots      Neap rate 0.2 knots.
- (b) Off Training Jetty  
Spring rate 1.1 knots      Neap rate 0.7 knots.
- (c) Off Victoria Wharf  
Spring rate 1.1 knots      Neap rate 0.7 knots.

3. Horizontal Control

In a departure from normal Hydrographic Office practice the survey was carried out entirely on the Mt Eden Circuit Grid, Geodetic Datum 1949, in order to be compatible with the work of Ministry of Works and Auckland Harbour Board. Horizontal control was based on co-ordinates supplied by the Department of Lands and Survey and Auckland Harbour Board on the Mt Eden Circuit Grid. Section 2 of the Survey Data File lists the major triangulation stations and metropolitan control survey stations used in the survey.

No major horizontal control was established during the survey. Stations for Trisponder calibration were established at Training Jetty and Victoria Wharf using a Wild T2 theodolite borrowed from 1 Field Squadron RNZE and a Hewlett Packard HP 3805 Distance Meter borrowed from Ministry of Works, Auckland. A number of minor hydrographic stations were established by EDM offset bearing and distance for coastline purposes.

4. Electronic Fixing Aids

Sounding control was provided by Short Range Decca Trisponder. This equipment has a range of 5km, a range accuracy of + 1.5 metres and can be battery or mains operated. The package hired from the Wanganui Harbour Board comprised one master unit, two remote units and a Data Printer.

Three sites were selected for Trisponder remote stations which gave the best coverage of the survey area, were secure from vandals and were equipped with a mains power supply. These were:-

(a) Princes Wharf	300 109.7 mE	704 297.3 mN
(b) Ferguson Wharf	301 669.8 mE	704 204.85mN
(c) Akarana Yacht Club	304 110.5 mE	703 149.0 mN

Initial checking out of the equipment on receipt was carried out by Mr Barry Auger from the Dockyard Radio Workshop. Calibration of the equipment was carried out over an observed EDM distance from Mt Victoria to Training Jetty and repeated over the line Training Jetty to Princes Wharf. Daily checks of the Trisponder were carried out at Training Jetty Light. Details of checks and operation of the equipment are given on Section 3 of the Survey Data File.

The performance of the Trisponder equipment was excellent. No breakdowns occurred save for a fuse which broke in transit. By using mains power supplies the remote units were able to be left completely unattended, one unit operated satisfactorily for over a month at the Akarana Yacht Club without attention.



- (a) Preparation and planning 1-28 February.
- (b) Sounding and fieldwork 1 March - 21 April.
- (c) Plotting and rendering of data 21 April - 31 May.

The timescale for fieldwork was dictated by the availability of major items of equipment such as the Survey Motor Boat PANDORA, loaned from the Hydrographic School, HMNZS TAMAKI, and personnel to make up her crew.

Preliminary planning and reconnaissance work was commenced in early February on receipt of the Hydrographic Instruction. Two civilian draughting cadets from the Hydrographic Office assisted in establishing sites for position fixing equipment and drawing up plotting sheets for the survey. Position fixing for the survey was controlled by Short Range Decca Trisponder, a lightweight, portable electronic position fixing system hired especially for the survey from Wanganui Harbour Board. Three sites for operating remote Trisponder units were selected on the southern side of the harbour. Annex A is a location diagram showing the position of stations with a layout of plotting sheets.

Sounding was commenced in early March and was progressed in four stages as dictated by the requirement to move Trisponder equipment as work progressed. These were:-

- (a) Stanley Point to Training Jetty 7 - 15 March.
- (b) Training Jetty to Victoria Wharf 19 - 25 March.
- (c) Victoria Wharf to Torpedo Wharf 27 March - 9 April.
- (d) Complementary work 10 - 21 April.

The weather in early March was moderately good, except for the passage of a deep depression on 8 March which gave rise to strong north-easterly winds gusting to 40 knots. By 27 March, which was the projected terminal date for fieldwork, sounding had only been completed as far as Victoria Wharf. Two of the four Able Survey Assistants comprising the detached party were posted for training courses but sounding was continued using personnel loaned from HMNZS MONOWAI. The weather in early April remained fair with a series of slow moving anti-cyclones bringing settled weather. However, a gale on 10-12 April with winds gusting up to 60 knots from the south-east caused several yachts within the survey area to break their moorings and be wrecked on the shore.

Fieldwork continued until mid-April and outstanding bottom sampling, minor sounding profile lines and current observations were undertaken. The drawing up of the survey was commenced with the assistance of the two civilian draughting cadets in April and continued through until May 30th.

Hydrographic Office,  
Burns Avenue,  
TAKAPUNA.

HNZ 2/6

30th May 1981

The Hydrographer, RNZN.

For Information:

The Chief of Naval Staff,  
WELLINGTON.

ACDS (Support),  
Attention: Director of Works.

The Commodore,  
AUCKLAND.

The Captain Fleet Support,  
HMNZS PHILOMEL.

The Captain,  
HMNZS TAMAKI.

AUCKLAND HARBOUR BOARD HARBOUR DEPT.	
RECD.	29 SEP 1981
ACKD.	
ANSD.	

REPORT OF SURVEY

DEVONPORT NEW WHARF AND ADJACENT AREAS - H.I. 096

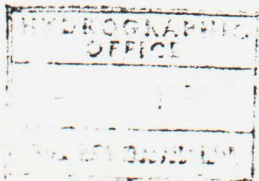
- References: A. HNZ 2/6 dated 23rd January 1981  
B. MOW & D Environmental Impact Report  
dated August 1980

1. Introduction

In order to monitor changes in the seabed and coastline which may take place following the construction of the proposed new wharf at the Devonport Naval Base a large scale hydrographic survey of the area adjacent to the wharf has been carried out. The area from Stanley Point to Torpedo Wharf has been surveyed on a scale of 1/1000. Profile sections of the area have been constructed and tidal stream measurements have been obtained.

2. Execution

The survey was carried out by a temporary detached survey party based at the Hydrographic Office, using equipment and personnel loaned from a number of sources. The survey was undertaken in three phases:-



*Handwritten:* COPY TO A.H.B. HYDROGRAPHER 30/9/81 BJS

14 August 1981

The Secretary  
Devonport Yacht Club (Inc.)  
P.O. Box 32-036  
Devonport  
AUCKLAND

Dear Madam

DEVONPORT MOORING AREA GRIDS

I refer to your letter of 27 June 1981 requesting the upgrading of the above grids. They have now been inspected by one of my staff accompanied by the Club's Commodore. It was agreed by both that they are in reasonably good condition with the exception of one pair of bearers which are slightly split and weathered. These bearers however, are quite serviceable and should remain so for a considerable time yet. The Club Commodore spoke later to Mr J. Hulbert of my office and confirmed that a Club meeting agreed the grids are in a satisfactory state of repair at present. The Board will undertake maintenance work when required.

Your Commodore requested the removal of the three separate grid piles to the west of the main grid owing to the west of the main grid owing to deterioration and possible danger with large boats resting against them. These piles will be removed when the Board has plant in the area.

It is also intended to erect a notice on the seaward end of the main grids restricting their use to pleasure craft only. This sign will also show a maximum weight limit of 15 tonnes.

Would you please notify the Boatharbour's Department if infringements are noticed to enable prompt action to be taken.

Yours faithfully

B.R. Le Clerc  
CHIEF ENGINEER TO THE BOARD

JAE:TK

Des. Engr., Please draft letter  
to Club - copy to CAOS - advising  
them of actions being undertaken  
following your arranging for them.  
CHIEF ENGINEER

71

7/8/81  
Mec  
10/8/81.

### DEVONPORT MOORING AREA GRID.

This grid was inspected on  
1/8/81 by myself and the Devonport  
Yacht Club Commodore (A. Kemp).

Most of the bearers which  
are in pairs or in good condition  
with exception of one set. These  
are 300 x 150 mm hardwood which  
are weathered and slightly split.  
However they are still in a  
satisfactory condition and will  
continue to be serviceable for  
a considerable time yet. A  
decision was reached at a Club  
meeting on 4/8/81 that the grids  
are satisfactory and do not  
need any maintenance work  
in the near future. However it  
was brought up that the Club  
would like the three cleaning off  
piles to the west of the grid  
removed as they are now becoming  
unsafe. I consider that they are

possibly slightly weak for a very large boat. As the Devonport mooring area grid is 33m long and there are three more piles to the west of it, these piles which are rarely used because of their rocky base could be removed.

My attention was also drawn to the fact that an ex H.D.M.L. (22m) named *Alert* from the Tanaki River uses this grid because of its length. Occasionally an odd fishing boat cleans off there.

This grid could barely be expected to take the weight of an H.D.M.L. and consequently has pushed some of the bearers down and out of level. I would suggest that some sort of restriction notice be placed on the seaward pile to indemnify the Board and also reduce maintenance.

P.O. B.H.M. & self suggest J.H. Hulbert  
a weight limit of 15 tonnes

GRID CONSTRUCTION Double hardwood bearers on 2 piles



THE CL  
KING EDWARD

Auckland Harbour Board



To: 1. Boat Harbours Manager Date: 2/7/81  
2. Chief Engineer (INC)

From: Secretary

27 June 1981

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

Dear Sir,

It has been brought to my attention

the poor condition of the grids

brought about by the use of

using them over a long period

notice of your letter of 18/6/81

My Club would be pleased to

clear to upgrade the grids. This would benefit not only

the many of our club members, who use the grids, but also

the many non-club members and mooring holders in the bay

who rely on the grid for their outhaul facilities.

The nearest like facility is at Stanley Bay or on the town

side of the Harbour.

Yours sincerely,

THE DEVONPORT YACHT CLUB (INC).

E Kemp

E. Kemp (Mrs)  
SECRETARY

Design Engineer:  
Please carry out an inspection of these two grids and report on their condition and what repairs are required.  
NOTE: There is only one long grid (33m) and what repairs are required.  
for launches or yachts with long keels. Jas.

JB 2/7

They must be repaired to original state.  
1 keel & 1 Launch grid  
Further maintenance see matter?

M<sup>r</sup> J. Hulbert

Please inspect and advise & recommend. July 2-7-81  
20th 2/7/81

AUCKLAND HARBOUR BOARD  
BOAT HARBOURS  
RECD. - 2 JUL 1981  
ACKD.  
ANSD.

MEMO TO C/E  
7/8/81 JAH

BHM see  
CB-522



**THE DEVONPORT YACHT CLUB (Inc)**

KING EDWARD PARADE, P.O. BOX 32-036 DEVONPORT, AUCKLAND 9. TELEPHONE 450-048

AUCKLAND HARBOUR BOARD
RECD 1-JUL1981
ACKD
ANSD.



27 June 1981.

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

Dear Sir,

It has been brought to the attention of my Committee,  
the poor condition of the grids in the Devonport area,  
brought about by commercial, boats, too heavy for the grids,  
using them over the past years. This has been brought to the  
notice of your Board in the past.

My Club would be pleased if your Board could see its way  
clear to upgrade the grids. This would benefit not only  
the many of our club members, who use the grids, but also  
the many non-club members and mooring holders in the bay  
who rely on the grid for their outhaul facilities.

The nearest like facility is at Stanley Bay or on the town  
side of the Harbour.

Yours sincerely,  
THE DEVONPORT YACHT CLUB (INC).

*E Kemp* NOTE There is only one that condition and what repairs  
E.Kemp (Mrs). one long grid (33m) are required.  
SECRETARY. which is really only suitable  
for launches or yachts with long  
run keels gas.

Design Engineer :  
Please carry out an inspection  
of these two grids and report

*JB 2/7*

*Bob* They must be repaired  
to original state.  
1 keel & 1 Launch grid  
Further maintenance matter?

*M<sup>n</sup> J. Hulbert*

Please inspect  
advise & recommend. *Sud 2-7-81*  
*edit 9/7/81*

AUCKLAND HARBOUR BOARD BOAT HARBOURS
RECD. -2 JUL 1981
ACKD
ANSD.

*MEMO TO C/E  
7/8/81 JAH*

*BHM: sec  
CE. 522*

18 August 1981

The Secretary  
Devonport Yacht Club (Inc.)  
P.O. Box 32-036  
Devonport  
AUCKLAND

Dear Madam

DEVONPORT MOORING AREA GRIDS

I refer to your letter of 27 June 1981 requesting the upgrading of the above grids. They have now been inspected by one of my staff accompanied by the Club's Commodore. It was agreed by both that they are in reasonably good condition with the exception of one pair of bearers which are slightly split and weathered. These bearers however, are quite serviceable and should remain so for a considerable time yet. The Club Commodore spoke later to Mr J. Hulbert of my office and confirmed that a Club meeting agreed the grids are in a satisfactory state of repair at present. The Board will undertake maintenance work when required.

Your Commodore requested the removal of the three separate grid piles to the west of the main grid owing to deterioration and possible danger with large boats resting against them. These piles will be removed when the Board has plant in the area.

It is also intended to erect a notice on the seaward end of the main grids restricting their use to pleasure craft only. This sign will also show a maximum weight limit of 15 tonnes.

Would you please notify the Boatharbours Department if infringements are noticed to enable prompt action to be taken.

Yours faithfully

B.R. Le Clerc  
CHIEF ENGINEER TO THE BOARD

JAH:TK

Copy to: BOATHARBOURS MANAGER  
CHIEF ADMINISTRATIVE OFFICER & SECRETARY



To: THE CHIEF ENGINEER

Date: 20 July 1981

From: THE HYDROGRAPHER

DEVONPORT YACHT CLUB - MONITORING DEPTHS

(Reference Devonport Yacht Club's letter of 13 July 1981)

1. The area from 60m east of Victoria Wharf to 800m eastward extending out to the 11m contour was sounded in December 1968 with lines of sounding at approximately 15 metre centres. This survey was produced as Plan H1/9 to a scale of 1:1200 with subsequent amendments on H1/9 a & b. This survey was undertaken to establish post dredging contours after sand borrow operations by "Horanui". The remaining section of coastline from Stanley Point to North Head was embraced in surveys carried out in 1972/3 and promulgated as plans H3/49 (Harbour Bridge to ETD) and H1/37 (ETD to Bastion Reef) both to a scale of 1:5000.
2. None of the above work could be used as a base for monitoring future siltation. In any monitoring study it is important that each profile surveyed can be meticulously repeated over exactly the same line which involves establishing permanent shore control.
3. As moderately strong tidal streams flow through these mooring areas except Stanley Bay siltation could be expected to be negligible and its effect upon the existing depths in these areas could be discounted. Should a monitoring programme be commenced it would be several years after the proposed wharf was completed before changes, if they do occur, would become apparent.
4. Of the present regime little is known except that some instability exists in the sand banks off Depot Flat. A recent examination of the bank to the westward of the protected anchorage buoy revealed that depths in this area had increased since the post dredging survey of 1968.
5. To adequately monitor these mooring areas covering a stretch of coastline of approximately 2400m with profiles at 50m centers would involve initial field work both ashore and afloat of approximately 4 to 6 weeks. The actual sounding can only be carried out at or near high water. Resultant office work would take about 2 weeks. This work could be fitted into our programme at any time although a great deal of current work necessitates working over high water and some priorities would need to be decided upon.
6. The Hydrographic Branch R.N.Z.N. have already carried out a complete monitoring survey from Stanley Point to the Defence Wharf. This involves sounding profiles at not less than 60m centres from shore out to the 10m contour including beach gradients to the H.W. line.

The period of survey was from February to April 1981 and has been plotted to a scale of 1:1000. Aerial photographs of the coastline at low water were also flown. Acting on advice from the Navy's legal department results of this preliminary study are not being released to other parties.

7. As a compromise to what would in effect be a repetition of the Navy's survey I would propose that the main area where changes are likely to have occurred due to sand borrow operations in 1968 from Victoria Wharf to Torpedo Wharf be re-surveyed to 1:1200 this would take four to five days, including plotting and drawing and would provide an up to date bathymetric plan for future reference.

If required similar surveys of Iris Wharf and Stanley Bay mooring areas would take about three days each.



HYDROGRAPHER

JR:TK

Copy to: BOAT HARBOURS MANAGER

To: THE CHIEF ENGINEER

Date: 20 July 1981

From: THE HYDROGRAPHER

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*done 21/7  
WJ*  
*Copy to BH mgr for info*


*Blec. 20/7/81*

... ..

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If required similar surveys of Iris Wharf and Stanley Bay mooring areas would take about three days each.



HYDROGRAPHER

JR:TK

758/1



# Auckland Harbour Board

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

Reference 61/3/4

22 May 1980

The Chairman  
Calliope Sea Scouts  
P O Box 32-038  
Devonport  
AUCKLAND 9

Attention : P.V.N. Maxwell

Dear Sir

CALLIOPE SEA SCOUTS HALL -  
KING EDWARD PARADE DEVONPORT

In reply to your letter of 16 May 1980, Harrison & Grierson plan 1413 (4 copies) is herewith returned as this at present only shows the existing situation and not that proposed in relation to your clubhouse site. The Board will be applying to the Marine Division, Ministry of Transport for approval in relation to the new encroachment on the Board's foreshore title occasioned by your proposed additions to the building.

The new position of the dinghy ramp and the additions as illustrated on the site plan on Sheet 1 of your original plans of the alterations prepared by Mr D.J. Dowie, February 1980, should be suitably inscribed on Harrison & Grierson plan 1413 and returned.

In addition, before the matter can be sent for approval it will be necessary to include your Club's final design and construction details. In this regard a condition of Board approval is that the additions be constructed in similar materials to your existing building and painted to match same on completion.

Also, to clarify your occupation of the land and seabed, could you please advise if it is intended (as illustrated on Harrison & Grierson plan 1413) that in addition to Area D - 210m<sup>2</sup> from the Board, your lease of area 2 - 255m<sup>2</sup> from Council will also include area B - 120m<sup>2</sup>.

Yours faithfully

CHIEF ENGINEER :

Copy for information.

G.C. Burgess  
SENIOR PROPERTY OFFICER

*Handwritten signature: MS Telle*

(4 copies of 1413)



5. CALLIOPE SEA SCOUTS - ALTERATIONS TO CLUBHOUSE

The Senior Property Officer's report of 9 April 1980 stated that the Calliope Sea Scouts presently occupied premises situated in part on Board foreshore and part on an unformed portion of King Edward Parade, Devonport. The Scouts were now seeking a lease over the whole of the site occupied to give security of tenure. Council had advised its intention to close the adjacent portion of King Edward Parade to facilitate such a lease subject to resolving a suitable arrangement with the Board. The Senior Property Officer then dealt with the Scouts' existing building and proposed extensions to provide premises for a custodian. Matters of planning and jurisdiction were also considered and the Senior Property Officer concluded by recommending in conjunction with the Chief Planning Officer that:

1. Discussions as to tenure continue with the Scouts and Devonport Borough Council.
2. The Board approve the proposed Clubhouse extensions subject to:
  - (i) Planning and other approvals being granted by the Devonport Borough Council.
  - (ii) Approval by Minister of Transport being granted under Section 178 of the Harbours Act 1950.
  - (iii) Final design and construction details being approved by the Chief Engineer.

The General Manager endorsed the recommendation. During discussion on this item the suggestion that the addition be constructed of the same materials as the original and painted to the same colour scheme was noted.

Recommended -  
That the reports be adopted.

CHIEF PLANNING OFFICER: To Note.

**ADOPTED BY BOARD**  
**122 APR 1980**



61/3/4

The Chairman  
Calliope Sea Scouts  
P.O. Box 32-038  
Devonport  
AUCKLAND 9

24 April 1980

Attention: P.V.N. Maxwell

Dear Sir

CALLIOPE SEA SCOUTS HALL - KING EDWARD PARADE

Further to your letter dated 8 April 1980 on the above subject, I wish to advise that the Board at its meeting on Tuesday 22 April 1980 gave consideration to the matter of certain alterations and extensions to the scout clubhouse and the following resolution was adopted:


*"The Board approves the proposed Clubhouse extensions subject to:*

- (i) Planning and other approvals being granted by the Devonport Borough Council.*
- (ii) Approval by Minister of Transport being granted under Section 178 of the Harbours Act 1950.*
- (iii) Final design and construction details being approved by the Chief Engineer."*

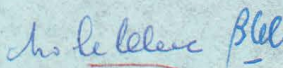
The Board's approval was on the understanding that the proposed accommodation would be limited in use to the Scouts custodian. This will be reflected in the tenure terms and conditions to apply to the foreshore occupied by the Clubhouse. The Senior Property Officer has been authorised to continue discussions on tenure arrangements with the Scouts and Council and accordingly he will contact you in due course.

