



COASTAL HISTORIC HERITAGE

OF THE WELLINGTON REGION

For

Greater Wellington Regional Council

*Front cover photo:
Days Bay Wharf, Eastbourne.*

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Survey for the Coastal Plan Review

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CONTENTS

1.0 INTRODUCTION

1.1	Commission.....	iv
1.2	Process.....	iv
1.3	Sources of Information.....	iv
1.4	Acknowledgements.....	v
1.5	References	v1

2.0 INVENTORY

Schedule E1 – Structures

Shed 5, Queen’s Wharf, 1887.....	2
Shed 3, Queen’s Wharf, 1887.....	9
Clyde Quay Boat Harbour, 1904.....	17
Eastbourne Ferry Terminal and Ferry Wharf, 1912.....	31
Cranes, Queen’s Wharf, 1951, 1966.....	41
Seawall, Oriental Bay, 1905-1918.....	50
Aberdeen Quay Seawall, Evans Bay, 1909.....	59
Evans Bay Seawall, Point Jerningham to Little Karaka Bay, 1922-1984	67
Karori Rock Lighthouse, 1914-1915	76
Evans Bay Patent Slip and Wharves, 1873, 1922	83
Worser Bay Tank Obstacles, 1942.....	94
Pukerua Bay Machine Gun Posts, 1942-1943.....	101
Mana Esplanade Machine Gun Posts, 1942-1943.....	109
Centennial Highway, Coastal Section, 1939	117
Bait Shed, Island Bay, 1950.....	125

Schedule E2 - Wharves and Boatsheds

Queens Wharf, Wellington, 1862, 1886.....	134
Railway Wharf, 1880	147
Waterloo Quay Wharf, 1883.....	156
Day's Bay Wharf, Eastbourne, 1895	165
Miramar Wharf, Evans Bay, 1901	176
Karaka Bay Wharf, 1901	188
Seatoun Wharf, 1901.....	198
Taranaki Street Wharf, 1906	208
Rona Bay Wharf, 1906	220
Petone Wharf, 1908.....	230
Point Howard Wharf, 1929, 1935.....	241
Skerrett Boatshed, 1906.....	252
Seatoun Boathouse, 1907-08	258
Boatsheds and Clubhouse, Paremata, 1920s.....	265
Evans Bay Boatsheds, 1920s-1930s	274
Onepoto Boatsheds, 1930s	283
Cambourne Boatsheds, 1949	292

Schedule E3 - Navigation Aids

Pencarrow Head Lighthouse, 1906, 1934	301
Light, Point Halswell, 1913	309
Light, Point Jerningham, 1929	317
Steeple Rock Light, Seatoun, 1934.....	324

Schedule E4 – Archaeological Sites

Not included in this inventory

1.0 Introduction

1.1. Commission

This survey of historic heritage of the Wellington region is the result of a commission (30 June 2010) from Jonathan Street, on behalf of the Greater Wellington Regional Council. The reason for the survey is that Regional Plans are currently being reviewed. The proposed Regional Policy Statement 2009 requires, in policy 20, that significant historic heritage be identified in the new Regional Plan.

1.2. Process

The survey investigated some 70 sites under the jurisdiction of the Greater Wellington Regional Council. These are sites that fall within the Coastal Marine Area, the landward boundary of which is the line of 'mean high water springs', and freshwater sites, including those associated with rivers, lakes and streams. They were initially selected as part of work carried out for the Regional Council in 2008 by Boffa Miskell and InSitu Heritage Ltd..

The inventory entries include a history of each site, a physical description, an evaluation of significance, and present-day photographs. Evaluation criteria are based on those in policy 20 of the proposed Regional Policy Statement 2010, with particular attention being paid to physical values. These include architectural and technological values, integrity, age, and group or townscape values.

Archaeological and tangata whenua values were not required by the brief to be specifically addressed, as these need the specialist input of an archaeologist and iwi; the brief also acknowledged that 'only limited evaluation of social values will be possible', since this would require a great deal more research than was possible.

The list was progressively refined as the project was carried out. In some cases, several individual objects were aggregated into one site report (e.g. the head-works at the Orongorongo water catchment). Some sites were removed after an initial evaluation of heritage values. After the 70 proposed sites had been researched and inspected, and most of them written up in draft inventory form, the authors reviewed each item to confirm whether or not it met the criteria to sufficient degree that it should be included in the Inventory. Laura Paynter of Greater Wellington Regional Council contributed to this review.

The number of sites subsequently included in the Inventory is 48. These are separated divided between coastal sites (36) and freshwater sites (12) and, and then arranged in order paralleling the schedules in the Draft Natural Resources Plan, then sorted by type and date of construction.

1.3. Sources of Information

Research on the history of the sites was carried out by Michael Kelly and Miranda Williamson. Material relating to the history of each site is now gathered into files held by the Regional Council; these are presently in hard copy, and are to be scanned by Greater Wellington Regional Council for ease of future access. The files can be consulted for further detailed information on each site, there being a limit to how much information can be comfortably incorporated into an inventory entry.

It should be noted that some sites have been identified as heritage by local authorities, and have been written up in various inventories, including those of the Wellington City Council, the Porirua City Council and in Heritage New Zealand's List¹. Some histories and some descriptions for this inventory have been copied from their documents, and updated as necessary, and some histories have been written by Michael Kelly and Miranda Williamson. Due acknowledgement of authorship is made in the inventory entries.

Survey work was carried out by Chris Cochran and Russell Murray between April 2011 and April 2012, and the photos included in the entries were taken during these site visits.

1.4. Acknowledgements

This report has been prepared with the assistance of several people. Acknowledgement is made to:

Laura Paynter, Senior Policy Advisor, Greater Wellington Regional Council, for briefing and information relating to the sites. Scott Ihaka and Lucy Harper both contributed as liaison people at the beginning of the project.

Miranda Williamson, for researching and gathering material on the history of the sites, and for writing many of the histories.

Wellington City Council, Porirua City Council, New Zealand Historic Places Trust (now Heritage New Zealand) and the Institute of Professional Engineers New Zealand for permission to quote from their inventory entries and registration forms.

Research and documentation, and production of this report, was funded by the Greater Wellington Regional Council.

¹ Formerly New Zealand Historic Places Trust's Register

1.5. References

For a full list of references for each site, see the research files held by Greater Wellington Regional Council mentioned above. Some general references are listed below.

Institute of Professional Engineers, New Zealand, heritage database.

Heritage New Zealand Pouhere Taonga, List of Historic Places. Information is held on all sites that are listed under the Heritage New Zealand Pouhere Taonga Act of 2014.

Porirua City Council, Heritage Information Database.

Wellington City Council, Heritage Building Inventory, 2001 and later.

Schedule E1 – Structures



Shed 5, from the end of Queen's Wharf

Shed 5 Queen's Wharf 1887

1.0 Outline History

Under the 1852 New Zealand Constitution Act, the provinces controlled harbour activities. The provinces were abolished in 1876 and in 1878 the Harbours Act was passed, under which many of New Zealand's harbour boards were established. Wellington had its own act, the Wellington Harbour Board Act of 1879, which created a body of appointees representing provincial and commercial interests. It first met on 20 February 1880.

One of the prime considerations for the new board was the provision of wharves and, in 1883, new Chief Engineer William Ferguson drew up a plan of wharf development which was largely followed for next 50 years. The Board began a substantial building programme. For the first 10 years the Board built warehouses and stores, predominantly in timber, for the storage, organisation and distribution of the goods for which it was responsible. Within a few decades a range of timber buildings occupied all the wharves and jetties from Taranaki Street to Pipitea Wharf

One of these buildings was Shed 5, which was designed by Ferguson and built on the north side of Queen's Wharf, which had just been extended. Work on the building began in 1886 and it was finished the following year. As was the case with so many of the wharf buildings it served no special purpose beyond the storage of goods. In 1964, the Wellington Harbour Board demolished two of the Queen's Wharf sheds and then another in 1973 (when it also removed the line of sheds along Jervois Quay). This left Sheds 3 and 5 as the oldest surviving Harbour Board buildings on the waterfront, Shed 5 being the older of the two.

Wellington City Council established Lambton Harbour Management in 1989 to develop the waterfront for a mixture of commercial and public uses. One of the first projects pursued under the auspices of LHM was the conversion of Sheds 3 and 5 into restaurant bars. Shed 5 also became a fish market. Many changes were made to the building, the most significant to the exterior being a glazed addition on the east side. The building reopened in November 1992 and has continued to the present day to be a popular harbour-side restaurant. Somewhat ironically the building was largely unknown to the public until it acquired its new use.

Source: WCC Heritage Inventory, online version, June 2011 -

<http://www.wellington.govt.nz/services/heritage/details.php?id=52&m=search&building=shed>

2.0 Location

2.1. Map



Image from Google maps, 2012.

2.2. Legal Description

Shed 5 is located on Queen's Wharf.

The legal description is DP82018.

3.0 Physical Description

3.1. Setting

Shed 5 sits on what is today the inner part of Queen's Wharf, situated at the water's edge within a cluster of buildings of different eras and purposes. Of the immediately adjoining buildings, only Shed 3 is of heritage significance; proximate neighbours include the former Queen's Wharf Retail Centre and two large modern wharf sheds, Shed 1 on the outer tee of the wharf and Shed 6 opposite on the south side of the wharf. Features of interest in the surroundings include Queen's Wharf itself, the heritage cranes (relocated from Glasgow Wharf), and further afield, the Bond Store, Wharf Offices and Sheds 11 and 13.

3.2. Building

This Victorian maritime shed was refurbished in 1992 and significant alterations were made to the building's fabric, including the addition of a large conservatory to the harbour side of the building and a complete remodelling of the interior space. The outstanding original feature preserved on the building's exterior is the long gabled lantern that runs the length of the roof. The queen-post roof truss system in the

interior is impressive. The shed is clad in rusticated weatherboards, boxed at the corners, and the roof is sheathed in corrugated steel.

This simple and functional building is one of the very few timber structures surviving on the Wellington waterfront and in conjunction with the nearby Shed 3, the Bond Store, the former Harbour Board offices and Sheds 11 and 13, makes a valuable contribution to the character of the Queen’s Wharf area.

Source: WCC Heritage Inventory, online version, June 2011 - <http://www.wellington.govt.nz/services/heritage/details.php?id=52&m=search&building=shed>

3.3. Chronology, modifications

date	activity
1886	Shed 5 constructed
1949	Building re-roofed
1992	Major alterations, including east side addition; building re-opened as a restaurant and fish market (now a bar/restaurant)

4.0 Assessment of Significance

The heritage values of Shed 5 as it stands today are predominantly related to its age and history. It is an important part of a wider group of buildings surviving from the heyday of the working waterfront, particularly in the Queens Wharf area.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Shed 5’s historic value is primarily representative. It served a largely utilitarian purpose as a wharf shed and office for over 100 years but it is now the oldest of the harbour’s sheds and it is particularly significant for its antiquity. Its modern incarnation as a restaurant has been a successful one and this is adding another layer of history to the building. Shed 5 is well sited at Queen’s Wharf, the historic heart of Wellington’s harbour.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Like Shed 3, Shed 5 is at core a simple and functional building; its architectural value is primarily that of a well designed structure fit for a particular purpose, yet it was able to be successfully adapted for a quite different modern purpose.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

Although much modified over time, and particularly in the early 1990s, the building has technological value inherent in its original structure and surviving original fabric. In particular, the technology used in making the single large span of the roof is of interest.

Integrity

The significant physical values of the place have been largely unmodified.

Shed 5 has been considerably modified over time, particularly in the early 1990s. While its overall form is still recognisable and much of its original structure is intact, the building does not otherwise have a high level of physical integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

Shed 5 is now over 125 years old and has heritage values associated with its age, and with its occupation of the same wharf-side site since its construction. It is almost certainly the oldest wharf building remaining in Wellington's inner harbour.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

Shed 5 (and its neighbour, Shed 3) are not highly visible due to the surrounding large sheds and modern buildings, and do not have great landmark value. However, they are both prominent in views from close quarters around Queen's Wharf.

Shed 5 has group values at several different levels; the first group is with Queen's Wharf itself and the adjacent Shed 3. The second group is the wider one of surviving historic buildings and structures in the nearby area, including the Bond Store, Wharf Offices and Sheds 11 and 13, all of which constitute the most significant collection of surviving early waterfront buildings in Wellington. Shed 5 is also part of the still

broader group of surviving old buildings and structures around the whole of the Wellington waterfront.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community...

Both Shed 3 and Shed 5 are most strongly associated with the working wharves of the 20th century.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

Both Shed 3 and Shed 5 are well recognised by the public as features of heritage interest in the waterfront area.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The immediate surroundings of Queen's Wharf, including the adjacent Shed 3, make a very strong contribution to the values of Shed 5; as a group these structures represent the wharf area as it was for most of its working life.

4.5. Rarity

The place is unique or rare within the district or region.

Shed 5 is one of the few remaining 19th century waterfront sheds in Wellington, and the oldest, so that it has rarity value to the region.

4.6. Representativeness

The place is a good example of its type or era.

Although much modified, mainly in recent times, the original nature of Shed 5 can still be understood and it is a relatively good example of its era.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing: WCC Heritage Inventory, Map 17 Reference 257
("for information only")

NZAA Site Record:

Other:

6.0 Photographs



Shed 5 in context from the north, March 2012, showing the two cranes and Shed 1 (left), Shed 3 (centre) Shed 6 (to the right of Shed 3) and the Queens Wharf events centre looming in the background

7.0 References

WCC Heritage Inventory, online version, June 2011 -
<http://www.wellington.govt.nz/services/heritage/details.php?id=52&m=search&building=shed>



Shed 3, from the west, 2012

Shed 3
Queen's Wharf
1887

1.0 Outline History

Under the 1852 NZ Constitution Act, the provinces controlled harbour activities. The provinces were abolished in 1876 and in 1878 the Harbours Act was passed, under which many of New Zealand's harbour boards were established. Wellington had its own act, the Wellington Harbour Board Act of 1879, which created a body of appointees representing provincial and commercial interests. It first met on 20 February 1880.

One of the prime considerations for the new board was the provision of wharves and, in 1883, new Chief Engineer William Ferguson drew up a plan of wharf development which was largely followed for next 50 years. The Board began a substantial building programme. For the first ten years the Board built warehouses and stores, predominantly in timber, for the storage, organisation and distribution of the goods for which it was responsible. Within a few decades a range of timber buildings occupied all the wharves and jetties from Taranaki Street to Pipitea Wharf

One of these buildings was Shed 3, which was designed by Ferguson and built on the north side of the main axis of Queen's Wharf, which had just been extended. Work on the building began in 1886 and it was finished the following year. Originally a single storey building, it had an extra storey added in the early 1900s to house Wellington Harbour Board tug and pilot staff. In 1964, the Wellington Harbour Board demolished two of the Queen's Wharf sheds and then another in 1973 (when it also demolished the line of sheds along Jervois Quay). This left Sheds 3 and 5 as the oldest surviving Harbour Board buildings on the waterfront (Shed 5 being the older of the two).

Lambton Harbour Management was established by Wellington City Council in 1989 to develop the waterfront for a mixture of commercial and public uses. One of the first projects pursued under the auspices of LHM was the conversion of Sheds 3 and 5 into restaurant bars. Shed 3 was considerably altered, re-opening in its new role as the Dockside Restaurant in 1991. It remains the occupant.

Source: WCC Heritage Inventory, online version, June 2011 -

<http://www.wellington.govt.nz/services/heritage/details.php?id=52&m=search&building=shed>

2.0 Location

2.1. Map



Image from Google maps, 2012

2.2. Legal description

Shed 3 is located on Queens Wharf.

Legal description, DP 82018

3.0 Physical Description

3.1. Setting

Shed 3 sits on what is today the inner part of Queen's Wharf, situated at the water's edge within a cluster of buildings of different eras and purposes. Of the immediately adjoining buildings, only Shed 5 is of heritage significance; its proximate neighbours include the former Queens Wharf Retail Centre and two large modern wharf sheds, Shed 1 on the outer Tee of the wharf and Shed 6 opposite on the south side of the wharf. Features of interest in the surroundings include Queens Wharf itself, the cranes (relocated from Glasgow Wharf), and further afield, the Bond Store, Wharf Offices and Sheds 11 and 13.

3.2. Item

Shed 3 is at core simple yet handsome maritime building, an 'elegant shed' that represents a tradition of functional, yet distinctive, utilitarian building in New Zealand. The construction is timber frame and the building is clad in lapped weatherboards. The roof is a simple hip roof clad in corrugated steel.

The building has been extensively modified from its original form. During the conversion of the building to a bar and restaurant, most of the interior partitions were removed and new floors installed. Modern single-storey lean-to structures run the length of the building on both main elevations. Above these elements, modern aluminium joinery has been installed in place of old windows and a lightweight steel balcony also runs along both main elevations. Little of the original building remains visible today.

Source: WCC Heritage Inventory, online version, June 2011

<http://wellington.govt.nz/services/heritage/details.php?id=51&m=search&street=queen> - further words added by Russell Murray

3.3. Chronology, modifications

date	activity
1887	Building opened
n.d.	Late 19 th century, top floor added
1991	Building converted to bar/restaurant

4.0 Evaluation of Significance

The heritage values of Shed 3 as it stands today are predominantly related to its age and history. It is an important part of a wider group of buildings surviving from the heyday of the working waterfront, particularly in the Queens Wharf area.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Shed 3, like its neighbour Shed 5, was a functional and utilitarian wharf shed and office for over 100 years and has considerable representative significance for that. It is now one of the oldest buildings on the waterfront and it is particularly significant for its antiquity. Its modern incarnation as a restaurant has been a successful one and this is adding another layer of history to the building. Shed 3 is, together with its neighbour, the heart of Wellington's historic Queens Wharf.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Shed 3 is at core a simple and functional building; its architectural value is primarily that of a well designed structure fit for a particular purpose, yet it was able to be successfully adapted for a quite different modern purpose.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

Although much modified over time, and particularly in the early 1990s, the building has technological value inherent in its original structure and surviving original fabric. In particular, the technology used in making the single large span of the roof is of interest.

Integrity

The significant physical values of the place have been largely unmodified.

Shed 3 has been considerably modified over time, particularly in the early 1990s. While its overall form can still be discerned, and much of its original structure remains intact, the building does not otherwise have a high level of physical integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

Shed 3 is over 125 years old and has heritage values associated with its age, and with its occupation of the same wharf-side site since its construction. It is possibly the second oldest wharf building remaining in Wellington's inner harbour.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

Shed 3 (and its neighbour, Shed 5) are not highly visible due to the surrounding large sheds and modern buildings, and do not have great landmark value. However, they are both prominent in views from close quarters around Queen's Wharf.

Shed 3 has group values at several different levels; the first group is with Queen's Wharf itself and the adjacent Shed 5. The second group is the wider one of surviving historic buildings and structures in the nearby area, including the Bond Store, Wharf Offices and Sheds 11 and 13, all of which constitute the most significant collection of surviving early waterfront buildings in Wellington. Shed 3 is also part of the still broader group of surviving old buildings and structures that extends around the

whole of the Wellington waterfront, from Sheds 35 and 22 to the Clyde Quay boat harbour. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community...

Shed 3 is most strongly associated with the working wharves of the 20th century.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

Shed 3 is well recognised by the public as a feature of heritage interest in the waterfront area.

4.3. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The immediate surroundings of Queen's Wharf, including the adjacent sheds, particularly Shed 5, make a very strong contribution to the values of Shed 3; as a group these structures represent the wharf area as it was for most of its working life.

4.4. Rarity

The place is unique or rare within the district or region.

Shed 3 is one of the few remaining 19th century waterfront buildings in Wellington and is rare in the region. Shed 5 is the only other one of comparable age.

4.5. Representativeness

The place is a good example of its type or era.

Although much modified, mainly in recent times, the original nature of Shed 3 can still be understood when examined closely.

5.0 Schedule information

Regional Plan

Heritage NZ List

District Plan listing Map 17 Reference 256 "for information only"

NZAA Site Record

Other

6.0 Photographs



South elevation, June 2011



North elevation, March 2012

7.0 References

WCC Heritage Inventory, online version, June 2011

<http://wellington.govt.nz/services/heritage/details.php?id=51&m=search&street=queen>



Boat Harbour, from Clyde Quay, 2012

Clyde Quay Boat Harbour Wellington 1904

1.0 Outline History

Clyde Quay was originally a part of the rocky beach between Courtenay Place and Oriental Bay. Named after the *Clyde*, a ship that was wrecked on the way from Wanganui to Wellington and later beached at Kaiwharawhara, it was initially accessed by a narrow beachfront road.

