


PART ONE: IDENTIFICATION

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|---|---|------------------|------------|------------------|--------------------------|
| Place Name: | LANE AND BROWN SHIPYARD AND SAWMILL | | | | |
| Image: |  <p>Copyright: NZ Historic Places Trust. Taken By: Stuart Park</p> | | | | |
| Site Address: | 52 Okura Bay Road, Totara North | | | | |
| Legal Description: | Secs 31 33 Lot 5 DP 24343 Totara Psh Blk VII Whangaroa SD. Part within Allotment 33 PSH OF Totara. Part within SO 376303. | | | | |
| Certificate of Title: | Part within NA128C/72. Part within 413292. Part within NA121C/677. Part within NA121C/675. Part within NA121C/676 | | | | |
| Physical Description: | The former Lane and Brown shipyard and sawmill is situated to the southeast of Okura Bay Road and occupying part of the foreshore. The place consists of a number of buildings from different periods including boatsheds, sawmill, drying sheds, ablutions block and offices. Associated structures include boat ramps, the wharf, a tannalising pit, booms and breastwork to the harbour edge, and railways for transporting timbers etc. across the site. The structures are industrial in nature, with older ones built from kauri, often with corrugated iron for roofing. They are clad with corrugated iron or timber boarding. Many fixtures, fittings and machine elements survive from the sawmilling operations that took place here in the second half of the 20th century. | | | | |
| Site Type: | Shipyard and sawmill | | | | |
| Approx. date (or range) | c.1872 – 1905 (shipyard) up to 2004 (sawmill) | | | | |
| NZAA Site No: | No | | | | |
| Heritage NZ List: | List entry #2590 Category II place | | | | |
| Regional or District Plan Schedule | Far North District Plan Historic Place Plan (# 222) | | | | |
| Recorded NZTM grid reference: | | | | | |
| Easting: | 1666014.98 | Northing: | 6122198.32 | Position: | Centre boatshed building |

PART TWO: HISTORIC HERITAGE EVALUATION

| Criterion | Comments | Value |
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| (a) Archaeological and/ or scientific importance | The place provides evidence of industrial processes involved in ship-building in the late Victorian and early Edwardian periods. It also provides evidence of the development of the timber milling industry over a continuous period of more than 130 years, including documenting the change from native timber to the use of exotic pinus radiata, and the change in process that accompanied this. It also provides evidence of the more unpleasant and polluting chemical processes involved in timber production during the 19th and 20th centuries, which could provide significant information on environmental change within the locality over this time. Therefore it is possible that the site may yield further information on this industry through archaeological investigation in the future. | 4 |
| (b) Architecture and technology | Surviving structures of the timber breastworks and booms for storage of log rafts, the 1880s wharf, the sawmill and the boatbuilding sheds are of high significance in demonstrating the functional nature, vernacular construction techniques, and machinery employed in the shipbuilding and timber milling industry of the late 19th and early 20th century in New Zealand. | 3 |
| c) Rarity | The place was reported as being the largest shipyard in New Zealand /Australia during the late 19th-early 20th century. As a type site for both timber milling and ship-building, it is regionally and nationally rare. It has been recently described by Heritage New Zealand (2015) as the last kauri mill and boatyard in existence. The Percy Vos boatyard in Auckland survives and produced Kauri boats until 1994, reportedly the last yard in the country to do so, but this yard was established later, in 1937. | 4 |
| (d) Representative-ness | The resource is an excellent example of its class in terms of the processes and equipment used in the development of the timber milling industry in New Zealand. Although many of the surviving buildings are from the latter half of the 20th century, their form and function is highly representative of milling technology, and other features date from the late 19th-century. Additionally the wharf structure and breastwork for containing timber pontoons still demonstrate timber milling and ship building processes established in the late 19th century. | 4 |

