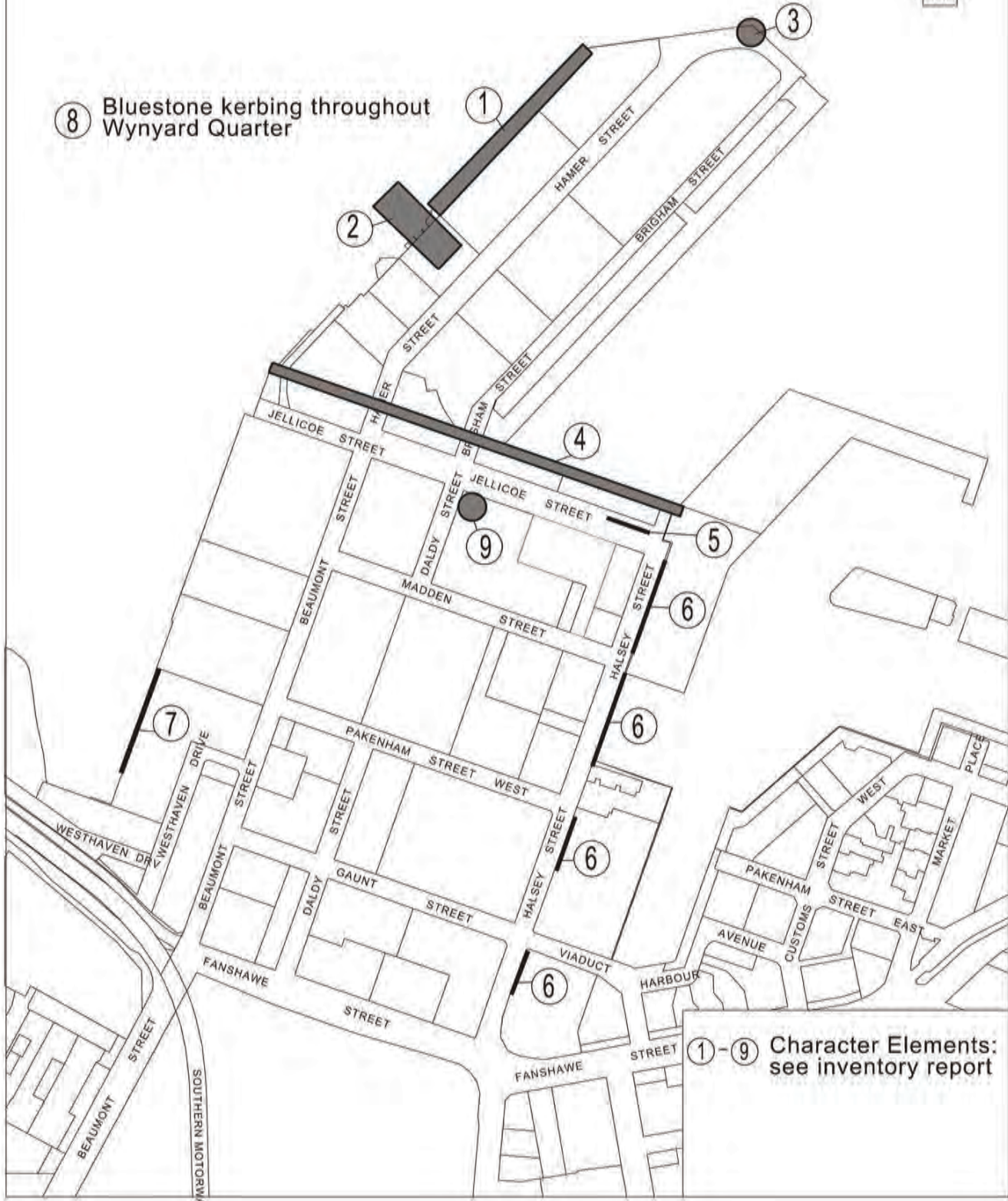


# **WYNYARD QUARTER INVENTORY OF CHARACTER ELEMENTS**

# Indicative location of Character Elements - Wynyard Quarter



8 Bluestone kerbing throughout Wynyard Quarter



1-9 Character Elements: see inventory report

## **Inventory of Wynyard Quarter character elements**

The following inventory is based on a half day inspection of the Wynyard Quarter. Only publicly accessible areas were inspected.

