

Auckland Council District Plan (North Shore Section)

Proposed Plan Change 38

Proposed New Item

Appendix 11A: Schedule of Buildings, Objects and Places of Heritage Significance



Name: Wild House

Address: 24 Chivalry Road, Glenfield

ID: 507 Category: B Use: Residential DP Map: 19

Material 1: Condition: Cultural Heritage:

Material 2: Integrity: Streetscape:

Construction Dates

From: c.1930 To: Alteration Dates:

Legal Description: Lot 1 DP 61439 Zoning: Residential 4A

Architect/Designer/Contractor:

The house was built by brothers Colin Hugh Wild and Stanley John Wild. ¹ The brothers bought the 245-ton ship Waimarie and used its timbers to build “a Tudor-style house in Glenfield.” ²

Architectural Style:

¹ NA604/167, LINZ records

² Auckland Scrapbook, Feb 1970- pp. 283-285, Auckland City Libraries

The house is designed in the English Cottage style. It has a steeply pitched Marseilles tile roof with dormer windows. Timber battens are applied to the exterior walls giving the impression of Tudor detailing.

Brothers Colin Hugh Wild and Stanley John Wild bought the 245-ton ship Waimarie and used its timbers to build “a Tudor-style house in Glenfield.”³ The house also incorporates bricks that were locally produced at James Mackay’s Brickworks which began operation in 1927 in Porana Road, Glenfield, approximately opposite the vehicle testing station.⁴

Reference Source:

NA604/167, LINZ records

Auckland Scrapbook, Feb 1970- pp. 283-285, Auckland City Libraries

Death notice, *NZ Herald* 6 November 1935

Obituary, *NZ Herald*, 27 December 1955

NZHPT Listing:

The house is not registered by the New Zealand Historic Places Trust.

Significant Elements:

The house as a whole is considered significant including its tiled roof, brick and battened plastered walls.

Extent of Listing:

The entire exterior of the dwelling.

History:

In 1930 Colin Hugh Wild and Stanley John Wild purchased the site from Margaret Ethel Blackman.⁵ The brothers bought the 245-ton ship Waimarie and used its timbers to build “a Tudor-style house in Glenfield,”⁶ so both brothers were originators, and not just Colin Wild. Stanley Wild, a boatbuilder with his brother Colin, lived on Chivalry Road with his wife until his death in November 1935.⁷

Colin Wild served his apprenticeship with boat-builders Bailey and Lowe. He established his own business at Stanley Bay in 1922, and built notable Auckland pleasure craft such as the *Moerewa*, *Windhaven* and *Manunui*. His boatbuilding yard at Stanley Bay was destroyed by fire in 1951, while Wild was sailing in the Auckland to Sydney yacht race.⁸ The last craft he launched was a keeler; the *Tuatea*. Colin Wild died in 1955, aged 57.⁹ A road nearby to his house is named Colin Wild Place after him. He was married to Dahmah Wild.¹⁰

Stanley Wild was the fourth son of William John and Lucy Wild, of Stanley Bay. He died on November 5 1935 at the age of 45.¹¹

Boat-Building on the North Shore

³ Auckland Scrapbook, Feb 1970- pp. 283-285, Auckland City Libraries

⁴ The Story of Rural Glenfield, page 94

⁵ NA604/167, LINZ records

⁶ Auckland Scrapbook, Feb 1970- pp. 283-285, Auckland City Libraries

⁷ Death notice, *NZ Herald* 6 November 1935

⁸ Obituary, *NZ Herald*, 27 December 1955

⁹ Obituary, *NZ Herald*, 27 December 1955

¹⁰ New Zealand Herald Death Notices 27 December 1955, Colin Wild..

¹¹ New Zealand Herald Death Notices 6 November 1935, Stanley Wild.

Boatbuilding was an important industry in New Zealand during the nineteenth century when water transport was a primary means of transportation and communication. The wooden ship and boat building industry was once a more common feature of the North Shore in Auckland city. In the 19th and early twentieth century boat building yards in Auckland produced a wide variety of boats including small rowing boats, yachts, freighters and ferries.

Early boat builders in Auckland included Henry Niccol who set up a small boat-building yard at the corner of Queen Street and Vulcan Lane.¹² Niccol formed a partnership with Archibald Sharp and the yard shifted to Mechanics' Bay before relocating to Devonport in 1866. The business constructed over 180 ships, sixteen steamers, a barque, two brigs, 56 schooners, 97 cutters and 10 yachts.¹³ Other important Auckland shipyards included that of George Beddoes on the North Shore, Charles Bailey who established a yard at Freemans Bay and Sims and Brown whose shipyard was established at Devonport in 1865.¹⁴

By the mid 1860s Devonport had become an important centre for boatbuilding in Auckland; in the 1870s the waterfront was leased from the Auckland Harbour Board for the purpose and Devonport quickly became the leading shipbuilding locale in the province.¹⁵