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| <p>(e) Integrity</p> | <p>The shipyard ceased in the early 20th century but the sawmill continued until 1939, when it was burnt down. Sawmilling continued however, following the relocation of a building and machinery purchased from an old mill at Kaingaroa. Following the Second World War, operations gradually switched to timber storage, rather than production, over the second half of the 20th century. Therefore, with the exceptions of the breastwork and the wharf, the buildings that survive on site are not those from the original establishment of the works. However, the boatsheds and the sawmill still have over sixty years working association with the site. The sawmill is an older building with inherent interest, and recorded as having a high survival of machinery and features associated with this industrial activity.</p> | <p>3</p> |
| <p>(f) Context</p> | <p>The former shipyard and sawmill is of outstanding local significance within the context of the historic development of Totara North, and is directly associated with other historic places in the immediate vicinity which were the residences of the mill owners (the Lanes and the Browns). The place is also of outstanding regional significance in the context of the shipbuilding and timber milling industries, and was reportedly the largest shipyard and mill in Australia and New Zealand at the peak of its operation, in c.1902.</p> | <p>4</p> |
| <p>(g) People and events</p> | <p>The former shipyard and timber mill is directly associated with the life of Thomas Lane and William Brown, the original owners of the shipyard, and their families. In particular the place is associated with the Lane family who continued to operate the timber mill after the shipyard closed in 1905, and who remained associated with the site for over 130 years of operation. The place is also associated with the boats that were built at the site, the most significant being The 'Yankee doodle', The 'Maile', the 'Rainbow' and 'duchess of Ranfurly'.</p> | <p>3</p> |
| <p>(h) Identity</p> | <p>The place is highly significant for the contribution of the firm Lane and Brown to the maritime shipping history of New Zealand. The place is identified as #42 of '100 places that tell the history of New Zealand' on NZ History online. It is of high local significance to the local community and to maritime interest groups.</p> | <p>3</p> |

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| (i) Tangata whenua | It is unknown if the resource, place or feature is important to tangata whenua for traditional, spiritual, cultural or historic reasons. Te Runanga O Whaingaroa hold title for parts of the site and have been interviewed in a recent Heritage New Zealand article (2015) where they stated that if the mill could not be re-established as a going concern, they will do everything they possibly can to ensure it remains a treasured and respected place. | U Not Known |
| (j) Statutory | The place is recognised in the Far North district Plan, and is on the Heritage New Zealand List as a category II building | 3 |
| Threshold for Scheduling | Minimum of 3/High in two criteria: | Yes |

PART THREE: STATEMENT OF SIGNIFICANCE

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| Statement of Significance: | <p>The former Lane and Brown shipyard and sawmill is of outstanding national significance as the sole surviving kauri mill and shipyard in the country. As the major industry of Totara North in the 19th and early 20th century it has outstanding context value with regard to the development of the township. Additionally, it is reputed to have been the largest shipyard in Australia and New Zealand at the turn of the 20th century, and employed up to 100 people. Therefore it is also considered to be of outstanding value nationally in terms of its rarity. The association with the firm of Lane and Brown, the ships built there, and the continuous association with the Lane family over 130 years, is of high local and regional significance. While not all of the original fabric remains, the integrity of the site in relation to its long period of operation is high. The survival of features from all periods of the site, spanning from c.1872 – 2004, demonstrate the changes in the timber milling industry over a period of more than a century. For this reason the place is considered to have outstanding archaeological and scientific values. The architectural and technological values of the place are considered to be high due to the survival of vernacular structures and machinery that demonstrates all of the processes involved. The identity values of the place are locally and regionally high, and the former shipyard and sawmill has been included in the NZ History Online as one of 100 places that tell the story of New Zealand. Overall the Lane and Brown former shipyard and sawmill is considered to be of outstanding historic heritage significance. nationally.</p> |
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PART FOUR: EVALUATION RECOMMENDATION

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| Identified criteria | (a), (b), (c), (d), (e), (f), (g), (h), (i), (j) |
| Overall Value* | Outstanding |
| Overall Score* | 4 |
| Overall Context** | National |
| Eligibility for scheduling: | Schedule 1 |
| Extent of Place: | Yes [Refer to diagram in Part 6] |
| Interior protected: | Yes [including machinery fixtures and fittings within sawmill and boatbuilding sheds, office & wharf buildings only] |
| Potential Tangata Whenua value: | Not a site of Maori origin |
| Pre-1900 or gazetted archaeological site: | Pre-1900 site protected under the Heritage New Zealand Pouhere Taonga Act 2014 |

* Outstanding/ Score 4: of exceptional importance and interest: retention of the identified value(s)/ significance is essential.

High/ Score 3: of great importance and interest: retention of the identified value(s)/ significance is very important.

Moderate/ Score 2: of some importance and interest: retention of the identified value(s)/ significance is desirable.

Low/ Score 1: of limited importance and interest: retention of the identified value(s)/ significance is of low importance.

NA/None/ Score 0: none identified.