Areas unable to be accessed include:

- Wynyard Wharf and tide deflector
- Tank farm area
- Commercial business properties
- Construction zones

This inventory does not include:

- Operational wharves and details of their construction (e.g. toe rails, timber piles, ladders, concrete surface textures & some minor fittings)
- Petroleum, cement and other product storage tanks/silos and associated fittings
- Standing buildings
- Sea walls and revetments

Many of these structures and items contribute to the character of the Wynyard Quarter.

## Item 1: Haul ashore

### Location:

West side of Western Reclamation, north of Cement Wharf (refer to attachment 1).

### Description:

Haul ashore area for hauling out boats for maintenance. Comprises 200 plus metres of shoreline paved with polygonal packed bluestone blocks. At the north end the haul out area there is a transition into a section of polygonal stacked bluestone revetment. This forms the end of the area of rip-rap revetment at the north end of the reclamation. Southwest end not viewed/defined, but part of the structure is overtopped by a recent (ca 1970s) reclamation filled with rubbish (probably an illegal reclamation), and part has been incorporated into the Vos boatyard slipways.

### Condition:

Generally excellent. Part has been capped/overlaid with concrete but this is an early (WWII era) modification and the paved surface appears to be substantially intact beneath. There are also two recent concrete foundation blocks which once provided access to a pontoon, now removed. Condition of southwest end unknown (under rubbish or in commercial premises). Concrete panel seawall (age not determined) behind.

### History/significance:

Unusual structure with aesthetically pleasing durable construction. Probably unique within region & perhaps nationally. History not investigated, but assumed to have been built as part of the original Western Reclamation development. The partial concrete capping is visible in 1940s aerial photos.



Haul ashore surface, looking north. Concrete panel seawall to right.



North end of haul ashore - start of rip-rap revetment.

## Item 2: Slipways - ex Percy Vos boatyard

### Location:

West side of Western Reclamation (to rear of 38 Hamer Street; property appears to be currently leased to Sanfords). Substantial parts of the structures are located within the Coastal Marine Area (CMA) (refer to attachment 1).

### Description:

A series of slipways separated by bluestone fingers and incorporating a polygonal packed bluestone surface. To the south-west of the slipways is a section of polygonal packed bluestone revetment. Timber catwalks & a jetty extend from the fingers.

### Condition:

Good. Not accessed or viewed at close range. Some collapse of front face of closest finger evident. Northern end may have been partially modified. Timber foreshore structures appear poor condition. Associated buildings and substantial timber entrance posts remain.

### History/significance:

These slipways (and associated buildings) were once part of the boatyard of Percy Vos, a well known New Zealand boat builder. The yard was established in 1936 after Vos successfully tendered to build a 140 x 34 x 8' car ferry for the Devonport Steam Ferry Company. The winning of this tender meant that Vos's Poore St (now Westhaven Dr.) yard was not suitable so land was purchased out on the Western reclamation. During World War II the yard built two 80 ton, 112' Fairmile class motor launches (Q 410 & 411) of double diagonal kauri construction, for anti-submarine and patrol work (Cooke 2000: 456). Two of the bluestone fingers and the jetty were built in 1945, and a third northern finger was added later.