Devonport's role in the maritime industry was reinforced with the opening of the Calliope Dock in 1888 at the Devonport Naval Base. The dock replaced an earlier structure on the Auckland waterfront and was the largest in the southern hemisphere.¹⁶

During the 1890s many of the boatyards along the foreshore at Devonport relocated as residential development expanded and Auckland Harbour Board reclamations at Freemans Bay offered more suitable sites for the industry.¹⁷

While Devonport was no longer such a major centre for the boatbuilding industry, there were boats were still built in the area. Ted Le Huquet remained boatbuilding at Devonport into the 1920s.¹⁸ The shed of the Logan family home at 18 Stanley Point Road was where numerous Logan designed yachts were built after 1910 when the Logan Bros yard across the harbour was closed.¹⁹ In 1921 Bert Wollacott, an English boatbuilder, moved to Stanley Bay where he continued the trade he had practiced in England and the United States. He designed and built boats at his home in Bond Street (now known as William Bond Street). He continued in his trade until the mid 1950s with many of his yachts competing in the Auckland to Suva yacht race over the years.²⁰ George Beaumont-Hogan, an amateur boatbuilder of Devonport, built early speedboats in the 1920s with his famed boat "Miss Devonport" setting a number of coastal speed records in the 1920s.²¹ Meanwhile Colin Wild began boatbuilding at Stanley Bay. He would continue this trade until a fire destroyed his business premises in 1951. While Wild was keen to rebuild, the Devonport Borough

¹² Thornton, p.9. Thornton sa

¹³ Thornton, p.9

¹⁴ Thornton, p.11

¹⁵ Griffiths, p.12.

¹⁶ Thornton, p.12

¹⁷ 'Shipbuilders' unpublished manuscript, North Shore Vertical File, Devonport-History-Boatbuilding, Takapuna Library, pp.3a.

¹⁸ *Cleaves Auckland Provincial Directory*, 1925, pp.1904-1905.

¹⁹ Elliot and Kidd, pp.79, 83 and 88.

²⁰ Titchener, Vol. 3, pp.33 and 34.

²¹ Paul Titchener, *Sea Classics of New Zealand: Stories of New Zealand's Yachting Pioneers*, Auckland, 1981, pp.14-15.

Council would not grant him a permit to rebuild on site as they saw it as being an inappropriate activity in a residential area.²²

Other boatyards had also been established in other parts of the North Shore. Sulphur Beach provided an alternative locale for the boatbuilders cast out of the Devonport waterfront.²³ In 1925 Bailey and Lowe and James Reid were operating boatbuilding enterprises at Sulphur Beach, while Brown & Sons were working in Northcote. Meanwhile, Angus Nicholson carried on the trade in Takapuna.²⁴ There were also boatbuilders operating in Browns Bay around this time.²⁵

After the First World War yachting in New Zealand evolved from being a sport of the wealthy to being a pastime enjoyed by a wider range of New Zealanders. From the 1920s smaller simpler yacht designs were produced at a variety of boat building yards.²⁶ In Browns Bay John Spencer's boatyard in Clyde Road operated from the 1950s to the 1980s. Spencer pioneered lightweight construction of small boats utilising marine grade plywood in the 1950s and later developed larger yachts from his successful designs.²⁷ There were also other boatyards operating in Browns Bay at this time including that of Keith Atkinson, located just a few doors away from Spencer.²⁸

In the 1950s boatbuilding yards were opened in the Wairau Valley, where industrial land was available and this area continues to be associated with the industry.²⁹ By this stage local roads and transport meant that boatyards no longer needed a waterfront location.

Statement of Significance

Architecture:

Designed in English Cottage style, the house is important because of its construction by boatbuilder Colin Wild and his brother Stanley using timber from the boat the Waimarie. The house also incorporates bricks from the Mackay brickworks located in Glenfield.

History:

Built around 1930 the house is associated with boat-builder Colin Wild, and was built using skills and materials from the boat building industry. Boat building has been an important industry on the North Shore and within the Auckland region. Wild was apprenticed to boat builders Bailey and Lowe before establishing his own business in Stanley Bay, in Devonport in 1922.

The building is important in representing themes in the historic development of Glenfield and the North Shore including Residential Architecture and Industry, Boat Building.

Context:

²² Titchener, Vol. 3, pp.21 and 22.

²³ Ibid. Vol.6, p.19.

²⁴ *Cleaves Auckland Provincial Directory*, 1925, pp.1904-1905.

²⁵ Tania Mace, 'Browns Bay Heritage Walk', Introduction.

²⁶ Graeme Anderson, *Fast Light Boats: A Century of Kiwi Innovation*, Wellington, 1999, pp.3 and 4.

²⁷ Mace, Item 20 and Anderson, p.132.

²⁸ Mace, Item 18.

²⁹ McDermott, p.30.

Located near a bend in Chivalry Road, close to the intersection with Glenfield Road, the house provides evidence of development in the Glenfield area around 1930. The house remains on a reasonably large site with mature trees and plantings around it. It is a reasonably substantial house within the surrounding context.