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J. WOODWARD,
ACTING PROVINCIAL SECRETARY.

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[No 34

DEEP WATER WHARF.

LAMBTON HARBOR.

Provincial Secretary's Office,
Wellington, 21st Oct., 1861.

TENDERS for the erection of the above Wharf will be received at this office until noon on Monday, the 18th day of November next.

The portion of the Wharf intended to be constructed, will extend five hundred feet (500 feet) from projection in sea wall,

with cross head fifty feet (50 feet) wide, making the whole length five hundred and fifty feet (550 feet).

The conditions of the intended contract having been altered since the first advertisement, contractors will be bound by the terms and conditions of the specification which with the plans now lie for inspection at the office of the Provincial Engineer.

J. WOODWARD,
Acting Provincial Secretary.

DEEP WATER WHARF, WELLINGTON.

SPECIFICATION of Labour and Materials required in the Construction of a Deep Water Wharf, in Lambton Harbour, for the Provincial Government of Wellington.

The Drawings referred to in this Specification are numbered 1 to 3. Drawings.

The Wharf to run out from the projection on Sea Wall of Reclaimed Land, now in course of formation, at the angle and bearing shewn on plan, and which will be marked out on the ground before the works commence. Position and Direction:

The total length to be 550 feet, measured along centre line from the face of the Wall of projection at Reclaimed Land. Length and

Being a length of 500 feet by 35 feet wide with a Cross-head 200 feet long and 50 feet wide; and also a projection on both sides 75 feet long and 35 feet wide, where shewn on plan, No. 1. Width.

The top of Roadway planking of Wharf to be 2 feet 2 inches above top level of wooden coping of Sea Wall of Reclaimed Land, and the roadway to be level throughout. Or such lower level as may be determined on. Level.

The Piles to be of Totara free from rot, shakes or other defects, to be driven in the positions and to the depths shewn (plan No. 1) unless rock be met with, viz.:—depths not including points, Piles.

- Depth driven.** For the first 250 feet to a depth of 9 feet into the ground.
 For the remainder out as far as the Cross-head, and for the projections on both sides, to a depth of 10 feet into the ground.
 For the Cross-head to the depth of 11 feet into the ground.
 Besides these depths the length of point of pile to be 2 ft. 3 in.
 Each Pile to be measured and marked by the person appointed by the Government to inspect the work after it is shod and before being driven.
- Standard Piles to be sheathed** The Standard Piles, that is all the piles except the Fender Piles, to be sheathed from 1 ft. 6 in. under the surface of ground to 6 in. above high water mark on plans, the Contractor providing labor only. The Government will provide all materials necessary, say,—copper, felt and nails.
- Borings.** Borings, where shewn on drawing, have been taken and no rock has been met with to the depth shewn, and the soil consists of stiff clay.
- Standard Piles.** The Standard Piles out as far as outside of projections on Wharf to be not under 12 in. square with all sap wood removed, and the piles of central projections to be of the same description.
 The Standard Piles for the remaining portion of 210 feet out to Cross-head, and also those in Cross-head to be not less than 14 in. square with all sap wood removed.
 The Standard Piles are shewn square on general plan, No. 1.
 The Fender Piles, are shewn, round.
- Fender Piles.** The Fender Piles to be unsquared and not under 18 inches diameter, in centre of length.
 To be driven with the butt or larger end downwards.
- Palls.** At every 50 feet on each side a fender pile to stand 3 ft. 6 in. above edge beam of Wharf, and head to be squared and chamfered to form a pall and to be secured with an inch tie rod 12 ft. long to second main beam, with washer 9 in. by 2½ in. by ¾ in. at each end.
 There are Thirty of these palls in the Wharf and in the projections and cross-head.
- Pile Shoes.** All the piles to be shod with wrought iron shoes not under 18 lbs. in weight each, and the pile-heads to be ringed before driving.
 Any pile split, or rendered otherwise unserviceable, or driven in the wrong place will be condemned and must be re-replaced.
 The piles when pointed to be not under 3 inches square at the point before shoeing.
- Timber.** All the timber, unless otherwise specified, to be of heart of Totara, sound and free from shakes, rot, dead knots, or sap wood.
 Heads of standard piles to be tenoned 8 inches into caps by tenons 9 in. by 3 in., and secured by a trenail through each and wedged.
- Cap Beams.** Caps 15 in. by 13 in. morticed on top of piles, and a check of 2 in. taken out for bracket beams.
 The ends of caps to extend one foot beyond outside piles. Scarfs to be 4 feet long and not to come opposite one another, and to be over a pile. Two ¾ in. screw bolts in each scarf.
- Bracket Beams.** Bracket beams 15 in. by 10 in. to be placed upon caps and to have a check of 2 in. taken out where they rest upon them.
- Main Beams.** Main beams 15 in. by 10 in. to be placed on bracket beams with a true bearing, to be scarfed over pile, scarfs 4 feet long as shewn.
 Bracing between main beams as shewn in cross section (plan No. 2.)
 The main beams and bracket beams to be bolted and secured as shewn on drawing.
 A ¾ inch screw tie rod with washers 3 inches square at each end to be placed every 25 feet between the outer two main beams.
 One of these tie rods to be placed 5 feet from each end of Cross-heads and of central projections.
 There are to be 76 in all of these tie rods.
- Joists.** Joists of Roadway to be 10 in. by 5 in. and checked one inch upon main beams; to be 2 feet from centre to centre, to be bored and fastened by ¾ in. pins 14 in. long to main beams.