Probably its first public use was the construction of the salt water Te Aro Public Swimming Baths in 1862. The men's and women's baths, managed by Henry Meech (d.1885) and his wife, who lived opposite, were located near where the middle of Clyde Quay harbour is today and were "securely protected from the visits of sea monsters".² They were rebuilt in 1900 on a site a little further east. They were finally demolished in 1962 and replaced the following year by Freyberg Pool, the foundations of which delineate the eastern edge of the boat harbour.

Other early occupants of Clyde Quay were boat builders, who had premises there late in the 19th and early twentieth centuries. By 1872 a slipway, 320 feet in length, capable of accommodating vessels of up to 130 tons had been constructed in the vicinity of the baths. The slipway, associated with Coffey and Dixon's shipyard, provided employment for 17 men, and by 1883 had facilitated the repair of over 259 vessels.³ Other shipbuilders at Clyde Quay included Bringins & Hogg, David Christie, and Paul & Roberts. While much of Wellington's boat building was relocated to Balaena Bay in the first decade of the twentieth century, Ted Bailey continued building fishing craft and yachts in the vicinity of the Freyberg Pool well into the second decade.⁴ By this time the still undeveloped promenade to Oriental Bay was the most popular of any recreational walk in Wellington.⁵

During planning of the Te Aro reclamation, the Wellington Harbour Board, prompted by complaints about the lack of satisfactory accommodation for recreational boats in Wellington Harbour, decided to set aside part of Clyde Quay for a small boat harbour. The decision, made at least as early as 1898, was followed by a plan,⁶ although this bore little similarity to the eventual design.

As part of a much wider and complex land swap between the Wellington City Council (WCC) and the Wellington Harbour Board (WHB) over the Te Aro reclamation, the WHB initially agreed to make available a 75-metre frontage along Clyde Quay for the new Te Aro Baths. This manoeuvre was actually enshrined in its own act of parliament – the Wellington City Reclamation and Baths Act 1898.⁷ The siting of the new baths was important, for the further along the quay they were built,

² Wilson A. and Kelly M. 1996, *Maritime Heritage Trail*, WCC, Wellington, (no.23)

³ Anderson, G. 1984. *Fresh About Cook Strait: An Appreciation of Wellington Harbour*. Methuen Publications, Wellington, p.181

⁴ McGill, D. 1984. *Pioneers of Port Nicholson*. A.H. & A.W. Reed, Wellington

⁵ *Cyclopedia of New Zealand*, Cyclopedia Co. 1897, Wellington p.29

⁶ Wellington Harbour Board plan 247, Sketch of Suggested Boat Harbour, Clyde Quay, 1898 (Wellington City Archives)

⁷ WHB Annual Report (to year end 31/12/1898)

the more room it allowed for the boat harbour. In 1899, while the decision to build the baths was in the process of being reconsidered, the Clyde Quay frontage to the harbour was extended from 204 metres to 300 metres.⁸

The reclamation began in 1901 and it was completed in 1904. The WHB annual report for the year ending 1901 described the works in progress on the boat harbour: “The works provide for the protecting wall on the eastern and southern sides, the south side being formed by Clyde Quay, and for a sheltering wall of about 400 ft (120 m) in length along its northern or sea front, leaving an opening 360 ft (108 m) in width to the north-east, which it is intended to partially close at a later date by a continuation of the wall built on the eastern boundary. There will be room along the Clyde Quay frontage for the erection of a large number of boat houses, which it is suggested should be built by the Board, from time to time as the demand may arise, and be leased out to the owners of boats.”⁹

Reclamation began in 1901. The WCC let a contract to Messers Burke and McGrath for the construction of the concrete face-wall but it is not known who was responsible for the reclamation¹⁰. The contract for the sea wall boundaries to the reclamation (west) and baths (east) and the breakwaters was let to Charles Pulley in January 1902. The contract was to be completed in August 1903. After work on these walls was sufficiently advanced, the WHB was able to examine more closely the role of the breakwaters, with particular regard to the extent of protection that might be offered moored vessels. It was decided “...to complete the north-eastern arm of the harbour in direction overlapping the outside of the north-western arm, in place of lying inside it, as it was first proposed. The boat harbour will then be completely sheltered from all easterly weather and it is anticipated that perfectly smooth water will be obtained inside.”¹¹

Work on the boat harbour was completed in 1904. No boat sheds were built initially as it was thought “undesirable to build sheds on timber foundations over the water, as the ground would gradually shoal thereunder and become offensive and insanitary.”¹² It was decided therefore to apply to the Marine Department to reclaim the site of the proposed sheds and then build them. The recommended first rental was to range from £7 10s per annum to £25 per annum for the larger sheds.

The contract for the reclamation and concreting was let to Young and Sellar. It did not include construction of the sheds, which it was proposed to carry out afterwards by day labour. Space was provided for about 60 sheds, but at first it was intended to erect only 20.¹³

⁸ Ibid. (to year end 31/12/1899)

⁹ WHB Annual Report (to year end 31/12/1901)

¹⁰ WHB Annual Report (to year end 31/12/1899)

¹¹ WHB Annual Report (to year end 31/12/1901)

¹² WHB Annual Report (to year end 31/12/1904)

¹³ WHB Annual Report (to year end 31/12/1905)

The first sheds, 24 in all, were designed by the WHB engineer William Ferguson and built later in 1905,¹⁴ in two groups of 12; the contractor is not presently known.¹⁵ They were built approximately 80 metres apart.

The sheds were initially leased by members of the Port Nicholson Yacht Club (later Royal PNYC – it obtained its royal warrant in 1921) and other clubs and were used for boat and gear storage and as workshops. The eastern sheds were later (ca. 1945) subdivided in two halves, but the western sheds were left intact. To meet increasing demand, another 14 sheds were built in 1922, and these maintained the appearance of the original sheds.

By 1909 some 70 mooring sites were available; only two more are available in the early 21st century. Also in 1909 came the appointment of the boat harbour's first caretaker, Neil McBride, who had previously been the pilot's assistant. The job was seven days a week and paid £155 per annum. Since his appointment there have been many more caretakers and the role continues to this day.

The first private club buildings were built before World War I when the Te Aro Sailing Club built clubrooms and storage alongside the western end of the eastern sheds.¹⁶ These sheds were later moved to make way for the American hospital (now RPNYC clubrooms) and, it is thought, still survive in modified form to the immediate west of that building. The PNYC, established in 1883, could not afford clubrooms when it first moved to Clyde Quay.¹⁷ Finally, in 1919, the club applied for permission from the WHB to build a clubrooms at the far eastern end of the harbour, in a site "littered up by rubbish".¹⁸ They were content not to build a permanent structure but one that rested on blocks on the concrete.¹⁹ Unfortunately the first design obtruded above the parapet wall and so the WHB instructed the club to change it so that the building would be no higher than 15 cm below the wall.

The arrival of American troops in Wellington in early 1942 transformed the quiet boat harbour. Wharfage was built along the shore, larger two storey structures (one later converted into what became known as the Coene²⁰ sheds), as well as other sheds and a slipway, were built by, or for, the Americans, who had numerous amphibian craft and launches moored where the city's pleasure craft had previously anchored. Extra accommodation for servicemen was provided by the building of a second storey on the more easterly of the original 1905 sheds. A malaria hospital for convalescing

¹⁴ Smillie S. 1998, "Clyde Quay Boat Harbour – Royal Port Nicholson Yacht Club, Heritage Significance Assessment", WCC, Wellington p.5

¹⁵ A speech by the Commodore of the RPNYC in the early 1960s suggests the boat sheds were not completed until 1907, after more reclamation to construct the platform the sheds sit on. No evidence to back this statement has yet been found.

¹⁶ Gleaned from historic photographs of the boat harbour held by the RPNYC and a comparison with the buildings as they appear today.

¹⁷ Johnson D. 1996, *Wellington Harbour*, Wellington Maritime Museum Trust, Wellington p.322

¹⁸ Sec. PNYC to Sec. WHB, file WHB 6/3/1 Pt.1, Royal Port Nicholson Yacht Club, WCA

¹⁹ Ibid.

²⁰ Named after an American officer who was in charge of the base's development.

soldiers was created with the addition of an upper storey on the RPNYC clubrooms, although it was found to be unsuitable for its purpose and the building was returned to the club in 1944; a new, much larger hospital was built a little further south. These second storeys were removed after the war and the buildings returned to their original appearance. During the war, most of the RPNYC boats had to be shifted to Evans Bay.

The biggest construction on the site eventually provided the RPNYC with new clubrooms. After the war the government leased the hospital for use as a hostel. It relinquished the lease in 1955 and the building's interior was then revamped by the club, to designs by Structon Group, with the construction work done by Lionel Moore Ltd.²¹ The club moved back into the building in November 1958. It engaged a manager and began a tradition of dining and hospitality that endures to this day. The conversion into the RPNYC's new clubhouse was a post-war use that had apparently always been intended by the American authorities.²² The building was finally bought outright by the club in 1986 and the following year it was almost completely rebuilt. It remains the club's premises. The old clubhouse (also still extant) is now occupied by RPNYC offices.

At the conclusion of the war the boat harbour returned to normal operations and the RPNYC boats returned from Evans Bay. While accommodation was a post-war priority, the RPNYC was also keen to push on with improvements to the harbour's facilities. In response to this, in 1945, the WHB subdivided the eastern sheds in two halves, in an effort to provide more accommodation, but the western sheds were left intact. The club asked to purchase a shed situated at the end of Clyde Quay Wharf from the War Assets Realisation Board to use as a starter's hut.²³ Permission was granted by the Secretary of the WHB in November that year. In 1946, encouraged by the club, the WHB began work on a new slipway, cradle and winch. It was completed the following year at a cost of £1,065. Operation of the new facility was taken over by the RPNYC at an annual rental of £43.²⁴ In 1949 another facility – a curbside petrol pump and 500 gallon underground tank – was installed.²⁵

In 1959 the Coene Sheds, the remaining portions of a two storey building either side of the slipway constructed for the US Navy, were demolished and rebuilt. They kept their old names and remain known as the east and west Coene sheds.²⁶

Post-war the boat sheds became highly sought after and there was a long waiting list. Inevitably, informants told the WHB about the indiscretions of shed lessees in the hope that it would lead to a change in occupant. 'Undeserving' people occupying sheds were sometimes the subject of anonymous notes sent to the WHB or RPNYC

²¹ Sec. RPNYC to Sec. WHB, 4/11/1959, file WHB 6/3/1 Pt.4, Royal Port Nicholson Yacht Club, WCA

²² Smillie p.5

²³ Sec. RPNYC to Sec. WHB, WHB 6/26/1 (ACO 23:112:4): Occupation of Land at Clyde Quay for Naval and N.A.P.S Purposes, 19/11/1945

²⁴ Sec. WHB to Sec. RPNYC File WHB 6/3/1 Pt.4, Royal Port Nicholson Yacht Club, WCA, 14/3/1947.

²⁵ Ibid. A note on file states that work was underway on 20/10/1949.

²⁶ Sec. WHB to Sec. RPNYC, 7/2/1957, file WHB 6/3/1 Pt.4, Royal Port Nicholson Yacht Club, WCA

commodore. It was also a long-standing tradition that sheds were only leased to owners of registered craft in the boat harbour, and that those craft had to be “not less than 14 feet in length”.²⁷ In 1951, the RPNYC complained to the WHB about “trafficking in shed tenancies and mooring sites in the boat harbour when there has been a change of ownership in yachts or launches...”²⁸

Over the history of the Clyde Quay Boat Harbour many important people have leased sheds and mooring sites. In the early 20th century a number of these were from the motor trade, then very much a coming industry. Names such as Maurice Manthel, who was a RPNYC commodore, as was his son Roger, and Bryan and Desmond Todd of Todd Motors are just some of the more prominent names from that industry. Other names included noted architects A.H. Mitchell and C.H. Mitchell, the retailer L.V. Martin, whose son Alan later became famous for his television advertisements,²⁹ and the distinguished eye surgeon Sir James Elliott and his son Randall, later a RPNYC commodore. There were many other individuals, mainly men, who were successful in commercial or public life. However, the majority of occupants were ordinary people who simply liked to sail or run a boat.

Significant local and visiting vessels have used the harbour, some for many decades. Vessels changed hands a number of times but the one constant was their occupancy of the harbour.

Sources:

Much of this history was reproduced from ‘Clyde Quay Precinct’, Inventory of Heritage Precincts, prepared for Wellington City Council by Boffa Miskell with Chris Cochran, 2001, with additional information from Cochran, Chris et al 2005, *Clyde Quay Boat Harbour, Wellington, Conservation Plan*, for Wellington City Council. Both of these source histories were written by Michael Kelly.

²⁷ Memo, General Manager, WHB, 14/4/1947. Ibid.

²⁸ Sec. RPNYC to Sec. WHB, 19/3/1951. Ibid.

²⁹ His son Neil later had a boat called *Putting it right*, after the famous Martin slogan.

2.0 Location

2.1. Map



*Clyde Quay Boat Harbour – former Overseas Passenger Terminal (and Clyde Quay Wharf) to the left of the harbour, Freyberg Pool to the right.
Image from Google Maps, 2012*

2.2. Legal description

Address, Oriental Parade.

Legal description, Pt Reserve Town of Wellington and Section 1 SO 24076 Boatsheds and Pt Reserve, Town of Wellington.

Owner, Wellington City Council

3.0 Physical Description

3.1. Setting

The setting of the Clyde Quay Boat Harbour is one of dramatic quality, established in one of the iconic landscapes of Wellington. The Boat Harbour is flanked by the modernist glass wall of the Freyberg Pool flanks to the east; the open waters of Wellington Harbour are to the north; the Overseas Passenger Terminal, Clyde Quay Wharf and Clyde Quay – and the edge of Waitangi Park – to the west, and Oriental Parade and the steep hillside of Mt Victoria, covered in buildings, including St Gerards Monastery, frames the harbour to the south. The boat harbour forms a focal point in this pivotal urban/harbour edge location.

3.2. Boat harbour

The Clyde Quay boat harbour is a complex place, made up of breakwaters, seawalls and retaining walls; flights of steps, concrete hard-standing and timber decking; boatsheds and clubhouses, and objects such as slipways, handrails and bollards, as well as the permanent moorings for the many boats in the harbour. The centre-point, near the centre of the landward edge, is the Royal Port Nicholson Yacht Club building, two storeys high and rising well above the brick wall that forms the edge of the Oriental Parade footpath.

The most distinctive architectural features of the complex are the groups of concrete boatsheds, neatly arrayed with gabled roofs and wide doors facing the harbour, and painted in bright colours.

3.3. Chronology, modifications

date	Activity
1904	Boat harbour constructed
1905	First two groups of boat sheds built
1922	Third group of sheds constructed
1942	Boat harbour occupied by US military

4.0 Evaluation of Significance

The Clyde Quay Boat Harbour is one of the most significant places in Wellington's recreational and maritime history. There has been the same continuous use of this part of the harbour, for sailing and recreation, since 1904. It is regionally important to Wellington and nationally to New Zealand for its historic, social, aesthetic and technical values.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Clyde Quay Boat Harbour is a place of great historic value to Wellington. Purpose-built as a boat harbour, it was developed from a rocky harbour edge to a precinct containing breakwaters, seawalls, buildings and structures, all geared to accommodate the sport of sailing. It was constructed as a response to the needs of the city's sailors, who have taken advantage of the harbour's natural attributes since its founding. As a result, Clyde Quay demonstrates better than anywhere the importance and popularity of sailing to Wellingtonians.

Clyde Quay is also briefly but importantly associated with the American Marines stationed at the harbour during World War II and who took over the harbour and used it as a base for two years.

A number of significant events, regattas and the like, have been based at the harbour, mostly associated with the Royal Port Nicholson Yacht Club, one of the country's most successful and prestigious yacht clubs. The harbour has also been home to other clubs over its history.

As the city's oldest purpose-built mooring facility, with most of its original infrastructure still in place, Clyde Quay is a place that has significant rarity.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The aesthetic value of the Clyde Quay Boat Harbour is very high. It forms a crucial part of one of the most distinctive of all Wellington views, that of the houses of Mt Victoria and St Gerard's Monastery as seen from much of the inner harbour. This is one of the iconic views of the capital city, bringing a maritime architecture into close proximity with inner-city housing, a juxtaposition that occurs in few other New Zealand cities.

The form of the boat harbour is strongly and clearly defined by the seawall at the land side and the overlapping breakwaters at the harbour side. The land edge is articulated by the simple repetitive forms of the boatsheds, offset by the hard standing at the waters' edge. The boat sheds and other buildings make a strong contribution to the townscape value of the area, a quality enhanced by their brightly painted timber and concrete finishes. While modest in themselves, the buildings (and particularly the boatsheds) gain immensely from their relationship with each other, the value of the group exceeding the sum of the parts.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

Any surviving archaeological remains associated with shipbuilding activities at Clyde Quay are likely to be buried within reclamations or contained within the foreshore and seabed. The slipway at the eastern end of the boat harbour was constructed later, in the 1960s and this development is likely to have removed much of the evidence of the earlier slipway. Archaeological remains of shipbuilding and repair can provide valuable information pertaining to the local shipbuilding industry not available in historical sources.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

There is technical value in the structures of the boat harbour, in particular in the breakwaters that were technically advanced for their time and have survived in reasonably sound form. The seawalls too have value for their mass-concrete construction.

The 1905 boatsheds are interesting for their all-concrete construction, while the remaining structures that date from the American period have the potential to provide information about the construction of wartime buildings.

Integrity

The significant physical values of the place have been largely unmodified.

The place has a high level of authenticity. It has evolved over time, although the process has been gradual, and has been carried out within the constraining framework of breakwaters, hard standing and seawalls that have barely changed over 100 years. The most prominent feature of the Boat Harbour, the characteristic zig-zag of the 38 boatsheds, remains more or less unchanged from photos taken early in the 20th century.

Other structures have changed more, the RPNYC clubhouse having undergone various transformations, but all within the original footprint and scale of the building.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The Clyde Quay Boat Harbour has values of age for its largely intact infrastructure, dating back over 100 years. While there are other mooring facilities and marinas around Wellington Harbour, they are all considerably more modern.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

Townscape values are particularly significant, as the place is picturesque, it is a part of some of the most iconic views of the capital city, and it is in a busy place with many people enjoying its attributes.

The Boat Harbour is an important part of a well-established historic landscape, including significant features such as St Gerards Monastery high upon the bluff above the Boat Harbour, the old houses of Mount Victoria and Freyberg Pool. It is strongly associated with, and emphasised by, the natural features of the harbour and the sharp bluffs of Mt Victoria.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

The place enjoys a very high level of public esteem. It has high amenity value, both for its longstanding use and for its role in helping to define the identity of the city. Being inextricably linked with the sport of sailing, it has particularly strong associations with the fraternity of sailors in Wellington.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The boat harbour is a very well-known and widely recognised place that enjoys a high level of public use and esteem. It is particularly well known to the many generations of Wellington's sailors that have used the place. It has featured in postcards and paintings of the city since it was constructed.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

Although the surroundings of the Boat Harbour have evolved over time, and buildings have come and gone, the tightly restricted topography of the area has constrained the intensity of development around the harbour. The surroundings contain many buildings and objects that contribute to an appreciation and understanding of the history, development and function of the Boat Harbour, such as the general background of the old Mount Victoria houses and St Gerards Monastery, Waitangi Park and a variety of apartment blocks of different eras.

4.5. Rarity

The place is unique or rare within the district or region.

The place is unique in the region. There are other marinas in Wellington, but none with the history or visual qualities of Clyde Quay.

4.6. Representativeness

The place is a good example of its type or era.

As the Clyde Quay Boat Harbour is a unique place in Wellington it cannot be said to have particular qualities of representativeness.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing: Clyde Quay Boat Harbour Heritage Area, map 16
reference 10

NZAA Site Record:

Other:

6.0 Photographs



Looking north along the hard, near the RPNYC Clubhouse.



Looking south, from the Freyberg Pool

7.0 Sources

'Clyde Quay Precinct', Inventory of Heritage Precincts, prepared for Wellington City Council by Boffa Miskell with Chris Cochran, 2001

Cochran, Chris et al 2005, *Clyde Quay Boat Harbour, Wellington, Conservation Plan*, for Wellington City Council

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File WHB 6/3/1 Pt.1, Royal Port Nicholson Yacht Club, Wellington City Archives

File WHB 6/3/1 Pt.4, Royal Port Nicholson Yacht Club, Wellington City Archives

File WHB 6/26/1 (ACO 23:112:4): Occupation of Land at Clyde Quay for Naval and N.A.P.S Purposes, Wellington City Archives

Smillie S. 1998, "Clyde Quay Boat Harbour – Royal Port Nicholson Yacht Club, Heritage Significance Assessment", WCC, Wellington

Wellington Harbour Board plan 247, Sketch of Suggested Boat Harbour , Clyde Quay, 1898 (Wellington City Archives)

WHB Annual Report (to year end 31/12/1898, 1899, 1901, 1904 and 1905)

Wilson, Tony and Michael Kelly 1996, *Maritime Heritage Trail*, WCC, Wellington



Eastbourne Ferry Terminal, from south, June 2011

Eastbourne Ferry Terminal 1912 and Ferry Wharf 1896, 1906, 1912-14

1.0 Outline History

The former Eastbourne Ferry Terminal building and the Ferry Wharf it stands on are significant historic features on Wellington's waterfront. They represent the heyday of a ferry service that started in the 1890s and lasted through to the 1940s. At its peak on fine weekends up to 5,000 people travelled on the ferry from Wellington to Days Bay.