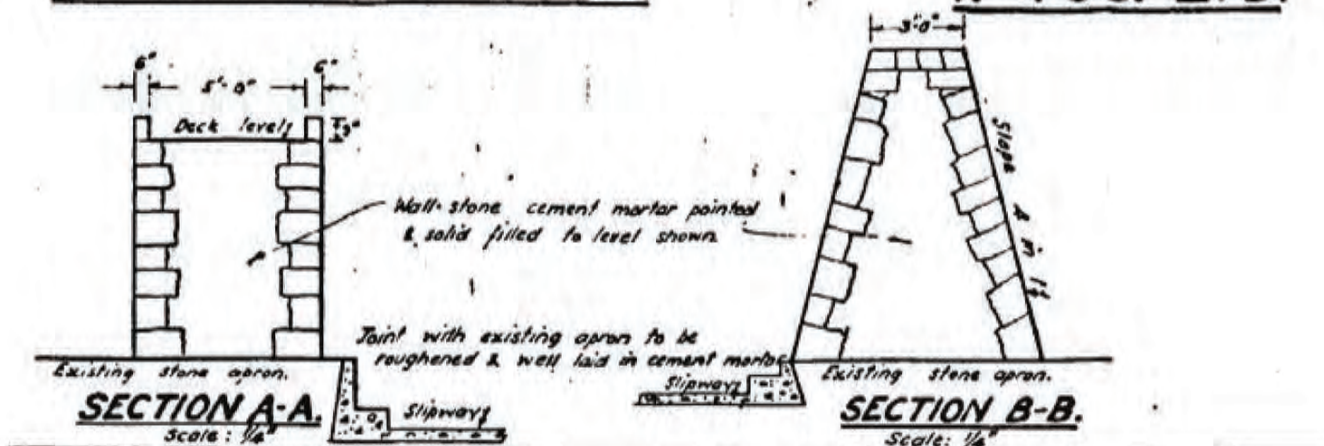
The yard is considered to be the sole surviving yard that specialised in wooden boat construction in the region. The bluestone slipways are likely to be unique within in the region. ARC file 14243 (not viewed).



Bluestone slipways and fingers, former Vos boatyard.

## ADDITIONS AT NEW SLIPWAY.

P. VOS. LTD.



Detail of Marine Department plan 8389 (1945) showing bluestone fingers in section.



A sister ship (Q407) to the Fairmile motor launches built by Percy Vos. Alexander Turnbull Library.

Reference:

Cooke, Peter 2000. *Defending New Zealand: Ramparts on the Sea 1840-1950s*. Defence of New Zealand Study Group, Wellington.

### Item 3: Dredge driving wheels ex Whakarire

**Location:**

Mounted on promenade beside Hamer Street at northern end of Western Reclamation (refer to attachment 1).

**Description:**

Dredge driving wheels salvaged from Whakarire & brass interpretive plaque.

**Condition:**

Excellent, surface corrosion.

**History/significance:**

Not an in situ item, but has been a prominent feature of the waterfront in this location since it was installed in the 1970s. The dredge Whakarire was built in 1903 and decommissioned in 1974.



Mounted driving wheels and plaque (set in concrete, lower right).



#### Item 4: North wall (wharf) of Freemans Bay reclamation

**Location:**

Extends in east-west direction right across Western Reclamation. Exposed as North Wharf, and in Brigham and Hamer streets (refer to attachment 1).

