

Appendix: Background Information – Lane and Brown Shipyard

Source Material:

Google Street view image date 2013 (source: Google Street View 2016)



Source Material:

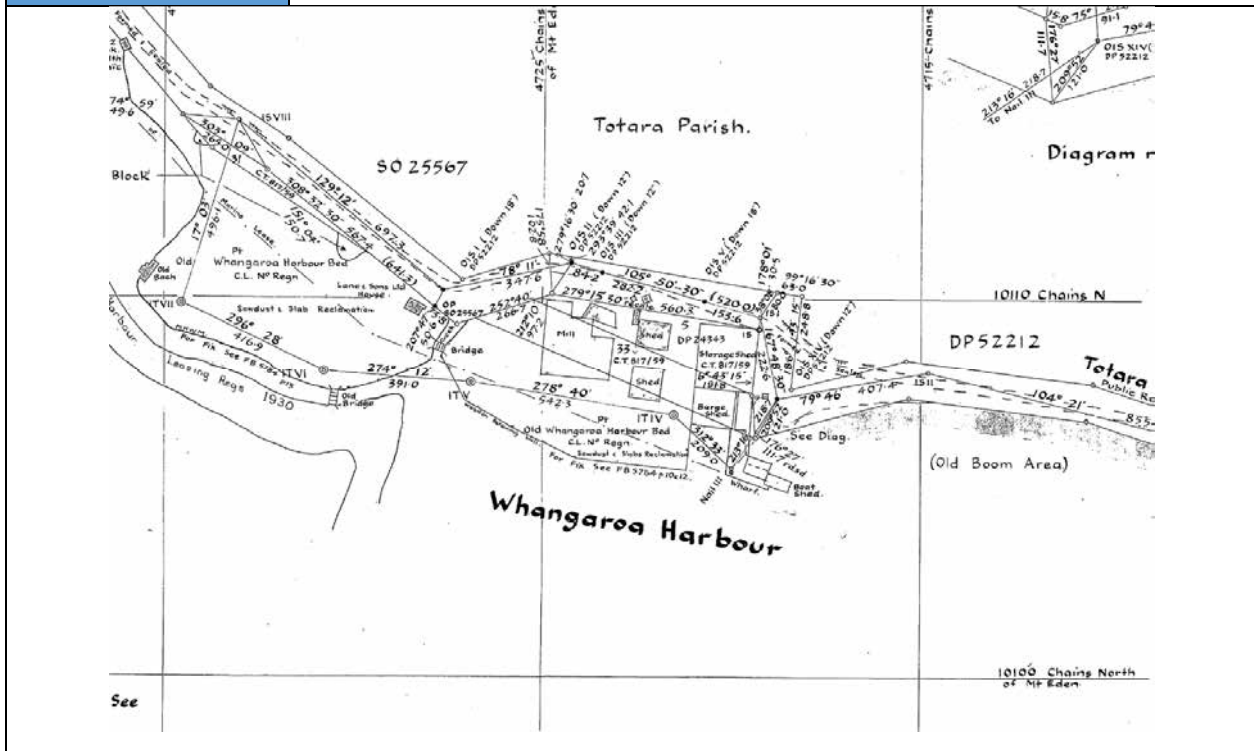
Google Street view image date 2013 (source: Google Street View 2016)



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Source Material:

Excerpt from SO 47636, dated 1973. Showing arrangement of mill buildings (source: Quickmap 2016)



Source Material:

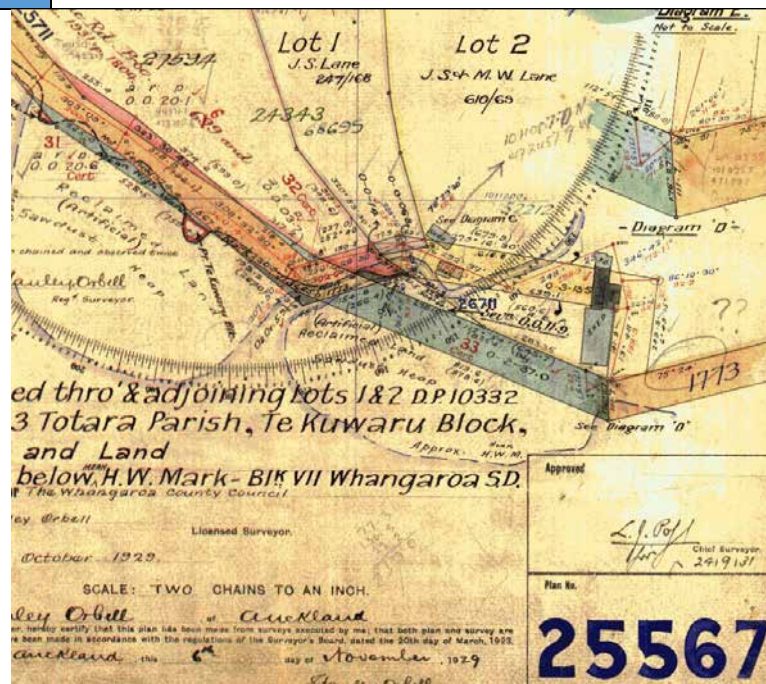
DP 24343 dated 1920 showing reclaimed land (source: Quickmap 2016)



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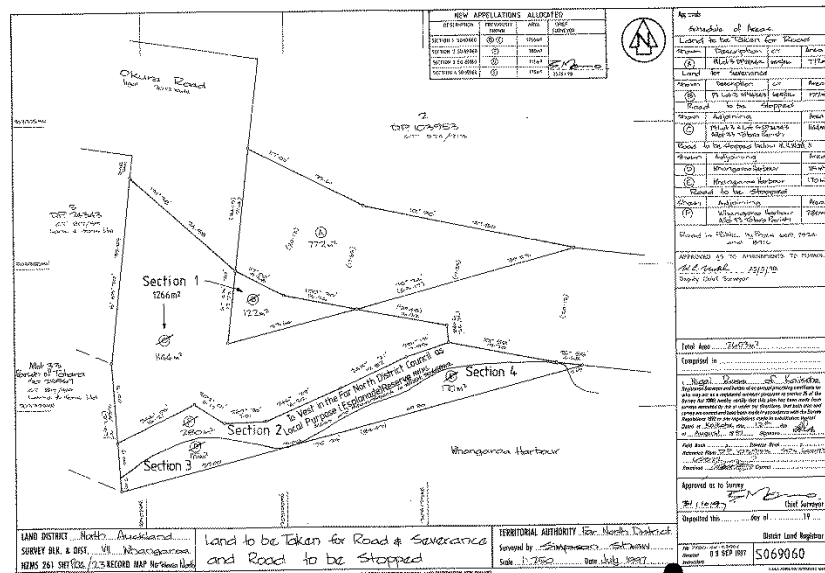
Source Material:

Excerpt from SO 25567 showing proposed road going through boatsheds, ancillary sheds to the west and reclaimed land (source: Quickmap 2016)



Source Material:

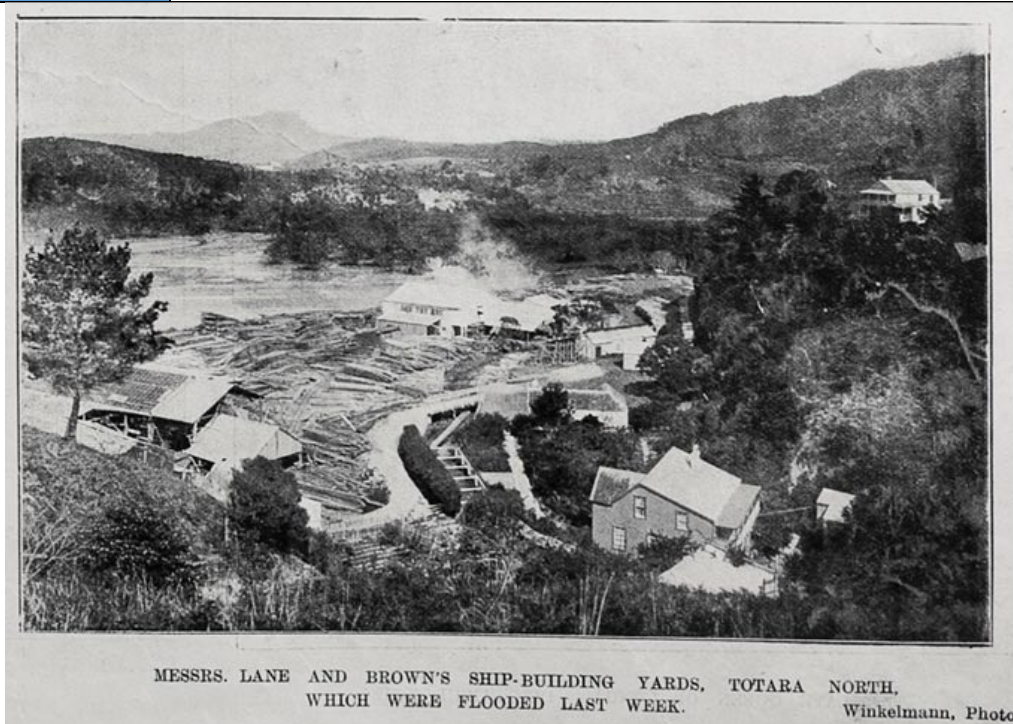
SO 69060 showing vesting of establishment of current east boundary



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Source Material:

Photograph of the Lane and Brown shipyard dated 1902 by Henry Winkelmann (source: Sir George Grey Special Collections AWNS_19020508_p011_i006_b)



Source Material:

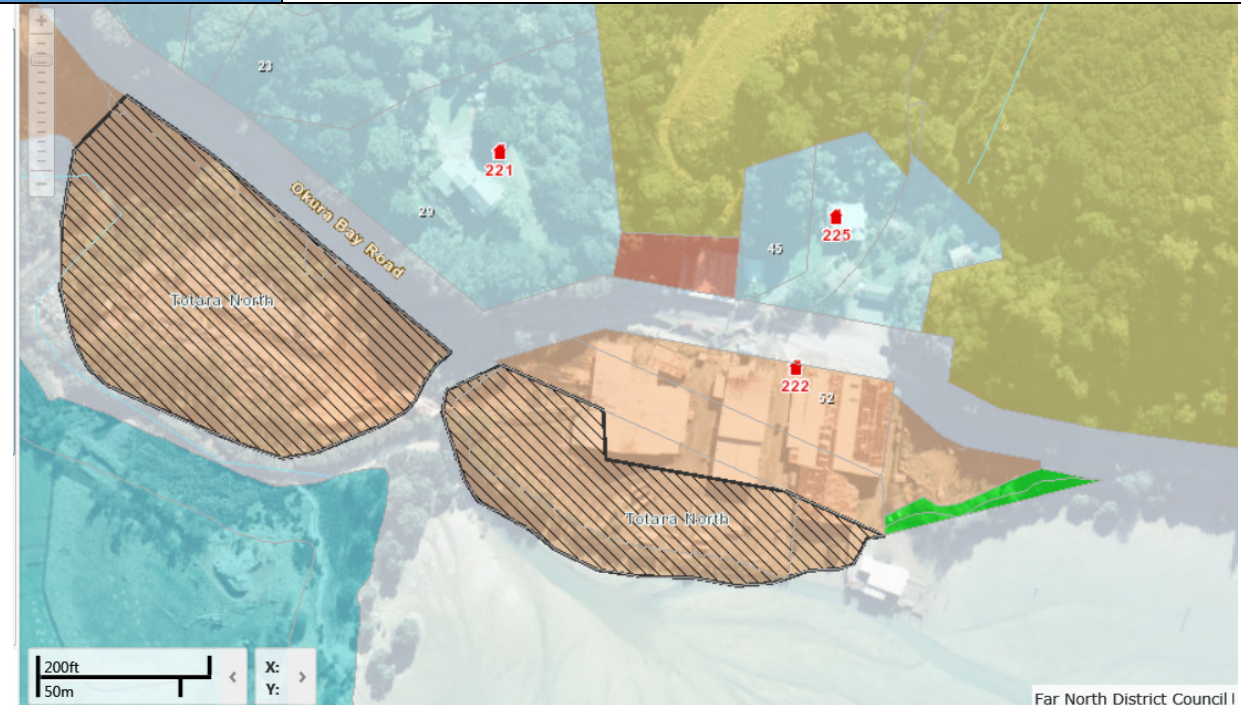
View of the Lane and Sons Sawmill taken 1906, In New Zealand Geographic. The wharf is in the centre of the frame (Sir George Grey Special Collections, Auckland Libraries, NZG-19060825-4-5)