When a regular commuter service from Eastbourne first started operating in 1906 it was the main means of public transport for the Eastbourne community, and over time it helped facilitate the development of Eastbourne and the Eastern Bays, from a recreational playground for weekend holiday makers to a residential area, with people now able to commute daily to the city. The ferries were also important to the development of the port, as they were also used for tug and pilot services.

The Wellington Steam Ferry Company was floated as a public company in 1900 by James H Williams, who had been the man behind the development of the first regular harbour ferry service between Wellington and Days Bay in the 1890s. The ferry service was later extended to Rona Bay, Eastbourne, in 1906 and other bays in the inner harbour. It operated until 1948, when buses replaced ferries as the main means of public transport from Eastbourne and the bays into the city.

The Ferry Wharf was built in three stages. The main wharf was built in 1896; in 1906 it was doubled in size, and in 1912-14 a further section was added so that the ferries could tie up without an overhang. Built of Australian hardwood and New Zealand totara, the wharf has been in continuous use, even while the additions were made, for over 110 years.

The Eastbourne Ferry Terminal building has also been in more or less continuous use since it was constructed. Plans were finished in January 1912. According to Harbour Board Engineer James Marchbanks, in his annual report to the Wellington Harbour Board, it was to be '...a two-storey building in wood of plain, but elegant design, with a tile roof. On the wharf level there would be passageways for passengers, with inward and outward turnstiles'. The building constructed, possibly by Harbour Board staff, for a cost of £1,035.0s.7d. The finished design is somewhat quirky with its inventive roof structure of interlocking hip and hipped-gable roofs, sheathed in concrete (originally Marseilles) tiles, and square entrance tunnel with wrought iron gates.

The Eastbourne Ferry Terminal building was used as offices for the Wellington Steam Ferry Company Ltd. for a brief period prior to it becoming the offices of the Eastbourne Borough Council around 1915. The Eastbourne Borough Council had purchased the ferry service in 1912, and was the first local authority in New Zealand to own a public ferry service. The Borough Council moved out in 1952, and the building has since been occupied by a series of tenants. In 2009 the Police Maritime Unit and National Dive Squad took over the building, and remain there today.

Source: Heritage NZ List, online entry, June 2011 (edited)
<http://www.heritage.org.nz/the-list/details/7807>

2.0 Location

2.1. Map



Image from Google maps, 2012

2.2. Legal description

Legal description – Pt bed Port Nicholson SO 34851

3.0 Physical Description

3.1. Setting

The Eastbourne Ferry Terminal building and Ferry Wharf are located on the seaward side of Waterloo Quay between the Tug Wharf to the south and Waterloo Quay Wharf to the north. On the landward side the building is isolated from the city by an open expanse used as a car and camper van park. On the harbour side, there are a number of timber wharves still in use on either side of it, including Queens Wharf to the south, the outer T of which extends into the harbour directly in line with the Ferry Wharf.

Two early neighbours, Shed 17 (1917-1983) and the Customs House (1902-1969), were demolished long ago; however, the wharf gates, pillars and railings (1921) are still standing, although not in their original locations – these have been relocated to the wharf entrance at the intersection of Whitmore Street and Waterloo Quay. Further to the north is Shed 21 and to the south Sheds 11 and 13, all built in brick, and all important waterfront neighbours of high heritage interest.

The building and wharf are clearly visible from different viewpoints around the wharves as well as from the water, less so from the city itself. Further afield there are

several bays around the harbour which were serviced by the ferries and which still have their original timber wharves, including Days Bay and Petone. Rona Bay Wharf is still extant but is no longer used for ferry purposes.

3.2. Ferry Wharf

The Ferry Wharf adjoins the Kumutoto Promenade, and is situated between the Waterloo Quay Wharf and the Tug Wharf. As it stands today the structure is approximately 10 metres wide by 95 metres long; a slender finger extending out from the harbour-side, oriented north-south in parallel with the nearby major timber wharves and set at an angle of 45 degrees to the Kumutoto Wharf edge; its eastern edge aligns with that of the outer-T of Queen's Wharf.

The structure is arranged as rows of four timber piles at 10 foot (3 metre) centres, the rows being spaced at 20 foot (6.1 metre) centres. There is diagonal cross-bracing between the piles, and a heavy timber beam structure supporting the deck; the original timber deck has been overlaid with a concrete slab and kerbing. Original timber bollards have been replaced with cast iron bollards, painted bright yellow. There is a gantry on the eastern edge of the wharf, and a small shed on the southern end that is used by the Navy dive team.

3.3. Eastbourne Ferry Terminal Building

Sited at the entrance to the Ferry Wharf the Ferry Terminal is a narrow, two-storey weatherboard structure, designed specifically as an entrance to the wharf – passengers went 'through' the building, past the ticket office, and out onto the wharf. The building retains its overall form and key features from its original construction in 1912. A major change was an addition to the south end in 1924, and this followed the form and detail of the original; it can be distinguished today on the landward side as the two double-hung windows at first floor level, and as joints in the weatherboards at ground floor. Since then the changes to the exterior of the building have principally been to the ground floor openings.

The building is a basic rectangular shape in plan, with a triangular extension at the northern end that has its outer wall parallel to the edge of the wharf (the wharf running out at an angle of approximately 45 degrees to the main axis of the building). It is clad with plain lapped weatherboards, and has large double-hung windows at both levels; the windows on the south elevation were relocated as part of the 1924 alterations. The roof is still tiled (with concrete tiles in place of the original Marseille tiles), while the weatherboarding and the flared skirt of timber shingles that separates the ground and first floor levels appear original. At ground level the original tunnel with iron gates featuring the date '1912' is still in place, the gates being used now by the police to secure the wharf.

There have been some changes internally as the building has been modified to meet the needs of its occupiers over time; these have been unobtrusive and much of the original fabric still remains. On the ground floor to the right of the tunnel is a large meeting room, kitchenette and toilet. To the left is a small office and an entrance to

the stairwell. The original staircase is still in place at the northern end of the building. Upstairs there are two small offices at the northern end and a large office at the southern end. Internally much of the original timber lining is still in place.

Source: Heritage New Zealand Online List, entry no. 7807 (edited and modified by Michael Kelly and Russell Murray)

<http://www.heritage.org.nz/the-list/details/7807>

3.4. Chronology, modifications

date	Activity
1896	Ferry wharf built
1906	Wharf doubled in size.
1912	Ferry Terminal building built.
1914	Extension made to the wharf.
1924	Addition made to the Ferry Terminal.

4.0 Evaluation of Significance

The Eastbourne Ferry Terminal building is a unique structure in the Wellington region. Together with the associated wharf, it has strong historic values for the part it has played in the development and enjoyment of one of Wellington's most popular beaches and residential areas at Eastbourne. The building has some architectural value, and has been little altered over time, giving it a high level of authenticity.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The Eastbourne Ferry Terminal Building, built in 1912, has strong historical association with the transport infrastructure of Wellington. It was the terminus for an important ferry service for some 36 years (1912 – 1948), which aided the growth of the eastern harbour suburbs, and it was, from 1915 to 1952, the Wellington offices of the Eastbourne Borough Council. It was a well-known landmark for many thousands of commuters and for day-trippers to the eastern bays. These uses give the building much of its historic value but there have been a variety of uses since then, all of which add to the historic value of the place.

Integral to the functioning of the building, the wharf, built in 1896 and extended twice since then, has seen extensive use by the ferry service, and latterly, a variety of other services. It has been in continuous use for 115 years.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The design of the building is unusual for its form, with a large central gateway through it giving access to the wharf, and with the chamfered plan at the northern end following the angle of the wharf on which it is built; it is also tall for its narrow plan shape and its uncommon proportions give it a strong presence in this otherwise rather empty stretch of the harbour edge. It is a well-ordered and functional design, and its form and detail (in particular the tunnel, and the ticket booth) still today provide strong evidence as to its original use.

The architectural values of the wharf are those that arise from a well-designed engineering structure, one that is fit for its purpose of handling smaller vessels. The wharf is a simple and logical design that makes good use of the most appropriate materials.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The building has some technological value as an intact timber-framed structure that is now over 100 years old.

The wharf too has technological value as an engineered structure in timber of the late 19th century; it was built towards the end of the time when the wharves were being built in timber, concrete being in common use from early in the 20th century.

Integrity

The significant physical values of the place have been largely unmodified.

The building has a high level of integrity, with much of the original fabric still in place. The one major addition was made early in its life (1924) and in a matching style.

The wharf has integrity since it remains a free-standing 'finger wharf' structure and, despite modifications, with a high proportion of the original fabric remaining.

Age

The place is particularly old in the context of human occupation of the Wellington region.

Both the building and the wharf have some value for their age; the building is a rare intact example of a commercial building on the waterfront, and is now over 100 years old, while the wharf has seen more than 115 years of continuous service.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

While not well related to adjacent structures, since today it stands somewhat on its own, the Ferry Terminal nevertheless can be seen as important in the harbour-edge structures that form a ring around the inner basin of Wellington harbour. Other such buildings include Shed 21 to the north, and Sheds 13 and 11 and others on Queen's Wharf to the south. Its physical isolation however gives it considerable landmark status.

The Ferry Terminal and wharf have high group value as associated structures.

The wharf itself has little townscape value, by the nature of its discreet form and comparatively small scale.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

Today these structures have little sentimental or community value, although there was a time when this value would have been high.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The building would have some public recognition due to its prominent location and singular appearance, without it being held in especially high public esteem.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The building and the wharf are an integral pair of structures, functionally related, and each today benefiting from the presence of the other. The absence of modern reclamation nearby has ensured the original maritime setting has remained intact.

4.5. Rarity

The place is unique or rare within the district or region.

This is the only harbour ferry terminal building in Wellington and the only such structure remaining from the heyday of harbour ferries. For these reasons it can be considered unique in the Wellington region.

4.6. Representativeness

The place is a good example of its type or era.

Although unusual in many respects, including its form and its use, the building is a good representative example of design, construction and use of materials of the time.

The wharf is representative of the smaller-scale wharves built around Wellington harbour in the late 19th and early 20th centuries principally to service the harbour ferry trade.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Category 2, list no. 7807

District Plan listing: WCC District Plan - Map 17 reference 337

NZAA Site Record:

Other:

6.0 Photographs



*Ferry Wharf, from the north side; Ferry Terminal on the right.
[better image to come]*



*Ferry Terminal and Wharf, from the south, from the outer-T of Queen's Wharf;
Shed 21 behind*

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NZHPT Register, online entry, June 2011 (edited), register no. 7807

<http://historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=7807&m=advanced>



The level-luffing crane, 1951, seen through the legs of the tripod crane, 1966

Cranes, Queens Wharf 1951 and 1966

1.0 Outline History

Fixed cranes, for moving cargo on and off ships, were commonplace along the Lambton Harbour waterfront for over a century. Today on Queens Wharf, just two such cranes remain, neither in their original location. Both cranes were designed and built by Stothert & Pitt, a British engineering company founded in Bath, England in 1795.³⁰ The company began making cranes in the 1850s, and by 1875, cranes were one of the company's specialities and Stothert & Pitt cranes could be found in ports throughout the British Empire.³¹

The Stothert & Pitt cranes on the Wellington waterfront were, in their time, particularly successful models. The two surviving cranes are a level-luffing crane and a tripod crane.

The level luffing crane was imported from England by the Wellington Harbour Board and installed on the Aotea Quay Wharf in 1951. The level luffing design has a mechanism that allows the hook and load to remain at a constant height while the jib can be moved up and down to move the load closer and further away relative to the base of the crane.³² This design allowed the operator a lot of control over lifting operations and was particularly useful for port work where the cranes often had very restricted operating envelopes. This was certainly the case at Aotea Quay. This crane is the only one of its kind remaining on the Wellington waterfront and may be the last in the country.

The tripod crane was one of 10 bought by the Wellington Harbour Board in 1966 from Stothert & Pitt, at a cost of £30,000 each. They were assembled on Harbour Board land on Taranaki Street and installed on Glasgow Wharf in July 1966.³³ Of the original 10, this is the only one remaining.

Using these cranes to move cargo on and off ships was labour-intensive and slow, although a great deal more efficient than with the cranes that preceded these. Vessels were moored alongside the wharf and labourers used the cranes to move cargo between the wharf and ship, two to five tonnes at a time.³⁴ In the 1960s loading methods changed dramatically. New Zealand shipping lines largely switched to 'Roll-on, roll off' (RORO) loading in coastal trade, and the use of standard ISO shipping containers for international trade.³⁵ Rather than use cranes to load the vessels with goods brought to the waterfront in individual cases, companies quickly found it more economical to use off-site labour to fill standard-sized steel containers,

³⁰ Wikipedia, 'Stothert & Pitt', http://en.wikipedia.org/wiki/Stothert_%26_Pitt (accessed: 21 May 2011)

³¹ Ibid.

³² Wikipedia, 'Level Luffing Crane' http://en.wikipedia.org/wiki/Level_luffing_crane (accessed: 21 May 2011)

³³ Photo, *Evening Post*, 7 July 1966

³⁴ McLean, Gavin 'Shipping - The container revolution', Te Ara - The Encyclopedia of New Zealand, (accessed 21 May 2011), <http://www.TeAra.govt.nz/en/shipping/9>

³⁵ Ibid

transport them to the port and load these containers onto ships purpose-built to carry them.³⁶ By the early 1970s container shipping in Wellington Harbour was flourishing, and the small cranes on Glasgow and Aotea Wharves had become obsolete.

As a permanent memorial to an era of cargo handling that has now ended, Wellington Waterfront (then Lambton Harbour Management) decided to restore the cranes and put them on display. Work finished in 2000 and the cranes were located at Queens Wharf, where they remain.

2.0 Location

2.1. Map



Cranes, Queens Wharf, image from Google Maps, 2012

2.2. Ownership

The cranes are located on the inner and outer tees of Queen's Wharf. They are owned by Wellington City Council through Wellington Waterfront Limited.

3.0 Physical Description

3.1. Setting

Although neither crane is in its original setting, their dock-side location at Queens Wharf shows the way in which the cranes might have been used and how they would relate to the harbour and wharf's edge, as well as to the many goods sheds that used to line the wharves. They stand facing each other, one on the inner Tee of the wharf (alongside Shed 6), and one alone on the outer Tee, on the southern side.

³⁶ Ibid

3.2. Cranes

Both cranes are functional and utilitarian objects; the main object of their designs was fitness for purpose. However, both strongly reflect the flavour of their times in their design.

Neither crane is now operational. They do not have lifting gear or hoist cables and the booms are both fixed in a permanent vertical orientation.

Level-luffing crane

The electrically-driven level-luffing crane of 1951 is a complex machine that shows a direct evolutionary path from the steam-driven cranes of the early 20th century. Its design is little changed from its pre-war predecessors; a simple assemblage of individual engineering parts and structures each designed for its particular task, and no more nor less than was needed for it to work, but without any particular overriding unity of design – this crane would not have looked especially out of place amongst its ancestors.

This crane consists of two primary assemblies, the crane itself and a mobile gantry, with a turntable between. The crane consists of a mobile steel latticework main boom pivoted off the engine-house and a smaller fixed jib mounted vertically above the engine-house. The engine-house contains the driver's cabin at the front, with its distinctive multi-light glasshouse window and the driving and lifting gear in the machinery compartment at the rear, along with counterweights; it is notable for the multi-light windows that illuminate the interior.

The crane section is mounted to the gantry via the turntable, which is in turn supported on two very heavy transverse steel beams, allowing the crane to slew a load between ship and dock. The gantry is a tall steel straddle structure with four legs, cross-braced at the deck and in the plane of the legs, and at right angles to the waterside with latticework trusses. The gantry was designed to run along the dock-side on standard rail irons and has a set of motorised wheels at the bottom of each leg assembly.

Tripod crane

The tripod crane is a different kind of industrial object altogether. Functionally and technologically, the crane is not a great deal different from its predecessor – it still has a crane assembly, engine house and gantry and electric drive, and it filled much the same performance specification. However, its design illustrates the rapid advances in engineering and materials technology that were being made in the 1960s – the era of Concorde and moon flight – and the rapidly developing interest in the aesthetics of industrial objects; the design is a coherent whole that fully integrates all the parts of the crane into a visually consistent object, one with a distinctly “futuristic” appearance.

The tripod is arranged with two legs at the harbour-side and one at the rear. The structure of the crane has been minimised, by careful and efficient structural engineering design. The legs are made of steel box girders, tapered in elevation and

in cross section; these rise vertically from the driving wheels before canting inwards to join at the pivot assembly. The pivot is neatly and invisibly integrated between the legs and the engine-house. The structure of the crane’s boom is a great deal less visually complex than its predecessor; the engine-house is comparatively small and compact, with a pod-like driver’s cabin cantilevered out of the front.

3.3. Chronology, modifications

date	activity
1951	Level-luffing crane installed at Aotea Quay Wharf
1966	Tripod crane installed at Glasgow Wharf
2000	Redundant cranes restored and relocated to Queens Wharf

4.0 Evaluation of Significance

The two cranes have historic importance as the last survivors of the fixed cranes of the Wellington waterfront, and, even though no longer functional or on their original sites, they make an important contribution to the historic heritage of Queens Wharf. They both have technological value, and aesthetic value in their design.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

These two cranes are the only reminders of the numerous fixed and mobile cranes that once operated on Wellington’s waterfront. These cranes, which ranged from simple derricks to large, sophisticated structures, dominated wharf activity for over 100 years. Their demise, resulting from the major change to ro-ro shipping and containerised movement of goods, signalled a huge shift in the way the port did its business. These objects are left as significant relics from the heyday of the port’s history.

The cranes were bought and used by the Wellington Harbour Board, which ran the port in Wellington for over 100 years. The Board guided the operations of the port through decades of prosperity and contributed considerably to the city’s success.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The two cranes have high aesthetic values, although of quite different orders. The 1951 crane celebrates a certain kind of complexity in its assemblage, reflecting in some measure the complex bustle of waterfront activity before the container age. In contrast, the 1966 tripod crane has a visual simplicity that works well with its spare but futuristic form.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

Both cranes have high technological value, and can reveal information about the design, construction and technology of cargo cranes of the 1950s and 60s, the period before containerisation made such lifting machinery redundant.

Integrity

The significant physical values of the place have been largely unmodified.

Although neither crane now has lifting gear or hoist ropes, both are – outwardly at least – little modified from the time they were installed on the working wharves, and both can be considered to have a high level of physical integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The cranes do not have particular attributes of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

Although neither crane is in its original setting, the pair makes an important contribution to the historic character of the Queens Wharf area. The cranes can be considered to have high group value, both with each other and with the floating crane *Hikitia*, moored nearby at Taranaki St wharf, and also with the group of heritage buildings in the immediate environs.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

The cranes have an association with the diminishing group of old water-siders who would have worked with them before the advent of container shipping.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The cranes are a highly recognisable feature on a part of waterfront that is very heavily used by the public. They enhance the sense of identity of Queen's Wharf because of their visual prominence and landmark qualities. . The cranes are increasingly attracting attention, particularly since Wellington Waterfront installed a heritage trail panel nearby to explain their origins. They will gather greater interest as decades pass, as memories of the waterside cranes dim.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

A waterfront setting is essential for these cranes to be properly understood. While the cranes are not in their original setting, their location at Queens Wharf shows how they would originally have related to a working wharf. They sit so well in their environment that many people are unaware that they are non-functioning historic relics.

4.5. Rarity

The place is unique or rare within the district or region.

These are the only examples of these kinds of cranes left on the Wellington waterfront, and are rare in the national context

4.6. Representativeness

The place is a good example of its type or era.

These cranes are, along with the floating crane *Hikitia*, the only structures of their kind left on the waterfront. For that reason they do not have particular values of representativeness.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Not presently registered. Part of a proposed Wellington Wharves Historic Area.

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



The level-luffing crane, 1951, on the inner Tee of Queen's Wharf; Shed 6 behind.



The tripod crane, 1966, on the outer Tee of Queen's Wharf.

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Oriental Bay Sea Wall, 2012

**Sea Wall
Oriental Bay
1913 - 1918**

1.0 Outline History

Oriental Bay is Wellington's premier esplanade; it is the site of Wellington's only inner city beach and is today one of the most exclusive suburbs in the city.