Please advise when Ministerial and Council approvals have been obtained and forward the final design and construction details for consideration by the Chief Engineer to the Board.

Yours faithfully

  
L.G. Mayn  
SECRETARY

c.c. CHIEF ENGINEER







MINISTRY OF TRANSPORT

To: Chief Engineer UP

Date: 12.11.79

From: Sean

STATE BAG  
AUCKLAND  
TELEPHONE: 347 773-400

CUSTOM HOUSE  
QUAY STREET  
AUCKLAND

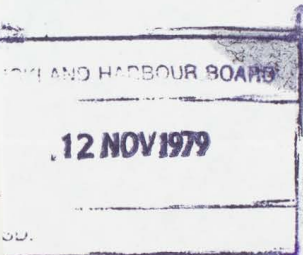
PLEASE ACKNOWLEDGE

PLEASE REPLY DIRECT  
SUBMITTING COPY TO  
HEAD OFFICE

PLEASE REPORT

FOR YOUR INFORMATION  
AND RETURN PLEASE

FOR NECESSARY ACTION  
PLEASE



Rev C & D  
Auckland Harbour Board

GENERAL MANAGER  
SECRETARY  
OPERATIONS MANAGER

JHQ 38

FORESHORE FACILITIES  
ING EDWARD PARADE, DEVONPORT.  
on plans for your proposed additional  
Devonport

will be obtained on the proposal. This will  
take some little time, but as soon as a decision has been reached, you will be advise

Yours faithfully

A. Vitali

D. Greig

for Regional Secretary for Transport

6.5





MINISTRY OF TRANSPORT

MARINE DIVISION

PRIVATE BAG  
AUCKLAND  
TELEPHONE: 347 66 773-400

CUSTOM HOUSE  
QUAY STREET  
AUCKLAND

Reference: 54/2/110.....

Your ref.: 61/3/12.....

Date: 7. NOVEMBER 1979

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



Dear Sir

... PROPOSED ADDITIONAL FORESHORE FACILITIES .....  
DEVONPORT YACHT CLUB - KING EDWARD PARADE, DEVONPORT .....

Receipt of your structural/location plans for your proposed additional  
foreshore facilities at Devonport .....  
is acknowledged. Technical reports will be obtained on the proposal. This will  
take some little time, but as soon as a decision has been reached, you will be advise

Yours faithfully

*A. Vitali*

D. Greig  
for Regional Secretary for Transport

6.5



Auckland Harbour Board

THESE REPORTS ARE FOR THE INFORMATION  
OF COMMITTEE MEMBERS AND DO NOT  
CONSTITUTE BOARD POLICY UNTIL APPROVED  
BY THE BOARD.

61/3/12

13 September 1979

The General Manager  
AUCKLAND HARBOUR BOARD

ITEM 8

PROPOSED FORESHORE FACILITIES DEVONPORT YACHT CLUB :  
KING EDWARD PARADE DEVONPORT

The Club have submitted an application and plans for a proposed new slipway, a small dinghy ramp and a catwalk breakwater.

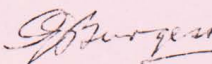
The new slipway would adjoin the Club's existing eastern slipway and cater for hauling out boats up to 45 foot in length. The proposed 18 foot by 12 foot concrete dinghy launching ramp would adjoin the Club's eastern block of dinghy lockers and would also serve as a protection against erosion of the adjoining seawall. Addition of these facilities to those existing would provide the Club with all weather and dinghy launching facilities.

The proposed breakwater catwalk illustrated on Plan B2844/2 would provide protection and access to a mooring pile for securing boats being worked on at the Club's western slipway. Construction as detailed is satisfactory.

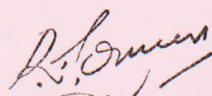
In conjunction with the Chief Engineer it is recommended that the Club's three proposals be approved in principle subject to :

- (a) approval in accordance with the Harbours Act.
- (b) submission of plans and construction drawings of the proposed 18 foot by 12 foot dinghy launching ramp.
- (c) approval in writing from the Devonport Borough Council to the dinghy ramp and catwalk/breakwater. (New eastern slipway already approved).
- and (d) that the new slipway, dinghy ramp and catwalk/breakwater be incorporated in the Club's existing licence and subject to the same terms and conditions.

The Chairman  
Property Committee  
AUCKLAND HARBOUR BOARD

  
G.C. Burgess  
SENIOR PROPERTY OFFICER

I endorse the recommendation.

  
R.T. Lorimer  
GENERAL MANAGER

13 September 1979

CE

8. PROPOSED FORESHORE FACILITIES DEVONPORT YACHT CLUB: KING  
EDWARD PARADE, DEVONPORT

The Senior Property Officer reported (13 September 1979) that the above Club had submitted an application and plans for a proposed new slipway, a small dinghy ramp and a catwalk breakwater. Details of the proposal were set out in the report and illustrated on Plan B2844/2. In conjunction with the Chief Engineer, the Senior Property Officer recommended that the Club's three proposals be approved in principle subject to:

- (a) Approval in accordance with the Harbours Act.
- (b) Submission of plans and construction drawings of the proposed 18 foot by 12 foot dinghy launching ramp.
- (c) Approval in writing from the Devonport Borough Council to the dinghy ramp and catwalk/breakwater. (New eastern slipway already approved).
- (d) That the new slipway, dinghy ramp and catwalk/breakwater be incorporated in the Club's existing licence and subject to the same terms and conditions.

The General Manager endorsed the recommendation.

During discussion on this item, it was AGREED that (d) of the Senior Property Officer's recommendations be amended to read "at the appropriate fee adjustment".

Recommended -

That the reports as amended be adopted.

Mr Gee for info

ADOPTED BY BOARD

25 SEP 1979

THE PROPERTY OFFICER

15 August 1979

THE CHIEF ENGINEER

DEVONPORT YACHT CLUB - SLIPWAY AND CATWALK

The Club seeks approval of three proposed works:-

- (a) Slipway for hauling 45' x 12' boats. This involves excavating a sloping pit and providing a concrete slab and beam system to carry the rails. The proposal is satisfactory.
- (b) Dinghy ramp 12' wide. Some breaking out of existing concrete is involved to enable the concrete ramp to be located. No details of construction are given and nor is it clear that the Council has approved the dinghy ramp. Parking provisions may be required by Council or they may consider the Club activities as a whole, but this matter should be cleared before approving the item.
- (c) Catwalk. This is in effect a solid breakwater alongside an existing slipway and the subject of complaint/enquiry by Devonport Borough Council who have not been advised of the Board's actions on the matter. Until the Council has agreed to the proposed work I would not approve it.

As regards construction, there exists a securely stacked heap of concrete poles which when covered with rocks as proposed would be satisfactory.

CHIEF ENGINEER TO THE BOARD

BLcC:JMH

61/3/12



18 July 1979

The Town Clerk  
Borough of Devonport  
P O Box 32-003  
Devonport  
AUCKLAND 10

Dear Sir

DEVONPORT YACHT CLUB - GROVNE

Your letter of 27 June 1979 referred to a groyne at the Devonport Yacht Club and sought Auckland Harbour Board comment.

The structure in question is not authorised and the Club is being advised to seek formal authorisation or to remove it. I do not expect the Board to approve of the present appearance. I would hope that when the Club makes their request for approval that their drawings show the present power poles enclosed in rocks to match the general appearance of banks and natural outcrops nearby.

Yours faithfully

L.G. Mayn  
SECRETARY

:nmp

c.c. CHIEF ENGINEER

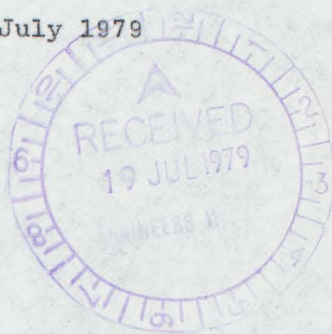
PROPERTY OFFICER

45  
to be done to see file

61/3/12

18 July 1979

The Secretary  
Devonport Yacht Club  
P O Box 32-036  
Devonport  
AUCKLAND 10



Dear Sir

DEVONPORT YACHT CLUB - GROYPNE/BREAKWATER

It has been brought to the Board's notice that your slipway has been protected on the west by a heap of old power poles to act as a groyne/breakwater. I believe that the structure is not authorised under the Harbours Act 1950 and therefore seek that either you apply for authorisation or remove the structure.

Assuming that authorisation is to be sought, the appearance of the finished groyne will be of importance locally and I would seek that you propose the encasement of the power poles with rock to match the appearance of existing banks and natural outcrops in the area.

Application for authority to construct the groyne should be directed to the Board, enclosing copies of drawings and the appropriate fee in terms of the application form attached.

Yours faithfully

L.G. Mayn  
SECRETARY

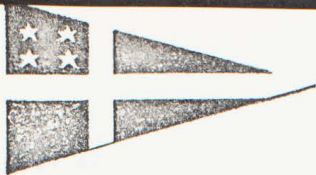
Encl :

;nmp

c.c. CHIEF ENGINEER

PROPERTY OFFICER

*as*  
*L.G. Mayn*  
*Chris Bell*



# DEVONPORT YACHT CLUB | Incl

KING EDWARD PARADE, P.O. BOX 32-036 DEVONPORT, AUCKLAND 9. TELEPHONE 453-912

19/3/10  
758/1  
x file 658/1

17 December 1976

Mr. L. G. Mayn,  
Secretary,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND.

ADMINISTRATIVE
RECD. 20 DEC 1976
ACKD.
ANSD.

Dear Mr. Mayn,

### Use of Calliope Dock - Two Man Round the North Island Race

Thank you for your letter of October 18th 1976, confirming Board approval of the use of the Calliope Dock for the period 18th - 22nd February 1977.

Following discussions with Captain Blair, Commander Welsh Queen's Harbourmaster, and other Board and Naval personnel, together with a physical inspection of the Dock, arrangements have been finalised for the docking of the 45 yacht entrants in the race. This follows your request for the formation of a committee to liaise over the details.

The fleet will assemble at the entrance of the Dock on Friday morning, 18th February, and will proceed into the Dock in race order just prior to low water. The Dock gate will then be closed to maintain a constant water level. No significant problems are envisaged in this exercise. Inspection will take place on the Saturday, extending if necessary into Sunday. The yachts will vacate the Dock on Monday 21st February.

By kind permission of the Chief of Naval Staff, an open day for the public has been arranged for the Sunday afternoon to inspect the yachts in the Dock. I am sure this will prove very good for Board, Navy and club public relations. The news media coverage is likely to be considerable.

I am also delighted to confirm that the club is to be honoured with the presence of Her Majesty and His Royal Highness for the start of the race, off Devonport Wharf on Tuesday 22nd February. The Duke himself will order the firing of the starting gun, in the presence of the Queen.

*GPB*

*Circulate to*

*-HAM  
-CJE  
-G...  
For noting and inclusion  
Royal Tom programme.*

*Please file*

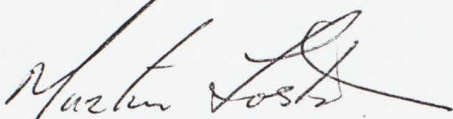
Page 2.

As you will appreciate the club has now committed itself to a considerable expense to implement this plan. Specifically all printing is in hand, and the question of security, passes and other related details have been resolved with Commodore Humby and his staff, resulting in immediate attention to detail.

It is to be sincerely hoped that the only reason to upset these final plans would be a serious emergency requiring the immediate evacuation of the Dock by the race fleet.

Finally, the club would like you to know how much it values this very tangible assistance, which will without question play a very important part in the lead up to the start of the race.

Yours sincerely,  
DEVONPORT YACHT CLUB (INC.)

A handwritten signature in cursive script, appearing to read "J. M. Foster". The signature is written in dark ink and is positioned below the typed name.

J. M. Foster  
CHAIRMAN - ORGANISING COMMITTEE



758/1

19 August 1975

Mr B.J. Soljak,  
Commodore,  
Devonport Yacht Club,  
P.O. Box 32-036,  
DEVONPORT 9

Dear Sir,

I acknowledge your letter of 22.7.75 requesting assistance in purchasing from the Board the slipway winch from the Beaumont Street launch slipway.

I regret to advise that it has been decided to retain this winch for the Board's future use.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD

RCP:GMW

Auckland Harbour Board

MEMORANDUM

5 August 1975

FROM

ASSIST. MECHANICAL ENGR.

TO

THE CHIEF ENGINEER

BEAUMONT ST. LAUNCH SLIPWAY  
WINCH

(REFER LETTER RECEIVED FROM THE DEVONPORT YACHT CLUB INC.)

The proposed design of hauling equipment for the new 75 tons capacity slipway incorporates one of the winches ex. the Board's Hamer St. slipways.

This winch is equipped with a 7.5 HP electric motor but it is proposed to replace this motor with the 12.5 HP one ex. the present Beaumont St. winch.

Therefore the Beaumont St. slipway winch and a 7.5 HP electric motor have become redundant to the Board's needs at the present time.

Although I cannot see a use for this winch in the near future, this type of winch is difficult to obtain and I would suggest that it be stored for possible future use.

I therefore recommend that the winch ex Beaumont St. launch slipway be put on a Board of Survey with the recommendation that it be stored for future use.



J.M. BRAY

ASSISTANT MECHANICAL ENGINEER

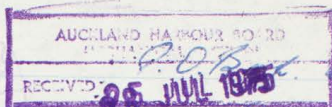
JMB:GRA

*Mr. Pemberton - I agree with the decision - please note  
letter to Devonport DYC advising that  
we will return.*

*W. J. 1975*

*Letter drafted by  
RJP*

*Please file  
RJP*



32-036.

Devonport 9.

22-7-75

Mbe. H. Seagar.

Dear Sir,

I am writing to you on behalf of the Devonport Yacht Club, requesting your advice and assistance in purchasing from the Board, a slipway winch which I understand has now become redundant, from the Beaumont St. Launch Slipway recently. As you are no doubt aware we operate two slipways at our club on a voluntary basis and for members only. However even with such an inexpensive system our gear still requires replacing periodically and it is for this reason that I am making this request.

I remain,

Yours sincerely,

B. J. Soljak,

Commodore: Devonport Yacht Club Inc.

W. Brucey.

What is the Schedule with this winch  
and if redundant would we wish to sell?

6/25/75

FILE NOTE

ALLEGED SAND EROSION, DEVONPORT YACHT CLUB TO TORPEDO WHARF

In 1961, the foreshore between Stanley Point and North Head was surveyed and levels were taken on the sand and on rock outcrops.

In 1969, following allegations of sand erosion in the Devonport Yacht Club - Torpedo Wharf area, levels began to be taken along 15 selected sections.

Levels have been taken in August 1969 - October 1969, February 1970 and April 1973. These levels and those taken in 1961 are plotted on enclosed drawing A 801/01.

It is evident from the cross sections that the sand is undergoing "littoral shift". This is confirmed by an old time resident who affirms to have seen a little more sand than is present now, but who also remembers the area almost bare of all sand.

The only substantial change has occurred at Section 1 and 2, west of Devonport Wharf where the sand is moving eastwards.

No case of erosion can be made and whether the Board should assist the Yacht Club with their proposed concrete aprons is a different matter, unrelated to any sand erosion.

A. PAUSLER

AP:GMW

FILE NOTE

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No case of erosion can be made and whether the Board should assist the Yacht Club with their proposed concrete aprons is a different matter, unrelated to any sand erosion.

A. PAUSLER

AP:GMW

5 May, 1972

THE CHIEF ENGINEER

MR. I. RICKERBY

DEVONPORT YACHT CLUB

PLANT FOR WORKING BEE 13 - 14 MAY 1972

The Board has diesel driven compressors and pneumatic drills but only petrol engine driven concrete mixers (none electric).

While we would like to be able to help the Devonport Yacht Club, these (particularly the compressors) are expensive items of equipment and we do not hire or lend them. Such plant can be hired from several firms who specialise in this business.

The only way the Board could help would be to make the plant available to the Club at cost complete with our own Works Department Operators. This would involve very considerable expense in transport and in labour charges at overtime rates. Moreover, if we did this for one Club, other Clubs all over Auckland could expect the same treatment.

I recommend that the request be declined.

CHIEF ENGINEER TO THE BOARD.

RCP:JARF

Auckland ~~...~~

Mr. Pemberton

Presumably we  
should try to help  
this club without  
directly incurring costs  
& without accepting risk  
of damage to our gear.  
Please examine & report  
~~A~~

Auckland Harbour Board.

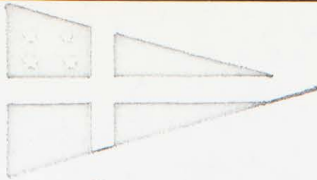
The Chief Engineer,

Please  
report urgently on availability  
of equipments requested  
together with your recommend-  
ation & any comment.



ge. Hicks  
2/5/72.





## DEVONPORT YACHT CLUB (Inc)

KING EDWARD PARADE, P.O. BOX 32-036 DEVONPORT, AUCKLAND 9. TELEPHONE 453-912

1st May, 1972

The General Manager,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND.



Dear Sir,

My club is forging ahead with reconstruction of the dinghy skids in front of the clubhouse, and to this end has planned a working bee of members for the week-end of 13th and 14th of May.

We would be most grateful if the Board could see its way clear to allowing the club the use of the following equipment for that week-end:

- Compressor(s)
- 4 Pneumatic Drills
- Electric Concrete Mixer

*We do not have out stock  
at this time*

If this request is approved, would you kindly arrange for contact to be made with our Commodore, Mr C. Kemp, telephone 458-600.

Yours faithfully,

B. Blake  
Secretary

IER



758

6 March 1972

The Secretary,  
Devonport Yacht Club (Inc.),  
P.O. Box 32-036,  
DEVONPORT.

Dear Sir,

DEVONPORT YACHT CLUB DINGHY RAMP

With reference to your request of 29 November 1971 seeking advice on restoring your Club's dinghy ramp to a safe condition, the question of permanent repairs has been investigated.

The Board's Chief Engineer considers the most satisfactory solution is to complete the ramp with rock filling in the parts spanned by light bridges and eliminate the right angled turn at the bottom by extending the ramp direct into the sea. It is considered that this may be the only satisfactory construction, and it is unlikely to cost more than other methods of repair.

... The proposal to fill the two gaps in the existing rock with suitable rock fill and cast a concrete slab over it is shown on the attached Drawing SK 442. Only large stone without fines would be satisfactory. The cost of suitable stone, concrete and reinforcement for the slab are estimated at \$400.00, although some saving could arise by your Club obtaining stone from local suppliers or the Borough Council.

The work of placing the stone and the concrete slab could

Cont/....

her back to see please

satisfactorily be undertaken by Club members and technical advice will be available from the Board's engineering staff. If your Club wishes to discuss details of the proposal further with the Board's technical staff please contact Mr C.L. Pasq, Design Engineer, telephone 74-610, extension 752.

Yours faithfully,

*R.T. Lorimer*  
R.T. Lorimer  
GENERAL MANAGER

The Chief Engineer,  
AUCKLAND HARBOUR BOARD.

Copy for your information and necessary action.

The Club has partially rebuilt the dinghy ramp and this has been done to their own design using concrete pipes. As they have chosen to ignore the Board's suggestions after requesting assistance it would seem reasonable to decline any further help involving time or money.

*Jat*

30-5-72

758

29 February, 1972

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT YACHT CLUB - DINGHY RAMP

Following the Club's letter of 25 November 1971 and your memo of 9 December, this ramp has been closely inspected and ways of ensuring more permanent repair investigated.

There is little doubt that the most satisfactory way of making the ramp permanent is to complete it with rock filling in the parts spanned by light bridges, extending it directly into the sea and eliminating the right angled turn at the bottom at the same time. This may be the only satisfactory construction, and is unlikely to cost more than other methods of repair.

The existing ramp and the proposed additions are shown on Drawing Sk442. It is proposed simply to fill the two gaps in the existing rock with further rock and cast a concrete slab over it. The cost of suitable stone and concrete and reinforcement for the slab are estimated to be \$400, but approaches by the Club to local suppliers and the Borough Council may result in obtaining stone at a better price than that allowed. The Club should be advised however that only suitable large stone without fines be accepted.

The work of placing the stone and the concrete slab could satisfactorily be done by Club members and my staff could be available for technical advice.

I recommend therefore that the Club be advised of these recommendations, and be invited to discuss the details further with my technical staff if they wish.

CHIEF ENGINEER TO THE BOARD.

CLP:JARP

Enc : 1 copy drawing Sk442.

