Ngā Hui a te Rōpū Kaitohutohu Taonga Tuku Iho / Heritage Advisory Panel

OPEN MINUTE ITEM ATTACHMENTS

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Schooner Daring

New Zealand’s Oldest Ship

1863
Introduction

New Zealand is a maritime nation and the Auckland region has been the main hub for this activity and is steeped in maritime history. From the very beginning New Zealand has had a reputation of producing high quality, well designed ships and boats. We reminded the world of this fact during the latest Americas Cup. The Daring is our chance to show future generations where and how this reputation began. The Daring is a stunning little ship with all the hallmarks of a champion.

We have to save her, she has many stories to tell.
Donald McInnes, *Darings* Builder

The picture (below) shows where the McInnes shipyards were situated in Mangawhai from the mid 1850s until the late 19th century. Wood shavings were still to be seen there in the 1940s and stub remnants from the slipway were photographed in the 1990s. I don’t know what our folk at that time called the little cove, but I call it ‘Shipyard Bay’ for easy reference. It is situated between the Heather Street steps and Bullet Point. Experienced shipbuilders from the Nova Scotian settlement at Waipu came to Mangawhai estuary and set up shipbuilding yards at Shipyard Bay. They built several cutters and schooners. There were other smaller craft created for river use, but their main orders were for cutters, which ranged in sizes up to 32 tons.

Schooners could be as big as 92 tons.

![Shipyard Bay, Mangawhai](image)

Donald McInnes and Donald Hugh McKenzie designed and built the shipyards. They chose Mangawhai due to the ready availability of labour from retired members of the 58th Regiment. The men were living near the river on land they had received as gratuity for their services, prior to the disbandment of their regiment in 1858. All ships built were registered by Donald McInnes. Another shipyard at Freemans Bay, Auckland, was also in Donald’s name. Ships built for local and overseas customers were:

1862 - *Three Brothers* - cutter - 18.9 tons - built for Capt. Robert Seymour, coastal trader

1862 - *Abeona* - schooner - 44.57 tons - built for Messrs Rattray and Matheson

1863 - *Daring* - schooner - 31.14 tons - built for Master Phipps of the Kaipara
1864 – ‘Stag’ - cutter – (built at Freemans Bay) – Master E. Beaver
1865 – ‘Maid of Erin’ - schooner - 72.97 tons – (built Freemans Bay) – Capt. Robert Seymour
1872 – ‘Dolly Varden’ - cutter - 20.48 tons – built for Capt. Williamson of Bluff
1872 – ‘Columbia’ - schooner - 46.42 tons – built for Master Roderick McLeod
1874 – ‘Jessie Henderson’ - schooner - 92.06 tons – built for Mr Williams and Capt. Robinson
1875 – ‘Leo’ - cutter - 32.34 tons – built by Donald McInnes at Mahurangi
1877 – ‘Tangihua’ - cutter - 31.05 tons – the last ship ordered by Capt. Robert Seymour and
the last registered by McInnes as being built at Mangawhai.
South head - Kaipara Harbour
Beautifully preserved examples of workmanship

The uncovered remains of the Daring

Fantastic examples of construction techniques
Daring’s registration number and tonnage.

Pohutukawa knee. Scribbled edges to timber work still clearly visible.
Pitch used between topside planking.
Pride of workmanship clearly evident on the capstan base timbers.

Good detail showing: Traveler for stay sail, forward companion way coamings, capstan, sampson post and bow sprit base.
Item 7.1

Schooner Daring-1863

Fore hatch - companionway

Top timbers with scribed edge detailing.
Deadeye.

A fine example of a hook scarf joint in the ceiling planking.
96.6 x 23.1 x 10.5 ft.; Built at Jervis Bay, N.S.W., 1876, by William Pererley.
Registered No. 39/1876, Port of Sydney, N.S.W. (I.R.)
" " 1/1879, (7/4/79), Port of Auckland.
" " 1879, Master, George Dampou.
Alt. in 1887: 155.30/149.19 tons.
Vessel totally wrecked on Palmiice Reef, Queensland, 21/4/1893.