Oriental Bay has not always been the jewel in the city's crown. Up to the late 19th century it was little more than a stony beach with a few houses built along the foreshore. Its appearance was not helped by the construction of a light railway in 1882 to carry spoil for the Te Aro reclamation. Some of the beach was reclaimed for the railway. Once the railway went, people moved to the area in greater numbers and as the century passed, more substantial houses began appearing alongside the rudimentary road and up the hillside. Boat sheds were built between road and sea. During this period the seaside walk became very popular and by 1897 the *New Zealand Cyclopaedia* was able to claim that upwards of 400 people a day used the road on weekends,³⁷ this despite the fact that the road was still not well formed for much of its length.

The popularity of promenading may have prompted the Wellington City Corporation to improve the foreshore. By 1900 the unsealed road was reasonably well defined but unprotected from the sea. In 1905 an electric tramway was constructed, which encouraged greater development of the bay. That year the Corporation proposed to reclaim land behind a concrete wall stretching from the two points that enclosed the bay. This idea was greeted with a predictable outcry, but remained very much current until October 1916 when a deputation from the Greater Wellington Town Planning and Municipal Elector's Association demanded that the Corporation preserve the beach.³⁸

The Corporation agreed, but evidence suggests that it took steps to improve the foreshore long before the reclamation idea was dropped. Although no direct archival evidence has been located to confirm this, the first sea wall of any sort could have been built as early as 1905,³⁹ perhaps in conjunction with the tramway. Photographs of the time show stone revetting in use in one place, while later, ca. 1910, a concrete footing wall was built around the bay. One account suggests the first part of the main wall was built from the Te Aro Baths (roughly where the Freyberg Pool stands today) to a point 200 metres east of the band rotunda⁴⁰ – this contention is supported by a photograph taken in 1913.⁴¹

³⁷ New Zealand Cyclopaedia Co. *New Zealand Cyclopaedia, Wellington Provincial District*, Vol.1, Wellington p.229

³⁸ *Oriental Bay 1918*, compiled by Kynan Gentry for the WCC.

³⁹ Memo, D Reelick to C Olsen, City Works Division file 35/772/13. The memo cites some evidence from unsourced WCC files that the first part of the wall was built from the Te Aro baths to a point 100 m east of the present band rotunda in 1905.

⁴⁰ Ibid.

⁴¹ ATL photo 22718 ½ Oriental Bay 1913, which shows the wall completed only to a point just inside Oriental Bay. Council Minutes Book 1916-1917 (WCA) describes forthcoming work as "completing the sea wall", also indicating that part of the wall was already in place.

Whatever the actual scenario, the sea wall did not reach its present extent within Oriental Bay until 1917-18, when the entire foreshore and a rocky promontory were enclosed. A band rotunda was built on the promontory.⁴² The decision to complete the wall and build the band rotunda may have been prompted by the decision to finally abandon the reclamation proposal; Oriental Bay was a growing attraction and a developing suburb and Wellingtonians wanted the beach improved. The band rotunda, which had been relocated from its site in front of the Wellington Town Hall, was later removed (in 1936) and replaced with the existing rotunda, now a restaurant, in 1938.

In 1929-30 the sea wall was extended to a point just west of Point Jerningham, although the full wall, originally intended to run around the point and into Evans Bay, was never completed.

Throughout its life, the sea wall has been the subject of regular investigation and reports, but it is only since the early 1980s that serious remedial work has actually been carried out. It appears that undermining has been a longstanding problem,⁴³ which got worse over the period of World War II. In 1950, repair was mooted for some undermining of the Oriental Bay to Point Jerningham section, but was considered "...too labour intensive at the time."⁴⁴ In 1951 an investigation revealed some 420 metres of wall had been undermined east of Te Aro Baths. An estimated budget of £11,000 was needed to fix the problem, but it appears the work was never done. Soon after this, the beach reached its broadest recorded extent and this may have covered up the problem.

It was not until the 1980s that repairs began in earnest. Local repairs to sections of the wall, of up to five or six metres in length at a time, were undertaken in the late 1990s, and repair work continued through the early 2000s, with extensive repairs for undermining conducted on the section to Point Jerningham.

Source: *Seawall and Band Rotunda, Oriental Bay, Heritage Significance Assessment* – Michael Kelly for WCC, November 2000

⁴² The rest of the wall, from Oriental Bay to Point Jerningham, was not completed until 1925 or later.

⁴³ Memo, D Reelick, op. cit.

⁴⁴ Ibid.

2.0 Location

2.1. Map



Image from Google Maps, May 2011 – approximate extent of sea wall shown with red line

2.2. Legal description

The Oriental Bay sea wall stretches around the waterfront from the Freyberg Pool to Point Jerningham. The sea wall, along with the band rotunda, is owned and managed by Wellington City Council.

3.0 Physical Description

3.1. Setting

The Oriental Bay sea wall is a major landmark of the inner harbour of Wellington, stretching from just east of the Freyberg Pool around the sweep of Oriental Bay and out to Point Jerningham and beyond. Apart from the sandy beaches near Freyberg Pool and of the bay itself, rocks and water mark the seaward edge of the wall, while the landward side is a broad promenade of the footpath and the road, Oriental Parade. An eclectic mix of building styles, of varying sizes and ages, and mainly residential in use, stretch the full length of the Parade, and climb the often steep slopes of Mt Victoria behind.

The sea wall is thus the defining edge of a dramatic townscape, with views out to the harbour and city on one side, and to the buildings and trees of the Town Belt on the western slopes of Mt Victoria on the other.

3.2. Sea wall

The sea wall is an unreinforced mass concrete structure; it varies in height from just over one metre to three metres high on the seaward side, depending on the contour of the land. On the landward side, the parapet rises around half a metre above the footpath. The wall is relatively narrow at the top and broadest at the base. Parts of the wall (towards the Point Jerningham end) have an extra footing added to reinforce sections that had been undermined by wave action.

On the seaward side of the parapet is a projecting wave deflector, curved underneath and flat on top – at about the same level as the footpath – which makes a comfortable seat and is well used in good weather. Piers at regular intervals along the top of the wall were once the base for street lights; a cavity in each pier probably housed another sealed light. The form of the wall changes beyond Oriental Bay – the wave deflector is formed as part of the parapet, leaving no place to sit comfortably.

The entire wall shows signs of repair and alteration. The lamps and iron fence that once ran the entire length of the wall have been removed and the holes filled in. Small sections and patches of wall have been re-filled with concrete, although not much care has been taken to match the colour or texture.

3.3. Chronology, modifications

date	activity
1905	First efforts at building a sea wall along the bay
1910-11	Possible date for first concrete sea wall
1913	Sea wall completed from Te Aro baths to within 200 m of band rotunda location
1917-18	Sea wall completed to eastern end of Oriental Bay, including a platform for a band rotunda in the middle of the bay; the band rotunda from Civic Square re-erected on this platform
1925	Sea wall extended to Point Jerningham
1938	New band rotunda built on semi-circular platform
1939	Inspection of sea wall east of Te Aro baths revealed considerable undermining for 50 m; work deferred due to WWII
1948	Work on undermining deferred again
1950	Concerns raised about state of sea wall near Point Jerningham. No work done
1951	Another investigation revealed 420 m of sea wall undermined east of Te Aro baths, with a repair budget of £11,000 needed. No work appears to have been done.
1973	WCC Works Department identifies 70 – 120 m of significant undermining
1996	Work begins on repairing undermined wall in the section to Point Jerningham

2000-01 Work continues on repairs to sea wall

Source: *Seawall and Band Rotunda, Oriental Bay, Heritage Significance Assessment* – Michael Kelly for WCC, November 2000

4.0 Evaluation of Significance

The Oriental Bay seawall is an important and historically significant structure, for the role it has played in the development and enjoyment of Oriental Bay. The wall is a prominent physical feature that contributes to the character and amenity of the area.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The Oriental Bay seawall is a structure of considerable historic significance to Wellington city. A major municipal initiative, it was a response to the growing importance of the suburb and the public's pleas for something to be done to improve the promenade. The wall remains one of the most distinctive features of the suburb. It was the prototype for other seawalls (such as those at Lyall Bay and Island Bay) and much of the wall has remained intact for a century in a boisterous marine environment. It has been an important part of the setting for generations of users of the bay and its beach, be they swimmers or promenaders.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The sea wall has architectural value for its robust, functional design. It follows the curve of the foreshore, integrating well with the variations in the local topography, and although man-made, its material, shape and texture allows it to blend effortlessly into the natural landscape of the sea edge.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The wall has modest technical value as a mass concrete structure. Although not uncommon, this particular wall is a good example of its type, and it has stood the test of time well.

Integrity

The significant physical values of the place have been largely unmodified.

The structure of the wall has a high level of integrity, being complete in the sense of it being intact from end to end, and local repairs have not detracted from this value. The loss of original railings and light standards has however reduced its integrity as a civic amenity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

There is no particular value associated with the age of the wall, apart from it helping to form part of a well-established area of historic value.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The townscape value of this wall is exceptionally high, forming as it does the edge between Wellington's spectacular harbour and the steep western slopes of Mt Victoria. Because of the undulations of bay and promontory, it is visible for most of its length around the promenade of Oriental Parade.

The sea wall has considerable group value in the context of other sea walls constructed around Wellington in roughly the same time period, including the walls at Evans Bay, Lyall Bay and Island Bay.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community...

The wall is an important part of the local cultural landscape. It is used for sitting in the sun, lying against after a swim, and fishing from, amongst other activities. Being one of the best known and most visited places in Wellington, it has featured in tens of thousands of pictures and paintings of the city. It is a well-loved Wellington feature.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

The structure is a defining feature of Oriental Bay, and contributes to the sense of identity of the place.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The setting of the wall is fundamental to its existence, since it performs a strategic role in making a functional and safe edge to the footpath, road and residential area of Oriental Bay.

4.5. Rarity

The place is unique or rare within the district or region.

There are other sea walls of like nature around Wellington Harbour (including Lyall Bay and Island Bay), although this is perhaps the best known.

4.6. Representativeness

The place is a good example of its type or era.

The sea wall is a very good representative example of such structures.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing: WCC District Plan – map 12, ref 42

NZAA Site Record:

Other:

6.0 Photographs



Seawall, near the northern end at Point Jerningham, looking south, 2012

7.0 References

Seawall and Band Rotunda, Oriental Bay, Heritage Significance Assessment – Michael Kelly for WCC, November 2000



Aberdeen Quay from the Miramar Wharf.

Aberdeen Quay Sea Wall Evans Bay 1909

1.0 Outline History

Aberdeen Quay reclamation and seawall was built in 1909.⁴⁵ Although land reclamations had been undertaken in Lambton Harbour from the early 1850s, the Aberdeen Quay reclamation was the first outside the inner harbour area.⁴⁶ The seawall, delineating the edge of the reclamation, runs from Miramar Wharf to the roundabout on Cobham Drive.

Miramar Wharf had been built in 1901, in part to help spur the development of the wider Miramar area, and in part to meet an existing commercial demand.

In 1909 the Wellington Harbour Board contracted with the Miramar Borough Council to develop an area of land adjacent to Miramar Wharf with a view to establishing a local industrial base. The formation of the quay was a critical element in this development. The quay, and associated work, is presumed to have been designed by the Board's chief engineer James Marchbanks, then just starting out on what was to become a lengthy and distinguished tenure with the Board. The successful tenderer for the works was Charles Pulley, a contractor who worked all over New Zealand, particularly on harbour related works. His tender price for the project was £26,326.⁴⁷ A seawall, storm-water drains and water pipes were laid and road and footpaths formed. Around the same time, the wharf was extended by 67 m and narrow gauge tram rails laid on it to greatly enhance its working capacity.

In 1912 the Harbour Board handed the road, now Aberdeen Quay, over to the Miramar Borough Council.⁴⁸ The Miramar Borough Council (later the Wellington City Council) undertook road maintenance, and the Harbour Board maintained the seawall. Although both had been constructed as planned, the industrial zone never became a reality. Unlike Petone, Evans Bay lacked the space, rail and road networks necessary to support industry.⁴⁹

By 1935 the Board had spent over £70,000 on the seawall, land, reclamation and earthworks at Evans Bay. The further development of the area became a political issue in Harbour Board elections of that year.⁵⁰ A compromise solution was reached between the Harbour Board and Crown. The Harbour Board exchanged land above the high-water mark at Aberdeen Quay, excluding 10 hectares at the corner of Aberdeen Quay and Miramar Avenue, and land at the head of Evans Bay, for 8.7 hectares of reclaimed Crown land across the harbour at the industrial centre of Seaview.⁵¹ At the same time the Crown acquired 41.3 hectares of Evans Bay seabed

⁴⁵ Historical and Cultural Resources Study of the Wellington Harbour Maritime Planning Area, Wellington Harbour Maritime Planning Authority, Boffa Miskell Partners, December 1988, p.84

⁴⁶ Te Whanganui A Tara Me Ona Takiwa: Report on the Wellington District, Waitangi Tribunal Report, Legislation Direct, Wellington, 2003, p.463.

⁴⁷ 'Seawall and Earthworks, Miramar, 1909', Ref No: AC016:3:157, Wellington City Archives,

⁴⁸ 'Streets, 1951-54', Ref: 00001:1329:35/1041, Wellington City Archives

⁴⁹ 'Is It Worthwhile? Evans Bay Reclamation', Evening Post, 9 April 1935, p.11

⁵⁰ Ibid.

⁵¹ Fill, p.84

land. This was later used as part of the Wellington Airport reclamation work undertaken between 1953 and 1960.⁵²

Although the sea wall has not required (or received) much maintenance over its life, repairs were required to the wall in 1937 and 1939 following the discovery that the foundations at the north end of the wall were being scoured by waves.⁵³ Steel sheet piling was driven in front of the toe of the wall and concrete poured between the piling and the wall.

Despite road changes and realignments, including the construction of the eastern roundabout on Cobham Drive, Aberdeen Quay has always served the purpose of retaining land for roading purposes.

2.0 Location

2.1. Map



Aberdeen Quay, image from Google Maps, 2012

2.2. Address

Cobham Drive and Miramar Avenue

⁵² Ibid.

⁵³ Wellington City Archives, 'Streets, 1951-54', Ref: 00001:1329:35/1041

3.0 Physical Description

3.1. Setting

Aberdeen Quay sits against the shoulder of the hill at Miramar, just to the west of the Cutting; the road follows the line of the Quay around a sharp corner and through the Cutting into Miramar, passing through the escarpment of hills that separates Miramar from Evans Bay. This part of Evans Bay is sparsely developed, partly due to the topography and arrangement of roads, and to the extent of airport reserve land that has left it largely undeveloped. It has an open and often windswept quality.

Miramar Wharf is the major landmark feature of the setting (the seawall is visible from the road only as a low parapet). Burnham Wharf, just to the north, is also prominent in views around this area. The few buildings and structures nearby, including sheds and storage tanks across the road from Miramar Wharf and buildings at Burnham Wharf, confer an industrial character to the setting.

3.2. Seawall

The seawall is a substantial concrete structure, comprising two sections that run east and south-west of Miramar Wharf. The westernmost end of the seawall is partly enclosed by modern reclamation at the northern end of the airport; from there, the seawall runs in a straight line to meet the western edge of Miramar Wharf. From the wharf, the wall continues east (at an angle to the south-western section) to meet the land at the side of Shelly Bay Road.

The seawall is one of the most substantial in Wellington Harbour and is of particular note for the details of its construction, which are more like a gravity dam than a typical seawall. It has a massive concrete base, some 1.5 metres thick at the low tide level thickening at a batter of 1:4 on the seaward side and 1:10 on the landward side to be well over 3 metres (and perhaps as much as 4 metres) thick on the harbour bed. This supports the wall that is visible above sea level, which is reinforced concrete, 250 mm thick at the base and tapering to 200 mm, buttressed on the landward side and standing 5.5 metres high. Its outward form in both sections is quite plain – a sheer vertical face rises from the water, curving outwards at the very top to form a simple but elegantly-shaped wave-deflecting coping. On the landward side, the footpath level is approximately 1 m below the coping.

The fabric of the wall shows significant signs of age; it is perforated in various places by drains and other services that discharge to the harbour, and it has prominent horizontal and vertical cracking, in some places reflecting the original work joints between concrete pours.

3.3. Chronology, modifications

date	activity
------	----------

1909	Sea wall constructed and quay formed. Wharf extended.
------	-------------------------------------------------------

1937 &	Repairs to the wall required steel sheet piling driven in front of the
--------	------------------------------------------------------------------------

1939 toe of the wall and concrete poured between the piling and the wall

4.0 Evaluation of Significance

The seawall at Aberdeen Quay, together with the associated reclaimed land and the Miramar Wharf, forms a precinct that is important in the history of development of Miramar and Evans Bay. The seawall is an impressive engineering structure that has retained the edge of the road for over 100 years.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The necessity for Wellington to protect its coastline from the sea and to reclaim land for productive use extended to Evans Bay, where many hundreds of hectares were reclaimed and sea walls built. Aberdeen Quay was the first combined reclamation and seawall project in Evans Bay and set the scene for many more initiatives over the course of the next half-century. Aberdeen Quay, with its engineering challenges, was also a very expensive exercise, demonstrating the importance the Wellington Harbour Board attached to it.

The quay seems to have been designed by James Marchbanks, the Wellington Harbour Board's engineer, who was responsible for the design of a great many structures for the Board over a long career. Likewise, Charles Pulley was a successful contractor with a significant resume of harbour-related structures, such as wharves, breastwork and breakwaters.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The seawall's aesthetic values derive from those qualities arising from a well-designed engineering structure, one that is entirely fit for its purpose. It has a fine patina of age now, due to its exposure to the elements for over 100 years.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The seawall is a major engineering structure built in concrete; it has significant technological value inherent in the materials and methods used in its construction

over 100 years ago, and this value is enhanced by the survival of the original contract drawings for the wall. The technology can thus be well understood.

Integrity

The significant physical values of the place have been largely unmodified.

The seawall has been little modified over time and has a high level of physical integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The seawall is of some interest for its age, over 100 years, in the context of structures built by the Wellington Harbour Board.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The seawall has modest landscape value in defining the edge of the roadway; it is strongly associated with Miramar Wharf and the adjacent reclamation, and has high group value in that context.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

No particular associations have been identified.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The seawall has some level of recognition, as it is easily seen from a busy commuter road connecting Miramar to the city. Miramar Wharf is a popular public area and both parts of the wall can be appreciated from this vantage point.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The seawall can be clearly understood in the context of the adjacent wharf and the reclaimed land; it contributes to an understanding of the history of development of the wider area.

4.5. Rarity

The place is unique or rare within the district or region.

Seawalls are not rare structures within the Wellington region; however, the Aberdeen Quay seawall is unique in the inner harbour for its particular form and engineering design.

4.6. Representativeness

The place is a good example of its type or era.

Aberdeen Quay is a very good example of its structural type, and a very good representative engineering structure from the first decade of the 20th century.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Return leg of the sea wall on the eastern side of Miramar Wharf.

7.0 References

Anderson, Grahame 1984, *Fresh About Cook Strait: An Appreciation of Wellington Harbour*, Methuen Publications, Auckland.