23-2-72

DEVONPORT YACHT CLUB  
DINGHY RAMP

An existing concrete ramp 8' wide and in good condition extends from the cope for an approximate distance of 40'

Timber with railway iron beams bridge a gap of 18'6" to a rocky outcrop that has a concrete cap placed over it to act as a landing. From this another timber ramp leads off at right angles.

Both of these timber structures are in very poor condition to the point of being dangerous.

To make a permanent and serviceable ramp the timber and beams should be removed and approx. 70<sup>3</sup> yds of well graded fill from about 18" down placed in the gap and past the end of the concrete at the lower end. Most of the work

placing the rock fill would be manual as trucks could not tip in the ramp area

After a reasonable surface sand grade have been established concrete could be poured to complete the ramp.

ESTIMATE FOR MATERIALS ONLY

	\$
50 <sup>3</sup> yds Scoria ex Smoles	175
20 <sup>3</sup> yd Basalt " ?	100
Concrete 6 <sup>3</sup> yds	100
Reinforcing	50
	\$ 395

Denonport Borough Council have indicated that they could possibly supply 15<sup>3</sup> yds of scoria ex their quarry either free or for very little cost.

refer Dwg S.K. 442  
J. S. S. S.

Auckland Harbour Board

Mr. Park

Please inspect this work and advise of the extent of <sup>restoration</sup> work involved & estimate of cost.

The question of "who pays for it" should not be discussed with the Club at this stage.

*[Signature]*

9.12.71

Auckland Harbour Board.

Mr. Burgess

Does the board have  
any financial interest  
or responsibility in  
this structure >



1.12.71



61/3/12

23rd June 1970.

The Acting Secretary,  
Devonport Yacht Club,  
P.O. Box 32036,  
Devonport,  
AUCKLAND 9.

Dear Sir,

NEW JETTY - DEVONPORT YACHT CLUB.

In reply to your letter requesting permission for your Club to erect notices on the above jetty, I would advise that as this jetty is a public facility notices are being prepared and will be erected by the Board.

By-laws 287 and 289 relate to the prohibition of swimming and fishing from the Boards wharves and jetties, while By-laws 36 and 37 apply to the use of steps. You will note that there is no specified time limit provided for in By-laws 36 and 37, but in the case of other boatharbours a 30 minute limit has been in operation for some years and accordingly it is proposed to apply this at Devonport mooring area jetty.

If in the light of experience some problems over the use of the jetty should emerge then the Board will give this matter further consideration.

As requested a copy of the Boards By-laws is enclosed.

Yours faithfully,

V. A. C. Christiansen,  
SECRETARY.

ENCL.  
TEL:GW

The Chief Engineer.

Copy for your information. Boatharbours Manager's requisitions Nos. 2837 and 2838, refer.

V.A.C. Christiansen,  
SECRETARY.

*Mr. Seagar*

Auckland Harbour Board

9173 A

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 4 May, 1970


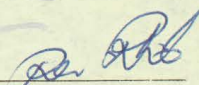
Subject DEVONPORT YACHT CLUB NEW JETTY

CODE	NUMBER
656	001/30

Please have a Standard Wharf Ladder as per Drawing S1814/1. made up and fitted to the new jetty when available.

ENCL : Drawing S1814/1.

JAH:NKR

CHIEF ENGINEER TO THE BOARD.

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

This work was completed on \_\_\_\_\_ at a cost of:—

Labour	-	-	:
Material	-	-	:
Total \$	<u>                    </u>		:

REMARKS: \_\_\_\_\_

Signature \_\_\_\_\_

C.P.O. Box No. 1259, AUCKLAND  
TELEPHONE 74-610

REFERENCE.....



Auckland Harbour Board,  
Princes Court,  
Princes Street,  
Auckland, 1, N.Z.



9th April 1970

The Secretary,  
Devonport Yacht Club,  
P.O. Box 32-036,  
DEVONPORT 9.

Dear Sir,

New Landing Jetty : Devonport Mooring Area

Thank you for your letter of 3rd April 1970 regarding the disposal of the old piles to be drawn to allow construction of the new jetty to commence. As your Club has no use for these old piles, the Board, who consider them to have no residual value, is agreeable to arranging disposal of them as requested.

Yours faithfully,

SECRETARY

GBMc:CT

The Chief Engineer.

Copy for your information together with a copy of the Club's letter.

SECRETARY

*Mr. Seagar*

ENC.

*Mr. Hulbert.*

*Let Stores Officer see this letter and make arrangements to receive and dispose of piles*

*H. Dixon*

*Mass file*  
*July 13-14-70*

CLUBHOUSE:

Long Edward Parade,  
Devonport

Telephone: 73-912

61/3/17  
SECRETARY:

# DEVONPORT YACHT CLUB

INCORPORATED



April 3rd, 1970.

P. O. Box 32-036  
Devonport,  
AUCKLAND. N.1

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

AUCKLAND HARBOUR BOARD  
RECEIVED - 7 APR 1970

Dear Sir,

NEW LANDING JETTY.

We understand that when work is commenced on the new landing jetty, the existing old piles will have to be drawn. The Club has no use for these old piles and would be grateful if the Board could dispose of them.

Yours faithfully,

B. Blake.  
Secretary.

*Jan*  
13-4-70

7/10

1st April 1970

THE HARBOURMASTER

THE SECRETARY




BLASTING - DEVONPORT YACHT CLUB NEW JETTY

In connection with the above construction the Engineer intends to carry out minor blasting. Please insert a public notice in the local press and the North Shore Times as follows :-

"Under water blasting will be carried out adjacent to the Devonport Yacht Club area during daylight, Monday to Saturday, from 6th April to 18th April 1970. A red flag will be displayed from the floating plant half an hour before firing. Two long blasts on a siren will immediately precede each shot and one long blast on the siren will indicate all clear. All persons are warned not to enter the water within quarter mile of the area."

The Devonport Yacht Club and Devonport Borough Council are being advised.

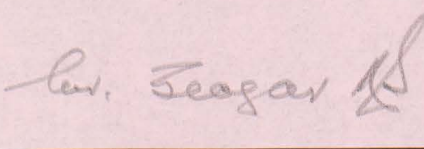
  
For R.H. Carter  
HARBOURMASTER

RHC/HG

The Chief Engineer

For your information.

  
Harbourmaster

 Mr. Mulberry for  
vice J.H.

Auckland Harbour Board

9067 A

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 20 March, 19 70

Subject DEVONPORT YACHT CLUB.

CODE NUMBER  
650 1001130-39

Please proceed with the construction of the above jetty on the 6th April, 1970 as arranged.

The jetty is to be built as per Drawing E.1275/1 using new piles and timber. 15 piles 30' in length will be required.

It is hoped that the founding of the piles can be done with explosives and the necessary drilling equipment will be required.

Mr. J. Hulbert will be available for information and setting out.

ENCL : E.1275/1.

JAH:NKR

CHIEF ENGINEER TO THE BOARD.

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

This work was completed on \_\_\_\_\_ at a cost of:—

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

REMARKS: \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_ 19

19 March, 1970

THE CHIEF ENGINEER

THE HARBOURMASTER

DEVONPORT YACHT CLUB

NEW JETTY

It is anticipated that minor blasting will be carried out at the above Club for a new jetty.

The period over which blasting will take place is from 6th to 18th April, 1970 inclusive.

Would you please arrange for the necessary notices and warnings to be issued.

CHIEF ENGINEER TO THE BOARD.

JAH:NKR

EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE

17 MAR 1970

8. DEVONPORT YACHT ANCHORAGE - PROPOSED JETTY AT YACHT CLUB AREA.

The report of the Chief Engineer advised that the Board had previously approved plans for the construction of the above jetty as shown on Drawing E.1275/1, and recommended that the work be authorised to proceed forthwith. The General Manager in endorsing the recommendation, advised that finance for this project was now available.

Recommended -

That the reports be adopted.

*Mr. Seager.  
Arrange with F. of W  
for construction of jetty.*

ADOPTED BY BOARD

24 MAR 1970



ITEM 8

61/3/12

Engr's file 758/1.  
9 March, 1970

The General Manager,  
AUCKLAND HARBOUR BOARD.

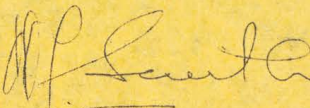
DEVONPORT YACHT ANCHORAGE  
PROPOSED JETTY AT YACHT CLUB AREA.

On 26 March, 1968 the Board approved plans for the construction of the above jetty (Drawing E.1275/1 refers) and authorised the work to proceed subject to satisfactory agreement being reached with the Club for the financing of the project.

Now that that has been arranged the plans and confirmed estimate are resubmitted for approval as follows :-

<u>Plans</u>	Drawing E.1275/1.
<u>Estimate of Cost</u>	\$10,000.
<u>Completion Time</u>	Six to eight weeks.

I recommend that the work be authorised to proceed forthwith.

  
CHIEF ENGINEER TO THE BOARD.

ENCL : Drawing E.1275/1.

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

Recommended.

The Chief Engineer has requested that due to the exposed location of this project for winter work, it is desirable that it be commenced in April 1970. Financial provision for the work in amount \$10,000 can be advanced from Priority 2B to 2A at the half yearly review of the 1969/70 Programme of Works - Appendix "B" Item 3 (iii).

  
GENERAL MANAGER.

11th March 1970.

758/1

17 February, 1970

CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT MOORING AREA  
PROPOSED NEW JETTY

With reference to the letter from the Club, dated 11th February I would advise -

1. The estimates for this work have been reviewed to present day costs and procedures, and the figure of \$10,000 is satisfactory.
2. In view of pending works in Westhaven and Tamaki River and that the location of the jetty is somewhat exposed for winter work, I would recommend that a start be made in April 1970. Completion time is 6 - 8 weeks.

CHIEF ENGINEER TO THE BOARD.

NS:NKR

DEVONPORT YACHT CLUB

16-2-70

ESTIMATE FOR NEW JETTY (CHOPPING)MATERIALS

	\$	\$
Piles & Shoes	680	} 2670
Timber (hardwood)	1230	
" (treated pine)	560	
Bolts etc	200	

PLANT

Demrick's Punt	480	} 2780
Transport	1800	
Launch	500	

LABOUR

Carpenters (4)	1672	} 2172
Of Time (plant & carp.)	500	

CONTINGENCIES

material 10%	267	} 1475
Labour 30%	652	
Plant 20%	556	

\$ 9097

\$10,000 confirmed.

17/2/70.

DEVONPORT YACHT CLUB

16-2-70

ESTIMATE FOR NEW JETTY BLASTING PILES

MATERIALS

\$

\$

Devonport Yacht Club - Jetty - Code 650-001-30/39 as at June 1970

Labour - incl. 15%	\$ 2,360.24
Materials.	2,577.37
gear & tools.	85.15
Launches, Pile punt etc.	1,785.00
Cartage	13.56
Sundry a/c's	78.66
notice bid Labour Incl. 15%	1.59
" " Material	.71
	<u>\$6,902.28</u>

1600

DEVONPORT YACHT CLUB

16-2-70

ESTIMATE FOR NEW JETTY BLASTING PILESMATERIALS

	\$	\$
Piles & Shoes	680	} 2700
Timber (hardwood)	1230	
" (treated pine)	560	
Bolts etc.	200	
Gelignite & btx.	30	

PLANT

Transport	450	} 1570
Derrick Punt	720	
Water Pump	40	
Compressor	40	
Launch	500	
Kon Tiki	120	

LABOUR

Carpenters (4)	1672	} 2116
Kon Tiki crew (3)	194	
Of Time	250	

CONTINGENCIES

Material	10%	270	} 1219
Labour	30%	635	
Plant	30%	314	

---

\$ 7605


---

EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE

19 AUG 1969

9. DEVONPORT YACHT CLUB

The Committee gave consideration to the report of the Chief Engineer which advised of correspondence received from the Devonport Yacht Club expressing concern regarding the foreshores and waterways in the locality of their Clubhouse and Anchorage. The services of Mr T.B. McGlashan, B.E., had previously been obtained to advise on the situation pertaining at Devonport, and the Chief Engineer summarised the opinions given and set out his recommendations as stated in the report. The General Manager endorsed Paragraph (3) of the Chief Engineer's report that the Board should proceed to observe more accurately the changes which may occur to the beaches and foreshore in the area. If the changes materialise and the shore and bottom conditions deteriorate then it may be necessary for the Board to undertake remedial measures as suggested. He further recommended that the parties concerned be informed of the Board's proposed action. The matter had been submitted to the Boatharbour's Advisory Committee which concurred in the proposed course of action.

Recommended -

That the report of the General Manager be adopted.

During discussion on this item the Chief Engineer commented that the suggestion of a groyne should receive further investigation and be the subject of a later report.

ADOPTED BY BOARD  
26 AUG 1969

*Design Engineer*  
*2. Institute procedure levels*  
*3. Report on Groyne.*

37/1

Engr's files 758/1 & 530  
5 August, 1969

The General Manager,  
AUCKLAND HARBOUR BOARD.

ITEM 9

DEVONPORT YACHT CLUB

The Secretary, Devonport Yacht Club in his letters of 7th. February and 25th. March expresses concern at alleged deterioration of foreshores and waterways in the locality of their Clubhouse and of the Anchorage. He is concerned lest the dredging of sand from the Sandspit is the cause of such deterioration and that further dredging may accelerate it.

In November last Mr. T.B. McGlashan B.E. was asked to advise us on the situation pertaining at Devonport and to recommend any precautions which may be necessary during dredging operations having regard to the welfare of the nearby beaches and the yacht club facilities.

In addition, the site has been inspected by Board's staff and discussions have been held with informed local residents and the custodian of the Yacht Club premises.

The various opinions and recommendations arising are considered below but before doing so it is necessary to appreciate the normal changes in the foreshore and harbour bed in the anchorage area which can result from prevailing winds, storm conditions and local tidal currents. This is a common phenomenon in the Waitemata and Manukau Harbours quite extensive changes occurring as result of a prolonged spell of wind from a particular quarter. Such changes in regime are commonly reversed following a change of wind to the opposite quarter. Similarly the occurrence of a "king tide" can expose a previously unnoticed piece of harbour bed which, to the casual observer, appears to be a sign of siltation.

In summary Mr. McGlashan's opinions may be stated as follows :-

1. Whilst the dredging operations are unlikely to effect any marked changes at the Windsor Park beach nevertheless, in the interests of improving the beach, it would be desirable to construct a groyne or mole at the southern end of the sea wall.

Such groyne should be 120 ft. to 150ft. long, its purpose being to reduce the emigration of sand from the beach to Devonport Wharf.

2. Regarding the premises and anchorage of the Devonport Yacht Club, again it is unlikely that dredging operations will result in any permanent deterioration of conditions at the foreshore or at the waterways. Nevertheless some temporary deposition of silt could occur at the eastern approach to the anchorage.

This could be obviated by extending the dredge cut inshore so as to remove some of the upper portion of the sandspit in order to increase the amount of water flowing through the anchorage and out to the eastward.

Such action might result in slightly increased wave height through increasing water depth at low tide, but since the increased depth would be an advantage the nett result would be beneficial.

... ..

3. In order to more accurately observe any changes which may occur in the beaches and foreshore, a series of cross sections should be established at selected points and levels taken thereat at intervals of one to three months or as appropriate depending on weather conditions.

Mr. McGlashan's opinions are endorsed and accordingly I propose to continue dredging from the sandspit in a manner which will limit the beach gradients to those proposed by him and to institute the regular surveys which he recommends.

In addition plans and estimates of the groyne will be prepared for Board's consideration.

Recommendation

I recommend that the Devonport Yacht Club be informed of Board's opinion and of the action now proposed.

The accompanying plan (Drawing SK 275) illustrates the situation referred to above.

The Harbourmaster is aware of this report and concurs in the recommendation made.

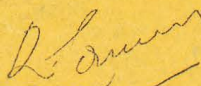
(Sgd.) N. Seagar  
for CHIEF ENGINEER TO THE BOARD

ENCL: Drawing SK 275.

The Chairman,  
Works and Traffic Committee,  
AUCKLAND HARBOUR BOARD

In view of the Chief Engineer's report I feel we should proceed to observe more accurately the changes which may occur to the beaches and foreshore in the area and I would accordingly endorse para.(3) of the report. If the changes materialise and the shore and bottom conditions deteriorate, then it may be necessary for the Board to undertake remedial measures as suggested. I would recommend that the parties concerned be informed of the Board's proposed action.

This matter was submitted to the Boatharbour's Advisory Committee for consideration and the Committee has concurred in this course of action.

  
R.T. Lorimer,  
GENERAL MANAGER

12th August, 1969



EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE

20 AUG 1968

5. DEVONPORT MOORING AREA - PROPOSED JETTY

The report of the General Manager referred to the approval in principle by the Board for the provision of a jetty at the Devonport Yacht Club area at an estimated cost of \$10,000 subject to satisfactory agreement being reached with the Club for the financing of the project. Provided agreement can be reached for mooring holders to accept an increase in mooring fees of approximately \$2.40 per annum, and the Club undertakes to contribute a sum of \$200 per annum over a period of 20 years, the General Manager recommended that the work be approved and that financial provision be made in the 1968/69 Estimates.

Recommended -

That the report be adopted.

*H. Seaman*  
*to vote.*

ADOPTED BY BOARD  
27 AUG 1968

13 August 1968

61/3/12

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

ITEM 5

DEVONPORT MOORING AREA - PROPOSED JETTY

On 26 March 1968 the Board approved in principle the provision of a jetty at the Devonport Yacht Club area at an estimated cost of \$10,000 subject to satisfactory agreement being reached with the Club for the financing of the project.

The Club has now advised that consideration has been given to the question of finance and the maximum contribution that can be supported in the interests of finalising agreement on the scheme is -

	<u>Per Annum</u>
(a) An annual contribution from Club funds for the next 20 years of	\$200
(b) Support for mooring holders contributing an additional	<u>\$254</u>
	<u>\$454</u>

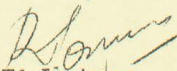
The estimated annual sum necessary to cover capital charges and provision for maintenance over a period of 20 years amounts to \$955 per annum. Allowing for the Devonport Yacht Club's proposed contribution this leaves \$500 per annum or 52% to be financed by the Board.

This basis of cost sharing is considered satisfactory subject to the mooring holders in the Devonport area accepting an increase of approximately \$2.40 per annum on the present charges. The effect of such an increase in relation to other mooring fees is as follows -

	(Present) Devonport Northcote & <u>Bayswater</u> \$	Devonport (Proposed new charges) \$	(Present) Westhaven \$	(Present) Hobson, Okahu & Whakatakataka <u>Bays</u> \$
Over 75ft.	-	-	-	67.40
65 - 75ft.	31.80	34.20	54.80	43.30
55 - 65ft.	24.90	27.30	48.40	34.00
45 - 55ft.	18.50	20.90	42.20	30.00
35 - 45ft.	16.30	18.70	35.80	26.50
30 - 35ft.	13.40	15.80	28.90	23.60
26 - 30ft.	12.10	14.50	24.90	18.50
22 - 26ft.	11.00	13.40	22.50	17.40
18 - 22ft.	9.40	11.80	17.40	16.30
16 - 18ft.	7.00	9.40	13.40	12.10
14 - 16ft.	5.90	8.30	11.00	9.40
14ft. & under	5.90	8.30	7.00	5.00

Provided agreement can be reached for mooring holders to accept an increase in mooring fees and the Club undertakes to contribute a sum of \$200 p.a. over a period of 20 years I recommend that the work be approved and that financial provision be made in the 1968/69 estimates.

The report is recommended by the Boatharbour's Advisory Committee.

  
R. T. Lorimer  
GENERAL MANAGER

Finance Office.

File

Des Moines Yacht Club. - Impoverished Club.  
Maintenance Costs

(Your memo 1<sup>st</sup> July refers.)

a. It would be agreed that a new structure should require very little maintenance in the initial years. From information concerning the cost of building and similar structures in the maintenance from 1926 generally the following can be

1 <sup>st</sup> 5 yrs	av. $\frac{1}{4}$ % of Capital cost.
2 <sup>nd</sup> 5 yrs	$\frac{1}{2}$ % .. .. .
3 <sup>rd</sup> 5 yrs	$\frac{3}{4}$ % .. .. .
4 <sup>th</sup> 5 yrs	$1\frac{3}{4}$ % .. .. .

av. Annual maintenance % over 20 yrs = 0.8%.

This cost is based on the value of present day boats to increase more greatly per annum, I suggest a figure of 1.0% w. annual maintenance is more appropriate.

b. There is maintenance recovery to be applied.

(i) The % system as above based on a Capital cost of \$10,000 would require \$100 per annum recovered for 20 years.