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Source Material:

Far North District Council Planning Maps showing historic places associated with the Lane and Brown Shipyard (refs 221, 222, 225) (source: Far North Maps Accessed March 2016)



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Source Material:	HNZ List Entry #2590 Shipyard and Sawmill (Former) (source: Heritage new Zealand: http://www.heritage.org.nz/the-list/details/2590)
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Shipyard and Sawmill (Former)

Totara North Rd, Totara North



Shipyard and Sawmill (Former).

Copyright: NZ Historic Places Trust. Taken By: Stuart Park.

List Entry Information**List Entry Status** Listed **List Entry Type** Historic Place Category 2**List Number** 2590 **Date Entered** 25th November 1982**City/District Council**

Far North District

Region

Northland Region

Legal description

Secs 31 33 Lot 5 DP 24343 Totara Psh Blk VII Whangaroa SD

Former use Transport - Wharf/Dock/ Pier/ Jetty**Additional information open/close**

Please note that entry on the New Zealand Heritage List/Rarangi Korero identifies only the heritage values of the property concerned, and should not be construed as advice on the state of the property, or as a comment of its soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.

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Source Material:

Lane & Brown Shipyard and Sawmill, Totara North (1872) Scowbuilders and sawmillers (source: <http://www.nzhistory.net.nz/media/photo/lane-brown-shipyard-and-sawmill>)



Shipbuilding predated the colonial era. It put down its deepest roots in the north, where kauri flourished close to good shipbuilding sites. Here names such as Niccol, Darroch, Lane, Brown and Bailey dominated wooden shipbuilding. William Paine Brown had been building ships in the Bay of Islands since the 1850s. In 1870 his son William went into business with Thomas Major Lane as Lane & Brown on the Kaeo River. Two years later they moved to Totara North on the northern shore of Whangaroa Harbour. They had a large shipyard for the time, 1393 sq m of floor space, and their two covered sheds could handle 350-ton ships. Lane & Brown vessels could be tender (inclined to roll in strong winds), but the builders selected and seasoned the wood that went into them with great care.

They built more than 50 ships here, craft such as the 320-ton topsail schooner *Rainbow* (1890) and the government's Pacific Island trader *Countess of Ranfurly* (1901). Soon afterwards they went their separate ways, as the partnership no longer provided sufficient work for all the Lanes and Browns. The Browns built a shipyard at Te Kopuru on the Kaipara. The Lanes stayed here until 1905, then moved to Auckland, where they later founded the Lane Motor Boat Company.

Lanes owned the mill, which latterly stored more than it sawed, until 2004. The deteriorating premises are now owned by Te Runanga o Whangaroa. Less conveniently located for the road transport era, the old building lives under the same shadow that confronts northern beachfront heritage – rising land values and lurking developers.

Further information

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Lane & Brown Shipyard and Sawmill, Totara North (1872) Scowbuilders and sawmillers (source: <http://www.nzhistory.net.nz/media/photo/lane-brown-shipyard-and-sawmill>)

This site is item number 42 on the History of New Zealand in 100 Places list.