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Maclean, Chris 'Wellington places - Wellington Harbour', Te Ara - The Encyclopedia of New Zealand, <http://www.TeAra.govt.nz/en/wellington-places/7> (accessed 22 May 2011)

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Ref: AC058:125:23:01/5 Pt 1, Wellington City Archives

'Sea Wall and Earthworks, Miramar, 1909', Ref: AC016:3:157, Wellington City Archives

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Evans Bay seawall, north of Little Karaka Bay, looking towards Point Jerningham

Evans Bay Sea Wall
Point Jerningham to
Little Karaka Bay
1922 - 1984

1.0 Outline History

The construction of the Evans Bay seawall and widening of Evans Bay Parade were both formally proposed in September 1922,⁵⁴ as part of a wider coastal protection and beautification plan which saw the erection of seawalls at Oriental Bay, Lyall Bay and Island Bay in the 1920s.⁵⁵ Work must have begun shortly afterwards because the following month, the *Evening Post* reported that the road at Evans Bay 'has been widened very considerably, and a sea wall is under construction, the concrete blocks for which are being made nearby.'⁵⁶

By 1925 seawalls at both Oriental Bay and the section of Evans Bay from Point Jerningham to Greta Point were well advanced. Evans Bay Parade had been widened over much of its length to 15.2 metres and thousands of the heavy concrete cubes used to create 'fish-scale' walling from Greta Point to Point Jerningham, with the exception of Little Karaka Bay and Baleana Bay.⁵⁷

The original plan was to join the Evans Bay seawall to the Oriental Bay seawall with a third section of seawall at Point Jerningham but the Depression in the 1930s caused the scaling back of many public works and construction of the Evans Bay seawall was halted. For several decades there existed a gap of approximately 213 metres around the headland where the upper part of the seawall was never completed.⁵⁸

For many years the gap between the two seawalls was plugged with a timber fence set back from the edge of the wall, which received 'half hearted repairs' each time it was damaged by rough seas or automobile accidents.⁵⁹ In 1935 and again in 1978 it was proposed that the 'patchwork fence' should be removed and seawall finished improving the road and making it safer for pedestrians and motorists.⁶⁰ It was not until 1984 that the work was carried out and the gap in the seawall at the point was finally completed with a precast concrete wall running from the Royal Port Nicholson Yacht Club starter's box west around the point.⁶¹

⁵⁴ Ref: 00001:49:4/140, Wellington City Archives

⁵⁵ 'Sea Wall: Oriental Bay and Point Jerningham (general), 1927-79', Ref: 00001:1838:50/322, Wellington City Archives

⁵⁶ *Evening Post*, 9 October 1922

⁵⁷ *Evening Post*, 1 August 1925

⁵⁸ Sea Wall: Oriental Bay and Point Jerningham (general), 1927-79, Ref: 00001:1838:50/322, Wellington City Archives

⁵⁹ *Ibid.*

⁶⁰ *Ibid.*

⁶¹ Pt Jerningham – Seawall and Promenade, Ref: 00077:3:154, Wellington City Archives

2.0 Location

2.1. Map



Evans Bay Seawall – extent of visible old wall shown with red line, Point Jerningham at the top of the page. Image from Google Maps, 2012



Evans Bay Seawall – extent of wall beyond Little Karaka Bay shown with dotted line. Note the wall continues, at least in part, through the Marina area where it is subsumed by reclamation. Image from Google Maps, 2012

2.2. Address

Evans Bay Parade

3.0 Physical Description

3.1. Setting

The Evans Bay sea wall is a complex of sea wall elements that wraps around the rocky foreshore between Point Jerningham and the Evans Bay Marina. The wall follows a serpentine curve around the various bays on its way south, and is framed by the steep and verdant hillsides that rise to the suburbs of Roseneath, Hataitai and Evans Bay; its back edge delineates the road or footpath. The sea wall is a prominent visual feature in this landscape, and the curves of the road afford good views of long stretches of the sea wall and coastline.

3.2. Sea wall

The sea wall as a whole runs from Point Jerningham (not quite meeting up with the Oriental Bay sea wall) to the Evans Bay Marina. However, due to its lengthy period of construction and significant modification over time, it is for the large part a discordant jumble of construction types and styles; the majority of the visible construction along its length is modern work, much of it completed in the 1980s. The various parts of the assemblage have little to do with each other visually, although they are of a common purpose, scale and construction material.

The most physically coherent section of the Evans Bay sea wall is the oldest visible section, which lies between the Royal Port Nicholson Yacht Club's starter's box (just to the east of Point Jerningham) and the northern end of Little Karaka Bay. This section is approximately 300 m in length. It is outwardly similar to the Oriental Bay sea wall; a mass concrete structure, it has a low parapet and a projecting cornice with a sloping top face and bottom face, just wide enough to sit on and a sheer face below to the sea, where it is founded on the shoreline rocks. The cornice is between 2 and 3 m above the rocks below and the visible face of the wall has a plastered finish. The plan line of the wall runs south from the starter's box in a long more or less straight run and finishes with a short s-curve that leads in towards Little Karaka Bay.

Over all of its length, this section of the sea wall has a modern concrete parapet and guardrail constructed on the top of the original parapet, indicating that the roadway and footpath has been significantly raised over time (roughly to the level of the original parapet); this feature makes the cornice difficult and somewhat risky to access and use, unlike at Oriental Bay.

3.3. Chronology, modifications

date	activity
------	----------

n.d.	Timber fence built to breach gap in sea wall in the vicinity of Point Jerningham
------	----------------------------------------------------------------------------------

1984	Sea wall around Point Jerningham completed
------	--------------------------------------------

4.0 Evaluation of Significance

The structure has historic and technical values, and is an important component of the harbour-edge landscape which is such a distinctive feature of Wellington.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The construction of the Evans Bay sea wall, and associated roading improvements, was a significant step in the improvement of access around Wellington's coastline. The building of sea walls along much of the city's coastlines was both a tangible sign of the city's progress and development and an effective means of keeping the sea at bay. Beautification of the rocky shores was as much one of Wellington City Council's motives as protection.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

This section of the sea wall has modest value for its design and intentions of use; it is solid and fit for its purpose. The functional attributes are somewhat overshadowed by the modern alterations to the top of the wall.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

This section of the sea wall has modest technical value for the design and methods used in its original construction. It has survived an exposed maritime environment well.

Integrity

The significant physical values of the place have been largely unmodified.

The oldest identifiable section of the sea wall is somewhat modified, with a new parapet and guardrail; nevertheless, this northernmost section of wall can be considered to have a reasonably high level of physical integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The sea wall is not especially old compared with other sea walls in the region and has no particular values of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The sea wall is a significant element in the coastal landscape around Evans Bay; it is given particular prominence by the curves of the roadway, which enable long stretches of the wall to be seen and understood.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

The sea wall has no known special associations with any particular community.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Wellington's sea walls are well known and appreciated landmarks. Their familiarity to Wellingtonians is such that if for some reason they were removed it would be strongly felt. This applies to the various walls in Evans Bay, although they are not as well known as those at other locations, such Oriental, Lyall or Island Bays.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The sea wall can only be properly understood in its coastal and road-side context; the wall is inseparable from its setting.

4.5. Rarity

The place is unique or rare within the district or region.

There are many kilometres of comparable sea wall around Wellington; this section of sea wall does not have any particular rarity value.

4.6. Representativeness

The place is a good example of its type or era.

There are other comparable sea walls in Wellington, particularly at Oriental Bay, that are in nearly original condition. This section of the sea wall is not particularly representative in that context.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Looking south from Little Karaka Bay.



Seawall at the south end of Balaena Bay.



Seawall at Weka Bay.

7.0 References

Boffa Miskell Partners 1988, *Historical and Cultural Resources Study of the Wellington Harbour Maritime Planning Area*, Wellington Harbour Maritime Planning Authority

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Ref: 00001:49:4:140

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Ref: 2008/27:2:2768

Ref: 2008/27:1:1250

Pt Jerningham – Sea Wall, 00067:1:257

Pt Jerningham – Seawall and Promenade, Ref: 00077:3:154, 00077:3:155, 00077:3:156

Ref: 00067:1:257



Karori Rock Lighthouse, from Tongue Point

Lighthouse
Karori Rock
1915

1.0 Outline History

The Karori Rock Lighthouse is a distinctive landmark for vessels travelling through Cook Strait. It is located on an small rocky reef promontory off the western entrance to Wellington Harbour. Due to the geometry of its construction, it is sometimes known as Wellington's 'Leaning Lighthouse'.

When the steamer *SS Penguin* was wrecked off 'the dark coast' during the stormy night of 12 February 1909, 75 lives were lost.⁶² The disaster prompted the Minister of Marine, the Hon. F.M.B. Fisher, to approve the construction of a new light to aid navigators and improve the safety of vessels navigating the western entrance of Wellington Harbour to and from Cook Strait.⁶³ The new light was welcomed by mariners as it would enable them to steer a course that would 'pass and turn a tide-swept corner without ... entirely relying on dead reckoning'.⁶⁴

After discussion over siting the new light on the mainland (in a manned station) it was decided that the reliability of automated lights was sufficient to allow the new light to be constructed on Karori Rock, out in the strait. The country's first truly efficient automated and unmanned light – at Tuahine Point, near Gisborne – had only been installed in 1911. Earlier versions of unmanned lights shone continuously and were unreliable. The new unmanned lights, robustly designed in concrete and smaller and more compact than previous lights, could also turn themselves on and off via a sun valve.⁶⁵ As one of New Zealand's first automated and unmanned lighthouses, Karori Rock helped usher in a change in the way lights were built in New Zealand.

Construction on Karori Rock began in 1914. The project was challenging due to the exposed and often storm-swept position of the rock. The workers camped on Terawhiti Beach in tents. They mixed the concrete on shore, put it in oil drums and transported it from a purpose-built jetty on an oil launch 750 metres out to the rock. Due to the physical size of the works, only six workers could be on the rock at any one time and only on calm days; despite these limitations, they managed to pour up to 8 m³ of concrete on a good day. Even then they fought an ongoing battle with the waves that sometimes washed away their tools, formwork and scaffolding.⁶⁶ The foundations had to be laid several times after storms washed away partially-set concrete.

The Karori Rock Light is a 17 metre high tower made of reinforced concrete, with a hollow core.⁶⁷ Beneath the Swedish-made Aga lantern was a cast iron chamber that

⁶² 'A Lonely Light: Crowning Karori Rock', *Evening Post*, 20 Feb 1915, p.3

⁶³ Ibid.

⁶⁴ 'Karori Rock Lighthouse', *Poverty Bay Herald*, 22 October 1915, p.7

⁶⁵ Beaglehole, Helen 2006, *Lighting the Coast: A history of New Zealand's coastal lighthouse system*, Canterbury University Press, Christchurch pp.145 and 153

⁶⁶ Ibid

⁶⁷ 'New Zealand Lighthouses', www.newzealandlighthouses.com/karori_rock.htm (accessed: 1 June 2011)

enclosed a cylinder of acetylene gas. The light, which was visible from a distance of 22.5 kilometres,⁶⁸ was first lit on 20 October 1915.⁶⁹ The total cost was £4,570.

Maintaining the light was difficult due to its exposed location, and cost approximately £320 per annum (in 1926).⁷⁰ Mainly because of the servicing problems the Karori Rock Light was eventually decommissioned in May 1996 and the beacon was relocated 700 metres inshore to Tongue Point.⁷¹ No doubt this was a decision made easier by the increasing use of satellite technology. The light structure still remains and can be seen from the Cook Strait ferry on the regular passage past the coast.

2.0 Location

2.1. Map



Karori Rock Lighthouse. Tongue Point is the spur of land to the right of the lighthouse. Image from Google Maps, 2012

2.2. Location and ownership

NZTM Grid Reference: E1738200 N5421780

Owner, Maritime New Zealand

3.0 Physical Description

3.1. Setting

Kaori Rock is an isolated rock outcrop, nearly a kilometre from land, south-west of Tongue Point at the edge of Cook Strait. The highest part of the rock formation rises

⁶⁸ 'Karori Rock Light', *Evening Post*, 21 October 1915

⁶⁹ Beaglehole, p.128

⁷⁰ Beaglehole, p.249

⁷¹ 'Beacon move a threat to boats', *The Dominion*, 27 May 1996, p.1

barely 6 m out of the water. From the landward side, the light is seen against the backdrop of Cook Strait and the South Island; from the seaward side the light is backgrounded by the dramatic coastal cliffs at Cape Terawhiti.

3.2. Item

The Karori Rock light tower rises 17 metres out of a mass concrete plinth built into the fabric of the rock; its total height is 20 metres. The primary form of the tower is a tapering ellipsoidal cone, with a flared out top section supporting and sheltering the light; this was housed in a small metal and glass light-house, set off-centre to the central axis of the ellipse.

A most distinctive feature of the structure is that it appears from some angles to lean; this is because of the shape of the shaft; this is 6 m by 3 m at the bottom, tapering to 4.5 m by 3 m at the neck. On the sloping face of the shaft, there is a steel ladder ascending to the light.

As a consequence of the small building platform on the rock, the light appears to grow out of the rock, an impression enhanced by the patina of weathered concrete and lichen that visually marries the fabric of the light in with the rock.

3.3. Chronology, modifications

date	activity
1915	Light completed and commissioned on 20 October
1996	Light decommissioned.

4.0 Evaluation of Significance

Karori Rock Lighthouse is significant as a milestone in the development of automated off-shore lighthouses in New Zealand. It has an important historic connection with the sinking of the *SS Penguin*, the event that prompted the installation of the light. The structure has technological value for the difficult construction challenge, and some aesthetic value as a landmark.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

New Zealand is a small country with a very long and at times treacherous coastline. Provincial councils and later central government undertook a major programme of lighthouse construction from the late 1850s onwards. The marking of Cook Strait and the entrance of Wellington Harbour was a significant priority but it took the sinking of the *SS Penguin* for a light to be built on Wellington’s south coast. Karori Rock was

one of the first handful of automatic and unmanned lights in New Zealand, a significant departure in lighthouse construction, and one which enabled it to be built on a rocky outcrop closer to the shipping lane. Although now decommissioned, the light remains in place, a testimony to the courage and determination of its builders.

A great many of New Zealand's lighthouses were built and maintained by the Marine Department. Karori Rock was not unusual in being difficult to construct and to access but it exemplifies how the Department met and overcame great challenges to light the country's coast.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Karori Rock Lighthouse has a very distinctive form, being apparently on a lean. Its purely functional characteristics and its concrete construction give it a robust character, a structure fit for its purpose and environment.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

As an early twentieth century structure, the Karori Rock lighthouse and associated archaeological deposits are not afforded direct protection under the archaeological provisions of the *Heritage New Zealand Pouhere Taonga Act 2014*. However the original fabric and form of the lighthouse can be documented using archaeological methods, and may potentially offer additional insights into lighthouse construction on exposed reefs. The seafloor and sediments around the lighthouse may include debris from the construction of the lighthouse, or artefacts dropped from visiting vessels.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The lighthouse has some technological value for the methods used in its construction, and for the unusual nature of the geometry of its shaft.

Integrity

The significant physical values of the place have been largely unmodified.

The lighthouse is substantially the same as it was when first constructed, and can be considered to have a very high level of physical integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The light is nearly 100 years old and has values of age. While it has long been decommissioned, it still stands as a reminder of the efforts undertaken to provide safe navigation around the coast of Wellington. It also has some value for its age as an early example of a successful automated light.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The Karori Rock Light is a significant landmark object to mariners. It is less well known to the general public; the main shipping channel passes a long way from the light. It is one of the most significant elements in the critically important group of navigational markers that guide ships safely into and out of Wellington harbour.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

All sea marks, particularly those marking significant hazards, have an importance to mariners. The Karori Rock Light marks the last major cape before entering the Wellington harbour heads from Cook Strait.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The Karori Rock Light is not especially well-known to the wider public; while it is visible in views from the south coast shoreline, this is a lightly visited part of Wellington.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The light can only be properly understood in its maritime setting.

4.5. Rarity

The place is unique or rare within the district or region.

This is one of the first successful unmanned and automated lights in New Zealand and the first in the Wellington region. It therefore has distinct rarity value.

4.6. Representativeness

The place is a good example of its type or era.

This light is a good example of its type and age. There are few comparable off-shore lights in the Wellington region, the nearest perhaps being Steeple Rock, 1934.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 References

Anderson, Grahame 1984, *Fresh About Cook Strait: An Appreciation of Wellington Harbour*, Methuen Publications, Auckland

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'Karori Rock Lighthouse', *Poverty Bay Herald*, 22 October 1915

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'New Zealand Lighthouses', www.newzealandlighthouses.com/karori_rock.htm (accessed: 1 June 2011)

Cover picture by Troy Arkley, 2008. http://www.newzealandlighthouses.com/karori_rock.htm



No. 2 slipway and wharf, 2012

Patent Slip and Wharf
Evans Bay
1873, 1922

1.0 Outline History

Evans Bay is the site of the first patent slip in Wellington and indeed New Zealand. The Patent Slip, which during its heyday consisted of two slipways (built in 1873 and 1922) and associated buildings and structures, was designed to haul large ships up to land for maintenance and repairs.

Enthused by an increase of shipping into Wellington in the 1860s, the Provincial Superintendent, Isaac Featherston, proposed a new floating dock or patent slip be constructed to accommodate vessels of up to 1,200 tons. The Wellington Provincial Council formed an investigative committee, who reported a patent slip was the best option, that it was practicable to build one, and ‘...should be done without any necessary delay’. In response to the report, legislation was passed allowing the acquisition of land for a slip.

The first contract awarded failed and the job was subsequently awarded to a British firm, Kennard Bros, in 1866. All necessary equipment and materials were shipped from England and unloaded at Evans Bay ready for construction. However, a number of issues arose between Kennards and the Council and work stalled for five years. In 1871, the newly formed Wellington Patent Slip Company took over from Kennards, and the slip was inaugurated on 2 May 1873.

The Evans Bay Patent Slip was a great engineering feat. Although construction above the high tide mark was reasonably straightforward, work underwater was far more difficult, requiring accurate work by divers who could only work in optimal conditions. A 500-foot (154.2 metre) jetty was also erected improving the communication with ships. Shortly after opening, J. Rees George, engineer and manager of the Patent Slip explained how a 200-tonne, 55 metre (180-foot) cradle ran on wheels along a set of ‘ways’ or tracks. Two chains were used; a larger 62-ton chain for hauling vessels and a smaller 8 ton chain for lowering vessels off the slipway. The chains worked on a seven-cogwheel winch powered by two 25-horsepower steam engines.

There were a number of buildings in addition to the winch houses and boiler rooms associated with the slipways, including dwellings, a store, inspector’s office and carpenter’s shop to the west of the slipways, and a mess-room and blacksmith’s shop to the east.

In 1908, agreement was reached between the Wellington Patent Slip Company and the Wellington Harbour Board for the ongoing use and management of the slip. The Patent Slip Company would retain possession of the facility for 25 years in collaboration with the Union Steam Ship Company, a majority shareholder. A condition of the agreement was that improvements were to be made, and following further reclamation of land a 61-metre long wharf was erected in 1912. In 1913, plans began for a second slip, but this smaller but steeper 228.6 metre (750-foot) slipway alongside the first was not completed until December 1922.

In 1961, the Union Steam Ship Company did not renew its lease and ownership of the patent slip reverted to the Harbour Board. In 1969, the first slipway was closed and an upgrade of the second slipway commenced. The moveable parts of the No. 1 slipway were sold for scrap in 1972 and the machinery removed. The No. 2 slip continued to operate until 1985, when it too closed. The No. 2 slip winch was purchased and removed by a Dunedin slip company in 1982, and is still in use today. The cradle was dismantled and removed with some parts being used for the 'City to Sea' bridge.

Following the demolition and removal of the slips and associated buildings, the land was then drastically altered. During the 1980s much of the valley at the head of the No. 1 slipway was filled and landscaped as part of the subdivision development on the hill above, covering any remains of the No. 1 winding house. Some visible features remain above ground, including four piles from the No. 1 wharf and sections of chimney from the No. 1 slip boiler house, as well as the No. 2 slip's rail system, jetty, and some evidence of the brick engine room.

In 1990 the Wellington City Council (WCC) acquired the majority of the site, subsequently subdividing and rezoning it. In 2003, WCC applied to re-zone the site once more. The Maritime Archaeological Association of New Zealand (MAANZ) was one of the main advocates for defining it as a heritage area and argued for the boundary to be widened to include the No. 1 slipway. After consultation the boundaries were expanded, and in 2006 a new interpreted heritage area was unveiled.

In 2002-03, MAANZ also initiated two archaeological surveys. Divers drew detailed underwater surveys, while a geophysical survey and non-invasive digs identified a number of underground features, the most significant being the apparent discovery of a steel machinery base-plate from the former No. 1 engine house.

In 2010, one of the original winding cogs was moved to a site near the former engine house, and installed in the open with new interpretative material.

Source: Heritage NZ List, on-line version, viewed April 2012 at:

<http://www.heritage.org.nz/the-list/details/2895>

edited for this report by Russell Murray and Michael Kelly

2.0 Location

2.1. Map



Evans Bay Patent Slip and Wharf, image from Google Maps, 2012

2.2. Legal description

The legal description is Lot 2 DP 345516 (CT 186567); Pt Res B Evans Bay District (CT 126027); Lot 1 DP 319018 (CT 74446); Pt Legal Road, Wellington Land District.

NZTM Grid Reference: E1750878 N5425788

The Patent Slip remnants, and the associated land at 391 Evans Bay Parade, are owned by Wellington City Council.

3.0 Physical Description

3.1. Setting

The remains of the Patent Slip are at Greta Point, set in a small bay midway between Kilbirnie and Point Jerningham. The slip is on a broad shallow bench that rises up from the water to the foot of a low bluff not far inland.

The setting bears little resemblance to its original state; considerable reclamation at Greta Point and at the adjoining Sea Scout compound have dramatically changed the shape of the bay, and intensive residential development on the top of the bluff, around Greta Point and next to the site of the No. 1 slipway, have completely changed the character of the area from heavy maritime industry to high-density residential.