(ii) Alternatively the job could be considered as a semi-private structure where the Club remains responsible to see that it is properly, that minor repairs are carried out by the Club, and the Board retained members carry out any major repairs on a repayable basis. This could save the Club money, but I suggest that in the long run with repairs for maintenance etc. the Board will absorb most of the cost itself.

Auckland Harbour Board

MEMORANDUM

1st July, 1968.

FROM

FINANCE OFFICER

TO

THE CHIEF ENGINEER

DEVONPORT YACHT CLUB

PROPOSED NEW JETTY

Enclosed is a copy of the Devonport Yacht Club's letter dated 25th June, 1968, relating to financing of the proposed new jetty.

The Club's proposal is currently under examination and meantime the General Manager has directed that you take appropriate steps to eliminate the hazard created by the present structure as mentioned in the penultimate paragraph of their letter.

*J. L. Rickerby*

FINANCE OFFICER

ENCLS.

x/ *Forayk: asked to inspect and report*  
*Rickerby also wants a guide as to*  
*Annual maintenance cost etc.*

*W.*

CLUBHOUSE:  
10 Edward Parade,  
Devonport  
Telephone: 73-912

# DEVONPORT YACHT CLUB

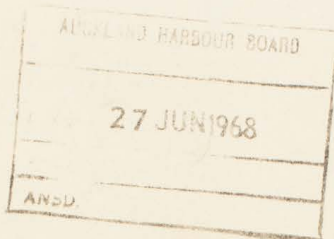
INCORPORATED



SECRETARY:

6/2/12

P. O. Box 32-036  
Devonport,  
AUCKLAND. N. I.



JMF:MW

June 25, 1968

The General Manager,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND.

Dear Sir,

## Proposed Jetty.

Further to your letter of March 28, 1968 in which you advised that the Board had approved in principle the cost of constructing a jetty extending from the club's property at Devonport. I have to advise that my club have given serious consideration to the question of financing this jetty, and I am directed to outline to you the club's proposals.

It is understood that the estimated cost is approximately \$10,000 and that agreement must now be reached on an estimated \$854 per annum being the principal and interest repayments over a 20 year term. For reasons already communicated to you, the club cannot expect any further financial assistance from the Devonport Borough Council in view of monies already loaned to the club.

The club's proposal is that it will itself contribute out of its own funds \$200 per year for the next 20 years. The club will support a further \$254 per annum which can be collected from increased mooring fees in the Devonport Protected mooring area, and the balance, i.e. 50%, the Board to contribute itself as a provision for an amenity which is a right-ful facility for a protected mooring area.

You will appreciate that this offer means a significant contribution on behalf of the boat owners in Devonport protected mooring area. You will also appreciate that the increased mooring fees is the absolute maximum which the area could sustain without completely distorting the relative positions between Devonport, Okahu Bay and Westhaven. Even so the area would, at the suggested increased figure, be out of proportion, but in the interests of finalising agreement, my club would be prepared to accept this situation.

Cont'd.... 2/

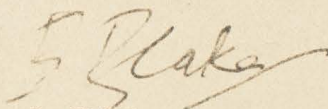
G/01  
100

The maintenance question should require little consideration, as a new structure properly erected should require little attention for many years. However, it is felt the Board should undertake any repair work which is more than that of an incidental nature.

Subsequent to my committee arriving at this proposition, the existing structure was severely damaged in the last gale, to such an extent that even with the resources at its disposal, the club is unable to contemplate any repair or renewal and I have to advise that the bottom section could, in the event of a further storm, become a hazard to navigation, as this section may float adrift. I would suggest that in the interests of safety, the Board contemplate the immediate removal of the dangerous part.

My club requests that you place this proposal before your Board for earliest consideration, and would suggest that in the meantime you may care to arrange for a meeting between yourself and the club's Commodore, Mr. J.M. Foster, to discuss in more detail the contents of this letter.

Yours faithfully,



B. BLAKE  
Secretary.

Mr. Seagar

DEVONPORT YACHT CLUB - NEW JETTY

Possible method of financing the scheme estimated to cost \$10,000 and excluding revenue arising from any provision of a fueling pump -

<u>Capital Charge</u>	\$
Recovery of the cost on an annuity basis over 20 years at 5 $\frac{1}{2}$ % p.a.	855

<u>Maintenance</u>	
Average annual estimated maintenance over 20 years	<u>500</u>
<u>TOTAL PER ANNUM</u>	<u>\$1,355</u>

Allowing for increased maintenance costs during the period - say	<u>\$1,500 p.a.</u>
--	---------------------

Shared equally between -

Auckland Harbour Board	\$500 p.a.
Devonport Borough Council	\$500 p.a.
Devonport Yacht Club	\$500 p.a.

Related to the 105 moorings at the Devonport Boat Harbour the annual cost to the Devonport Yacht Club represents \$4.76 per annum per mooring.

us

gsk  
3/4/68

EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE

19 MAR 1968

5. DEVONPORT YACHT ANCHORAGE - PROPOSED JETTY AT YACHT CLUB AREA

Consideration was given to the report of the Chief Engineer regarding a proposed timber jetty at the Devonport Yacht Club area, as shown on Drawing E.1275/1, estimated to cost \$10,000. Plans of the jetty are satisfactory to the Club as to size and location, and the General Manager recommended that the plans and estimates be adopted.

Recommended -

That the reports be adopted subject to satisfactory agreement being reached with the Club for the financing of the project.

*M. S. S. S.*  
*to note.*

ADOPTED BY BOARD  
26 MAR 1968



61/3/12

Engr's file 758/1.  
7th. March, 1968.

The General Manager,  
AUCKLAND HARBOUR BOARD.

ITEM 5

DEVONPORT YACHT ANCHORAGE.  
PROPOSED JETTY AT YACHT CLUB AREA.

Further to the discussions with the Devonport Yacht Club and Devonport Borough Council the location and form of a timber jetty which would be suitable has been prepared as shown on Drawing E1275/1.

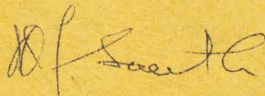
The jetty would be six feet wide throughout, having an approach length of 100 feet and a tee head of 50 feet with a standard A.H.B. step system. Duplication of the tee head could be provided as demand indicates or a specific purpose necessitated. It is possible that grids could be provided at little cost either side of the approach way.

The work has been estimated as :

Materials	\$4,000
Labour	1,800
Plant, G & T.	<u>4,200</u>
	\$10,000

The estimates are based on the Board's costs for standard new materials, labour and plant. The harbour bed is hard rock which will require all piles to be driven in chopped or blasted holes and such work is responsible for increased Plant Costs. Demolition of the existing ramp has not been allowed for.

Participation by the Club in this work would result in cost reductions, and further discussions are necessary to establish if the proposal is financially feasible.



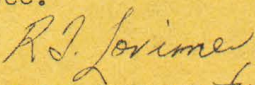
CHIEF ENGINEER TO THE BOARD.

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

The Boatharbours Manager advises that he has had discussions with the Officers and Committee of the Yacht Club and that the plans of the jetty, Drawing No. E.1275/1, are satisfactory to the Club as to size and location.

I would therefore recommend that the plans and estimates, as submitted by the Chief Engineer, be adopted.

Providing that agreement can be reached with the Club for the financing of the project I recommend that this item be included in the 1968-69 Programme of Works. This is supported by the Boatharbours Advisory Committee.



GENERAL MANAGER.

11th March, 1968.

Auckland Harbour Board.

File on  
Devonport Yacht Club.  
MS.

Rates used for all timber were  
S. Dept. prices — pre devaluation.  
No new prices yet available.  
suggest 20% increase

ie. piles \$600 + 20% = \$720

12x6" H.S. \$1430 + 20% = \$1716

4x3" Hardrail <sup>59</sup> \$50 + 20% = \$71  
+ Posts.

\$2507

increases \$418

\$ 63

+15%

\$481

E S T I M A T E.

DEVONPORT YACHT CLUB

NEW JETTY - APPROACH 100' - TEE HEAD 50'

	<u>TOTAL</u>	<u>MATERIALS</u>	<u>\$ PLANT</u>	<u>LABOUR</u>
1. Bank Seat. R.C.	50.00	20.00	10.00	20.00
2. Piles - Piles, shoes, rings 1st Bend. fix. Chop & Drive		628.00	1832.00 1832.00	72.00
3. Timber Headstocks Decking Handrail & Posts Bolts, Spikes etc.		1430.00 715.00 59.00 130.00	2000.00	1456.00 <i>comp.</i>
4. Water To D.Y.C.	-	-	-	-
5. Lighting To D.Y.C.	-	-	-	-
6. Paint Handrails		20.00		100.00
7. Steps Steel work & Bolts		200.00		

		3303.00	3842.00	1648.00
% Materials 15%		497.00		
Plant 10%			388.00	
Labour 20% Incl D/O				332.00

*devaluation* + 3800.00  
 481.00  
 TOTAL \$10010.00  
 10491.00

	8' wide	6' wide
Labour	2000.00	1800.00
Materials	4000.00 <u>4300.00</u>	3600.00 <u>4000.00</u>
Plant Cartages G&T etc	4250.00	4200.00
	\$49250.00 <u>10550.00</u>	\$9600.00 <u>10,000.00</u>

*Org E 1275/1*

? New Prices Incl  
Devaluation  
*K.*

13 February 1968

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT YACHT ANCHORAGE  
PROPOSED JETTY AT YACHT CLUB AREA.

Herewith Drawing E1275 showing the location and form of a timber jetty resulting from discussions with the Devonport Yacht Club Committee.

The jetty would be six feet wide throughout, having an approach length of 100 feet and a tee head of 50 feet with a standard A.H.B. step system. Duplication of the tee head could be provided as demand indicates or a specific purpose necessitated. It is possible that grids could be provided at little cost either side of the approach way.

The work has been estimated as:

Materials	\$4,000
Labour	1,800
Plant, G & T.	<u>4,200</u>
	\$10,000

The estimates are based on the Board's costs for standard new materials, labour and plant. The harbour bed is hard rock which will require all piles to be driven in chopped or blasted holes and such work is responsible for increased Plant Costs. Demolition of the existing ramp has not been allowed for.

Participation by the Club in this work would result in cost reductions, and further discussions are necessary to establish if the proposal is financially feasible.

NS:CMc  
Enc. 1 copy of Drwg E1275

CHIEF ENGINEER TO THE BOARD.

E S T I M A T E.

DEVONPORT YACHT CLUB

NEW JETTY - APPROACH 100' - TEE HEAD 50'

	<u>TOTAL</u>	<u>MATERIALS</u>	<u>\$ PLANT</u>	<u>LABOUR</u>
1. Bank Seat. R.C.	50.00	20.00	10.00	20.00
2. Piles - Piles, shoes, rings 1st Bend. fix. Chop & Drive		628.00	1832.00	72.00
3. Timber Headstocks		1430.00		} 1456.00
Decking		715.00		
Handrail & Posts		59.00	2000.00	
Bolts, Spikes etc.		130.00		
4. Water To D.Y.C.	-	-	-	-
5. Lighting To D.Y.C.	-	-	-	-
6. Paint Handrails		20.00		100.00
7. Steps Steel work & Bolts		200.00		

		3303.00	3842.00	1648.00
o/o Materials 15%		492.00		
Plant 10%			388.00	
Labour 20% Incl D/O				332.00
		3800.00	4230.00	1980.00

TOTAL \$10010.00

	8' wide	6' wide
Labour	2000.00	1800.00
Materials	4000.00	3600.00
Plant Cartages G&T etc	4250.00	4200.00
	\$10250.00	\$9600.00

DEVONPORT YACHT CLUB.

Proposal for a Boat Landing at the Club House Area.

Meeting at Harbour Board. Thursday 30th. November, 1967 9.30a.m.

Present :- A.H.B. Capt. Forbes; Chairman; General Manager;  
Seagar; Burgess; Duncan.

D.B.C. Mayor; Councilor Parsons

D.Y.C. Capt. Jenkins; Foster. (Commodore).

General Manager summed up the present situation and preliminary considerations to move the project further along.

Mr. Foster, indicated that the desirable facility should be a tee head jetty. Fuelling facilities not to be considered. Discussion on ways and means of financial participation by the three parties present on the basis of present estimate of \$8,000. Participation by the Borough Council was unlikely but could be considered in a limited way from rental waiving at the Yacht Club Property.

Seagar to investigate proposal more specifically hydrographic survey, scheme plans and estimates. Co-ordinate with Foster Commodore. Phone 22639. Further meeting to be arrange to process and provide a suitable solution on financial participation when details available .

Meeting Closed at 10.45 a.m.

N. SEAGAR.

EXTRACT FROM MINUTES  
BOATHARBOURS ADVISORY  
COMMITTEE

~~13 SEP 1967~~

5. DEVONPORT YACHT CLUB LANDING FACILITIES

The Committee considered reports of the Chief Engineer and General Manager relating to a request of the Devonport Yacht Club for the Board to provide a new jetty at Devonport. This request replaced a previous proposal to build a jetty from demolition material from the old timber slipway. The original proposal would have been a maintenance liability to the Club. They had therefore requested provision of a new jetty and stated that the Club would participate in the project to the limits of their financial and labour resources. The estimated cost of this jetty was \$8,000.

The General Manager reported that the construction would be a desirable improvement and recommended that the scheme be approved in principle and that authority be given to the Chairman of the Boatharboours Advisory Committee and the General Manager to discuss with the Club and the Devonport Borough Council how the project could best be financed.

The background of the Club, which was considered to be sound, was discussed along with other factors including maintenance of the jetty, finance and rentals. The General Manager informed the Committee that all aspects relating to Board involvement would be discussed with the parties concerned before a further report was placed before the Committee.

It was RESOLVED that the General Manager's report be adopted and remain in Committee until further negotiations had been reported.

REMAINED IN COMMITTEE

W. Seagar please note



61/3/12

# Auckland Harbour Board

Engr's file 758/1.

7th. September, 1967.

The General Manager,  
AUCKLAND HARBOUR BOARD.

## DEVONPORT YACHT CLUB.

### LANDING FACILITIES.

In December 1966, the Club advised that they had recently completed a new concrete dinghy slipway at their own cost and were interested in the possibilities of converting the old timber slipway to a jetty. It was requested that advice be given as to whether this was feasible and in view of the heavy financial commitments the Club have recently entered into on increased dinghy locker accommodation and clubhouse expansion whether the Board would be prepared to assist by doing the work free of cost, if it was feasible.

Their proposal was to lift the existing deck of the ramp and refix to the piles to form a jetty as shown on Drawing E.1045/3.

A study of the proposal was made and it was estimated that using as much of the existing material as practicable the cost would be \$3,000. It was pointed out to the Club, that the proposal was a minimum cost facility which did not have the desirable additions of a set of steps and handrails such work being a further expense. The condition of one or two of the piles were such that their further life was limited and the whole exercise really became one of consideration for complete rebuilding, to provide a new jetty which could cost up to \$8,000.

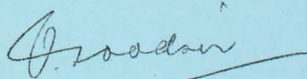
The Club has now advised that on re-consideration it is agreed that the re-construction of the present structure while cheaper, would be a maintenance liability and also not particularly suited for use by the high proportion of women and children that would use the facility.

The Board is therefore asked to give consideration to the provision of a proper jetty, in which work the Club would participate within the limits of their finance and voluntary labour resources.

The Devonport Anchorage is a Protected Anchorage but the shore facilities are provided by the Devonport Yacht Club who have progressively developed very satisfactory amenities. From time to time the Board has given assistance towards the foreshore structures and the question is whether it would be prepared to contribute to the cost of a new landing jetty.

This information is submitted for consideration so that the matter may be taken further with the Club.

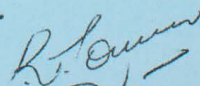
The Chairman,  
Boatharbour's Advisory Committee,  
AUCKLAND HARBOUR BOARD.



CHIEF ENGINEER TO THE BOARD.

The construction of a jetty as illustrated would be a desirable improvement and the Club should be advised that the Board would approve its construction. Ways and means of financing its construction should be discussed with the Club and the Devonport Borough Council. I would therefore recommend that the scheme be approved in principle and that authority be given to the Chairman of the sub Committee and the General Manager to discuss with the Club and the Council how the project can best be financed.

8th September 1967

  
R. T. Lorimer, GENERAL MANAGER

CLUBHOUSE:  
King Edward Parade,  
Devonport  
Telephone: 73-912



# DEVONPORT YACHT CLUB

INCORPORATED



SECRETARY:

P. O. Box 32-036  
Devonport,  
AUCKLAND. N. I

August 4, 1967

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

Dear Sir,

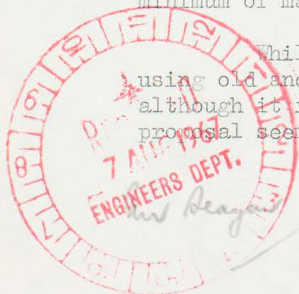
## DINGHY RAMP

Further to your letter of June 27, 1967, my Committee have now had an opportunity to peruse your plan of converting the existing dinghy ramp into a loading jetty and have requested me to advise as follows:

After careful consideration my Committee feels that it is questionable as to whether it is in fact prudent to expend monies on a reconstruction programme as detailed in your plan when a considerable amount of the basic material has a doubtful and limited life expectancy. Also with the weather conditions which frequently prevail in the Devonport Protected Mooring Area, it is really essential that a safe and strong structure with proper loading facilities which are not dependant on the state of the tides should be regarded as a basic prerequisite to enable the jetty to be used for its fundamental purpose. It must be noted that a high proportion of women and children would use this facility. Also my Committee feel that the maintenance question, if proceeding with the tentative proposal, would in a few years' time result in complications which the club could not hope to resolve.

In view of this, and notwithstanding the question of finance, the practical solution does seem to be in the re-building in permanent materials, of a jetty with a good and safe life expectancy and one which requires a minimum of maintenance.

While conscious of the estimated cost of a proper jetty, a compromise using old and decaying materials does not suggest itself as the logical solution although it is fair to say until your plan had been examined the original proposal seemed sound.

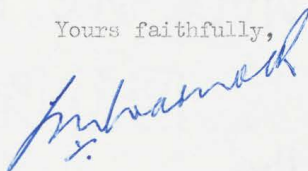


My Committee therefor sincerely thank you for your investigation and would ask that you give consideration to exploring the possibility of constructing a proper jetty as envisaged in your letter.

With regard to the finances of such a project, whilst the club as you must be aware, will do all that is possible which is within the compass of skilled amateurs, it would have to seek financial assistance from the Board when it comes to the question of complicated and involved tidal work which only the Board has the experience and the facilities to construct.

Will you please advise whether you are prepared to take the matter further, and if so the Commodore has advised that, if necessary, he is prepared to meet the Board with regard to discussing the question of financial assistance.

Yours faithfully,



L.N. WARNOCK,  
Secretary.

CLUBHOUSE:  
Highward Parade,  
Devonport  
Telephone: 73-912

DEVONPORT YACHT CLUB  
INCORPORATED



Resident SECRETARY:  
Noel Warnock.

P. O. Box 32-036  
Devonport,  
AUCKLAND. N.1

18th July, 1967.

The Chief Engineer,  
Auckland Harbour Board.

Dear Sir,

Your plan of the proposed conversion of our dinghy  
skids into a jetty was before our Committee last Tuesday evening.

As our Annual Meeting takes place next week, the  
plan has been deferred until the first meeting of the new  
Committee on 8th August.

Yours faithfully,

(L.N. Warnock)  
Secretary.

*Mr Reagan*  
AS.

27th June, 1967.

The Secretary,  
Devonport Yacht Club,  
P.O. Box 32036,  
DEVONPORT.

Dear Sir,

DINGHY RAMP - CONVERSION TO JETTY

I refer to your letter of the 1st December, 1966 requesting advice as to the feasibility of converting the timber dinghy ramp to a jetty.

The attached Drawing E.1045/3 indicates what could be done to provide the requirement. Although it is feasible a considerable amount of new material could be necessary to make it safe and provide a reasonable life.

It is estimated that if the Board did the whole work of reconstruction using as much of the existing material as practicable the cost could be £1400. If the Club was to dismantle the old ramp and fix the stringers and decking for the jetty, then such work required to be done by the Board would be limited to fitting new headstocks and providing such new material that would be necessary at a cost of £700.

As drawn, this is a minimum cost facility which does not have the desirable additions of a set of steps and handrails such work being a further expense. The condition of one or two piles are such that their further life is limited, and the whole exercise really became one of consideration for complete rebuilding to provide a proper jetty for a good life with minimum maintenance. This would cost to the order of £3500.

The project as now investigated is feasible, but before taking the matter further regarding assistance from the Board, I would prefer that you consider the matter and advise me of your opinions on the suitability of the proposal.

