



Original plan for the north wall of the Freemans Bay reclamation showing proposed main (now Wynyard Wharf) & eastern jetties and rail tracking. The tracks leading to the eastern jetty were laid and are still in place but the jetty was never built. MD plan 3555, 1910.

## Item 4.2: Mooring bollards

### Location:

North Wharf (refer to attachment 2).

### Description:

Embossed cast iron AHB bollards x 12 mounted along East/West oriented North Wharf edge. Mixture of type K (pictured) type L, and type M. There is also a type M bollard on the Wynyard Wharf alignment beside the car ferry ramp, aligned with and matching others along Wynyard Wharf (enclosed behind protective fence & not accessible).

### Condition:

Mostly excellent. Some exhibit surface spalling of corrosion on mounting plate.

### History/significance:

The bollards are undated but likely date to construction of the North wall of the Freemans Bay reclamation, later North Wharf, during the 1910-20 period.



Type K bollard at eastern end of North wharf. Note textural difference between exposed aggregate surface of the historic wharf (far left) and modern wharf to right.





Type L (top, North Wharf) and M (below, Wynyard Wharf alignment) bollards.



### Item 4.3: Hinged iron service covers

**Location:**

North Wharf (refer to attachment 2).

**Description:**

Embossed cast iron AHB covers x 3 mounted along East/West oriented seaward edge of North Wharf. Additional examples may be present under debris or within exclusion zones.

1. AHB 1906
2. AHB 1939
3. AHB

**Condition:**

Good.

**History/significance:**

Not investigated. Of variable age, although later examples may well be replacements. Associated with construction and subsequent operation of the North Wall of Western Bay reclamation, later North Wharf.



Service cover, North Wharf.



#### Item 4.4: Cast iron davit base

**Location:**

North Wharf (refer to attachment 2).

**Description:**

Embossed cast iron AHB fitting with circular hole - probably a davit mount. Along seaward edge of North Wharf.

**Condition:**

Excellent.

**History/significance:**

Not investigated. Associated with construction and subsequent operation of the North Wall of Western Bay reclamation, later North Wharf.



Cast iron fitting (probable davit base), North Wharf.



#### Item 4.5: Cast iron eye-pin and ring x 2

Location:

North Wharf (refer to attachment 2).

Description:

2 x iron eye-pin and ring fittings mounted along seaward edge of North Wharf.

Condition:

Excellent.

History/significance:

Associated with construction and subsequent operation of the north wall of Western Bay reclamation, later North Wharf.



Eye-pin and ring fitting and toe rail (painted, left), North Wharf.

#### Item 4.6: Brass letter

**Location:**

South end of Wynyard wharf, adjacent to North wharf (refer to attachment 2).

**Description:**

Brass letter B set into concrete.

**Condition:**

Excellent.

**History/significance:**

Antiquity and significance unknown. Appears to designate allocated parking or storage space. Other letters in the series may be present in vicinity.



Letter set in concrete, vicinity of intersection of Wynyard and North wharves.



## Item 5: Drain/channel lined with bluestone blocks

**Location:**

North side of Jellicoe Street (refer to attachment 2).

**Description:**

50 m long section of stormwater drain made from bluestone blocks.

**Condition:**

Very good. Partially obscured by asphalt in places & infilled with debris.

**History/significance:**

Unknown. Possibly dates to 1910-20 period.



Bluestone channel, north side of Jellicoe St.



## Item 6: Julian's wall

### Location:

Eastern side of Halsey Street, along the east side of the footpath. A 30m length is fully exposed opposite the block between Pakenham and Madden streets. The top of the wall is partially exposed elsewhere between the Halsey Street footpath and recent Lighter Bay reclamations (refer to attachment 2).

### Description:

Concrete wall/wharf that formed the original eastern side of the Freemans Bay reclamation. Some original fittings remain (6.1-6.2).

### Condition:

Very good, partially concealed by recent reclamations and later surfaces. Timber fender piles and steel ladder on fully exposed section appear poor (not viewed at close range).

### History/significance:

The eastern side of the Freeman's Bay reclamation was defined by a solid concrete wall, known as the east wall. It quickly became known as Julian's wall, after A. T. Julian, the contractor who built it. This wall functioned as a wharf where shallow draft vessels could tie up, and for many years it was the base for Auckland's scow fleet. Julian's wall was substantially buried under the more recent reclamations for the Americas cup base and apartment developments. However a 30 metre section of the wall remains fully exposed, and the top of the edge of the wall and some of the rings to which vessels were tied (item 6.1), are still visible beside the footpath on the eastern side of Halsey Street. The fully exposed section of Julian's Wall retains much of its original character and some original fittings including 2 cast iron bollards (item 6.2). However the modern balustrade that has been added to the top of the wall obscures its antiquity to some extent.



Julian's wall in 1921, with a scow and barge tied up. Auckland Public Libraries.



Intact section of Julian's wall, topped with modern balustrade. Note recesses for fender piles and ladders.



Sections of the top of Julian's wall that have been retained during construction of modern footpath between Viaduct Harbour Ave and Fanshawe Street.