3.2. Patent Slip

Little of the original Patent Slip remains visible from land apart from the slipway of the No. 2 slip, the associated wharf, and a few pilings from the jetty of the No. 1 slip out in the water. The slipway is exposed for its full length on the landward side, where it runs up the shallow slope to the foot of the bluff, apart from where the road has been re-formed over the top; on the seaward side, the slipway can be seen running into the waters of the bay.

The No. 2 slipway is made of concrete, with asphalt infill between the edge trims in the section on the landward side of the road. It has two pairs of widely spaced rails (railway irons bedded in concrete plinths), on which the dolly originally ran. The pairs of rails are set close together at the centreline of the slipway; between them is a centre track with a steel ratchet, into which steel pawls on the dolly were engaged to prevent the load slipping while being drawn up.

The wharf, associated with the No. 2 slipway, is a simple straight and narrow timber structure running out into the bay, with a concrete deck over timber piling and beams. It has been closed to public access due to deterioration in the structure.

Numerous bottles predominantly of mid twentieth century origin litter the seabed along the southern side of the extant wharf, and a set of bogey wheels is present at the eastern end. Fallen wharf piles and cross-timbers are also present on the seabed along the length of both wharf alignments. The slipway remains below water are largely intact, although in places are heavily concreted and obscured with weed. Anecdotally, a number of cogs were used as moorings following the dismantling of the slipways machinery, and are likely to be present elsewhere in the bay.

The only other visible remnant of the Patent Slip on site is the large cog from the engine house, now permanently mounted, with interpretation panels, more or less on the line of the No. 1 slipway.

3.3. Chronology, modifications

Date	Activity
1873	No. 1 slipway constructed
1912	Wharf constructed
1922	No. 2 slipway constructed
1969	No. 1 slipway decommissioned
Early 1980s	Head of No. 1 slipway infilled
1985	No. 2 slipway decommissioned
2006	Heritage area confirmed by WCC
2010	Winding cog installed near former engine house

4.0 Evaluation of Significance

The Evans Bay Patent Slip was a significant political achievement for the time, and also a major engineering achievement, nationally and internationally. The seven cogwheel winch, rated for a pull of 2,000 tons, was the largest Kennards ever produced; the underwater construction was the first such large scale work in New Zealand. The slip helped build Wellington's maritime economy over the long period of its operation.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The Patent Slip, although much reduced in extent and greatly altered, remains a potent reminder of one of Wellington's most significant maritime industries. Through the opportunity it offered to repair and maintain ships in Wellington, the slip met the needs of local and international shipping operators, both large and small. It diverted a significant amount of business to Wellington, rather than have it go to Auckland or Lyttelton, where graving docks were built. The slip lasted, in one form or another, well over 100 years, a lengthy period of operation.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The original fabric and form of the wharves and slipways can offer insights into late nineteenth century patent slipway and wharf construction. The seabed around the wharves and slipways accumulates archaeological deposits in the same way as sites form on land, and sediments contain artefacts dropped from the wharf or visiting vessels, such as bottles, ceramics and metal items. Numerous bottles, predominantly of mid twentieth century origin, are visible on the seabed on the southern side of the extant wharf, and earlier deposits are likely to be buried in the sediment. These items have the potential to document the activities of the people who used the slipway over time.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Due to the limited physical remnants of the Patent Slip, there are no particular aesthetic values associated with the Patent Slip today.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The remnant parts of the Patent Slip clearly show how the slipway operated, but as these are all fixed parts – and all the moveable parts are lost – the technological value is limited, being restricted to the materials and construction techniques of the remaining in-ground parts of the machinery.

Integrity

The significant physical values of the place have been largely unmodified.

The Patent Slip is considerably diminished from its original form and configuration. All of the buildings and very nearly all of the associated machinery and equipment is lost; the No. 1 slipway was almost entirely demolished. It is now difficult to understand the place and consequently, the elements of the Patent Slip above water have a low level of physical integrity. However, the site underwater is still largely intact and some archaeological remains are likely to be preserved in the park, under the road and buried below the seabed.

Age

The place is particularly old in the context of human occupation of the Wellington region.

Work on the Patent Slip was under way in the 1860s, with the first slipway completed in 1873, and the site has one of the longest records of maritime use in Wellington. The surviving parts on land are most strongly associated with the 1922 No. 2 slipway, and do not have high value for their age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The Patent Slip has little landscape value in itself, although it remains an important Evans Bay landmark, as much due to the open space of the reserve in an otherwise densely built landscape as to the nature of the slip itself.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

The Maritime Archaeological Association of New Zealand have a strong association with the Patent Slip. Members have worked on the installation of machinery, documented heritage values, and lobbied to have them formally recognised.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The Patent Slip is reasonably well known as an historic site throughout Wellington.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The setting of the Patent Slip has been considerably altered since it stopped working in the mid 1980s; the former maritime industrial complex that had developed around the slip has entirely vanished, and it is now difficult to appreciate the original context of the slip. The landscape has also been considerably altered, and this also affects the understanding of the context of the slip.

4.5. Rarity

The place is unique or rare within the district or region.

This is the only slipway of its kind in the Wellington region, and one of a very few in the country.

4.6. Representativeness

The place is a good example of its type or era.

There are no comparable examples in the region. In its vestigial form, the Patent Slip cannot be said to be representative of its kind; were it still complete, it would be an outstanding example of its type and era, of great national significance.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Category 2, list no. 2895

District Plan listing:

NZAA Site Record: R27/140

Other:

6.0 Photographs



Upper part of No. 2 slipway, wharf in the distance. Note how the elevated road cuts off the visual continuation of the slipway to the sea



No. 2 slipway as it enters the water



The wharf and its substructure



Bogey wheels at eastern end of wharf, similar to those mounted on the tram rails for on-site interpretation

7.0 References

Heritage NZ List, online version, no. 2895 viewed at:
<http://www.heritage.org.nz/the-list/details/2895>



Tank Obstacles, 2012

Tank Obstacles Worser Bay 1942

1.0 Outline History

World War II began in Europe in September 1939. However, it was not until the entry of Japan into the war, and more particularly their invasion of the Pacific the following year, that the mainland of New Zealand faced a real threat. The possibility of invasion led to the Government's decision to build Emergency Defence Works (EDW) particularly along coastal roads and beaches, to make seaborne landings difficult.

The Army, charged with organising these defences, worked with local communities to create a network of tank obstacles, road-blocks, pillboxes and other measures throughout the country. Civilians were even authorised to take barbed wire for these structures from private property, provided they gave the owner a receipt. The Army declared that 'there can never be enough sandbags or barbed wire' to keep the nation safe.⁷² The builders of these constructions were inventive and designs proliferated. For instance, Ernest Schofield, an Auckland General Motors dealer, successfully experimented with making tank obstacles out of old tyres, truncated cones and concrete.⁷³

Wellington had early been identified as a 'vulnerable area' when war broke out; it was mooted that it might be possible for invading forces to attack from Cook Strait and move inland in light tanks.⁷⁴ In 1942 obstacles were hastily erected along the Wellington foreshore – particularly along the southern and eastern suburban beaches.⁷⁵ These structures varied in construction methods and quality and many probably did more to boost morale than pose any genuine menace to a determined invader. Most obstacles were demolished at the conclusion of the war, but two still remain on the Worser Bay beach today, (along with a small scattering of related objects in the wider region).

The obstacles were built at Worser Bay to help prevent tanks or 4WD vehicles from coming ashore along the beach and gaining access to Wellington city through the Seatoun tunnel.

⁷² Cooke, P. 2000, *Defending New Zealand: Ramparts on the Sea 1840-1950s*, Defence of New Zealand Study Group, Wellington, p.744

⁷³ Cooke, p.743

⁷⁴ Cooke p.754

⁷⁵ Ibid.

2.0 Location

2.1. Map



Position of Tank Obstacles, image from Google Maps, 2012

2.2. Legal description

The tank obstacles are located on the rocky foreshore opposite 137 and 139 Marine Parade, Worser Bay.

NZTM Grid Reference: E1753004 N5424488

3.0 Physical Description

3.1. Setting

The tank obstacles are nestled into the rocky foreshore beyond the south end of Worser Bay Beach. They sit below the road, which rises on a shelf above the foreshore, and are partly masked from view by nearby rocks and trees. They are relatively small physical features in an expansive coastal landscape; their weathered form and material blends in somewhat with the surrounding rocks.

3.2. Tank obstacles

The design for the Worser Bay tank obstacles came from the book 'Tank Obstacles and Tests', a book derived from a similar British manual.⁷⁶ The builders took advantage of the naturally occurring rocky stacks that already posed a challenge to ascent of the beach by tank.

⁷⁶ Cooke, p.747

The tank obstacles comprise two reinforced concrete tetrahedrons, carefully positioned to fill a gap in the rocks and close off a passage along the beach. These have identical proportions, measuring 1.7 m from base to apex and 0.9 m across (at the base).⁷⁷ These obstacles were known as ‘Concrete Prism Tank Obstacles’ and are a rare example of ‘Type V’ tetrahedrons which replaced the relatively weaker ‘Type D’.⁷⁸

The concrete is finished straight off the form, and marks from the boards are still visible, although these marks have been slowly eroded at the base to reveal the dense heavy aggregate used in their constructions. The structures derive their durability in this severe environment from the good material used.

The two structures remain in relatively good condition, but the edges of the tetrahedrons are chipped and worn and severe weather in 2004 exposed the foundations of the structures, where the steel reinforcing can now be seen slowly corroding.⁷⁹

3.3. Chronology, modifications

Date	Activity
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1942	Obstacles constructed, in tandem with other coastal defence works around the peninsula and the wider Wellington region
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4.0 Evaluation of Significance

The Worser Bay Tank Obstacles are a rare and historically interesting remnant of the coastal defences put up around the country in the early 1940s. They have very high value when considered as part of the wider group of remaining coastal defence structures in the Wellington region.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The Worser Bay Tank Obstacles are rare and unusual examples of the kind of coastal defences that were quickly thrown up around New Zealand in the wake of the Japanese invasion of Pearl Harbour in late 1941. Although they were never called upon for their design purpose, the obstacles, in conjunction with other coastal defence works, demonstrate the kind of urgent but practical response made to meet the

⁷⁷ New Zealand Archaeological Site Record Form R27/256, p.1

⁷⁸ Cooke, p.749

⁷⁹ New Zealand Archaeological Site Record Form R27/256, p.5

serious threat of the invasion of the country. The obstacles demonstrate one aspect of the local efforts made in 1942 to prepare for a possible Japanese invasion.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The obstacles do not have any particular architectural values, apart from being entirely functional objects fit for their intended purpose.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

As a World War II-era coastal feature, the tank obstacles in Worsler Bay can be studied with archaeological methods to provide information pertinent to the coastal defence works of the 1940s. Because of the wide range of different forms used the physical remains are as important as the archival sources as a repository of information about tank obstacles, and beach defences.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The obstacles have modest technical value in the materials and techniques used for their construction and in the physical parameters used in their design.

Integrity

The significant physical values of the place have been largely unmodified.

The obstacles do not appear to have been modified over time, and consequently have a high level of physical integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The obstacles are not particularly old in this context and have no values associated with their age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The obstacles do not have notable townscape or landscape values; due to their setting below the shoulder of the road, they are not very visible in the wider landscape.

In a broader context, the obstacles can be considered to have very high group values, firstly in the relation to the other remains of the coastal defences built around the Miramar peninsula, and secondly in the wider context of the Wellington region, where the obstacles are part of a very small surviving group of related objects.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

There is little known sentiment for these obstacles.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The obstacles are not well-known or widely recognised.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

As the purpose of the obstacles was to prevent landing by a tank at the shallow water of Worsler Bay, the context of their placement is crucial. The obstacles are impossible to understand outside of their location.

4.5. Rarity

The place is unique or rare within the district or region.

As far as is known, these are the only coastal tank obstacles of this kind in the Wellington region and the only such defence remaining in a tidal zone.

The obstacles are part of the diminishing resource of World War II era buildings and structures still extant locally and nationally, and part of a much smaller grouping of coastal defence structures of the era, very few of which now remain in the Wellington region.

4.6. Representativeness

The place is a good example of its type or era.

Given the lack of comparable objects or structures in the Wellington region, it is difficult to consider the obstacles as having particular representative values. The comparable similar structures on the foreshore at Paremata have disappeared.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record: R27/256

Other:

6.0 Photographs



Ancillary concrete work, just up the bank from the obstacles

7.0 References

New Zealand Archaeological Site Record Form R27/256

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



No. 2 Pillbox, from east, 2012

Machine Gun Posts

Pukerua Bay

1942 - 43

1.0 Outline History

1.1 History

Approximately 340 machine-gun posts, or pillboxes⁸⁰ as they were more commonly known, were constructed as part of New Zealand's coastal defence network between 1942 and 1943 by the New Zealand Army and the Home Guard⁸¹. Few survive today. Thirty-eight were built around Wellington's coast; these are represented in the Porirua area by two at Pukerua Bay, two at Mana Esplanade – including one at the south end of Plimmerton Beach – and at least one in Titahi Bay.

Pukerua Bay was seen as a prime potential landing spot for invading forces heading towards Wellington. US forces stationed nearby practiced amphibious landings and manoeuvres in the bay. The Pukerua Bay machine-gun pillboxes were constructed in conjunction with a panoply of other fixed defences, including a road-block on the Centennial Highway on the escarpment above the bay, and plans for mining bridges and railway infrastructure in the area, although given the comparatively small number of fixed defences and the many possible landing spots around the bay and further north and elsewhere, it is not clear that they would have been of much use in the event of an actual invasion.

2.0 Location

2.1 Map



No. 1 pillbox to the right, on Brendan's Beach and No. 2 to the left, near the end of Ocean Parade. Image from Google maps, 2012.

⁸⁰ The common name coined in World War I.

⁸¹ Cooke, P. 2000, *Defending New Zealand – ramparts on the sea 1840-1950s*, Defence of New Zealand Study Group, Wellington, p.770

2.2. Address

Ocean Parade, Pukerua Bay

NZTM Grid Reference: E1758913 N5456331, western pillbox
E1759680 N5456378, eastern pillbox

3.0 Physical Description

3.1. Setting

The two Pukerua Bay pillboxes are sited at either end of the rocky beach; they occupy a dramatic coastal setting, which, aside from the string of baches and modern houses built around the base of the hillside, has changed little since the pillboxes were built. Pillbox No. 1 is embedded in the gravel at the north of Brendan's Beach; Pillbox No. 2 is sited at the mouth of a creek that comes out of a steep gully behind the beach, near the east end of Ocean Parade.

3.2. Item

The two pillboxes at Pukerua Bay are of the 'arrow-head' type (referring to the basic plan shape, one of a number of types used throughout the country). The plan was arranged about a machine gun position at the head with three or more riflemen being positioned in the wings on either side. The plan form ensured a good field of fire about the centreline of the pillbox to best serve the machine gun. There was a slit in the head for the machine gun and firing ports in each wing as well as over the door, covered with heavy steel baffle plates. The field of fire was all round the pillbox, some 180 degrees, allowing for the defence of the post at close quarters, and hopefully preventing the post from being taken straight away.

The pillboxes were constructed of heavy reinforced concrete, 10 – 12” thick to the walls and roof. This was very well compacted, evidenced by the very smooth interior finishes in the No. 2 box. There was an entrance at the end of each wing and firing ports on each outward facing wall.

Of the Pukerua Bay pillboxes, the No. 2 structure, in the south of the bay, is the better preserved and remains accessible. It is in reasonably good condition internally, although partly filled with stones, sand and sea-wrack. The No. 1 pillbox, to the north of the bay near the highway, is overgrown and nearly completely filled with debris, and supports some medium sized trees and an ad-hoc beach fireplace at the landward side. The steel baffle plates are long lost, as are any fittings within the pillboxes.

The No. 2 pillbox presently rises about 2 m above the beach, with the back embedded into the ground adjoining the road and is visible principally from the beach. There is a commemorative plaque set on the roof, which erroneously suggests that 3 pillboxes were built in the bay.

3.3. Chronology, modifications

Date	Activity
1942/1943	Pillboxes constructed
1996	Plaque mounted on western pillbox ⁸²

4.0 Evaluation of Significance

The two pillboxes, in conjunction with other coastal defence remnants in the local area, have high historic significance because they commemorate a significant and tumultuous period in New Zealand's history.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The pillboxes are, like many other surviving defences, important examples of the many efforts taken by this country to defend itself in a time of great peril. Although the effectiveness of fixed defences such as these on such a long coastline is debatable, it all contributed to a broad initiative that included signalling, naval coastguards, gun batteries, obstacles and the like, all of which was of great importance to the defence of the country. Consequently, the pillboxes can be considered to have high historic values.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The original fabric, form and positioning of the pillboxes can offer insights into New Zealand's shore defences. It is possible that archaeological excavation around the structures may yield additional information pertaining to their construction.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The pillboxes, although simple utilitarian structures, have an uncompromising design aesthetic and purpose of form that directly reflects their function; the way the structures are embedded in the landscape adds to these qualities. The structures use a

⁸² *Evening Post* 11.12.1996

limited palette of materials in an appropriate and honest way, and they can be considered to have high architectural value for these reasons.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The pillboxes are simple heavy reinforced concrete structures, designed in a thoroughly functional way; while there is some technical interest inherent in their construction and in the parameters that decided the design, the materials and techniques used were in common use at the time and they therefore have only modest technical value.

Integrity

The significant physical values of the place have been largely unmodified.

The pillboxes remain in their original overall form. The No. 2 pillbox is in very good condition, and save for the loss of the steel baffle plates, interior fittings, and being partly filled with sand etc., it has a high level of integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

Dating from the time of the Second World War, the structures do not yet have significant value for their age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The pair of pillboxes has high group value when considered as part of the complex of coastal defences that still exist both around Porirua City and in the wider Wellington region.

No. 2 pillbox is quite visible from the beach and has modest landmark status.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

Such associational value as the pillboxes might have had for the local community would not now exist.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

While the pillboxes are well known locally and relate to other structures in the nearby area, including a road block and the shed that was the home guard base, they could not be considered to be widely recognised.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The setting makes a significant contribution to the values of the pillboxes. Despite modern housing development, the beach area of Pukerua Bay remains a low-scale residential area, as it was in the 1940s. The rugged coastal environment of shingle, rocks and waves on the seaward side of the structures likewise remains as it was, so that the setting has a high level of authenticity in relation to the time of construction of the pillboxes. Also significant in the wider surrounds is the contemporary World War II era road block on State Highway 1 immediately above Pukerua Bay.⁸³

4.5. Rarity

The place is unique or rare within the district or region.

The pillboxes are part of a small collection of coastal defence structures that survive in the Wellington region. There are only a few pillboxes known to exist in the region, and these structures comprise a significant proportion of the total, so that they are rare while not being unique.

4.6. Representativeness

The place is a good example of its type or era.

The pillboxes are good representative examples of the 'arrowhead' type, of which few remain in the Wellington region.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record: R26/259; R26/283

Other:

⁸³ New Zealand Archaeological Association Site Record R26/284

6.0 Photographs



Pillbox No. 2 from the seaward side.



Plaque on the roof of Pillbox No. 2.



Pillbox No. 1 obscured beneath vegetation at the northern end of the beach, June 2012

7.0 References

Porirua City Council Heritage Information Database, 2009

Cooke, Peter 2000, *Defending New Zealand – ramparts on the sea 1840-1950s*, Defence of New Zealand Study Group, Wellington

New Zealand Archaeological Site Record Forms R26/259; R26/283; R26/284



Northern Pillbox, from the south, 2012

Machine Gun Posts

Mana Esplanade

1942-43

1.0 Outline History

Approximately 340 machine-gun posts, or pillboxes⁸⁴ as they were more commonly known, were constructed as part of New Zealand's coastal defence network between 1942 and 1943 by the New Zealand Army and the Home Guard⁸⁵. Few survive today. Thirty-eight were built around Wellington's coast and a group of these remain in the Porirua area, consisting of two at Pukerua Bay, at least one in Titahi Bay, and the two at Mana Esplanade – at the south end of Plimmerton Beach.

Porirua harbour was seen as a prime potential landing spot for invading forces heading towards Wellington, and considerable attention was given to fortifying the area, with more than 20 pillboxes constructed around the area's beaches, as well as road blocks, anti-tank ditches, tank traps, minefields and other defensive measures, all intended to slow down a potential enemy advance. The Mana Esplanade machine-gun pillboxes were constructed in conjunction with the other fixed defences, although given the extent of the harbour, the comparatively small number of fixed defences and the many possible landing spots, it is not clear that they would have been of much use in the event of an actual mass landing.

In themselves, the pillboxes were of questionable military effectiveness as they could be quickly flanked and decommissioned. However the wider coastal defence scheme, including the gun batteries designed to protect the waters, and the inland defences, was of greater overall military importance.

After the war the pillboxes were demolished or, as in the case of the Mana Esplanade pillboxes, left to decay.