I regret that this investigation has been protracted. Should you require any further information please communicate with my Chief Assistant Engineer, Mr. N. Seagar.

Yours faithfully,

NS:CML

CHIEF ENGINEER TO THE BOARD.ENCLS : 1 Copy of Drawing E.1045/3.

File Problem

General Manager,

DEVONPORT YACHT CLUB.

The Devonport Yacht Club has requested advice on whether the existing dinghy ramp at Devonport could be converted to a jetty, and whether the Board would be prepared to do the work free of cost. A copy of the club's letter is attached.

The matter has been investigated, and although it is feasible to construct a jetty on the existing piles a considerable amount of new material may be necessary to make it safe and give it a reasonable life. A scheme for the jetty is shown on drawing E 1045/3. This is a single level jetty, not the dual level structure requested, as the provision of steps and landing would increase the cost by but steps and a landing could be provided in the future if considered necessary.

It is estimated that the total cost of dismantling the existing ramp and building a jetty using as much of the existing materials as possible would be £1450. If the club was prepared to dismantle the old ramp and fix the stringers and deck of a new jetty after the headstocks had been fixed by the Board, a large part of the Board's labour cost could be saved. The cost to the Board however of the new materials and remaining labour and plant hire would be approximately £720.

Would you please advise whether the Board will assist the club in any way in this matter.

Chief Engineer.

Auckland Harbour Board

MEMORANDUM

19th May 1967

FROM THE HARBOURMASTER

TO THE CHIEF ENGINEER

The attached correspondence has been acknowledged and is now referred to you for attention.

*J. Hender*

HARBOURMASTER





## DEVONPORT YACHT CLUB

INCORPORATED

Clubhouse:

KING EDWARD PARADE,  
DEVONPORT.

P.O. BOX 32-036  
DEVONPORT, N.1

17th May, 1967.

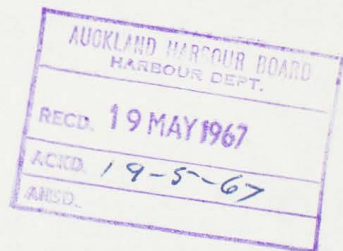
The Harbourmaster  
AUCKLAND.

Dear Sir,

Further to your conversation with the Commodore of this Club, Mr. Martin Foster, I enclose herewith copy of a letter addressed to your Chief Engineer on 1st December last, and to which there has not so far been any reply.

Yours faithfully,

(L.N. Warnock)  
Secretary.



*C.M. asks & refers to Chief Eng.*



C O P Y .



## DEVONPORT YACHT CLUB

INCORPORATED

Clubhouse:

KING EDWARD PARADE,  
DEVONPORT.

P.O. BOX 32-036  
DEVONPORT, N.1

1st December, 1966.

The Chief Engineer,  
Auckland Harbour Board,  
AUCKLAND.

Dear Sir,

As you are probably aware, the Club has recently completed, at its own expense, a concrete dinghy skid, and is desirous of converting the old skids into a jetty.

We would be pleased to have your advice as to whether this is feasible, taking into consideration the ~~existing~~ condition of the existing supports of the structure, and also if it could be converted into a two level jetty, with steps between the two. The Club would supply and fix any new planking required.

In view of the heavy commitments which the Club has recently entered into in improvements to the property, we should be pleased to know if the Board would be prepared to assist by doing this work free of cost if an inspection proves the project possible.

Yours faithfully,

(L.N. Warnock)  
Secretary.



## DEVONPORT YACHT CLUB

INCORPORATED

Clubhouse:

KING EDWARD PARADE,  
DEVONPORT.

P.O. BOX 32-036  
DEVONPORT, N.1

1st December, 1966.

The Chief Engineer,  
Auckland Harbour Board,  
AUCKLAND.

Dear Sir,

As you are probably aware, the Club has recently completed, at its own expense, a concrete dinghy skid, and is desirous of converting the old skids into a jetty.

We would be pleased to have your advice as to whether this is feasible, taking into consideration the condition of the existing supports of the structure, and also if it could be converted to a two level jetty, with steps between the two. The Club would supply and fix any new planking required.

In view of the heavy commitments which the Club has recently entered into in improvements to the property, we should be pleased to know if the Board would be prepared to assist by doing the work free of cost, if an inspection proves the project possible.

Yours faithfully,

(L.N. Warnock)  
Secretary.

*Mr. Reegan*

*Mr. Park*

*Would you please have this investigated*

*M.S. 5/12/66*

Mr PASK,

Date, 6th June, 1967.

NEW JETTY.DEVONPORT YACHT CLUBDRG. NO. E.1045/2&3.

DETAILS

Quantity

Item

Rate

£

s.

d.

£

s.

d.

DISMANTLING OF EX DINGHY RAMPLABOUR

3 men with derrick punt 5 days.

3 men at £6.10. 0. per day.

97 10 0

Punt at £3. 0. 0. per day.

15 0 0

Launch at £3. 0. 0. per hour (3hrs/day).

45 0 0

157 10 0

157 10 0

BUILDING OF NEW JETTY.LABOUR3 men with derrick punt 5 <sup>weeks.</sup> ~~days~~

3 men at £6.10. 0. per day.

51 7 10 0

Punt at £3. 0. 0. per day.

75 0 0

Launch at £3. 0. 0. per hour (3hrs/day).

225 0 0

817 10 0

817 10 0

MATERIALS

10 - No. stringers 12"x6"x8' = 80'

3 - No. " 12"x6"x20' = 60'

3 - No. " 12"x6"x18' = 54'

3 - No. " 12"x6"x16' = 48'

242'+ 10% = 28'

270'

270' 12"x6" at £10/100 super ft.

162 0 0

2 - No. kerb stringers 4"x3"x90' = 180'

+ 10% = = 20'

200'

200' 4"x3" at £9/100 super ft.

18 0 0

45 - No. decking planks 8"x3"x8' = 360'

+ 10% = 40'

400'

400' 8"x3" at £9/100 super ft.

72 0 0

24 - No. 1" dia. headstock bolts at 5/- each.

62 0 0

Carried Forward

£ 258 0 0

Club will  
provide.

DETAILS	Quantity	Item	Rate	£	s.	d.	£	s.	d.
Brought Forward				258	0	0			
Decking spikes - 2 c.w.t. at £7.10.0. per c.w.t.				710	0				
Sundry Items					5	0			
				270	10	0			
Drawing Office Design.							1,245	10	0
								50	0
							1,295	10	0
Administration charge 10%								129	10
<b>TOTAL :</b>							<b>1,425</b>	<b>00</b>	<b>0</b>

If the Club provides labour for dismantling the old ramp, and fixes stringers and decking on the new jetty, the cost to the Board would be :-

Dismantling - plant hire say							25	0	0
Building new jetty									
Labour for headstocks only				200	0	0			
Plant hire				100	0	0	300	0	0
Materials as above.							270	0	0
Design							50	0	0
							645	0	0
Administration 10%							65	0	0
							<b>£ 710</b>	<b>0</b>	<b>0</b>

Date, 6th June, 1967.

NEW JETTY.DEVONPORT YACHT CLUBDRG. NO. E.1045/2&3.

DETAILS	Quantity	Item	Rate	£	s.	d.	£	s.	d.
<u>DISMANTLING OF EX DINGHY RAMP</u>									
<u>LABOUR</u>									
3 men with derrick punt 5 days.									
			3 men at £6.10. 0. per day.	97	10	0			
			Punt at £3. 0. 0. per day.	15	0	0			
			Launch at £3. 0. 0. per hour (3hrs/day).	45	0	0			
				157	10	0	157	10	0
<u>BUILDING OF NEW JETTY.</u>									
<u>LABOUR</u>									
3 men with derrick punt 5 days.									
			3 men at £6.10. 0. per day.	517	10	0			
			Punt at £3. 0. 0. per day.	75	0	0			
			Launch at £3. 0. 0. per hour (3hrs/day).	225	0	0			
				817	10	0	817	10	0
<u>MATERIALS</u>									
			10 - No. stringers 12"x6"x8' = 80'						
			3 - No. " 12"x6"x20' = 60'						
			3 - No. " 12"x6"x18' = 54'						
			3 - No. " 12"x6"x16' = 48'						
				242'					
			+ 10%	28'					
				270'					
			270' 12"x6" at £10/100 super ft.	162	0	0			
			2 - No. kerb stringers 4"x3"x90' = 180'						
			+ 10%	20'					
				200'					
			200' 4"x3" at £9/100 super ft.	18	0	0			
			45 - No. decking planks 8"x3"x8' = 360'						
			+ 10%	40'					
				400'					
			400' 8"x3" at £9/100 super ft.	72	0	0			
			24 - No. 1" dia. headstock bolts at 5/- each.	62	0	0			
			Carried Forward	£ 258	0	0			

DETAILS	Quantity	Item	Rate	£	s.	d.	£	s.	d.
Brought Forward				258	0	0			
Decking spikes - 2 c.w.t. at £7.10.0. per c.w.t.				710	0				
Sundry Items				5	0	0			
				<u>270</u>	<u>10</u>	<u>0</u>	270	10	0
Drawing Office Design.							<u>1,245</u>	<u>10</u>	<u>0</u>
							50	0	0
							<u>1,295</u>	<u>10</u>	<u>0</u>
Administration charge 10%							<u>129</u>	<u>10</u>	<u>0</u>
							<u>1,425</u>	<u>00</u>	<u>0</u>
				<u>TOTAL :</u>					

If the Club provides labour for dismantling the old ramp, and fixes stringers and decking on the new jetty, the cost to the Board would be :-

Dismantling - plant hire say 25 0 0

Building new jetty

Labour for headstocks only 200 0 0

Plant hire 100 0 0

300 0 0

Materials as above.

270 0 0

Design

50 0 0

645 0 0

Administration 10%

65 0 0

£ 710 0 0

9th. August, 1965

THE CHIEF ENGINEER

THE PROPERTY OFFICER.

DEVONPORT YACHT CLUB.

(Your memorandum of 28th. July, 1965).

The proposal from the Devonport Yacht Club to remove the existing old dinghy lockers and replace with a new system of locker blocks also permitting extensions to the Club House in due course, is recommended as a very satisfactory scheme to improve this essential boating amenity at Devonport.

The Operative District Town Plan Scheme zones the land as " Deferred Use " to provide for the protection of this form of amenity, and it is unlikely that any objections would be taken when the Council advertises the proposal as a "Conditional Use" in terms of the District Scheme.

I recommend the proposal be approved and the necessary steps taken to permit the scheme to receive the Town Planning consent of the Council.

CHIEF ENGINEER TO THE BOARD.

NS:MJC

Auckland Harbour Board

61/3/12.

MEMORANDUM

28th July, 1965.

FROM

THE PROPERTY OFFICER

TO

THE CHIEF ENGINEER

re DEVONPORT YACHT CLUB

Attached are two photostat copies of letters received, one from the Devonport Borough Council dated 23rd July, the other a copy of a letter received by the Borough from the Devonport Yacht Club.

Board approval is requested to proposals to build 58 new dinghy lockers and also to add a new balcony to the Clubhouse in King Edward Ave., Devonport. Attached also are plans of the projected improvements.

The matter is referred for your comments.

*G. B. Burgess*  
PROPERTY OFFICER. *WKB.*

WKB:CA

*Mr Deegan.*

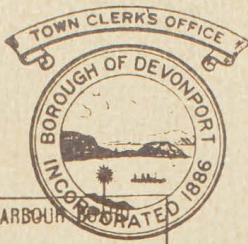




ALL COMMUNICATIONS  
TO BE ADDRESSED  
THE TOWN CLERK  
P.O. Box 32-003  
DEVONPORT, N.I.

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

TELEPHONE 70-028



6/13/12  
DEVONPORT,  
AUCKLAND, N.I.  
NEW ZEALAND

AUCKLAND HARBOUR BOARD  
REC'D. 26 JUL 1965  
ACKD  
ANSD.

23rd July, 1965.

Secretary,  
Auckland Harbour Board,  
Quay Street,  
AUCKLAND, C. I.

Dear Sir,

I enclose herewith a copy of a letter and plan received from the Devonport Yacht Club, which you will see shows intended improvements to the Club property in King Edward Parade. My Council has directed that the copies of the plans and specifications be referred to your Board as owners of the land for approval. I would also point out that if your Board does approve of the proposals, then it will be necessary for the application to be advertised as a "conditional use" in terms of the Operative District Scheme of Town Planning.

Yours faithfully,

(D. MacLEAN.)  
TOWN CLERK.

What is the present zoning?

"Discrete Use"

In this activity.

Still requires consent as a "conditional use"

MS. DM:JSM.

GM Havelock  
How P.O.

B 626/13

C O P Y

DEVONPORT YACHT CLUB

P.O. Box 32-036,  
DEVONPORT, N. I.

12th July 1965.

The Town Clerk,  
DEVONPORT.

Dear Sir,

Herewith, for your Council's information, are plans and specifications setting out projected improvements to the Club property in King Edward Parade.

*also built the original lockers*

As your Council will be aware, the dinghy lockers are in an advanced stage of disrepair, and would be very costly to bring to a reasonable standard. The Club has decided, therefore, to demolish the existing lockers, and build entirely new buildings in their place. Immediate plans are for the renewal of the "Island" blocks, numbered I - 16, and 39 - 58 on the plan. At the moment, finance precludes the entire project, which includes a balcony and renewal of the other locker block to the rear of the Club house.

Apart from the new Island locker blocks being a much needed amenity for Club Members, I am sure you will agree that the appearance of the property will be greatly improved thereby.

I should be pleased if you will inform me in due course whether your Council approves this plan, and what steps are necessary in the form of permits or other documentation.

Will you kindly return the plans and specifications when finished with.

Yours faithfully,  
Sgd. (L.N. Warnock) Hon. Secretary.

*No finance available to be requested for the Socia.?*

EXTRACT FROM MINUTES  
PROPERTY COMMITTEE

21 JUL 1964

13. BREAKWATER AND DINGHY RAMP -- DEVONPORT YACHT CLUB

The Committee considered the reports of the Chief Engineer and General Manager advising that the Devonport Yacht Club seeks Board approval to the construction of a breakwater and dinghy ramp at its hauling out area as shown on the plans submitted. Both proposals are satisfactory from the Board's point of view.

The matter had been previously considered by the Boatharbours Committee which approved the proposal on the understanding that the construction is by the Club and at no expense to the Board.

Recommended -

That the proposal be approved and included in the Club's existing foreshore license, subject to -

- (a) Marine Department approval.
- (b) All work being carried out and maintained to the satisfaction of the Chief Engineer.
- (c) Club being responsible for cleaning up any debris which may accumulate along the face of the breakwater and the adjoining beach.

ADOPTED BY BOARD  
28 JUL 1964

Ch. Asst. Eng please arrange inspection of  
this work.

61/3/12

7th July, 1964

The General Manager,  
AUCKLAND HARBOUR BOARD.

BREAKWATER AND DINGHY RAMP  
DEVONPORT YACHT CLUB.

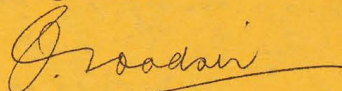
The Devonport Yacht Club seeks Board approval to the construction of a breakwater and dinghy ramp at its hauling out area as shown on plans Nos. B.626/11 and S.1616/1.

The breakwater, to be constructed from demolition material from Cable Wharf, will provide much needed protection to the Club's western hauling out slip and has been approved by the Devonport Borough Council subject to an assurance that it will have no adverse affect on local beaches. This assurance can be given as the breakwater will not extend beyond the existing rock topography of the foreshore.

The dinghy ramp will replace an existing one which is to be demolished.

Both proposals are satisfactory from the Board's point of view and I recommend that they be approved and included in the Club's existing foreshore license subject to the following conditions:-

- (1) Marine Department approval.
- (2) All work to be carried out and maintained to the satisfaction of the Chief Engineer.
- (3) Club to be responsible for cleaning up any debris which may accumulate along the face of the breakwater and the adjoining beach.

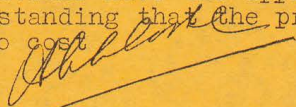


CHIEF ENGINEER TO THE BOARD.

ENCLS: Plans B.626/11 and S.1616/1.

The Chairman,  
Property Committee,  
AUCKLAND HARBOUR BOARD.

I endorse the Engineer's recommendation. The provision of this breakwater will give added protection to the Club's slipway facilities. These recommendations have the approval of the Boatharbour's Committee, on the understanding that the proposed construction is by the Club and is at no cost to the Board.

  
GENERAL MANAGER.

13th July 1964.

26th. June, 1964.

THE CHIEF ENGINEER

THE GENERAL MANAGER.

DEVONPORT YACHT CLUB.

(Proposal to build a breakwater for protection of the Club's western slipway).

The Club's proposal to build this breakwater using suitable concrete demolition material from the Cable Wharf to be demolished by Messrs. McConnell Dowell, was investigated by Captain Carter, and Messrs. Hutchinson and Clapcott. There was no objection to the scheme by these Officers.

The Devonport Borough Council were asked to give their approval before the formal consent of the Board would be given, and I attach a copy of the Council's letter dated 22nd. June, 1964, giving this approval, subject to two conditions :-

- a. The Club to maintain the adjacent areas in a clean condition from floating debris, which may accumulate due to the provision of this protective work.
- b. An assurance from the Board that the breakwater will not adversely effect the Devonport beaches.

The first condition can be met by the inclusion of a suitable clause in any license provided for this work. We can assure the Council that as this breakwater does not extend beyond the present rock topography of the foreshore it will not have any adverse effect on the Devonport beaches.

It would appear that the way is clear for this work to be given the Board's consent, and should the material from the demolition become available before the formal consent is given, the Club could be permitted to proceed with the work.

CHIEF ENGINEER TO THE BOARD.

ENCL: Copy of letter from Devonport Borough Council, dated 22nd. June, 1964.

NS:MJC

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TELEPHONE 70-028



DEVONPORT,  
AUCKLAND, N.I.  
NEW ZEALAND

18th June 1964.

Mr. J.A. Goodsir,  
Chief Engineer,  
Auckland Harbour Board, P.O. Box 1259,  
AUCKLAND.

Dear Sir,

I thank you for plans and specification of the proposed dinghy lockers at Queens Parade, Devonport and asking for my comment thereon, which are summarised as follows:-

✓ Clause 36: Site to be Queens Parade and not King Edward Parade as shown on Plans and specification. ✓

*Include in spec.* Clause 38: Concrete for footings not specifically specified. ✓

*Change from 24 gauge to 22 gauge* Clause 42: Notwithstanding that 24 gauge galvanised iron is specified and knowing the habits of the local youngsters I would suggest that the purlins be spaced at 2ft centres instead of 3 feet. ✓

*Include red lead primer.* Clause 43 & 51: All laps of iron to be painted prefer red lead and boiled linseed oil but believe that "Rustkill" Gold X by Colorway N.Z. Ltd. of 85 Queens Road, Panmure, is very good. ✓

*log?* Clause 46 & 53: Gauge of 1½" wire mesh is not stated for use between the partitions.

*Hardwood 1" difficult. 12" wide also difficult. Say finish* Clause 50: Running board timber - specie of timber not specified. Would suggest hardwood runner. ✓

With your consent to these suggestions the proposals appear to be in order.

Yours faithfully,

*M. Seagar,*

*As Post*

*Amend drawings & specifications to suit.*

*A.T. Griffiths*

ATG:AFP

(A.T.Griffiths)  
BOROUGH ENGINEER.

P.S. Plan and specification returned for amendment.

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 16th October 19 62

Subject DEVONPORT YACHT CLUB - REPAIR OF SKIDS.

(Repayable - Devonport Yacht Club)

CODE	NUMBER
070	328 / 10-19

Please arrange to repair the dinghy skids at the Devonport Yacht Club. The Club reports that the headstock supporting the lower part of the skids has collapsed. Will you please repair this headstock.

PSH: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 £	_____		:	:

1908 A

REMARKS: \_\_\_\_\_

Signature \_\_\_\_\_

27th June, 1962.

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT YACHT CLUB  
(Letter dated 5.6.62.)

The Commodore of the Club has informed us that the rock referred to is a 6' diameter 4' high basalt outcrop.

It is considered that the removal of a rock of this size would require a considerable charge of explosive.

I therefore do not recommend that permission be given for the Navy to use explosives on the rock.