**Description:**

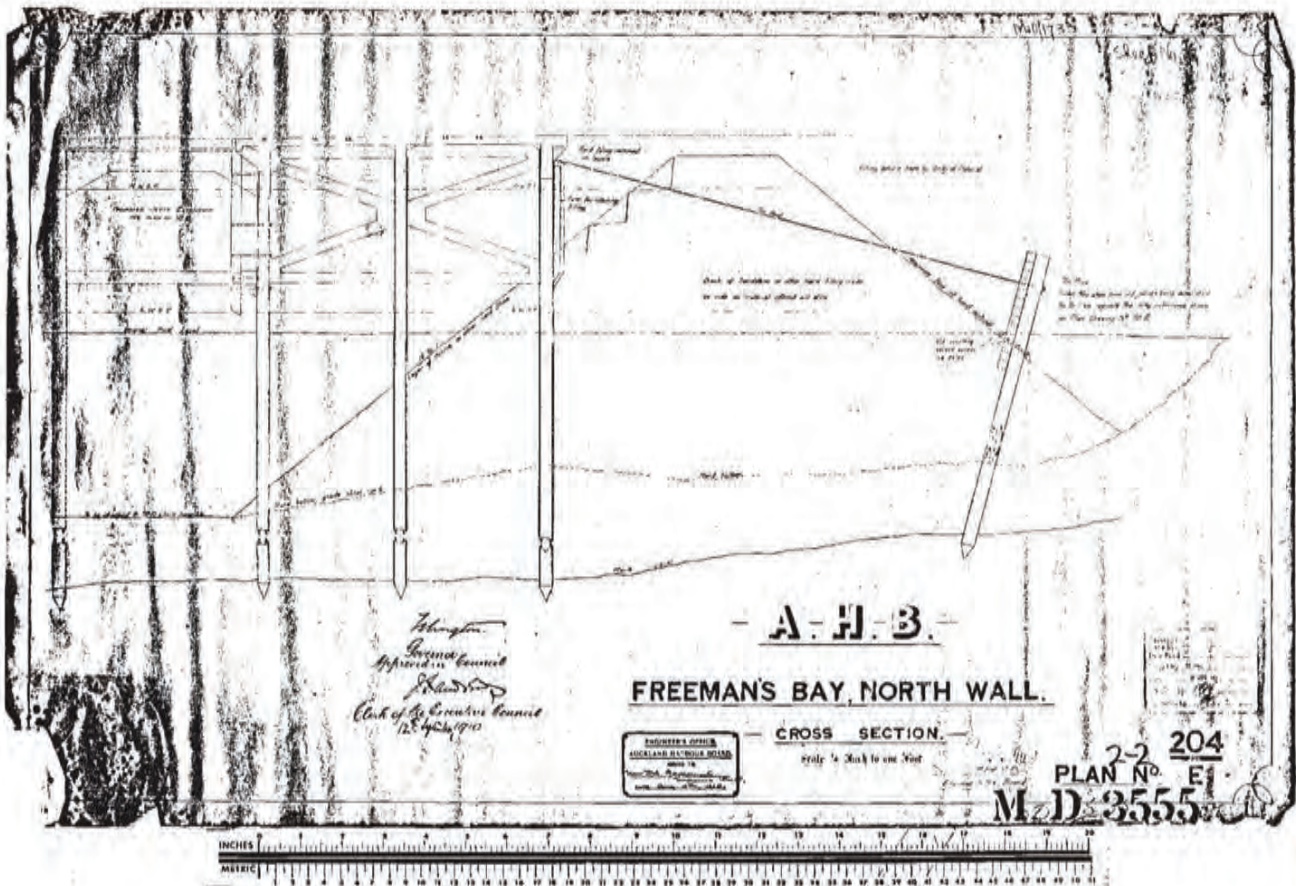
Substantial concrete retaining wall/wharf with concreted surface with rail/crane tracks embedded in it.