Websites

- Heritage New Zealand List
- Shipbuilding - Te Ara
- This is the Place
- Totara North information

Book

- Clifford W. Hawkins, *A maritime heritage: a lore of sail in New Zealand*, Collins, Auckland, 1978

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Source Material:

THE CYCLOPEDIA OF NEW ZEALAND [AUCKLAND PROVINCIAL DISTRICT] LANE AND BROWN (source: <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc02Cycl-t1-body1-d2-d29-d7.html>)

LANE AND BROWN (Thomas Major Lane and William Brown), Shipbuilders and Timber Merchants, Totara North, Whangaroa. Cable address, "Lane, Totara North." Code, A.B.C. London agents, Messrs. Macdonald, Scales and Co. Bankers. Union Bank of Australia, Auckland. Private residences, Totara North. The extensive business of this firm may be regarded as the leading shipbuilding establishment in New Zealand and was established in 1870. The total floor space of the premises is over 15,000 square feet. There are two building sheds measuring over 140 x 40 feet, 120 x 30 feet respectively, the larger affording facilities for the construction of vessels up to 350 tons, and the smaller for building vessels of 100 tons and under. The machinery, which is very complete, includes two vertical, one band, and five circular saws, besides machines for planing, trunelling, moulding, turning, etc. The motive power consists of a Marshall's semi-portable engine. The timber is wholly cut on the premises, kauri being largely used, but the harder woods, such as puriri and pohutukawa, and the imported woods blue gum and iron bark, are also much used. Messrs. Lane and Brown take special care in having the harder woods used for frames cut during the winter and well seasoned for at least twelve months before being brought into requisition, consequently they have never had any complaints that the vessels built by them have been otherwise than satisfactory. It is their opinion, formed by extensive experience and from tests after twenty years' hard wear, that pohutukawa under these conditions is one of the best of timbers for the framework of wooden vessels. The whole of the iron work, too, is done on the premises, only competent tradesmen being employed. The offices are situated at the back of the yards, where there is a store set apart for the necessary fittings, which are all imported direct from English and Continental firms, specially to the order of Messrs. Lane and Brown. Nothing but the very best materials are used with most skilful workmanship in shipbuilding. No vessel is launched until guaranteed in every respect, thus ensuring reasonable prices for their vessels. Messrs. Lane and Brown have a wide reputation not only in New Zealand but also in the sister Colonies. They have supplied vessels for Sydney and other parts of Australia, South Sea Islands, New Guinea, and constructed a fleet of fourteen pearling boats for Messrs. James Clarke and Co., of Thursday Island, who, in a letter to the builders expressed in glowing terms their complete satisfaction with the faithful manner in which the contract had been executed. Up to September, 1900, the firm had turned out seventy vessels from pearling craft of twelve tons to sailers of 320 tons. The first large vessel was the "Active" of 157 tons register, built in 1878 and afterwards lost at Samoa. The "Alert" was launched in 1870, followed by the "Rainbow," a fine schooner of 320 tons. The "Maile" a beautiful three-masted schooner of 270 tons, won universal admiration. The illustration accompanying this article will convey to readers some idea of the taste and finish displayed by this firm. They have built to the order of Captain Skinner, of Auckland, the "Ebenezer," "Minnie Hare," "Gisborne," "Waiapu," "Awanui," and "Aotea," the last named being the first auxiliary in the Colony propelled by oil-engines. Messrs. Lane and Brown built also four vessels to the order of Mr. James Subritzky, the last of which was the well-known auxiliary schooner "Greyhound." Some of the workmen at the yards have been in the employ of the firm since its inception, which is evidence of the good understanding always existing between employers and employees. In all about sixty men are employed, whose average monthly wages total £450. Messrs. Lane and Brown have done a large amount of experimental work with regard to the construction of vessels both as to style and fittings with very satisfactory results, as in the case of the "Whangaroa," a fine three-masted sea-going scow, which was in every way a decided success. A telephone and post office is situated on the premises, so that no delay is occasioned in the delivery of telegrams and letters to the firm.