CHIEF ENGINEER TO THE BOARD

PSH:HEW



Auckland Harbour Board

MEMORANDUM

FROM

TO

15th May, 1962

The Town Clerk,  
Devonport Borough Council,  
P.O. Box 3,  
DEVONPORT, N.1

Dear Sir,

Boating Facilities North Shore

I have to acknowledge receipt of your letter dated 4th May 1962 and apologise for not keeping your Council fully informed in respect of discussions between Officers of the Devonport Yacht Club and the Board's engineering staff, and subsequent improvements to boating facilities on the North Shore.

Arising out of these discussions it was arranged that the Club obtain two reject prestressed concrete beams to be placed each side of their slipway to prevent sand from washing over its lower end. This has now been done the Board having transported and placed the beams at no cost to the Club. At the same time the possible use of an air breakwater was discussed and experimental work is still proceeding in this regard.

As you are aware new grids have been built at Stanley Bay and as they are more sheltered than those at Devonport should be of considerable use in easterly weather.

The deputation which waited upon the Board on 14th November 1961 comprised the Mayor of Devonport and Messrs. Amos, Poole, and Nutsford the two last-named being Flag Officers of the Devonport Yacht Club. The Board's Designing Engineer has been in touch with the three last mentioned persons at various times and all have expressed their satisfaction with the improvements so far effected.

Another matter raised by the deputation was the wash from large vessels travelling fast in the fairway and although this difficulty is probably accentuated by the configuration of the sea bed in the locality this question is being looked into by the Harbourmaster.

Yours faithfully,



GENERAL MANAGER

JJH.SR

The Engineer,  
A copy for your information.



GENERAL MANAGER



10th May, 1962.

THE CHIEF ENGINEER

THE GENERAL MANAGER.

BOATING FACILITIES NORTH SHORE  
(Letter from Devonport Town Clerk 4.5.62.  
refers)

Since the deputation in November the Commodore and Vice Commodore of the Devonport Yacht Club have discussed the proposals with my Designing Engineer. Arising out of these discussions it was arranged that the Club obtain two reject prestressed concrete beams to be placed each side of their slipway to prevent sand from washing over its lower end. This has now been done, the Board having transported and placed the beams at no cost to the club. At the same time the possible use of an air breakwater was discussed and experimental work is still proceeding in this regard.

The new grids built in Stanley Bay are much more sheltered than those at Devonport so should be of considerable use in easterly weather.

The deputation which waited upon the Board on 14.11.61 comprised the Mayor of Devonport and Messrs. Amos, Poole, and Nutsford - the two last-named being Flag Officers of the Devonport Yacht Club. With the exception of the Mayor of Devonport, my Designing Engineer has been in touch with the other three at various times, and they have all expressed their satisfaction with the improvements so far effected.

Another matter raised by the deputation was the wash from large vessels travelling fast in the fairway. Even if an air breakwater were installed it would not cope with this difficulty, because it would be operated only in rough weather. The Harbourmaster is looking into the question of the wash from liners. This difficulty is probably accentuated by the configuration of the seabed in the locality.

The siting of a boatharbour at the North Shore as part of a long term development scheme would still be at Devonport unless a considerable capital expenditure in dredging say Ngataringa Bay was considered.

The previous recommendations and estimates still stand and experimental dredging by the "Taniwha" could be carried out at any time, if authorised.

CHIEF ENGINEER TO THE BOARD

PSH:JRS:HEW



## DEVONPORT YACHT CLUB

INCORPORATED

Clubhouse:

KING EDWARD PARADE,  
DEVONPORT.

P.O. BOX 32-036  
DEVONPORT, N.1

10.4.62

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

Dear Sir,

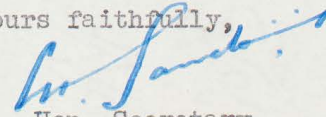
I have been asked to convey to you the grateful thanks of the Committee and Members of this Club for the assistance you have rendered in having the two lengths of Prestressed Concrete transported across the harbour to the Club.

It has been reported that these were dropped practically "spot on" in position for the purpose they are to serve.

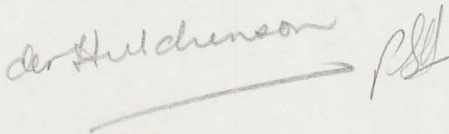
This service, to the Club, is appreciated and a tremendous help particularly at the present time when the Club have commitments in other directions financially.

With thanks to yourself and to those who may have assisted with this task.

Yours faithfully,

  
Hon. Secretary.

C.H.Sando.



EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE  
13 SEP 1960

2. DEVONPORT PROTECTED ANCHORAGE

The Committee gave consideration to the reports of the Chief Engineer and General Manager, which outlined a scheme of development as shown on Plan No. Z9/48 which could be undertaken if money and equipment were available.

Recommended -

- (a) That the ... proposals be not proceeded with at the present juncture but the question of deepening the area be reviewed at the time when dredging in the Defence Wharf area becomes necessary.
- (b) That the Devonport Yacht Club be advised accordingly and the scheme of improvements which could be undertaken if money and equipment were available, be forwarded for their information.

*Designing engs.  
to note.  
G.P.*

ADOPTED BY BOARD  
20 SEP 1960

5th September, 1960.

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

DEVONPORT PROTECTED ANCHORAGE

I am submitting herewith the Chief Engineer's report dealing with proposals to improve the yacht anchorage at Devonport.

Following an original request from the Devonport Yacht Club, a survey of the Devonport Protected Anchorage was carried out, and Plan No. Z9/48 showing comparative soundings taken on 29th July, 1958, and 13th November, 1959, was forwarded to the Club. No significant change in the depths of harbour bed in this area was revealed.

Subsequently the Club made a written request for general improvements at the anchorage under two main headings, viz.

- (1) Deepening of areas to take keelers;
- (2) Provision of wave screen.

These requirements were discussed with Officers of the Club and although no assurances could be given, we did undertake to examine the request and prepare a scheme of improvements.

The Engineer's recommendations in this regard are set out in the report.

Any worthwhile improvements carried out in this area would be expensive, and whilst I am unable to recommend that the Board undertake any of the work, I suggest that the question of deepening the area could perhaps be reviewed at the time when dredging in the Defence Wharf area becomes necessary.

I recommend that the Devonport Yacht Club be advised accordingly and the scheme of improvements, which could be undertaken if money and equipment were available, be forwarded to the Club for their information.

  
GENERAL MANAGER.

16th August, 1960.

The General Manager,  
AUCKLAND HARBOUR BOARD.

DEVONPORT PROTECTED ANCHORAGE

I have looked into the question of improvements at the Devonport Yacht Club's anchorage and report as follows:- (ref.Z9/48).

- (1) Deepening of an area to take keelers; the area shown on the drawing (some 700' x 400') is that suggested by the Club. It might be desirable to move and re-align any such dredged area to minimise silting up. Dredging with the "Taniwha" to 6 ft. below L.W.S.T.
- (a) As a special job would involve some 35,000 cu.yds. and about 8 months of work costing approximately £20,000.
- (b) In connection with deepening of the berths at the Defence Wharf, for example, would offer no reduction in this cost.
- (2) Provision of a wave break; the broken line shown on the drawing indicating the Club's suggested wave break extends beyond the gazetted limits of the yacht anchorage and in any case would obstruct the use of the Defence Jetty if extended too far to the east.
- (a) 1,200 ft. rubble wall to H.W.S.T. in basalt would cost some .. .. £35,000
- (b) 1,200 ft. closely driven pile wave screen (closer together than Okahu Bay) .. .. £10,000  
 with the eastern entrance protected by an air breakwater some 600 ft. to 1,000 ft. long (approximately) .. .. 6,000  
 £16,000
- (c) By way of a trial construct an experimental length of air breakwater off the end of the Defence Wharf and use hired compressors (approximately) £500

RECOMMENDATIONS

I recommend that -

- (1) A hole be dredged in area to a depth of 6 ft. below L.W.S.T. and at the same time the berths at the Defence Wharf be cleaned. (The extent of silting up in the hole can then be watched).
- 1 month's work with "Taniwha" launch and 2 barges  
 25 days at £100 .. .. £2,500

.... (Cont.)

Devonport Protected Anchorage (Cont.)

- (2) A 300 ft. length of air breakwater be installed for experimental purposes, to watch the effect in reducing storm wave heights (using hired compressors) say £500.
- (3) The effect of the suggested wave break be examined in the harbour model when it is constructed and also the effect of a short training wall in deflecting some of the ebb current into the anchorage and inducing deepening by natural scour.

(Sgd.) J.R. Sutton

CHIEF ENGINEER TO THE BOARD

16th August, 1960.

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT YACHT CLUB.  
(Your memo 28.3.60., refers)

I have looked into the question of improvements at the Club's anchorage and report as follows:- (ref. Z9/48).

- (1) Deepening of an area to take keelers; the area shown on the drawing (some 700' x 400') is that suggested by the Club. It might be desirable to move and realign any such dredged area to minimise silting up. Dredging with the "Taniwha" to 6 ft. below L.W.S.T.
- (a) As a special job would involve some 35,000 cu.yds and about 8 months of work costing approximately £20,000.
- (b) In connection with deepening of the berths at the Defence wharf, for example, would offer no reduction in this cost.
- (2) Provision of a wave break; the broken line shown on the drawing indicating the Club's suggested wave break extends beyond the gazetted limits of the yacht anchorage and in any case would obstruct the use of the Defence Jetty if extended too far to the east.
- (a) 1,200 ft. rubble wall to H.W.S.T. in basalt would cost some £35,000
- or (b) 1,200 ft. closely driven pile wave screen (closer together than Okahu Bay) £10,000 with the eastern entrance protected by an air breakwater some 600 ft. to 1,000 ft. long (approximately 6,000
- £16,000
- (b) By way of a trial construct an experimental length of air breakwater off the end of the Defence wharf and use hired compressors approximately £500

RECOMMENDATIONS

I recommend that -

- (1) A hole be dredged in area to a depth of 6 ft. below L.W.S.T. and at the same time the berths at the Defence Wharf be cleaned. (The extent of silting up in the hole can then be watched).
- 1 month's work with "Taniwha" launch and 2 barges  
25 days at £100 £2,500.

... ..



- (2) A 300 ft. length of air breakwater be installed for experimental purposes, to watch the effect in reducing storm wave heights (using hired compressors) say £500.
- (3) The effect of the suggested wave break be examined in the harbour model when it is constructed and also the effect of a short training wall in deflecting some of the ebb current into the anchorage and inducing deepening by natural scour.

CHIEF ENGINEER TO THE BOARD

TBMcG:HEB

EXTRACT FROM MINUTES  
BOARD IN COMMITTEE

26 JUL 1960

2. DEVONPORT YACHT CLUB - PROPOSED FUEL JETTY

The Property Officer in his report dated 21st July 1960 advised that the Club had applied for permission to erect a jetty fronting the Clubhouse with two fuel pumps (petrol and diesel), supplied from underground tanks.

The Devonport Borough Council had consented to the proposal, subject to compliance with the Dangerous Goods Regulations.

The Chief Engineer and the Harbourmaster had no objections.

The Property Officer recommended that the proposal be approved, subject to the Board's usual form of license and in the terms set out in his report. The General Manager recommended accordingly.

Recommended -

That the reports be adopted.

*J.S.*  
ADOPTED BY BOARD

26 JUL 1960

Auckland Harbour Board

MEMORANDUM

28th March 1960

FROM THE GENERAL MANAGER

TO THE CHIEF ENGINEER

28 MAR Recd

DEVONPORT YACHT CLUB

This Club has now supported in writing its request for improvements at the Devonport Anchorage.

The improvements sought fall under two main heads, viz -

- (1) Deepening of an area to take Keelers
- (2) Provision of wave break

These two requirements have been discussed with the Club and whilst no assurances can be given as to whether or on what terms the Board could do this work, we have undertaken to have their proposals examined. As discussed with you recently we would be pleased if you would report on these two aspects and perhaps advise whether the deepening is practicable and generally on whether the provision of such a wave break would be effective.

Insofar as the dredging is concerned you might report on the estimate of cost under two heads -

- (a) As a special dredging job
- (b) As undertaken with other work which might be pending in this area.

Please also let me have approximate cost of making a wave break as envisaged.

*Dr. Hutchinson*

*S. C. Clarke*  
GENERAL MANAGER

1st March 1960

THE CHIEF ENGINEER

THE TREASURER

DEVONPORT YACHT CLUB DINGHY SKID

In reply to your memo of 25th February, 1960 the expenditure on this coding 472, which is for Yacht and Rowing Club Sites - Devonport, Bayswater, etc is not all related to that authorised by the Board for the above. Work was commenced in April and completed on 26th May, 1959.

RKW:ML

CHIEF ENGINEER TO THE BOARD

Auckland Harbour Board

MEMORANDUM

25th. February 1960

FROM Treasurer

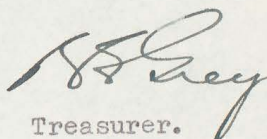
TO ENGINEER  
(per Chief Clerk)

DEVONPORT YACHT CLUB DINGHY SKID

The Board on the 7th April 1959 decided to make repairs to the above skid that was damaged by storm and made financial provision for a sum of £200.

I note that there was an expenditure of £475. 3. 9 under coding 472 during the year ended 30th. September 1959.

Will you please advise if all of this expenditure related to the skid job?

  
Treasurer.

17th December, 1959.

THE CHIEF ENGINEER

THE GENERAL MANAGER

SOUNDINGS IN DEVONPORT YACHT ANCHORAGE  
(Your memo of 17.11.59 refers. )

Accompanying plan No. Z.9/48 shows (in red bands) soundings taken 29.7.58 compared with soundings taken 13.11.59 (one and one third years later). It will be seen that, within the limits of sounding precision the soundings reveal no significant alteration to the harbour bed over the area.

For some time past we have been endeavouring, in collaboration with the Harbourmaster, to plot on the plan the position of the yacht moorings in the area, but so far this has not been arranged.

The soundings have been discussed unofficially with representatives of the Devonport Yacht Club by my Designing Engineer, Mr. P.S. Hutchinson. If a deputation from the Club wishes still to wait upon you, Mr. Hutchinson will be available to take part in the discussion at a suitable time to be arranged.

CHIEF ENGINEER TO THE BOARD

Encl: 2 copies plan Z9/48

JRS:HEB

Auckland Harbour Board

MEMORANDUM

17th November 1959

FROM

THE GENERAL MANAGER

TO

THE ENGINEER

17 NOV Recd

The Devonport Yacht Club have approached me in regard to the problem of depth of water at the Club mooring area and have requested that a small deputation be received.

Will you please advise as to progress in the examination of the silting up of this area.

*Cl Hutchison*

*A.C. Clarke*  
GENERAL MANAGER

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS

Date 14th April 1959

Subject DEVONPORT YACHT CLUB RAMP

CODE	NUMBER
472/001	40-49

The dinghy ramp of the Devonport Yacht Club was damaged in the recent gale, two bays of decking and stringers being washed away.

Please arrange to replace the headstocks and stringers in 12" x 6" turpentine over these two bays. The club will supply and fix the decking.

In reply to your letter of 25th March 1959 I have to advise that the Board at its meeting on 7th April 1959 decided to assist your Club in the replacement of the dinghy skids damaged in the recent storm.

The Board will supply and fix headstocks and stringers over the damaged portion of the skids and it is understood that the club will provide and lay the decking.

Please make the necessary arrangements in this regard with the Chief Engineer to the Board.

PSH:HEB

Chief Engineer to the Board. (Signature)

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

This work was completed on \_\_\_\_\_ at a cost of:—

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

26290

REMARKS: \_\_\_\_\_

Signature \_\_\_\_\_



OT 2MOTPCURTHM

Auckland Harbour Board

MEMORANDUM

FROM

TO

8th April 1959

The Secretary,  
Devonport Yacht Club,  
P.O. Box 36,  
DEVONPORT N.1.

Dear Sir,

In reply to your letter of 25th March 1959 I have to advise that the Board at its meeting on 7th April 1959, decided to assist your Club in the replacement of the Dinghy skids damaged in the recent storm.

The Board will supply and fix headstocks and stringers over the damaged portion of the skids and it is understood that the club will provide and lay the decking.

Please make the necessary arrangements in this regard with the Chief Engineer to the Board.

Yours faithfully,



FB. SB

SECRETARY

The Chief Engineer,

Copy for your information



SECRETARY

*clerk Hutchinson*



EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE

31 MAR 1959

6. DEVONPORT YACHT CLUB DINGHY SKID.

The Committee considered the reports of the Chief Engineer dated 24th March, 1959, and the General Manager dated 25th March, 1959, stating that in the recent gale the dinghy skid at the Devonport Yacht Club was severely damaged. The Club has requested that if the Board could provide and fix headstocks and stringers over the damaged portion the Club would provide and lay the decking. The cost to provide and fix the headstocks and stringers is estimated at £200.0.0d.

The Board has previously assisted this Club by driving piles and providing and fixing stringers for an extension to its skid. The damaged portion is above that part provided by the Board, but the Club has neither the material nor the equipment for undertaking repairs.

Recommended -

That the Board supply and fix headstocks and stringers as requested and that financial provision in amount £200 be made accordingly.

FINANCIAL PROVISION  
MADE - 7 APR 1959

ADOPTED BY BOARD  
E 7 APR 1959

*Designing Long.*

*Please prepare draft instruction  
to F.O.W. to undertake this work.*

*Jr.*  
*Instruction 26290 dated 14/4/59.*

61/3/12

24th March 1959

The General Manager,  
AUCKLAND HARBOUR BOARD

DEVONPORT YACHT CLUB DINGHY SKID

In the recent gale the dinghy skid at the Devonport Yacht Club was severely damaged.

The Club has requested that if the Board could provide and fix headstocks and stringers over the damaged portion the Club would provide and lay the decking.

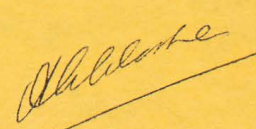
The cost to provide and fix the headstocks and stringers is estimated at £200. 0. 0.

(sgnd) J. Sutton

CHIEF ENGINEER TO THE BOARD

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

The Board has previously assisted this Club by driving piles and providing and fixing stringers for an extension to its skid. The damaged portion is above that part provided by the Board, but as the Club has neither the material nor the equipment for undertaking repairs, I recommend that the Board supply and fix Headstocks and Stringers as requested and that financial provision in amount £200 be made accordingly.

  
GENERAL MANAGER

25th March 1959

24th March, 1959.

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT YACHT CLUB DINGHY SKID

In the recent gale the dinghy skid at the Devonport Yacht Club was severely damaged.

The Club has requested that if the Board could provide and fix headstocks and stringers over the damaged portion the Club would provide and lay the decking.

The cost to provide and fix the headstocks and stringers is estimated at £200. 0. 0.

CHIEF ENGINEER TO THE BOARD

PSH:HEB

4th August, 1958.

THE CHIEF ENGINEER

THE GENERAL MANAGER

DEVONPORT YACHT CLUB

(Letter 6.6.58)

A perusal of charts dating back to 1884 shows that the general depth in the area has remained stable at about 3 feet below L.W.S.T.

Drawing Z5/91 shows recent soundings of the area.

The estimated cost to dredge a channel 100 feet wide as requested by the yacht club is set out below.

To dredge to 7' L.W.S.T. -	26,000 cu.yds	£9,000
" " " 8' L.W.S.T. -	37,000 cu.yds	£13,000

With the present dredging commitments it is unlikely that this work, if approved, could be carried out for some time.

CHIEF ENGINEER TO THE BOARD

PSH:HEB

9.6.58.

1  
Reassigning Buys.

Reassigning Buys.

a channel 100' wide from  
Ringby whids to Larpeds wharf  
would involve about 7500 c. yds.  
of dredging for each foot in depth.  
1 How much silt has actually  
taken place?

2 What is the present depth over  
the area concerned?

3 What quantity would have to  
be dredged to give 7'

4 do. to give 8'

J.P.

Auckland Harbour Board

MEMORANDUM

9th June 1958

FROM THE GENERAL MANAGER

TO THE ENGINEER

I attach copy of a request received from the Devonport Yacht Club in regard to dredging in the mooring area at Devonport.

Would you please examine and report, having particularly in mind any possibility of undertaking such works in conjunction with the Board's own dredging requirements.

*Shelton*

GENERAL MANAGER

ENCL.

ACC. JB

C  
O  
P  
Y

DEVONPORT YACHT CLUB

DEVONPORT. N. 1.

6.6.1958

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

Dear Sir,

The Committee of this Club have been made to understand that the Board Members, together with Capt. A.W. Jenkyns, are quite aware of the silting up which has occurred in the protected area off the Clubhouse in Devonport.

It has been suggested that the Club should officially make an approach to see if the Board would consider making a trial dredging of a nominated area.