In order to break joint, in each length of 25 feet, four of the joists to be long enough to rest upon four of the main beams.

Edge beams to be heart of Totara, one on each side of Wharf and of cross-head, and central projections, to be 12 in. x 9 in., fastened to every second joist by $\frac{3}{4}$ in. pins 14 in. long and to have three $\frac{3}{4}$ in. screw bolts in each space of 25 feet passing through main beams and bracket beams, as shown on drawing No. 2.

Edge Beam.

To have a blocking piece where the bolt passes through between the joists. Heads of bolts to be sunk flush with surface of beam.

The beam to be in lengths of not less than 28 feet and joined by three feet scarfs, secured by two $\frac{5}{8}$ in. screw bolts in each. Scarfs not to come over scarfs of main beams.

To have the upper edges chamfered.

Flooring battens to be of heart of Rimu, 6 in. x 3 in., placed one inch apart, and spiked to joists by Ewbanks patent 7 in. spikes. To be in lengths not under 16 feet, and ends to come over a joist.

Floor.

The flooring piece over each main beam to be Totara, 12 in x 4 in., spiked with 8 in. spikes to joists and bolted to main beams in a similar manner to edge beams. Bolts to have round heads on the upper side of beam.

Roadway Beams.

The beams to be in lengths not under 18 feet, and the ends to butt together over a joist and the edges to be chamfered off to level of planking.

The ends to be half checked on each other two feet in length with two $\frac{1}{2}$ in. pins, driven through each joining and clinched on a washer.

Where the bolts do not go through a joist a blocking piece to be put in.

Cross stringers in centre of spans to be 12 in. x 5 in., checked 6 in. and bolted to under side of main beams as shown.

Cross Stringers.

Diagonals 12 in. x 5, checked same as cross stringer and secured at main beams by a $\frac{3}{4}$ in. screw bolt, and two 10 in. spikes at each beam.

Diagonals.

No check or notch to be taken out of the main beams.

Lower Cross Wales of Standard Piles 12 in. x 4 in., checked $\frac{3}{4}$ inch at piles, and secured by a $\frac{3}{4}$ in. screw bolt and two $\frac{1}{2}$ in. pins 10 in. long, at each pile. Wales to be scarfed three feet at joinings.

Cross Wales.

As these wales are near the low water level the bolts and pins here specified pass through the copper sheathing of piles, and will require to be of copper.

Diagonals of Standard Piles 10 in. x 6 in. bolted through both cross wales by $\frac{3}{4}$ in. screw bolts at lower end, and secured by two 10 in. pins $\frac{3}{4}$ in. diameter at upper end.

Diagonals of Cross Section.

Upper and lower wales of fender piles 14 in. x 6 in. each, let into pile through the sapwood and bearing on heart, and secured to each pile by an inch round headed screw bolt.

Framing of Fender Piles.

The nut and washer bearing on heart wood of pile.

Wales scarfed 4 feet at joinings.

With two $\frac{3}{4}$ inch screw bolts and two $\frac{1}{2}$ in. pins, 10 inches long in each scarf.