** Overall Context: the geographical significance at a local, regional or higher scale, should also be given.

PART FIVE: MANAGEMENT/ RISK INFORMATION

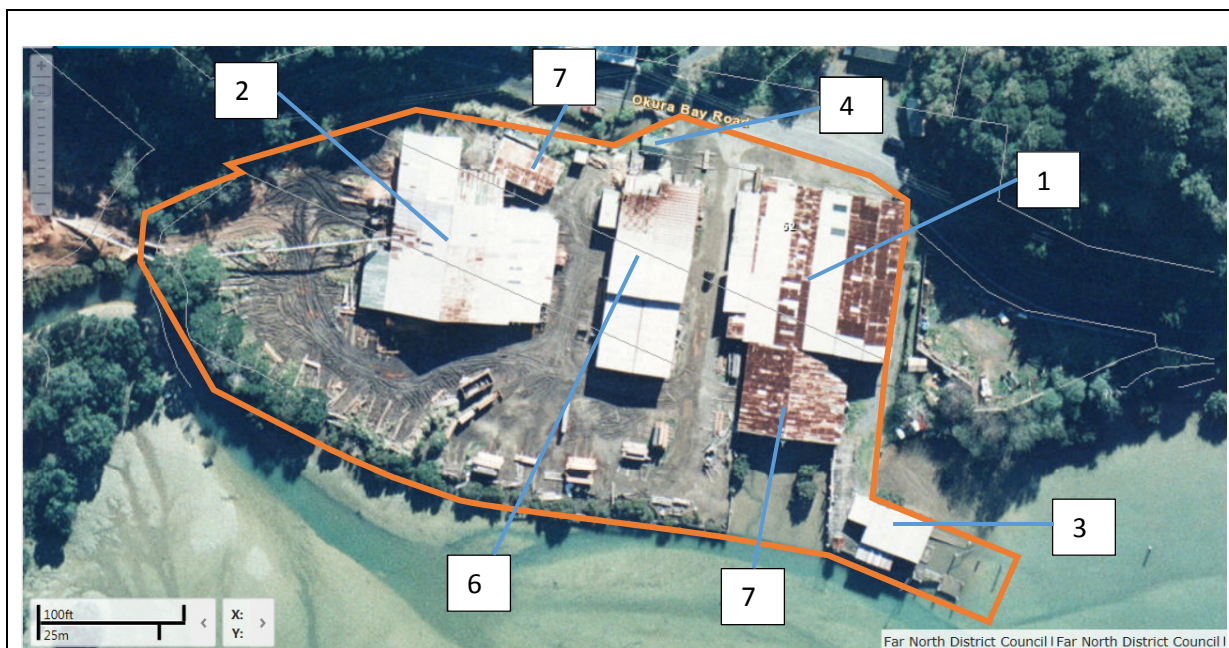
| Criterion | Comments | Value* |
|---------------------------------|--|--------|
| Occupancy/ Use: | The place is largely unused at present other than for storage, and partially derelict. The landowners are reported as having considerable concern for its retention and desire to return some use to the place. | 4 |
| Management | The part of the place which is landward is included in the Far North District Plan. The site is included on the New Zealand Heritage list. A heritage assessment was produced in 2004 by Matthews & Matthews. However, the site spans privately owned land and public/crown-owned foreshore or reserve, and therefore management /legal ownership is fragmented and complex. | 3 |
| Condition: | Condition surveys undertaken in 2003-2004 by Fraser Thomas Ltd identified a number of features, including the boatsheds and sawmill, in very poor condition, and recommended demolition of some of the built structures. Some parts of the drying sheds collapsed in 2014 in high winds. The site has known contamination from industrial processes. | 4 |
| Fragility/ Vulnerability | The site is vulnerable to sea level change, storm damage and other natural hazards. The site is also in a fragile state, with many areas reported as decaying or damaged in some way. It is protected in part under the District Plan, but has been in a state of neglect for many years. | 4 |
| Threats | Storm damage, fire risk and flooding are all hazards that could severely impact on the heritage values of the place. It may be potentially redeveloped, at least in part. The condition of the buildings could potentially result in a requirement for demolition under the provisions of the Building Act (unsafe and insanitary). | 3 |
| Overall risk: | Critical. | 4 |