Source: Porirua City Council Heritage Information Database, 2009

⁸⁴ The common name coined in World War I

⁸⁵ Cooke, P. 2000, *Defending New Zealand – ramparts on the sea 1840-1950s* Defence of New Zealand Study Group, Wellington, p.766

2.0 Location

2.1. Map



Image from Google Maps, April 2012

The pillboxes are located off the seaward side of Mana Esplanade at the south end of Plimmerton beach; a second smaller post positioned nearby is almost completely buried beneath the walking track.⁸⁶

2.2. Address

Mana Esplanade

NZTM Grid Reference: E1756782 N5449694, northern pillbox

E1756765 N5449658, southern pillbox

3.0 Physical Description

3.1. Setting

The pillboxes can be found just off the side of Mana Esplanade, a short walk south along the beach from the railway crossing to Plimmerton. They are set at the back of the beach, and nestled very close to the Main Trunk railway lines within the rocky foreshore. Strategically positioned, this commands sweeping views across the

⁸⁶ Cooke, p770

harbour heads to the Whitireia Peninsula and out to Mana Island and the Tasman beyond.

3.2. Pillboxes

The pillboxes at Mana Esplanade are of the “arrow-head” type (referring to the basic plan shape, one of a number of different types used throughout the country, probably derived from a British design), similar to those constructed at Pukerua Bay and Titahi Bay. The plan was arranged about a machine gun position at the head with three or more riflemen being positioned in the wings on either side. The plan form ensured a good field of fire about the centreline of the pillbox to best serve the machine gun. There was a slit in the head for the machine gun and firing ports in each wing as well as over the door, covered with heavy steel baffle plates. The field of fire was all round the pillbox, preventing the post from being taken straight away by infantry forces.

The pillboxes were constructed of heavy reinforced concrete, 10 – 12” (250 – 300 mm) thick to the walls and roof. There was an entrance at the ends of each wing and firing ports all around, protected with heavy steel baffles.

The Mana Esplanade pillboxes are partly built in to an existing spur of rock, giving them a modicum of additional protection and camouflage. The right flank of the northern pillbox is exposed and the gun ports can clearly be seen; the left flank is buried within an encroaching sand-dune and the pill-box is largely covered in marram and other beach grasses, effectively concealing it from a distance. The baffles for the gun-ports are missing, as are all traces of the original fittings within the pillbox. The southern pillbox is almost entirely buried.

Over time the pillboxes have blended into their surroundings; the weathered concrete merges with the rock and the covering of grasses marries it into the dunes.

3.3. Chronology, modifications

Date	Activity
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1942/43	Pillbox and other coastal defence structures constructed around the Wellington coastline
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4.0 Evaluation of Significance

The Mana Esplanade Pillboxes have historic value for their association with the major coastal defence works of the early 1940s. The pillboxes have some aesthetic value as a rugged functional structure, and are very rare structures of their type within the region.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The pillboxes, in conjunction with the other remnant coastal defences, illustrates a significant period in New Zealand's history, when the country was threatened with invasion during the Second World War. The pillboxes are an important example of the many minor coastal defence and other works thrown up in haste to help repel or slow the advance of the enemy.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Pillboxes, although simple utilitarian structures, have an uncompromising design aesthetic and purpose of form that directly reflects their function; the way the Mana Esplanade structures are embedded in the landscape adds to these qualities. The pillboxes uses materials in an appropriate and completely honest way and can be considered to have architectural value for these reasons.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

As mid-twentieth century structures, the pillboxes are not afforded direct protection under the archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014. However, original fabric, form and positioning of the pillboxes can offer insights into New Zealand's shore defences and it is possible that archaeological excavation around the structures may yield additional information pertaining to their construction.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The pillboxes are simple heavy reinforced concrete structures; while there is some technical interest inherent in their construction and in the parameters that decided the design and geometry, the materials and techniques used were in common use at the time.

Integrity

The significant physical values of the place have been largely unmodified.

The immediate surroundings and the core concrete structure of the pillboxes survive largely unchanged from the time of construction. While all of the internal fit-out,

moveable items and metalwork have long since been lost, the basic form and purpose of the structures, and their intended function, is still clearly evident.

Age

The place is particularly old in the context of human occupation of the Wellington region.

As a comparatively modern structures, there are no particular values of age associated with these pillboxes.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The pillboxes can be considered to have high group values in conjunction with the other remnant coastal defences scattered around Porirua City and in the wider Wellington region, most particularly in the context of the other known surviving pillboxes at Pukerua Bay and Titahi Bay.

The structures make an important contribution to the heritage values of the surrounding area; however they are well camouflaged and cannot be said to have much in the way of landmark value.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

The place does not have strong associations with a particular community.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The pillboxes are not particularly well known, although local people and beach users will be familiar with them.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

While the surrounding residential areas have built up over time, the beach around the pillboxes, and the outlook to sea, has changed little since they were built, and the structure can still be clearly understood in the context of the landscape they were built to defend.

4.5. Rarity

The place is unique or rare within the district or region.

The pillboxes are part of a small collection of surviving coastal defence structures in the Wellington region, and part of a very small group of surviving pillboxes.

4.6. Representativeness

The place is a good example of its type or era.

The pillboxes are a good representative example of their type.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record: NZAA R26/271

Other:

The pillboxes are recorded on the PCC Heritage Information Database, item 163 (one pillbox, the southern pillbox was not located for the PCC database), but is not currently listed on the PCC District Plan.

6.0 Photographs



Northern pillbox from the north, 2012



Southern pillbox obscured by vegetation and buried beneath walkway, 2012

7.0 References

Cooke, Peter, "Defending New Zealand: Ramparts on the Sea 1840s–1950s." Wellington, 2002

Porirua City Council Heritage Information Database, 2009



Centennial Highway seawall, near Pukerua Bay

Centennial Highway Wellington to Paekakariki 1939

1.0 Outline History

The Centennial Highway was a major upgrading of the route from the Ngauranga Gorge to Paekakariki and was so-named because it was finished as the country began celebrations for its centennial. The Centennial Highway still follows parts of its original route, including the coastal road that bypassed the windy and steep Paekakariki Hill Road. This road largely followed the route of a military road built on the line of a Maori track in the 1840s and was not considered suitable for modification to modern vehicular standards. The new coastal route was expected to deliver a huge improvement in comfort and travelling times.

The project was a major public works initiative by the Labour government. The design and construction was undertaken by the Public Works Department. The engineers for the project included J Wood CMG MICE Engineer in Chief, H. Watkinson AMICE District Engineer and H. L. Hume AMICE Engineer in Charge. The road was designed and constructed to the highest standards of the day, with correct cambers (superseding the previous use of high-crown roads where most bends were off-camber and intrinsically dangerous for motor vehicles) and wide sweeping bends to promote good visibility along the entire road.

The most difficult part of the road was the length from Paremata to Paekakariki, which offered many significant challenges for engineers and builders alike. It was constructed on a wide variety of terrains – sand dunes through Paremata, swampland through Plimmerton, and carved-out hillsides at Pukerua Bay, while the coastal strip between Pukerua Bay and Paekakariki required extensive sea walling.

A key element of the new road was the Paremata road bridge, which eliminated the previous 14-mile traverse around the Pauatahanui Inlet to get from Paremata to Plimmerton (while the trains had had a bridge, and a direct coastal route since 1886, little progress had previously been made on a road running in the same direction).

Work on this section of the road commenced in late September 1936, shortly before the formal opening of the Paremata Bridge on 3 October 1936. While most of the workers on the road came from the local area, public works camps were also set up including one at Plimmerton on the eastern side of the railway line before the township and the one at Tawa [Taua] Tapu near Airlie Road. These workers were responsible for the construction of the road alongside the Taupo Swamp, through Pukerua Bay and along the coast to Paekakariki including the construction of the coastal seawall. The workers faced two major challenges, firstly digging down six metres to find solid ground next to the Taupo Swamp and secondly working night and day on the coast to construct the seawall, then back filling it to create a platform for the road. This arduous work took three years to complete.

The coast road was described by the Prime Minister, Bob Semple, as the most notable major roadwork of the (Centennial) year. It cut over seven kilometres off the old route over the Paekakariki Hill, its highest point was 88 metres above sea level compared with 250 metres on the old route and the gradient was also more or less halved, on average, from one in nine to one in 17. The 14.5 kilometres cost £350,000 including the

Paekakariki seawall. Semple was quoted as saying at the time that people had forecast that the Government would empty the Treasury into the Tasman before it was finished. In fact the job was finished twelve months ahead of schedule and had come in under cost, while having to fight the Tasman.⁸⁷

A memorial stone cairn (and fountain) and a commemorative plaque were constructed in one of the lay-bys along the Paekakariki seawall and can still be seen today, although access is now very difficult due to changes to the road. The road, and the commemorative objects, were officially opened on 4 November 1939, shortly before the formal opening of the Centennial Exhibition at Rongotai; the road has been known as the Centennial Highway ever since.

Source: This history has been adapted from the inventory entry for the Centennial Highway, Porirua City Council Heritage Information Database (December 2009). See also IPENZ Engineering Heritage of New Zealand, item 33

2.0 Location



Extent of the sea-walled coastal section of Centennial Highway shown with red line. Image from Google maps, 2011.

3.0 Physical Description

3.1. Setting

The coastal section of the Centennial Highway runs from Pukerua Bay to Paekakariki; the road, a thin meandering ribbon of asphalt, is pinioned between the edge of the sea and the foot of the soaring coastal cliffs. This is a most dramatic setting, particularly when the sea runs high. Aside from the relatively small-scale modern intrusions of the road and railway lines, the setting exists in an effectively unmodified state that

⁸⁷ Daley, James M. *Hutt County Council Centenary 1877-1977* Hutt County Council, 1978 pp 65-70

allows the raw natural beauty of the coast to be appreciated in something close to its original condition.

3.2. Centennial Highway

The most challenging section of the Centennial Highway, particularly for the builders, was the coastal road from Pukerua Bay to Paekakariki. This part of the road is physically constrained between two firm limits – the sea-wall on the west and the foot of the cliffs, and the North Island Main Trunk railway line on the east; for the most part it is a comparatively narrow two-lane road, with intermittent shoulders and a slender footpath on the seaward side. Of all the sections of the road, the coastal highway has changed the least since it was constructed, and today the road remains largely on the original alignment (although it is today somewhat wider than when it was first built).

The main physical feature of the road is the entire original concrete sea-walling that remains along this length. The seawall constrains the western edge of the road; development since 1939 has principally focussed on widening out by moving the eastern edge and safety improvements on the roadway. The seawall consists of a substantial stepped glacis that rises from the low-lying shoreline rocks to the roadway level, curved outward at the top and capped with a solid balustrade, supported on heavy corbels, all shaped to help turn the sea back on itself.

Other features of particular interest along this part of the road include the close alignment with the Wellington-Manawatu railway line (1886), now the Main Trunk Line, the remnants of coastal defences emplaced in the Second World War – particularly the tank trap at the foot of the hills at the south end of the road, and the commemorative centennial marker near Pukerua Bay.

The latter takes the form of a stone-clad concrete cairn, with a large bronze plaque elevated in the centre flanked by two fountain basins (presently defunct), set at the seaward edge of a large parking bay down from the main road level.

3.3. Chronology, modifications

date	activity
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1936	Construction of the Paremata – Paekakariki section commenced
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1939	Road officially opened to the public
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4.0 Evaluation of Significance

The Centennial Highway combines an interesting array of values, from the historic values associated with the 1940 Centennial, and the vast improvement in communications that the road represented; to the engineering achievement of building in such a rugged and exposed environment, and finally to the aesthetic values of the structure, it being well designed and integrated into a landscape and seascape of great natural beauty.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The coastal highway is a place of high historic value. Through the timing of its completion and its association with the 1940 Centennial, the road has come to have great historic and symbolic significance. The road was a physical manifestation of the first Labour government's aspirations for the country. On a practical level, the road effected a huge improvement in road transportation to and from the capital city, and the coastal route was by far the most significant achievement of the Centennial Highway.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The seawall, although a functional engineering structure, has a carefully considered design and a clear and refined aesthetic completely appropriate to its purpose and situation and reflective of the time of its construction.

The road is a small-scale structure in its coastal setting, but as it forms a defined edge to the sea over a long distance, it has a distinct presence in the landscape, and can be considered to have modest landmark value. The close integration of the road with a wild rocky seaward landscape makes the place one of high visual interest.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technology and methods used in the construction of this section of the highway represent a significant achievement in construction in the 1930s, and the main seawall structures can be considered to have technological value.

Integrity

The significant physical values of the place have been largely unmodified.

Because of the hard physical limitations of its location, this section of the road retains a significant degree of physical integrity and authenticity. The sea wall and associated structures remain largely intact along the whole length of the road.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The seawall and road are comparatively modern constructions that do not have particular values of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The road is a small-scale structure in its coastal setting, but as it forms a defined edge to the sea over a long distance, it has a distinct presence in the landscape, and can be considered to have modest landmark value.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

The road is not known to have any special associations.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The road is travelled by thousands of commuters each day and is well-known throughout the region. It has some recognition for its heritage values, but is perhaps best known for the wild coastal landscape.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The wider surroundings of the road make a significant contribution to the understanding of its development and history. The dramatic coastal setting illustrates the difficulty of constructing the road.

Although comparatively small in scale in its coastal setting, its serpentine course sets it clearly out as a man-made structure of some significance, and it accordingly has high landscape value.

The road is intimately associated with the wider coastal landscape, and also with the railway line; the landscape makes a considerable contribution to the values of the road, and the link with the railway line makes an important historical connection.

4.5. Rarity

The place is unique or rare within the district or region.

This is one of the most visually dramatic sections of coastal road in the region; there are few places where traffic runs so close to the sea, and few places where the coastal protection structures are so visible and so close to the traffic.

4.6. Representativeness

The place is a good example of its type or era.

The road and seawall do not have particular values of representativeness.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



The rugged coastal setting of the Centennial Highway from Pukerua Bay. The sea wall starts to the north of the point in the middle of the image.

7.0 References

Porirua City Council Heritage Information Database (December 2009)



Bait Shed viewed from The Esplanade, Tapu Te Ranga in the background.

Bait Shed Island Bay 1950

1.0 Outline History

According to Maori tradition the great Polynesian navigator Kupe was the first to take shelter in Island Bay.⁸⁸ It was later the site of a Maori village, and the island in the bay, Tapu Te Ranga, was an important pa site and refuge.⁸⁹

In the 1870s a wave of Italian immigrants arrived in New Zealand from poverty-stricken rural Italy in response to Prime Minister Vogel's immigration programme. Some 3,000 single Italian men were brought to South Westland to work on the railways. During the Gold Rush many turned to prospecting and later to dairy farming or fishing.⁹⁰ In the late 1880s several of these Italian families established a small fishing village at Island Bay,⁹¹ the only tolerably sheltered anchorage on Wellington's south coast. They initially lived in kerosene tin and sacking huts on the foreshore and later built houses along the shore.⁹² Their numbers were bolstered by a steady trickle of relatives from Italy and the arrival of several Shetlander families.⁹³ In 1905 the tram linked Island Bay to Wellington City. Later, Italian families built or leased shops at the terminus and sold fish, pasta, herbs and spices. Island Bay became the main supplier of fish to greater Wellington.⁹⁴ At its peak the predominantly Italian fishing fleet numbered about 50 boats.⁹⁵

A visible reminder of the fishing industry's importance to the suburb is the Bait Shed. The Wellington City Council constructed the shed and ramp on a rocky outcrop of the Island Bay foreshore in 1950.⁹⁶ It was the outcome of numerous complaints and a variety of proposals, beginning in the 1920s, that sought to remedy the stench of bait on the beach and the flies it attracted. The shed was planned as a refrigerated facility in which local fishermen could store their fish and bait. It was built by the contractors Palmer and Askew at a cost of £2,948.⁹⁷ It was built specifically for the needs of the Fishermen's Cooperative Ltd., who signed a rental agreement in 4 January 1951, but they failed to maintain the building.⁹⁸ In 1963 the Fishermen's Cooperative went into liquidation and the tenancy was transferred first to the Wellington Trawling Company, then to Island Bay Fish Ltd the following year.⁹⁹ In June 1976 the lease

⁸⁸ 'Recalling the founding of Fishy Bay', *Evening Post*, 24 September 1983.

⁸⁹ Maclean, Chris 'Wellington places - Southern suburbs', Te Ara - The Encyclopedia of New Zealand, (accessed 24 May 2011) <http://www.TeAra.govt.nz/en/wellington-places/2>

⁹⁰ 'Death of a Fishing Village', Karen Dabrowska, *Evening Post*, 6 February 1982.

⁹¹ 'Recalling the founding of Fishy Bay', *Evening Post*, 24 September 1983.

⁹² Ibid.

⁹³ Ibid.

⁹⁴ Ibid.

⁹⁵ *Evening Post*, 6 February 1982

⁹⁶ Paynter, p.9

⁹⁷ Wellington City Council Archives, 'Construction of bait box building, Island Bay Beach, Ref: 00205:34:1772

⁹⁸ Paynter, p.9

⁹⁹ Ibid, p.10

passed to a group of eight local fishermen. To bring the building up to an acceptable state of repair, the fishermen agreed to paint it if the WCC provided the materials.¹⁰⁰

The building again fell into decline and was abandoned. Its fortunes were revived in 2005, when it became the temporary home of the Island Bay Marine Education Centre. The building was painted its distinctive burnt orange colour, a model shark was placed on the north wall and the interior converted into a suitable display facility.

In 2011 a bench seat was installed alongside the Bait Shed to commemorate the loss of the crew of the *Santina*, which foundered in a southerly storm on 25 September 1933.

2.0 Location

2.1. Map



Island Bay Bait Shed, image from Google Maps, 2012

2.2. Ownership

The Bait Shed is located off The Esplanade, and is presently owned by Wellington City Council.

3.0 Physical Description

3.1. Setting

The sandy sweep of Island Bay terminates at each end in rocky outcrops; that at the eastern end of the beach provides the setting for the Bait Shed. It is sited very close to the water, on a solid rock foundation, and it is prominent in views from all around the curve of the bay. It is accessible to vehicles from The Esplanade, and from the bay by a solid concrete wharf on the more sheltered northern side.

¹⁰⁰ Ibid.

The wider setting includes rocks further east, Tapu Te Ranga out in the bay, and on the landward side, a thin string of houses at the foot of a high flax covered escarpment.

3.2. Item

The Bait Shed is a utilitarian structure, built of concrete and well embedded in its raw rock foundation. It is rectangular in plan, with a hipped roof; the landward end of the building, facing north, has a parapet that rises above the eaves line, and this gives the building a more formal presence. From the landward side, the grid of storage recesses is a prominent and distinctive feature of the building.

3.3. Chronology, modifications

date	activity
1950	Bait Shed built
2005	Building refurbished for use as a marine display and education centre

4.0 Evaluation of Significance

The main heritage value of this building lies in its close association with the fishing community of Island Bay, it being a strong reminder of a once prosperous industry and a vibrant immigrant community that settled here from Italy. It has a landmark quality in the bay, being prominently sited on a conspicuous rocky outcrop, and it is well seen from viewpoints all around The Esplanade.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The construction of the Bait Shed in Island Bay in 1950 was a reflection of the importance of the place as the centre of Wellington’s then vibrant and Italian-dominated fishing industry. The demand was sufficient to justify its construction, with up to 50 boats in operation in the middle decades of the 20th century. Although its original purpose was not sustained, the Bait Shed remains one of the enduring symbols of the Island Bay fishing tradition.

The Bait Shed is closely associated with past generations of the fishing community of Island Bay, particularly the Italian families that made up so much of the local industry. It is also a reminder of an earlier period in Island Bay’s history when the competing fishing enterprises were sporadically able to co-operate to maintain a facility for the use of the entire Island Bay-based fishing industry.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of the Bait Shed are limited to those of fitness for purpose of an entirely utilitarian structure. It is a basic piece of architecture, lifted somewhat by the parapet wall of the front elevation and the distinctive grid pattern of the storage bays on the landward side.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

Technological values are low, since the structure is quite typical of its time with no distinguishing features. Its robustness in a severe maritime environment is certainly a technical attribute, but reflects construction methods and materials in common use around the region at the time.

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the structure is reasonably high, its original external form remaining unaltered today.

Age

The place is particularly old in the context of human occupation of the Wellington region.