At each fender pile a tie beam 9 in. x 6 in. let into pile through the sapwood and bearing on heart, and to pass over the top of the outer two main beams and fastened to them by a $\frac{3}{8}$ in. pin 12 in. long in each, and to the pile by two $\frac{3}{8}$ in. rag bolts 14 in. long.

These ties of fender piles in outer cross head to be 12 in. x 6 in. fastened as described.

Ties from fender pile to a standard pile (marked S on plan No. 2 and placed in those positions shown in general plan No. 1) to be fastened to the piles by a $\frac{3}{4}$ in. screw bolt and two $\frac{3}{8}$ in. rag bolts 10 in. long in each pile.

Also ties 9 in. x 6 in. opposite each row of standard piles going to second pile from outside, as shown on plan, No. 2, and secured to pile and fender wale in a similar manner.

All these bolts which pass through the sheathed part of standard piles will require to be of copper.

The corresponding ties to both of these in outer cross head to be 12 in. x 6 in.

The head of standard pile (S) to be tenoned 8 inches into a bracket beam 10 in. x 12 in. and 5 feet long, bolted to main beam by two screw bolts $\frac{3}{4}$ in. diameter.

A tie 9 in. x 4 in. and 2 feet long at each cap, spiked to upperwale of fender piles and to cap (T on plan No. 2) by two $\frac{3}{4}$ in. pins, 10 in. long in each.

- Washers of Bolts.** All the screw bolts throughout the work to have washers not under three times the diameter of the bolt.
- Ends of Cross Head.** The edge beam to be carried along ends of cross head and of other projections over a double joist and bolted through each main beam by a $\frac{3}{4}$ in. screw bolt.
- Also an upper wale 14 in. x 6 in. along ends of cross head and of projections scarfed 4 feet at joinings and secured by inch bolts.
- Framing of Cross Head.** The main beams of cross head to be framed as specified for wharf and shown in drawing No. 2; but the cross stringers and diagonals in cross head to be 12 in. x 6 in. and also framing to be fixed as shown on drawing No. 3.
- The lower cross wales of the standard piles of cross head to be 12 in. x 6 in. checked 1 in. where they cross the pile and secured to pile by two $\frac{3}{4}$ in. copper screw bolts, to be scarfed three feet at joinings.
- The diagonals of cross section of cross head to be double, 10 in. x 6 in. each.
- The junctions of cross head and of central projections to be secured, as shewn on drawing, No 3.
- Land end.** The main beams at the land end of Wharf to be carried six feet over the edge of the Sea Wall, and secured to a sleeper 12 in. square by an inch screw bolt in each.
- A strut 12 in. by 6 in. to be placed under each of four of the main beams with a $\frac{3}{4}$ in. screw bolt and two $\frac{3}{4}$ in. spikes 10 in. long into each beam, and resting on lower stringer of Sea Wall, with a connecting piece 12 in. x 6 in. bolted to each strut.
- Stairs.** Two Stairs, one on each side of Wharf at intersection of Cross-head, to be fitted and securely fixed to piles. To be each four feet wide and to be of a similar scantling and construction as the stair on face of reclaimed land, near the head of proposed wharf. The bottom step to be ten feet under edge beam.
- Two similar stairs, to be placed one on each side of central projection.
- Approach to Wharf.** Steps 10 feet wide with 10 inches tread, and 6 inches rise and 3 inches thick, to be placed in centre of inner end of wharf, to form an approach from the road level of reclaimed land; and the ends of roadway plank to be covered by a piece 14 in. by 6 in., going across the wharf and bolted to main beams by an inch screw bolt through each. Bolt heads sunk flush into timber.
- Shelter for landing of boats.** In order to shelter the landing place for boats at reclaimed land, the portion marked "A, A." on plan No. 1, being from the sea wall to the first standard pile on Northern side, to be sheet piled by heart of totara piles 9 in. x 3 in. driven three feet into the ground, and spiked at upper end to outside of main beam, and also to a wale 10 in. by 4 in. at low water level, fastened to standard pile and to a pile 8 inches square, driven five feet into ground close to face of sea wall. These piles not to be shod.
- Also the space "B. B." on plan, No. 1, being across first row of standard piles, to be close planked by two inch heart of totara plank, spiked to piles by Ewbank's six inch spikes, to fill up the space between the lower cross wall and the cap.

JOHN T. STEWART,

CONDITIONS AND HEADS OF AGREEMENT

Into which Contractor will be required to enter, on acceptance of his Tender.