*0 – None, 1 - Low, 2- Moderate, 3 - High, 4 – Critical

| Criterion | Comments | Value* |
|-----------------------|--|--------|
| Opportunities: | The place is highly visible from the public road, and has been reported on and published in HNZ magazine, and online sources. It has high opportunity to become a destination site that can demonstrate processes for two of New Zealand’s highly significant manufacturing industries (timber and ship building) from the late Victorian and early 20th-century. It has interest for the local community, schools (as part of national curriculum for history/geography) the owners, for tourists, and special interest groups (e.g. shipbuilders, woodworkers, historians, sailing enthusiasts, heritage engineering, academics). As of 2015, a heritage trail is being considered that incorporates the site. | 3 |

*0 – None, 1 - Low, 2- Moderate, 3 - High, 4 – Outstanding

PART SIX- EXTENT OF PLACE



The extent of place is based on the surviving area of works south of the roadway, including the foreshore line created by breastworks and reclaimed land associated with the sawmill, and existing property boundaries. Note that no extent of place was given in the Heritage New Zealand registration form/ files, Far North District Plan or Mathews & Mathews heritage assessment. The exact extent of place will need to be confirmed through further investigation.

NZTM coordinates:

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|----------|------------|-----------|------------|-----------|--|
| Easting: | 1666014.98 | Northing: | 6122198.32 | Position: | Centre of boatshed building (1) |
| Easting: | 1665940.61 | Northing: | 6122206.07 | Position: | Centre sawmill building (2) |
| Easting: | 1666039.04 | Northing: | 6122139.60 | Position: | Centre wharf (3) |
| Easting: | 1665984.64 | Northing: | 6122227.02 | Position: | Centre Office building (4) |
| Easting: | 1665983.79 | Northing: | 6122203.32 | Position: | Centre drying Sheds (5) |
| Easting: | 1665955.85 | Northing: | 6122221.31 | Position: | Centre ablutions block (6) |
| Easting: | 1666016.18 | Northing: | 6122169.87 | Position: | Centre boat ramp and intertidal shed (7) |

ADMINISTRATION

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| Desktop Date: | 29 March 2016 | Site Visit Date: | Not visited | |
| Site Accessibility: | N/A | | | |
| Evaluated by: | Adina Brown | Date: | 29/03/2016 | |
| Reviewed by: | Sarah Macready | Date: | 01/03/2016 | |
| Approved by: | Jon Trewin | Draft: | 31/03/2016 | Final: 05/04/2016 |
| NRC Assessment ID: | 10 | | | |

APPENDIX 1 Supporting Research

| Sources Checklist: | Checked |
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| Northland Coastal Plan schedule | Y |
| Far North District Plan schedule | Y |
| NZAA ArchSite database | Y |
| New Zealand Heritage List | Y |
| LINZ/ Quickmaps | Y |
| Google Maps | Y |
| Whangarei Libraries Northland Room Digital Collections (http://whangarei.recollect.co.nz/) | - |
| Whites Aviation Archive National Library | N |
| Papers Past | N |
| Te Ara Encyclopaedia | Y |
| N.Z History Online | Y |
| Archives NZ | N |
| IPENZ Engineering Heritage Register http://www.ipenz.org.nz/heritage/default.cfm | Y |
| http://www.wynyard-quarter.co.nz/vos-heritage-boat-yard (Percy Vos boatyard) | Y |

Bibliography:

| Author(s) | Year | Title | Publisher | Location |
|------------------------------|------|---|---|------------------------------|
| Jane Warwick & Amanda Traves | 2015 | 'Waiho I te Ra Raumati' in <i>Place</i> Summer 2015 issue | Heritage New Zealand | HNZ |
| Paul Mahoney & Colin Zeff | 2014 | Sawmill Engineering in New Zealand | IPENZ | IPENZ 2014 Conference papers |
| Matthews & Matthews | 2004 | Lanes Mill and Boatbuilding Yard Totara North, Whangaroa Harbour: Heritage Assessment | Unpublished. Prepared for Tara Development Company Ltd. | HNZ |
| Gavin Maclean | 2002 | <i>100 Historic Places in New Zealand</i> | Hodder Moa Beckett | Auckland |
| Thomas Simpson | 1973 | <i>Kauri to Radiata: origin and expansion of the Timber Industry of New Zealand</i> | Hodder & Stoughton | Auckland |
| Cyclopedia of New Zealand | 1902 | Cyclopedia of New Zealand | Cyclopedia company Ltd | Auckland |