The problem is an acute one, particularly for the keel yachts and larger launches which lie on the bottom at low tides.

The matter has been given considerable thought by the Committee and it is thought that the dredging of a channel 100 feet wide from the Dinghy Skids to the Torpedo Wharf to a depth of 7 or 8 feet below low tide would answer immediate requirements. This has been drawn in on a chart of the protected area which was supplied by the A.H.B. following our letter asking for assistance in this direction and which is returned with this letter.

We do Sir, ask if a meeting could be arranged between representatives of the Board and the Club to further discuss the matter.

Capt. Jenkyns has already viewed the suggested area marked in on the chart and is fully conversant with this problem.

Yours faithfully,

(SGD) C.H. SANDO.

Hon. Secretary.



E.

EXTRACT FROM MINUTES  
PROPERTY COMMITTEE

...../...../.....  
3 APR 1956

1. DEVONPORT YACHT CLUB - FORESHORE LICENSE.

Report of Property Officer, 21.3.56, stating that the Club's license to occupy the foreshore adjoining its clubhouse for slipways and a dinghy skid expired on 31st July, 1955; that the Board had recently assisted the Club in the construction of improved slipway and dinghy facilities; that to regularise the matter of responsibility for supervision and maintenance of the various structures on the foreshore it was recommended that the Club be granted a new license for the two slipways and dinghy skids (Drawing B.626/11) for a term of 14 years from 1st April, 1956, at a fee of £5.0.0d. per annum on the same terms and conditions as in the expired license; the General Manager recommended accordingly.

Recommended:-

That the reports be adopted.

*Gr.*

ADOPTED BY BOARD

...../...../.....  
10 APR 1956

Auckland Harbour Board

61/3/12

MEMORANDUM

20th December, 1955.

FROM

THE PROPERTY OFFICER

TO

THE ACTING CHIEF ENGINEER

G1

DEVONPORT YACHT CLUB

The Club's license to occupy the foreshore for slipways etc. expired on 31st July 1955.

Would you please supply a plan (3 copies) showing the shore line of land occupied by the Club and the extent of slipways, dinghy skids etc. on the foreshore so that a new license can be issued based on the present position there.

*Burgess*  
PROPERTY OFFICER

*Mr. Hutchinson.*

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No 18405

FROM

FOREMAN OF WORKS

SIR,

I beg to report that

To

*21st. Sept 1955*  
*The Engineer.*

*Yacht & Rowing Club Sites - Devonport Gp.*  
*(Devonport Yacht Club)*

*Instr 22551.*

*This job was completed as instructed  
on 19th Sept.*

*F. St. Jackalberry*

FOREMAN OF WORKS

21st July, 1955.

The Hon. Secretary,  
Devonport Yacht Club,  
P.O. Box 36,  
DEVONPORT. N.1

Dear Sir,

With reference to your letter dated 17th July, 1955, addressed to the General Manager, I wish to confirm that it would be of assistance to have a representative from your Club present on the site to fix the exact positions for the piles to be driven in connection with the improved facilities at your Club's hauling out area at Devonport.

I have, therefore, arranged for the Board's Foreman of Works, Mr. Tackaberry, to contact either you or Mr. Gibson prior to commencement of the work in order to finalise arrangements.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

WJT:PM.

COPY of *Stencil*

AUCKLAND HARBOUR BOARD

MEMORANDUM

18th July, 1955.

From: THE ENGINEER

To: THE GENERAL MANAGER

EXTENSION OF SEA WALL AT DEVONPORT

(Marine Department's letter of 29.6.55 and Devonport Yacht Club's letter of 28.6.55 refers)

The plans and specification submitted are for an extension to the existing Watson Wall and a small reclamation. These have been examined and are quite satisfactory.

I recommend that approval be given to this reclamation subject to consent of the Marine Department, and the use of the land be added to the lease of the Devonport Borough Council.

(Signed) J. A. Goodsir

for CHIEF ENGINEER TO THE BOARD.

The Chairman,  
Property Committee,  
AUCKLAND HARBOUR BOARD

Endorsed.

(Signed) <sup>N. L.</sup>  
~~W. W.~~ Vickerman

for GENERAL MANAGER.

18.7.55

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To THE FOREMAN OF WORKS. Date 18th July, 1955.Subject YACHT AND ROWING CLUB SITES - DEVONPORT C/A.

(DEVONPORT YACHT CLUB).

*Code 472-001-30.39*

Please provide the following facilities at the Devonport Yacht Clubs Slipways as shown on Drawing No. B.626/11.

1. At the Western Slipway, drive a turpentine pile 20'-30' west of the centre line of the Slipway at the L.W.S.T. Mark.
2. At the Eastern Slipway drive a turpentine pile on the centre line of the Slipway 30' outside the L.W.S.T. Mark.  
Piles to finish 5'-0" above H.W.S.T.
3. Timber dinghy skid to be extended one bay to the L.W.S.T. mark, by driving two piles, provide and fix turpentine headstocks and stringers to match existing. (Decking will be provided and fixed by the Club.).

The position of L.W.S.T. is not known, and it would be best to fix pile positions on site with Clubs representative, which can be arranged by Mr. Seagar. Please fix exact position of piles when driven on the plan and return to office for recording. Please advise this Office immediately upon completion of this job.

*H. A. Newman*  
Engineer to the Board

ENC.

N.S.

N.B. Mr. Sando rang on 20.7.1955 and asked that we contact him on phone No.49-124, or if he is not available at the time, the Commodore Mr. Gibson, phone 62-206, when arrangements would be made to have a representative of the Club on the site.

*[Signature]*  
20 JUL 1955

COPY

DEVONPORT YACHT CLUB.

P.O. Box 36, Devonport.

17th July, 1955.

The General Manager,  
Auckland Harbour Board,  
P.O. Box 1259,  
AUCKLAND.

Dear Sir,

I acknowledge receipt of your letter dated 29th June, 1955 re piles to be driven off each slipway and extensions to the dinghy skids at the Devonport Yacht Club.

This letter was presented at the last Committee meeting and received very favourable comment.

Would you please convey to the Board the Club's grateful thanks for this further assistance in our efforts to improve the facilities for boat owners at this side of the Harbour.

Would you please advise, shortly before the work is to commence, whether the direction of one of our Committee Members would be of assistance as this could be arranged at fairly short notice.

The Club would make payment of the £50. 0. 0 toward the cost of this work on receiving your account.

Yours faithfully,

C.H. Sando (sgd)

Hon. Secretary.

EXTRACT FROM MINUTES  
WORKS & TRAFFIC COMMITTEE

21 JUN 1955

7. FACILITIES FOR PLEASURE CRAFT - DEVONPORT

Report of General Manager, 15.6.55, stating that the Devonport Yacht Club had requested the Board to assist in the provision of additional facilities for pleasure craft owners at Devonport, as under:-

- (1) A pile to be driven off each of the two slipways for down-haul purposes.
- (2) Two piles to be driven and the stringers extended down to low water spring tide on the dinghy skids. (The decking estimated to cost £25 to be provided by the Club.)

that it was possible to undertake the work requested at an estimated cost of £225 and the Club had advised that it could contribute £50 towards that; that the Devonport Yacht Club had undertaken many improvements itself and was proposing to spend £300 this winter on relaying the main slipway; that in view of that he considered the requests made quite reasonable and recommended that the work be authorised and undertaken when plant and labour was available, the Yacht Club to contribute £50 towards the cost and financial provision in amount, £175, made accordingly.

Recommended:-

That the report be adopted.

*Mr Seagar*

*Please draft instruction*

*to F.O.W.*

ADOPTED BY BOARD

28 JUN 1955

FINANCIAL PROVISION

DATE 21 JUN 1955



29th April, 5.

THE GENERAL MANAGER.

DEVONPORT YACHT CLUB - SLIPWAY  
FACILITIES.

The request for further facilities as set out in the Clubs letter of the 2nd April, 1955, has been investigated.

It is possible to provide the two piles for downhaul sheaves and extend the dinghy skids 15 feet (excluding the decking) as requested. The major part of this work is tide work and holes would have to be chopped before piles could be driven. The work is, therefore, estimated to cost £225.

The matter of whether, or what proportion of this work would be repayable is referred for your decision. In this connection the value of the decking the club propose to lay by their own resources is estimated to amount to £25.

CHIEF ENGINEER TO THE BOARD.

JAG:PM.

27.4.55.

Mr. Seagar,

Yacht.

Devonport Yacht Club.

The following is an estimate for providing down haul pile, and extending the dinghy skid at the above club.

The estimate is based on the refoy charge for the transport and derrick punt.

Lidar work 3 days for transport.	Materials	£.20 for decking for dinghy skid.	£ 93 - 0 - 0	73.
	Labour.	£5. labour "	£ 20 - 0 - 0	15.
	Plant (includes labour or transport)		£ 87 - 0 - 0	82.
	Contingencies add 30%		£ 60 - 0 - 0	55.
	Total		<u>£ 260 - 0 - 0</u>	215.

The fore shore in the vicinity is well defined with a flow of lava. This igneous rock does not extend beyond low water but there is apparently a layer of hard sandstone overlaid by a very thin deposit of mud <sup>below F.W.S.T.</sup>. Holes would have to be chipped in the sand stone to facilitate pile driving.

The skid way to the west of the club

house is in fair condition; but the one on the east side is in bad repair, most of the hardwood skids of which it is constructed being badly rotted.

The Sub have maintained the dinghy shed in first class order although the lower stringers are showing signs of decay.

R.S. Irvine

Present Condition of slipways  
in relation to License Renewals

West one - beam with no concrete in good condition

East one - H.W. timber in poor condition - requires  
reworking

Dinghy slipway - H.W. in good condition.

15th April, 1955.

The Secretary,  
Devonport Yacht Club,  
DEVONPORT. N.1.

*Leahy*

Dear Sir,

WINCH FOR SLIPWAY.

Confirming my telephone advice, the Board has agreed to allow your Club to purchase for the sum of One Hundred and Fifty Pounds (£150) the small electric winch previously used for hauling out boats at Westhaven.

On payment of this amount, account for which is enclosed, the winch can be collected from the Board's Gear and Tools Department, Hobson Street.

Yours faithfully,

CHIEF ENGINEER TO THE BOARD.

NLV:PM.

EXTRACT FROM MINUTES  
BOARD IN COMMITTEE  
.....24 AUG/1954.....

3. IMPROVEMENTS - FACILITIES FOR YACHTSMEN - DEVONPORT.

Letter from Devonport Yacht Club, 18.8.54, and report of General Manager, 23.8.54, regarding improvements to the Club's facilities at Devonport.

Recommended:-

That, in terms of the General Manager's report, the Devonport Yacht Club be made a grant of £200.

*for information only*

ADOPTED BY BOARD  
.....24 AUG 1954.....

11th August, 4.

THE GENERAL MANAGER.

DEVONPORT YACHT CLUB.

The summary below sets out work done at Devonport for Yachtsman:-

1. In 1927, the Board handed over the Waiting Rooms on the old Devonport Wharf to the Devonport Yacht Club for a token payment of £5. 0. 0., the Club to be responsible to the Board for the cost of dismantling and removal. These were re-erected by the Club and now form their present Clubhouse.
2. At the same time, at the request of the Club, the Board resolved to erect a gridiron at Devonport for the use of yachts and launches. This was built by the Board in 1928. It was lengthened in 1951 and extra piles were driven in 1953.
3. The Clubhouse itself is erected on part of the foreshore from Calliope Dock to North Head which is leased by the Board to the Devonport Borough Council at a peppercorn rental.  
The Council sub-leases the area to the Devonport Yacht Club.
4. The Club pays the Board £3. 0. Od. p.a. for a license for 3 skids and 1 set of rails which are outside the boundaries of the area on which the Clubhouse is erected.
5. In 1938, the Board offered to make a grant of £50 to the Devonport Borough Council towards the cost of Construction of a graded stone embankment at the Devonport Yacht Club site but in 1940 the club advised that as the Council could not see their way clear to perform fully their part of the work, the £50 was not paid. They asked the Board if the £50 could be diverted to repairing their dinghy skids; this was not agreed to and the Board repaired the skids at the clubs expense (Cost £18. 0. Od.)
6. In 1950, at the Club's request, the Board rebuilt the Club's dinghy skids at a cost of £246.16. 7d. The Club asked if they could pay this amount in instalments spread over 10 years but after further negotiations the Board agreed to waive the charge provided the Club undertook the supervision and maintenance of the skids.

This offer was accepted by the Club.

7. In 1946, a deputation from Devonport Yacht Club, Wakatere Boating Club, North Shore Swimming Club, and North Shore Rowing Club waited on the Chairman re erection by the Board of a Central Building at Devonport for use as an aquatic centre. Nothing definite was decided regarding this until March 1950, when the Devonport Borough Council wrote in enquiring as to the present position. The Board decided at that time that in view of the large amount of work to which the Board was already committed, consideration of the matter be deferred.

The matter was raised again by the Devonport Borough Council in May 1954, when the Engineerminuted their letter - "work authorised at Okahu Bay should be completed before any

- appreciable work is commenced at Devonport". The General Manager agreed with this minute.
8. The total expenditure by the Board since 1927, is very little and as the Club has for many years provided a very useful service to yachtsman at its own expense it is not unreasonable for the Board to make some contribution towards the improvements now being carried out or proposed.

CHIEF ENGINEER TO THE BOARD.

ANT:PM.

EXTRACT FROM BOARD'S RESOLUTIONS TUESDAY, 11TH MARCH, 1952.

3. DINGHY SKIDS - DEVONPORT YACHT CLUB.

Report of General Manager thereon, 18.2.52, stating that the Devonport Yacht Club had requested the Board to consider that waiving of the charges involved in the reconstruction of the Club's dinghy skids (£246.16.7d); that he recommended, in view of the fact that the Club had gone far in helping itself and was giving good service to North Shore Yachtsmen, that favourable consideration be given to the request provided the Club undertakes the supervision and maintenance of the skids.

Recommended:

It was RESOLVED to recommend that the request be acceded to provided the Club undertakes the supervision and maintenance of the skids.

Mr. Lusty dissented to the adoption of the report.

-----



MANAGER.

DEVONPORT YACHT CLUB.

The dinghy skids for this club were reconstructed in 1950 at the request of the club and an account rendered for this.

The Club now asks, for reasons set out in its letter of 4th February, that the Board should waive the charge for this work.

This club has for a long time given useful service to a considerable number of pleasure craft. Its hauling-out facilities, dinghy lockers and other amenities have been provided from its own resources.

As the club has done so much to help itself and to give a service to North Shore Yachtsmen, I think it is reasonable for the Board to accede to this request and I recommend that the Board remit the cost of constructing the Dinghy Skids provided the Club will undertake the supervision and maintenance of these.

NLV.JS.

CHIEF ENGINEER TO THE BOARD.

to repay the amount (£246.16.7d.) by instalments spread over a ten year period on a 4% interest basis.

Recommended:-

That the report be adopted, the Club, as owners of the Skids, to be responsible for the maintenance thereof.

EXTRACT FROM BOARD'S RESOLUTIONS TUESDAY, 31ST OCTOBER, 1951.

3. SKIDS - DEVONPORT YACHT CLUB.

Letter from Devonport Yacht Club, 19.9.1951, re Costs incurred by the Club in rebuilding Dinghy Skids at Devonport, requesting the consideration of the Board to the suggestion that the skids be available on an annual or half yearly rental basis to be assessed on the cost of erection; reports of Treasurer, 28.9.1951 and Secretary thereon, 25.10.1951, recommending that the Club be permitted to repay the amount (£246.16.7d.) by instalments spread over a ten year period on a 4% interest basis.

Recommended:-

That the report be adopted, the Club, as owners of the Skids, to be responsible for the maintenance thereof.

-----

**AUCKLAND HARBOUR BOARD No 14018  
MEMORANDUM**

From

**FOREMAN OF WORKS**

SIR,

To

16<sup>th</sup> Aug. 1950

*The Engineer.*

I beg to report that

Relay. Second Port Yacht Club.

Singhy Skids. Instns 1828H and 18380.

Work completed on 6<sup>th</sup> July :-

Labours.		Materials.			
9 hrs @ 3/6	1 11 6	Old Sides 155 ft.	15 10.		
3 1/2 - @ 5/3	18 4 1/2	u Lumber. 3119 ft.	42 7 8		
Charge.	1 . .	Bolts, Nuts & Washers. 6 1/2 lbs.	2 11 6		
3 hrs @ 7/1	1 1 3	Cold Parts. 45 lbs.	2 7 0		
3 - @ 3/4		Cement 1 Bag.	7 1		
2 - @ 2/4	4				
1 - @ 6/1	6 1	Cartage	5 3 3		
4 - @ 7/10	1 11 4	Gear & Tools	41 13 5		
9 1/2 - @ 5/10 1/2	2 15 10	To Kawarua 11 1/4	16 17 6		
14 1/2 hrs @ 3/11	2 7 12 3	Lawa	3 5 .		
Tool money	1 5 4	Sp. Syles	4 1 .		
Cost of living.	1 6 2	Galvan Bkhs	5 - -		
1 1/2 hrs @ 3/10	5 9	Tetabak 3 hrs	10		
1 1/2 - @ 3/6 1/2	5 4	Orene. 1 hr.	1 10 .		
8 - @ 4/-	1 12	Richards	13 4		
1/2 - @ 6/-	3	Sp. No 2. 3 days	42 . .		
Compressor.	1 6	Crane charges.	3 1 3		
	<u>41 17 1</u>		<u>186 18 9</u>		

Summary.

Labour	41	17	1
Matls	41	13	5
Cartage	5	3	3
Fees	31	16	10
Plant	42		
Normal	2	3	1
			3
			<u>228 18 10</u>

41. 17. 1  
10 4. 3. 9  
46. 0. 10

G. S. 455.

G. S. 455 £ 246/16/7

*J. H. Gaskinberry*  
FOREMAN OF WORKS

Auckland Harbour Board

No 18380

**INSTRUCTIONS TO FOREMEN & INSPECTORS**

ENGINEER'S OFFICE,

To Foreman of Works.

Date 17th. May 1950

Subject DINGHY SKIDS.

(REPAYABLE A/C: DEVONPORT YACHT CLUB.)

With reference to your memorandum No. 13298 of 12th December, 1949, please re-build Skids as suggested and report cost for charging.

Copy of letter from Devonport Yacht Club attached.

*N. L. Vickerman*

per *[Signature]*  
Engineer to the Board.



DEVONPORT YACHT CLUB  
INCORPORATED.

Clubhouse:  
KING EDWARD PARADE,  
DEVONPORT, N.I.

Hon Sec's address.-  
20 Shoal Bay Rd.,  
Devonport.

The Engineer,  
Auckland Harbour Board,  
AUCKLAND.

Dear Sir,

In reply to your letter re dinghy  
skids, I am instructed by my committee to ac-  
cept your suggestion and to ask that the  
work may be put in hand as soon as possible.

My club is very anxious to have the new  
skids in operation during the hailing-out  
period.

Yours truly,

(L. Crawford-Watson)  
Hon. Sec. D.Y.C.

Just to Hon Sec 17/5/50.

13th April, 1950.

Mr. Crawford Watson,  
Secretary,  
Devonport Yacht Club,  
20 Shoal Bay Rd.,  
DEVONPORT.

Dear Sir,

Referring to your request for improvements to your Club's dinghy skids and the suggestion that the skids be moved approximately 50 ft. to the west to allow access to deep water at all times, I have to advise that the rebuilding of the skids in this position is estimated to cost £250.

Yours faithfully,

ENGINEER TO THE BOARD.

JAG/LR.

AUCKLAND HARBOUR BOARD N<sup>o</sup> 13298  
MEMORANDUM

From

FOREMAN OF WORKS

SIR,

To

12<sup>th</sup> Dec. 1949  
The Engineer

I beg to report that

Devonport Yacht Club Skids.

The above skids are in very poor condition and go dry at low tide.

It has been suggested by the Club that the skids be shifted approximately 50ft to the west and rebuilt. This would allow for deep water at all times.

We have in stock enough suitable short piles to do this work, and also enough old turpentine timber.

Estimated cost of the work would be approximately £350-0-0.

Noted.

No action at present.

Chief Engineer advised of this 7th Feb 1950

WBE

F. H. Sackaterry

FOREMAN OF WORKS

INSTRUCTIONS TO FOREMEN & INSPECTORS

ENGINEER'S OFFICE,

To FOREMAN OF WORKS.

Date 30th November, 19 49.

Subject DEVONPORT YACHT CLUB -  
DINGHY SKIDS.