The Contractor to erect the Wharf and works on the site mentioned, according in every respect to the plans and specifications hereto annexed, and the true intent and meaning thereof, and to the satisfaction of the Provincial Engineer for the time being.

Any details not shewn on the drawings or not mentioned in the specification, but which may be fairly considered as necessary, for the carrying out the works in a proper manner, are to be included in the contract amount; and the whole works are to be completed in an efficient manner, notwithstanding any errors or omissions in the specification or drawings.

The Contractor to find all the materials necessary for the construction and completion of the works (except copper sheathing, nails, and other materials for sheathing the piles) at his own expense; also all necessary plant and implements, labour and carriage.

All materials brought upon the site of the Wharf or on land adjoining thereto, for the purpose of being used on the works, shall after being examined and passed by the inspector become the property of the Superintendent of the Province on behalf of the Province, but while remaining on the ground, all such materials shall be at the risk of the Contractor.

The Contractor to employ an efficient and responsible foreman, who shall be in charge of and always in attendance at the works during all working hours.

Should it be desirable or expedient at any time before the commencement or during the progress of the works to make any alteration therein, or to direct any addition thereto, the Provincial Government shall be at liberty to make such alterations from time to time, and direct such additions, and the costs incurred by any such extra work, shall be paid for according to the scale of prices mentioned in the Schedule of prices to be delivered by the Contractor, pursuant to the provision herein in that behalf.

No extra work will be allowed unless done under the sanction in writing of the person appointed by the Government to inspect the works.

The Contractor to furnish a Schedule of prices by which any extra work is to be charged, both for Iron and Timber work, viz.:—a price for sawn Timber per foot measurement, including all labour, carpentering and fixing also for piles 12 inches square per lineal foot, and 14 inches square per lineal foot, and round piles per lineal foot, 18 inches in diameter, including all labour in driving and fixing. Wrought iron work per lb.

No materials to be used in any portion of the works which shall not have been examined and passed or which shall have been condemned by the Inspector of the Works.

The contractor to be liable for any accidents occurring to the works or materials, and any loss of materials, during the construction of the works, and until the works are taken off his hands by the Government.

When the piling of the first three hundred feet of the wharf measured from the sea wall of the projection of the reclaimed land is completed, the contractor shall, if the Government desire it, finish the whole construction of such portion and of projections on each side of the wharf so as to admit of their being made use of immediately and before the remainder of the work is completed.

If the contractor shall be guilty of any neglect or delay in erecting or completing the wharf or works, and the Government shall give or leave notice in writing of such neglect or delay at the place of abode of the Contractor, or

with his foreman, or upon the site of the works, the Provincial Government, in case the Contractor shall not, within the space of forty-eight hours after such notice being given or left, as aforesaid, proceed with the completion of the said works to the satisfaction of the Provincial Engineer of the Province, shall be at liberty to enter upon and take possession of the works and all materials on the site and on adjoining land and complete the erection of the said wharf and works, or contract with any other person or persons so to do, and may retain to themselves all such sums of money belonging to the said Contractor as may be in their hands towards the expense of completing such wharf and works, and sue him for any difference of expense in completion of the works and all costs occasioned by such neglect, delay or default.

The Contractor to state a separate sum for labor, only in sheathing the standard piles with copper or Muntz metal. All the material for such sheathing will be provided by the Government.

The whole work to be completed within one year from the signing of the agreement to erect the wharf and works, subject to penalties hereafter stated.

The Contractor will be paid at the end of each month at the rate of 75 per cent, on the value of work executed and examined and passed, and material deposited on the ground and also examined and passed, such value to be determined by the person appointed to inspect the work; the balance will be paid within seven (7) days after the works shall be taken over by the Government.

Should the work not be completed within the time agreed upon, the contractor to pay a penalty of £5 per day as liquidated damages for every day or part of a day from the day on which the works ought to have been completed until the same shall be completed and taken over by the Government.

If any dispute or difference shall arise between the Contractor and Government touching the works or any alteration therein or addition thereto or any other matter or thing whatsoever relating to the works, it shall be left to the determination and award of three indifferent persons. One to be named by the Government, another by the Contractor and the third by the said two persons so to be named, the decision of any two of them to be binding.

The Contractor to find two sureties who must enter into a Bond in the penalty of £1000 each for the due performance of the works by him. The names of such sureties to accompany the tender.