**Condition:**

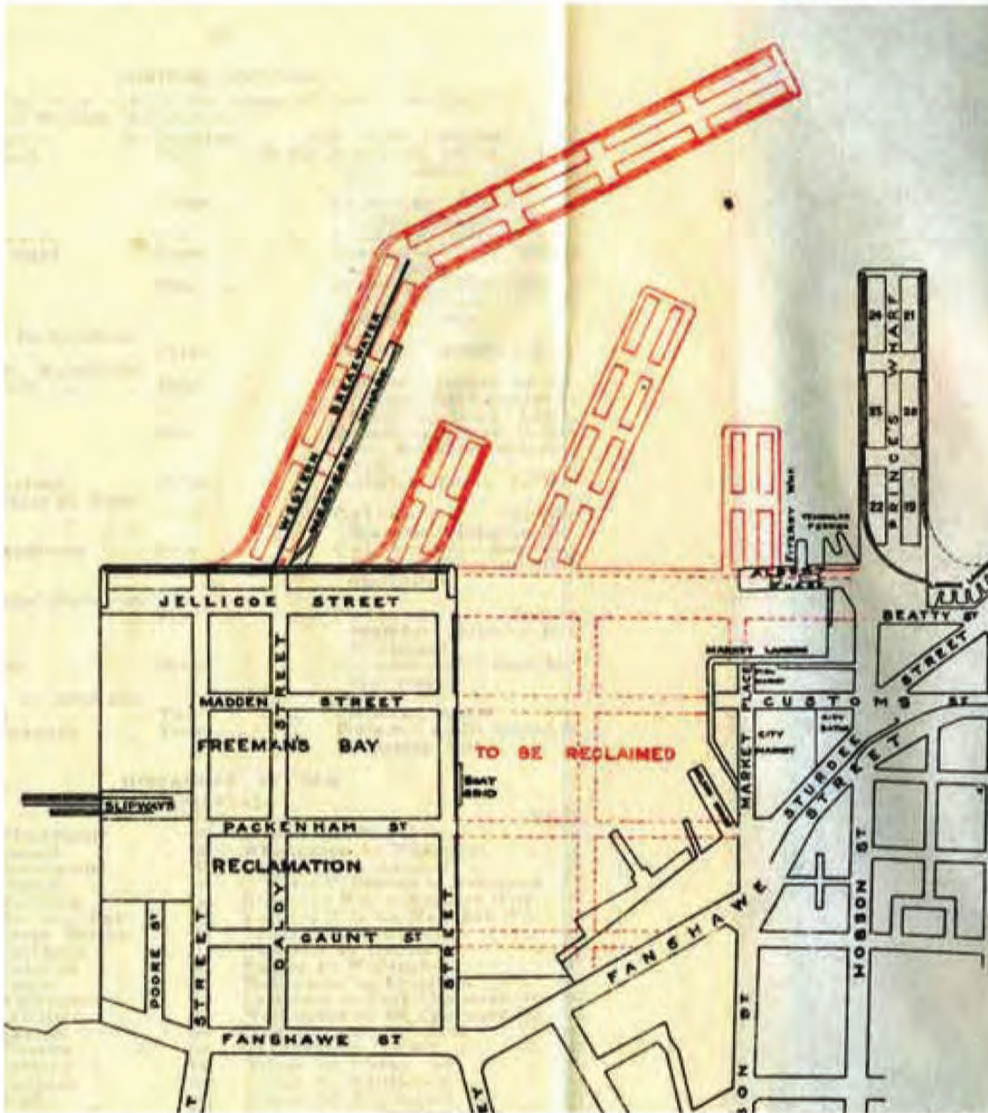
Largely unknown. North Wharf is the only part that continues to function as a wharf and reclamation wall. Its condition has not been assessed, but ferro-concrete wharves of similar age typically require repairs to spalling concrete and corroding reinforcing. The balance of the wall/wharf to the west is substantially buried beneath the tank farm reclamation and more recent surfaces, but will be at shallow depth and is likely to be exposed during development. Parts of the wharf surface are still exposed (see 4.1).

**History/significance:**

The concrete north wall of the Freemans Bay reclamation was built between 1907-1910. It defines the original extent of the Freemans Bay reclamation, which was completed in 1917. The wall was constructed of ferro-concrete slabs held in place by ferro-concrete piles, and was designed to be used as a wharf. On 10 February 1910 a 350 ft long section of the wall extending westward from the eastern corner collapsed, causing damage estimated to have cost more than £25,000.



Original section drawing for the north wall of the Freemans Bay reclamation. Rail tracks are shown set into surface above the three piles. MD plan 3555, 1910.



Plan of Freemans Bay reclamation about 1921 showing works completed or in progress (black) and proposed (red). The North Wall is shown as a solid black line. The Western Wharf was subsequently extended and renamed Wynyard Wharf. The proposed Eastern Wharf was not built.

#### **Item 4.1: Crane/ rail tracks exposed in surface of North Wharf/wall**

**Location:**

Fully exposed along North Wharf. The north wall extends as far as Beaumont/Hamer St, but the surface of the wall and the tracks set into it are only exposed intermittently (refer to attachment 2). Tracks also extend onto Wynyard Wharf (not accessed). Other rail tracks connected to these are likely to survive beneath more recent surfaces - for example beneath Beaumont St.

**Description:**

On North Wharf there is a set of 4 parallel tracks straddling a central line of cast iron plates. These are assumed to be travelling crane tracks. There are also 2 sets of railway tracks. Railway tracks are also visible in Brigham and Hamer Streets. Both rail and crane tracks are present on Wynyard wharf.

**Condition:**

Variable. Generally in corroded condition, especially plates which are in poor condition in places.

**History/significance:**

These tracks ran along the north wall of the Freemans Bay reclamation as completed in 1917. The rail tracks were clearly laid in anticipation of a planned Eastern jetty being built (see below) and now disappear off the wharf edge towards the sea.



Crane and rail tracks exposed in surface of North Wharf.