The Devonport Yacht Club have requested our assistance in effecting repairs to their dinghy skids. These were repaired by the Board in 1940 at cost to Club of about £18.

Please arrange for an inspection of skidway at low water in company with Yacht Club Committee Member, Mr. R.J. Dixon (telephone 71-572) who is available during the day. Please report on repairs necessary and estimate of cost. The Club desires that, if at all possible, repairs be effected before Christmas and I would like to meet them in this request.

NPA/LB.

*N. P. Angus*  
ACTING ENGINEER *to the Board.*



Davenport Yacht Club

Letter file 758/1.

26 Nov. 1949 - I met Club Committee at Clubhouse at 10 am. (about 1/2 tide)  
main purpose to obtain assistance of Board's Staff in renovation of  
dinghy hauling out Skids.

Conte. wanted information as to when a comprehensive  
Scheme for improvements for N. Shore boating facilities likely to be  
available. to base their plans for work on present facilities.

Mention of interview with Mr. Frater & Mr. Veikerman  
Some years ago when they submitted a scheme plan - (left with  
Board they think) since not traced. Scheme by Mr. Blomfield.

Repaired 53 boats hauled out on present site last winter -  
Suggest reclamation extension to west over rocky foreshore area.  
Moorings area - now full.

Mr. Clare had staked room for 4 more boats only.

Geety. thought that Sandspit was moving in shore.

Secy. Mr. Crawford-Watson - 20 Shore Bay Rd. D'Pt.  
Commodore - Mr. Mason.

Members available any day - Mr. Dixon (R.S.)

9 Sinclair St. Davenport - phone 71-572.

Mr. Dixon has repaired four of dinghy slips till can do no more:

Ind. to row. to inspect & repair. with approx. estimate.

27th October, 1949.

Mr. L. Crawford-Watson,  
Hon. Sec.,  
Devonport Yacht Club,  
20 Shoal Bay Road,  
DEVONPORT.

Dear Sir,

In reply to your letter of the 26th October, 1949, asking me to meet your Committee at your Clubhouse to discuss improvements to your dinghy skids, I would prefer first to discuss this with you by telephone. Please call me at office 'phone 32-674, or at my home at night, 'phone 16-745.

I can probably arrange to meet your Committee on a Saturday morning.

Yours faithfully,

ACTING ENGINEER TO THE BOARD.

NPA/LB.

18-11-49. Shined - Tormet Ende at Clubhouse at 10am on Sat. 26<sup>th</sup> Nov.

Another Ende. member. Mr. Woodles  
% Devonport L.C. phone 70-089.

file 758/1



**DEVONPORT YACHT CLUB**  
INCORPORATED.

*Clubhouse:*  
**KING EDWARD PARADE,  
DEVONPORT, N.I.**  
Secretary's Address,  
20 Shoal Bay Rd.,  
DEVONPORT.

The Engineer  
Auckland Harbour Board  
Quay St.,  
AUCKLAND.

October 26th, 1949.

Dear sir,

I am instructed by my committee to ask you to meet them at the Clubhouse, King Edward Parade, Devonport, at a date and time convenient to yourself for the purpose of discussing improvements to the Club's dinghy skids.

Yours faithfully,

L. Crawford-Watson. Hon. Sec. D.Y.C.

ABB maintains fund.  
Other facilities belong to Club.

Outlets file 758/1.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

Nº 3859

From

FOREMAN OF WORKS

Repay. Devonport Yacht Club.

Single Skidway

To

The Engineer

A.H.B.

Instruction 9603

SIR,

I beg to report that

on 26<sup>th</sup> & 27<sup>th</sup> March the cost of carrying <sup>out</sup> alterations replacing faulty timber, raising beams to proper level, setting lower end on concrete is:-

labours

Carpenters.	43½ Hrs @ 2/9 <sup>3</sup> / <sub>4</sub>	6-2-4	
"	6 Hrs @ 4/2 <sup>9</sup> / <sub>8</sub>	1-5-4	
	Charge money.	4-3	
" apprentice.	4 Hrs @ 6 <sup>3</sup> / <sub>4</sub>	2-3	
" "	¾ of 10 <sup>d</sup>	1-3	
" "	5/8 @ 4/6.	2-10	7-18-3

material

252 Super ft T.P. Timber	42/- <sup>100</sup>	5-5-10	
12 lb Bolts.		3-0	
10 lb Galv. Nails		4-6	5-13-4

Ferry Tickets

Gear & Tools. Eng Dept

Cartage

2 ½ Hrs @ 9/-  
freight

	3-0	3-0
	3-7	3-7
	1-4-9	
	5-0	1-9-9
		<u>15-7-11</u>

547

17.19.0

Combs

FOREMAN OF WORKS

158  
- C O P Y -

AUCKLAND HARBOUR BOARD.

No. 9603.

INSTRUCTIONS TO FOREMEN AND INSPECTORS.

12th. March, 1940.

Foreman of Works.

DINGHY SKIDWAY - REPAY DEVONPORT YACHT CLUB.

During your absence on leave I inspected the dinghy skidway at the Devonport Yacht Club with J. Loch.

He considered that a sound job could be made in replacing faulty timber, raising bearers to proper level and setting the lower end in concrete at a cost not exceeding £20.

The Club has asked that this work be proceeded with and has agreed to pay up to that amount.

Please put the work in hand and see that the estimated cost, including the usual additions of establishment charges etc. is not exceeded.

D. Holderness,  
ENGINEER TO THE BOARD,  
per A.N.T.

158  
1

12th March, 1940.

The Hon. Secretary,  
Devonport Yacht Club,  
12 Anne Str.,  
DEVONPORT, N.I.

Dear Sir,

Your letter of 8th instant enclosing blank cheque endorsed "not over £20" has been received.

Instructions have been given for the work to be put in hand at the first suitable tide.

It is suggested that, instead of holding your cheque until the work is completed, it be filled in now for the sum of £20 and lodged to our account and a refund made to you of any surplus after the work is completed. I shall be glad to have your concurrence in this procedure.

Yours faithfully,

Superintendent.

DH. IMH.

758  
1

27th February, 1940.

The Hon. Secretary,  
Devonport Yacht Club,  
12 Anne Street,  
DEVONPORT. N.1.

Dear Sir,

Referring to your letter of 18th ultimo and the subsequent interview of Mr. R.H. Duder with the undersigned regarding the condition of your Club's dinghy skidway I have to say that the contribution agreed to by the Board in 1938 towards the cost of building a graded stone embankment could not be diverted to repairing your dinghy skids.

I have examined the skids in question and consider that they could be repaired at a cost not exceeding £20 and, if your Club is prepared to find this amount, the Board could arrange to carry out the work for you.

Yours faithfully,

Superintendent & Engineer.

DH.MIJ

HAULING OUT SLIP No 1

TEMPORARY TRAMWAY

DINGHY SKID.

LOCKERS

LOCKERS

CLUB HOUSE

HAULING OUT SLIP No 2.

Spent Yeast Club.



158  
1

2nd March, 1939.

The Hon. Secretary,  
Devonport Yacht Club,  
14 Spring Street,  
DEVONPORT, N.I.

Dear Sir,

In response to the request contained in your letter of 28th January the No. 2 slipway in the vicinity of your Clubhouse has been inspected and an estimate of the cost of necessary repairs has been prepared.

The slipway has been constructed of train rails, laid on wooden sleepers above the level of H.W. and below that level to about 40 feet from the end the rails are laid on blocks of concrete at varying intervals. Over the lower 40 feet there is only one sleeper, the end of the rails apparently resting on the sand.

The tie rods are missing in the lower end and the distance between the rails is 3" greater than the gauge of the wheels.

One set of fish plates has worked loose allowing the rails to be 1" out of level and the lower rails have apparently never been connected with fish plates. Several of the concrete blocks have disintegrated and others require packing to correct grade and level. One of the rails has a surface defect at a joint making a 3/4" depression over a length of about 3".

The estimated cost of restoring the slipway to proper condition including provision of sleepers, fish plates, tie rods, rail dogs, concrete etc. is £35.

The provision and upkeep of slipways and other facilities by Yacht and Boat Clubs has always been the financial responsibility of the individual club concerned and the Board could not very well depart from this principle.

In September 1938 the Board granted a sum of £50 to the Devonport

2nd March, 1939.

Borough Council towards the cost of constructing a graded stone embankment in the vicinity and a proposal to construct a Boat Harbour is in course of investigation but expenditure incurred in this manner is for the general good of Yachtsmen as a whole and not for individual clubs.

Yours faithfully,

Superintendent & Engineer.

DH.IH.

AUCKLAND HARBOUR BOARD  
MEMORANDUM

No 2915

From

FOREMAN OF WORKS

Wharfedale Dock Club.

To

The Engineer

February 6<sup>th</sup> 1939.

A.H.B.

SIR,

I beg to report that

Repairs to No. 2 Skid

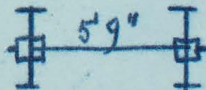
These skids are constructed of Tram rails with wooden sleepers above H.W. & from that until the last 40 ft or so have blocks of concrete at various distances. The last 40 ft has only one sleeper in all the distance, the <sup>end</sup> which was under water when visited apparently resting on the sand. The tie rods are missing in the lower end & the distance between the rails is 3" greater than the gauge of the wheels. One set of fish plates have worked loose, allowing the rails to be 1" above the other & the 2 lower joints have never had fish plates on them. Several of the concrete blocks have crumbled away & others require packing & where the wooden sleepers have rotted away there is nothing to keep the rails from moving.

Orderings:

To Repair  
Bearing under rails at joint  $12 \times 6 = 2/8$   
Sleepers  $12 \times 6 = 49$

Fish plates, 3 pr with bolts.

Tie Rods  $6/5'9"$  inside Rails 1"



Dogs.

2 Bags Nelsonite,  $\frac{1}{4}$  yd sand & shingle

Gear & Tools.

*C. B. B. Batley*

FOREMAN OF WORKS

AUCKLAND HARBOUR BOARD  
MEMORANDUM

Nº 2916

From

FOREMAN OF WORKS

Devonport Yacht Club.

To

The Engineer

and B.

February 7<sup>th</sup> 1939

SIR,

Repar to No 2 skid Continuation of 11°2915  
I beg to report that as the rails have not the Rod holes opposite each other, holes would require to be burned out. It would also be necessary to do the work with very low tide.

Estimate

12" x 6" Turpentine Pile, 6/9, 2/8 = 420 s.ft. @ 50/-	£ 10 10 0
3 pr fish plates bolts, say	1 10 0
6 Tie Rods, screwed both ends, 4 nuts, say.	2 10 0
Rail Dogs.	10 0 0
2 Bags Nelsonite & Slings	1 0 0
Hire of Gear & tools	1 10 0
	<hr/>
	17 10 0
Labour. 4 men 2 day.	12 0 0
Bolts made with Gas. say.	1 10 0
Conveyance to & from } say.	2 0 0
Cartage	
	<hr/>
	approx. £ 34 0 0

one of the rails has a defect being a worn part 3/4" deep in 3"



Letter 23.39  
to secy Devonport  
Yacht Club.  
2/3/39

FOREMAN OF WORKS

Foreman of Works.

Please arrange for Lock  
to inspect this at L.W. and  
advise what requires doing &  
probable cost.

Return letter with your  
report.

W. Holderness.  
3.2.39.

758  
1

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 13th. SEPTEMBER, 1938.

5. REPORT OF BOARD IN COMMITTEE.

Report of Board in Committee, dated 6.9.1938.

That the report be adopted.

(Extract below).

-----

4. GRADED STONE EMBANKMENT, DEVONPORT.

Report of Works Committee, 23.8.1938, re construction of graded stone embankment at site occupied by the Devonport Yacht Club, and construction of Boat Harbour at Devonport.

Recommended:-

That the report be adopted.

-----

# Auckland Harbour Board

## REPORT OF WORKS COMMITTEE.

TUESDAY, 23rd AUGUST 1938, AT 10.0 a.m.

PRESENT:- The Chairman (Mr. H. Luke), Messrs. J.B. Donald, F.H. Gifford and E.V. Sutherland. Mr. J.H. Prater was also present.

The Committee proceeded to Devonport by launch and thence by car to the site of the Devonport Yacht Club. The Mayor of Devonport (Mr. Meikle) on behalf of the Council and members of the Yacht Club, welcomed the Committee. The Borough Engineer explained the position with regard to the formation of a new seawall and the extension of the reclamation.

The Board's Engineer stated that the relatively large amount of money to be spent on the existing reclamation would not be justified by the limited advantages obtained. He also stated that he had in mind submitting for the Board's consideration a proposal for the construction of a boat harbour on the northern side of the harbour, taking in the whole area from east of the Defence Wharf to the eastern end of the Devonport Beach, which would include the area under discussion.

Mr. Duder, Commodore of the Yacht Club, pointed out the congested state of the hauling-out area and stated that the work requiring immediate attention was the formation of a small graded rock embankment west of the hauling-up rails. The completion of this work would, for the present, relieve the congestion at the Clubhouse site.

After inspecting the hauling-out area, the Mayor, in thanking the Members for the interest shown, stressed the point that the formation of the suggested boat harbour would have the whole-hearted support of both residents and yachtsmen.

The Committee returned to the city at 12.5 p.m. when Mr. J.B. Donald left the party.

### SEAWALL AND RECLAMATION - DEVONPORT YACHT CLUB SITE.

Question of construction of a further seawall and reclamation on the seaward front of the Devonport Yacht Club Boathouse area at Devonport.

Recommended:-

1. That a grant of £50 be made to the Devonport Borough Council towards the cost of construction of a graded stone embankment at the Devonport Yacht Club site; the work to be carried out to the approval of the Board's Engineer.
2. That the Board's Engineer be instructed to submit a scheme for the construction of a boat harbour at Devonport.

(Signed) HENDRY LUKE

CHAIRMAN.

EXTRACT FROM BOARD IN COMMITTEE'S RESOLUTIONS OF TUESDAY,  
26th. APRIL, 1938.

2. RECLAMATION, ETC., DEVONPORT.

A deputation was received from the Devonport Borough Council and the Devonport Yacht Club in connection with the matter of further reclamation and provision of a sea wall on the foreshore opposite the Club's Boat-house at Devonport.

That consideration be deferred; the  
Board's Officials to report.

-----



26th. April 1938.

4. AUSTRALIAN HARDWOOD TIMBERS AND TURPENTINE  
PILES

(Committee had power to act). (Contd).

Engineer's report, 26.4.1938, recommending the acceptance of the tender of Messrs. E.D. Pike Hardwood Timber Co. Ltd., being the lowest, was read at a later stage in the meeting.

The Chairman moved:-

That the report be adopted. Carried.

5. SEA-WALL, ETC., DEVONPORT.

A deputation consisting of His Worship the Mayor of Devonport (Mr. H.W. Meikle), Councillor Aldridge, Mr. Griffiths, Engineer, representing the Devonport Borough Council, and Messrs. Duder (Commodore) and Fletcher (Secretary) of the Devonport Yacht Club, waited on the Committee in connection with the construction of an additional sea wall outside the area occupied by the Devonport Yacht Club at Devonport.

Mr. Meikle stated that the Borough Council was endeavouring to assist the Yacht Club to obtain increased accommodation. The matter was within the Board's jurisdiction, as the area required was below High Water Mark, as shown on the plan of improvements suggested by the Borough Engineer. The alterations suggested would also beautify the area still further. It was proposed to use the increased area for a hauling-out site for small boats, and they now asked the Board if it could see its way to give the necessary material required, and the Borough Council and the Yacht Club would carry out the work.

Mr. Griffiths stated that the construction of the sea wall and the slip-way would be the first work undertaken. An additional area of approximately 35 to 40ft. seaward of the site already leased was required, and it was suggested that the Board should carry out the reclamation work.

Mr. Aldridge asked for the Board's sympathy with the plans submitted, if the proposals set out therein were in accord with the Board's general scheme. The present area was too congested and more space was required. The only way it could obtain this was to go seaward. Help was asked for in providing material and agreement with the plan submitted or any other plan which would meet the Board's requirements.

Messrs. Duder and Fletcher supported the previous speakers.

In reply to a question, the Mayor stated that the cost of the material would be approximately £150., but that the cost to the Council would be much more.

The Chairman thanked the deputation for attending and stated that the matter would require to be looked into by the Board's Officers, and promised that the matter would be carefully considered by the Committee.

Mr. Meikle thanked the Committee for receiving them & the deputation then withdrew.

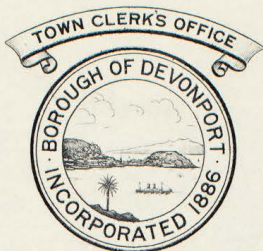
The Chairman moved:-

That consideration be deferred, the Board's  
Officers to report. Carried.

ALL COMMUNICATIONS

TO BE ADDRESSED  
TOWN CLERK  
P.O. Box 3  
DEVONPORT

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



DEVONPORT,  
AUCKLAND, N.Z.

5th. July 1929

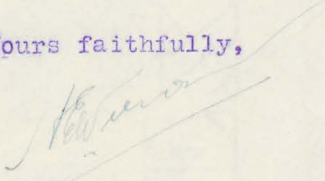
The Engineer,  
Auckland Harbour Board,  
P.O. Box 1259  
AUCKLAND

Dear Sir,

I am directed to acknowledge receipt of your letter of the 28th. ult., addressed to the Borough Engineer with reference to proposed improvements to be carried out at the Devonport Yacht Club's area leased by the Council from the Harbour Board.

The Council at its last meeting decided to proceed with the work as proposed.

Yours faithfully,

  
TOWN CLERK

28th. June, 29.

Mr. A.T. Griffiths,  
Borough Engineer,  
DEVONPORT.

Dear Sir,

I have to acknowledge yours of 26th. instant enclosing plan showing Devonport Yacht Club improvements on the area leased by your Council from the Harbour Board.

The area which you propose filling in is below high water and actually constitutes a reclamation for which the Act prescribes certain formalities.

It is, however, a small matter and hardly worth approaching the Marine Department about, and unless the Department sees fit to take the matter up, my Board is not likely to interfere in any way.

Yours truly,

ENGINEER TO THE BOARD.

530

ALL COMMUNICATIONS  
TO BE ADDRESSED  
TOWN CLERK  
P.O. BOX 3  
DEVONPORT  
  
OFFICE HOURS  
WEEK DAYS 9.A.M. TO 4.P.M.  
SATURDAYS 9.A.M. TO NOON



DEVONPORT,  
AUCKLAND, N.Z.

26th. June 19 29

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

Dear Sir,

Re Devonport Yacht Club  
Improvements  
-----

Enclosed please find plan of proposed  
wall along foreshore opposite the Devonport Yacht  
Club pavilion. It is proposed to fill in behind  
wall to provide further space for the Club.

Yours faithfully,

*A. J. Griffiths*

RESIDENT

ENGINEER.

EXTRACT FROM BOARD'S RESOLUTIONS OF TUESDAY, 15th. MARCH, 1927.

5. DEVONPORT YACHT CLUB'S PROPOSALS.

Letter from Devonport Yacht Club, 10.2.1927, asking if the Board would consider the question of removing the waiting rooms on Devonport Wharf to the Devonport Cargo Wharf and giving the Club the control of the rooms and the wharf in order to further the interests of yachting; terms and tenure to be fixed by the Board. Your report thereon, 17.2.1927, Chairman's report, 14.3.1927.

- (1) That the waiting rooms on Devonport Wharf be handed over to the Club on payment of the sum of £5/-/-; the Club to be responsible to the Board for the cost of dismantling and removal.
  - (2) That a gridiron for the use of yachts and launches be erected on a site to be fixed by the Harbourmaster and the Engineer.
-

17th. February, 27.

The Superintendent.

DEVONPORT CARGO WHARF.

(Request from Devonport Yacht Club, dated 10th February).

The suggestion to use the old wharf as a site for clubhouse is an unpractical one.

The Board's main consideration is abandoning this wharf is on account of its age and state of decay rendering its upkeep unduly costly.

The average annual expenditure for the past six years to maintain the wharf in a workable condition has been £391; and this would tend to increase from year to year.

While the exclusion of shipping and vehicular traffic might reasonably be expected to reduce the cost of maintenance, this item would still be excessive.

Cost of maintenance alone represents an annual ground rent of about £1,700 per acre, and it would not be an economical proposition to erect a clubhouse on so costly a site.

The cost of demolishing the wharf would be approximately £500 and there would probably be about £100 worth of old timber available as a credit.

I know of no immediate use to which the old waiting room could be put by the Board, and this building might be sold to the Yacht Club at a reasonable figure for removal to a site on shore.

Letter returned herewith.

ENGINEER TO THE BOARD.