DARING, 40207. Schooner, 35.31 tons.
55.7 x 16.6 x 5.6 ft.; Built at Matakan, 1856, by W.R.Hackett.
Registered No. 7/1856, (16/vi/56), Port of Auckland. (I.R.)
" " 5/1856, Port of Sydney, N.S.W.
" " 9/1860, Port of Sydney, N.S.W.
Vessel stranded at the Kanganui Heads on 4/ir/1865, and was declared a total wreck. Though reg. at Sydney the vessel's owner at time of loss was Mr.Thomas Philpotts of Picton.

DARING, 46541. Schooner, 31.14 tons.
53 x 16.6 x 6.0 ft.; Built at Mangawhai, 1863, by D.McInnes.
Registered No. 26/1863, (7/x/63), Port of Auckland. (I.R.)
Vessel lost at Kaipara on 22/11/1865, Master, Phibs.
Ownership: Pt.2,pp. 76,87,95,118.

DARK, 57729. Barque, 999.38 tons.
2 decks; 190.7 x 33 x 21.4 ft.; Built at Aberdeen Scotland, 1865.
Registered No. 199/1865, Port of London. (I.R.)
" " 7/1880, Port of Aberdeen.
" " 27/1888, Port of Sydney, N.S.W.
" " 8/1899, (29/xii/99), Port of Dunedin.
Reg. closed 23/vi/1926; vessel converted into a hulk.

DART, N/Off. Schooner, 13, 2037/3500 tons.
36.1 x 11.4 x 5.4 ft.; Built at Pigeon Bay, Banks Peninsula, in 1844, by William Smith.
Registered No. 5/1845, (no date), Port of Auckland. (I.R.)
" " 14/1846, (29/vii/46), Port of Auckland.
" " 15/1846, (4/xi/46), Port of Auckland.
" " 31/1849, (13/xii/49), Port of Auckland.
Vessel lost at Whakeha in 1850.

Listing of Daring from Watts Index of NZ Registered Ships.
Scope of project

I envisage this project to be in three parts:

- Planning and recovery of vessel
- Stabilisation of original fabric
- Housing of vessel and presentation material to tell the story of the very roots of New Zealand’s ship
  and boat building industry and the people involved.

Credits:

Mangawhai Museum
Watts Index
Out of Auckland (cliff Hawkins)
Morgan Pascoe (photographs)
Hobsonville Point
presented by:
David Ison, General Manager | Infrastructure and Planning Strategy
&
Kathleen Wallock, Programme Manager | Placemaking

28 August 2018
Heritage buildings and places provide interest and character seldom offered and difficult to achieve through new build. This concept is about using and developing heritage to maximum potential without missing the restore / reinvent / recycle opportunities that come with a site so rich in history.

The heritage corridor concept contributes to cultural sustainability. It embraces the development and re-use of heritage and the synergy of old and new. In conjunction with the landscape features of the site, this will provide interesting neighbourhood character and a unique sense of place for Sunderland.
Sunderland Avenue Homes
Heritage Advisory Panel
28 August 2018

Attachment A

Item 5

Mill House & Chichester Cottage

HLC
Attachment A

Item 5

Heritage Advisory Panel
28 August 2018

Base Commanders House

HLC
Seaplane Hangars

HLC
Headquarters Building
Heritage Advisory Panel
28 August 2018

Minute Attachments

Attachment A

Item 5

Sunderland Lounge – Community Hall

HLC
Seaplane Hangars
HLC

Tech. Training School – Commercial Offices
Seaplane Hangars

HLC
Workshops – Catalina Bay Farmers Market
Item 5

Attachment A

Rifle Range

HLC
St Marks Memorial Garden & ‘Junk’s Stop’

Junk's Stop pays homage to Hobsonville Point's military roots

Rose Rees-Owen - 10:49, Dec 02 2015

A shelter pays tribute to George John Clarke. Pictured from left is his family Renee Caskey, Annette Clarke, Toni Clarke and Natalie Clarke.
Attachment A

Item 5
Auckland Heritage Festival
School Projects

HLC

UPCYCLING
the
POINT

$50

$60

HISTORY WORKSHOP

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Heritage Advisory Panel

28 August 2018

Attachment A

Item 5
Thank You

Presented by:
David Ison, General Manager, Planning & Infrastructure
and
Kathleen Waldock, Programme Manager, Placemaking