As a comparatively modern construction, the Bait Shed building has no special quality for its age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The building is strongly associated with the natural features of Island Bay, especially the rocky coastline at the eastern end of the beach. It is a built landmark in the bay, as it is prominent in its natural setting, and only distantly associated with other buildings.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

Much of Island Bay's fishing is still done by families who took up the profession in the 20th century and as a result there is still a direct link between Island Bay's fishing community and the Bait Shed. The adjacent installation of a commemorative seat for the loss of the *Santina* shows how the memory of the past is strongly felt in Island Bay.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

The Bait Shed occupies such a prominent site on a rocky outcrop just off The Esplanade that it has never left the public consciousness, despite long periods of disuse. Its present revitalisation as the home of the Marine Centre is an entirely appropriate one. It has opened the building up to a whole new generation and raised its status considerably.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The surroundings of the building are unchanged from the time of its construction, so greatly aid an appreciation of its use and history.

4.5. Rarity

The place is unique or rare within the district or region.

The Bait Shed is, as far as is known, the only building of its type in the Wellington region.

4.6. Representativeness

The place is a good example of its type or era.

Because of its unique use, it has representative value only as a utilitarian concrete structure, and this is slight.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



The Bait Shed from the west.

7.0 References

'Construction of bait box building, Island Bay Beach', Ref: 00205:34:1772, Wellington City Archives

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Schedule E2 - Wharves and Boatsheds



Queens Wharf, from the north, 2012

Queens Wharf Wellington 1862 and 1886

1.0 Outline History

Queens Wharf was built by the Wellington Provincial Council in 1862-63, following a long period of agitation by the Chamber of Commerce and local media, keen to see a 'universally recognised want' rectified¹⁰¹ to help the development of the city. Prior to this, boats and ships arriving in Wellington were served by a series of privately owned jetties, which could not extend into deep water and had to be augmented by lighters.

The opportunity to build a deep-water wharf was taken when the Provincial Council reclaimed land at the southern end of Lambton Quay. Work on the reclamation began in 1857 and the wharf, funded by the Provincial Council, was approved in 1861.

The wharf, which extended out from the tip of the reclamation, was to be 122 metres long and 11 m wide, with two cross-tees later taking the structure out to 167 metres in length. The tender of contractors McLaggan and Thompson Bros for £15,420 was accepted, and totara piles began arriving from the Wairarapa and Foxton in February 1862.¹⁰² The first pile was driven, ceremonially, by Superintendent William Featherston on 28 April 1862. The piles were clad in copper sheathing, to prevent decay and to allay concerns that local timbers would not last.¹⁰³ The stem of the wharf was completed and the first 'T' followed in March 1863, the same month that the first substantial steamer, the *Airedale*, berthed at the wharf.¹⁰⁴ The second 'T' followed a few months later. By the time the wharf was completed it was already too small to service the demand for its use, and it was extended regularly over the next 40 years.

Management of the wharf was initially undertaken by the Wharf Committee of the Province, commencing in 1862. The first wharfinger appointed was William Spinks¹⁰⁵. The wharf then had various operators, starting with leaseholders, then the Wellington City Corporation (from 1871), Wellington Harbour Board (from 1880) and most latterly Wellington Waterfront Ltd in its various guises. The wharf was originally known as Deep Water Wharf or Government Wharf, but the proximity of the Queens Bond Store, built in 1862, probably led to the name of the wharf changing.¹⁰⁶ The apostrophe was dropped as well.

The wharf has been the site of significant events, including the send-off for the first troops to leave New Zealand and fight overseas – the volunteers who fought in the South African War and who left on 21 October 1899. The ironwork gates that mark the entrance to Queens Wharf were erected to mark the departure of the second New Zealand contingent to the South African War. Clashes took place between police and strikers at Queens Wharf during the bitter 1913 general strike. The waterfront was

¹⁰¹ *Wellington Independent*, 1 December 1858, p.3

¹⁰² *Otago Daily Times*, 3 March 1862 p. 2

¹⁰³ *Wellington Independent*, 29 April 1863, p.2

¹⁰⁴ *Wellington Independent*, 12 March 1863, p.3

¹⁰⁵ Spinks was resident in the historic building now known as Spink's Cottage, in Dixon Street, built ca. 1863. Spinks had been a storekeeper prior to taking up the wharfinger position.

¹⁰⁶ Ward, Louis 1928, *Early Wellington*, Whitcombe and Tombs, Wellington p.293

also the centre of the dispute between the government and strikers during the 1951 strike.

The wharf has a long history of expansion and change, driven by the need to accommodate an increasingly heavy shipping demand. The first major extension, the third 'T', took place in 1865. Thereafter, extensions were made to the length and width of the tees and the breadth of the main wharf, while reclamations filled pockets at the western end. By 1911, 11 different contracts had been let and over 20 additions had been made to the wharf.¹⁰⁷ The single biggest extension was to the outer T, in 1885. Stores and sheds were built, adjacent water dredged, and from 1909, the replacement of older timber members with new, more permanent materials such as iron and concrete took place. At least part of the original timber deck was replaced with concrete in 1926,¹⁰⁸ and later asphalted. There were major refurbishments to the approach wharf in 1958 and the outer T in 1960.

The wharf was the focus of a bustling waterfront and the home to a variety of harbourside trades. This activity reflected Wellington port's status as one of the country's busiest – at one time it handled more trade than any other port. It was the home port for New Zealand's first large steamship company, the short-lived New Zealand Steam Navigation Co. This company was absorbed by the new Union Steamship Company in 1876, which also had a significant presence in Wellington.

There were, for much of the latter 19th and early 20th centuries, cargo sheds on every 'T' of the wharf. Although many of these buildings have gone, cargo sheds from various eras remain on the wharf. Among them are Shed 5 (1886, renovated 1992), Shed 3 Dockside (1887, renovated 1991), Shed 6 (1959) and Shed 1 (1964). Facing each other at the entrance of the wharf are the Wellington Harbour Board's Head Office and Bond Store (1892, now the home of the Museum of Wellington – City and Sea) and Wharf Offices (1896, now apartments and home to the Academy of Fine Arts).

Major alterations were made to the wharf in the 1960s with more widening of its northern end. The inner stem area of the original wharf was reclaimed in 1970 as part of a larger reclamation project. This area was later redeveloped in 1995 as part of the Lambton Harbour Development Project, with a retail centre and events centre built opposite each other. In addition, two old cargo cranes were restored and moved to the inner 'T' by Wellington Waterfront in 2000 as a reminder of cargo handling before the advent of containerisation. Over the life of the wharf a number of derricks and cranes have been erected and later removed.

In 2006, the Wellington Regional Council granted consent to the construction of a Hilton Hotel on the outer 'T', to replace Shed 1. The approval of the consent was appealed to the Environment Court and in March 2008 the court declined the resource consent.

¹⁰⁷ Plans and dates of construction of Queens Wharf, from Wellington Harbour Board Year Book, December 1923

¹⁰⁸ Ward p.294

Over its history the wharf has been used for commercial, naval and passenger shipping. It retains significant use to this day, with fishing boats, ferry boats to Days Bay, yachts and naval ships among the vessels still using the wharf.

With the end of regular port use in 1988 and the transfer of development activities to the Wellington City Council-owned Lambton Harbour Management Ltd (now Wellington Waterfront Ltd), a host of other activities have taken place on the wharf, including outdoor concerts, yachting regattas, helicopter operations, amusement rides, recreational fishing, dragon boat festivals and kayak hire. The wharf is one of the most used places on Wellington's waterfront and is an important entry point for walkers and bike riders heading north or south.

2.0 Location

2.1. Map



Queens Wharf, image from Google Maps, 2012



*Approximate extent of Queens Wharf before reclamation outlined in red.
Image from Google Maps, 2012*

Note the wharf per se now stops along the line of the east walls of the event and retail centre buildings.

2.2. Ownership

Wellington City Council

3.0 Physical Description

3.1. Setting

Queens Wharf is a heavily developed and patronised part of the waterfront; it is central to a popular harbour-side promenade and is the main focus of the public use of the Wellington waterfront.

The nearby physical context of the wharf includes the Queens Wharf Retail Centre, now used as an office building and the Queens Wharf Event Centre, and the elevated plaza between them. These two large buildings dominate (and mostly mask) views of the wharf from the landward side. The wider Queens Wharf area features an interesting collection of heritage buildings, including Shed 11 and Shed 13, the Bond Store and the former Harbour Board offices, amongst others, and a length of the old Harbour Board fence and gates.

From the waterfront promenade, Queens Wharf has a relatively strong presence in the landscape, in part due to the projection of the outer ‘T’ and the bulk of Shed 1 that serve to draw attention to it, and partly for the large scale of the structure in its waterfront context; the wharf is prominent in views around the inner harbour.

The wharf is a well-used mooring spot for yachts, harbour ferries and the like. It is also the principal mooring for visiting navy vessels.

3.2. Wharf

The remaining “wharf” part of Queens Wharf is essentially restricted to the neck and outer ‘T’, the rest of the wharf having been progressively enclosed and subsumed by development from the landward side, including reclamation by the Harbour Board, but most particularly by the retail and event centre development and associated buried car-park (which made use of the reclaimed land). While Sheds 5 and 6 are situated close to the water, the wharf structure they rest on is so enclosed that it reads more as a harbour-side quay and is difficult to understand as the freestanding wharf it originally was.

The wharf itself is a simple utilitarian structure, made with heavy braced timber pilings and finished with a concrete deck. At the neck of the ‘T’, a floating platform provides launch space for kayaks. A number of floating gangways give access to the waterside for smaller vessels moored to the wharf. Other structures on or physically attached to the wharf include Shed 1, (part currently used as a hanger by Helipro) and the associated helipad on the south end of the tee, and Shed 6; both are large and comparatively modern goods sheds of steel construction, similar in scale and materials, and both are dominant in views of the wharf area.

Features of historic interest on the wharf include Shed 3 and Shed 5, both notable old structures, and the two transplanted cargo cranes, along with a variety of bollards, including some old timber bollards along the inner ‘T’.

3.3. Chronology, modifications

date	activity
1857	Work began on the Wellington Provincial Council reclamation off Lambton Quay that Queens Wharf was later built from.
1862-63	Queens Wharf built.
1878-1910	A series of alterations and additions were made to the wharf, most notably the addition of the outer ‘T’ in 1886. Stores and sheds were built.
1880	Wellington Harbour Board assumed control of the port.
1886	Shed 5, the oldest surviving structure on Queens Wharf, was built.
1913	Queens Wharf was the centre of clashes between waterside workers and police.
1926	The original timber deck was replaced with concrete in 1926. ¹⁰⁹
1964-68	Northern end of outer T widened by about 9 metres, and southern

¹⁰⁹ Ward p.294

- end shortened by about 45 metres
- 1970 The inner stem area of the original wharf was reclaimed as part of a larger reclamation project.
- 1988 Wellington Harbour Board was abolished and management of most of the Lambton Harbour waterfront, including Queens Wharf, was transferred to the Wellington City Council-owned Wellington Waterfront (then Lambton Harbour Ltd.)
- 1996 Two large buildings were built on the reclaimed inner stem of the wharf (retail centre and events centre).

4.0 Evaluation of Significance

Queens Wharf is one of the oldest structures in Wellington, and is a place of high heritage value both locally and in a national context. It is particularly important for its long history at the centre of waterfront development and activity, and by extension, the growth and development of the city. It has technological significance for its early use of heavy timber in its construction. The area is a prominent landmark on the waterfront, surrounded by important and interesting old buildings that relate directly to the wharf and its use.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Historically, Queens Wharf is a place of very high heritage importance to Wellington. In its role as a shipping wharf it has offered berthage to thousands of ships and boats over its life, a great many of them on the outer T. For a period, Queens Wharf was the only deep-water wharf in the city and its completion was a huge boon to the city's ship-borne trade and a key to its future prosperity. Among the range of important ship traffic that used the wharf were passenger vessels, including a number of harbour and coastal ferries and trans-Tasman trade, including famous vessels such as the *Awatea*, *Wanganella* and *Monowai*. The companies that ran these ships, such as Huddart Parker and the Union Steam Ship Co. had offices close by; in the case of Huddart Parker, just across the road in Post Office Square.

Queens Wharf remained a very significant wharf long after many others were built. It was the ceremonial entrance to the waterfront, a place where the public promenaded and came to look at the vessels tied up, as they still do. It was a place where ships with important public roles, such as visiting warships, have docked. Today that role continues, with specialist ships such as naval vessels, research vessels, sail training ships, smaller cruise ships and many others still regularly using the wharf.

The national significance of Queens Wharf is considerable. It is the oldest wharf at one of the country's busiest and most important ports. There are unlikely to be many older timber wharfs still standing in the country. Most older wharfs in important ports have long since been amalgamated or swallowed up by reclamation (as is true of the western end of Queens Wharf) or demolished and replaced.

Queens Wharf is one of the oldest structures in the city, the earliest portion having been built in 1862. It is comparable in age to some of the city's oldest surviving buildings; there are only a handful of places in the region that might be older.

It is also one of just a very few places constructed by the Wellington Provincial Council that still survive. Apart from the wharf, the best known of these are upper Pencarrow Lighthouse (1858) and Old Coach Road between Johnsonville and Ohariu (1856-58); Queens Wharf is more important than either of these.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of Queens Wharf itself principally relate to those aesthetic qualities that arise from a well-designed engineering structure, one that is fit for its purpose in servicing a heavy industrial process. The wharf is a logical, intelligent design, making sound use of materials that were chosen for fulfilling a demanding engineering brief. Sheds 3 and 5, although altered over time, make an important contribution to the values of the wharf.

The Queens Wharf area as a whole has aesthetic value deriving from the historic buildings and structures that occupy the wharf area.

Archaeological values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The archaeological values of the Queens wharf are inherent in the fabric of the original structure and its construction, and in deposits preserved on and under the sea bed. Original wharf elements include sheathed timber piles, braces and crossbeams as well as the fastenings used to secure them in place. *In-situ* timber elements and, to a lesser degree, fallen timbers on the seabed can provide information on construction methods, as well as the changes in materials through time. Archaeological deposits associated with the wharf are also likely to be present buried in sediment below the wharf. The seabed around wharves accumulate archaeological deposits in the same way as sites form on land and sediments commonly contain artefacts dropped from the wharf or visiting vessels, such as bottles, ceramics, and metal items.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the wharf is high. It is a large and complex wharf construction that represents a significant technical achievement in heavy timber construction, exemplified by its having had a useful life approaching 150 years and the use of native timbers for the first pilings. Important information on the construction techniques and materials used can be gained from studying its structure.

Integrity

The significant physical values of the place have been largely unmodified.

Queens Wharf has a reasonably high level of physical integrity; while many changes have occurred to its superstructure and the associated buildings, and parts of the wharf have been re-piled over the years, a large portion of the old structure remains.

Repairs to the wharf over time have included replacement of piles and strengthening timber piles with concrete shells. While this has obscured the original fabric in many places, there are still a large number of timber piles partially, or wholly, visible and a number remain in-situ but are no longer load bearing.

Archaeological deposits are most likely to have been preserved beneath the wharf where dredging has not caused them to be removed. The areas most likely to contain artefacts will be beneath extensions to the breastwork, around the periphery of the wharf as these will have prevented subsequent dredging of areas that were previously exposed at the edges of the wharf and alongside berthed vessels.

Age

The place is particularly old in the context of human occupation of the Wellington region.

Queens Wharf is the oldest surviving commercial wharf in the Wellington region and has heritage values associated with its considerable age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

Queens Wharf has important group values in two main contexts; firstly, as the effective centre of the early development of Lambton Harbour, it stands as the most important wharf in the group of surviving timber wharves in the inner harbour. Secondly, the wharf is part of a group of important surviving buildings and structures that reflect the long active use of the wharf, including Sheds 3 and 5, the Bond Store, the Harbour Board offices, and the two old cargo cranes, amongst others (Sheds 1 and 6 also contribute to the values of this group).

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

Queens Wharf is a place well known to generations of Wellingtonians and it is now more visited than it ever was. The wharf has always been open to the public but the universal access offered since the end of the Wellington Harbour Board in 1988 has made Wellingtonians very attached to their waterfront and to Queens Wharf in particular.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Queens Wharf is, along with Te Papa and the Clyde Quay Boat Harbour, one of the best-known landmarks on Wellington's waterfront. It is visited by thousands of people every day and it contains a cluster of the waterfront's major attractions. The development and use of the wharf has done more to shape the identity of the waterfront in the post-Harbour Board era than any other place.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The setting of Queens Wharf makes a significant contribution to understanding the history and character of the wharf, and to understanding its long history of development. The group of surviving old buildings and structures in the surrounding area is very important.

4.5. Rarity

The place is unique or rare within the district or region.

While wharves are not rare structures in the inner harbour, Queens Wharf is the oldest known surviving timber wharf, and the only one in a T configuration, and it has high rarity value for that.

4.6. Representativeness

The place is a good example of its type or era.

As the only wharf of its particular kind in the inner harbour, Queens Wharf cannot be said to have representative value.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



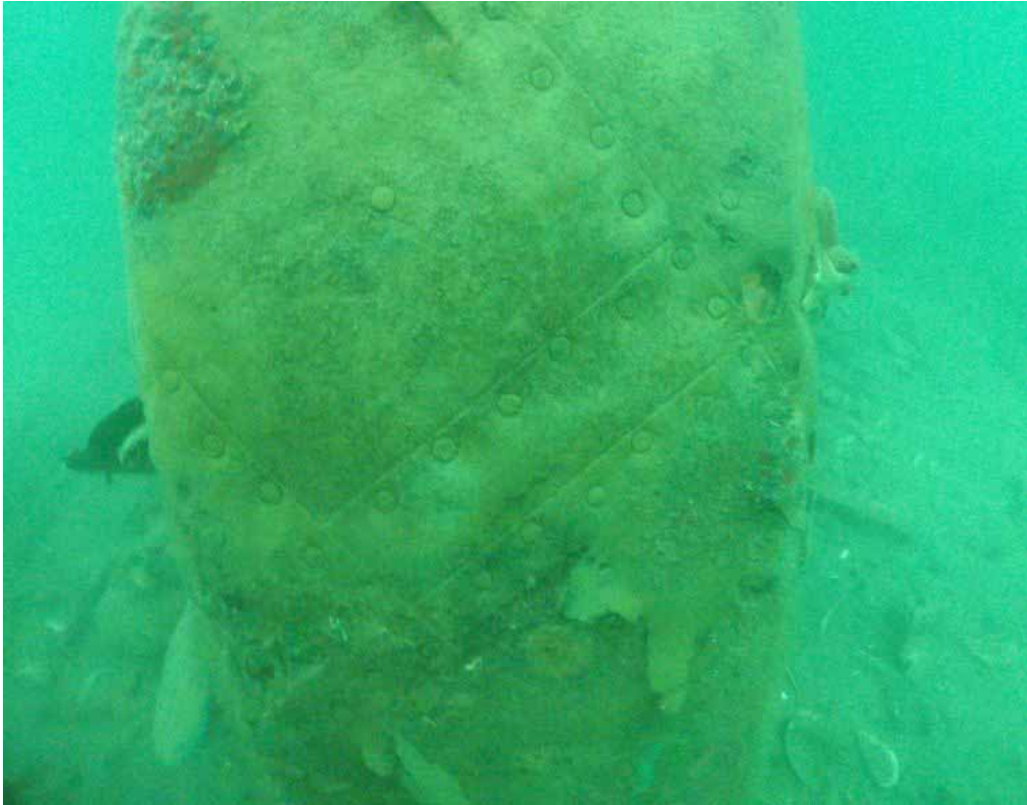
Outer tee, eastern section, showing helipad area and tripod crane, 2012



Inner part of the pier, Shed 5 in the foreground with events centre and retail centre in the background, 2012



Modern repairs alongside original timber elements



Copper sheathing at base of original wharf pile.

7.0 References

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<http://www.wellingtonwaterfront.co.nz/> [retrieved 25 April 2012]

Johnson, David 1996, *Wellington Harbour*, Wellington Maritime Museum Trust, Wellington

Otago Daily Times, 3 March 1862

Plans and dates of construction of Queens Wharf, from Wellington Harbour Board Year Book, December 1923

The Wellingtonian, 23 July 2009

Ward, Louis 1928, *Early Wellington*, Whitcombe and Tombs, Wellington



Railway Wharf, from Queen's Wharf, 2012

Railway Wharf Wellington 1880

1.0 Outline History

Wellington's first deep water wharf was Queens Wharf, the first stage of which was completed in 1863. Before it was even finished it had shown to be too small for the town's needs. Regular extensions of Queens Wharf did not keep pace with the demand from growing ship movements and more wharfage was keenly needed on the waterfront.

Land reclamation was a major element of the development of Wellington throughout the 19th century. A substantial reclamation was funded by the government and undertaken between 1874 and 1878 to extend from Pipitea Point at the north to meet in to the Wellington Provincial Council's earlier reclamation in the southern part of Lambton Harbour, which had been completed in 1863. Railway Wharf was planned as an important feature of the new reclamation.

The wharf, sited near the main rail terminus, was planned from the start to have direct rail access, which would greatly expedite loading and unloading of goods and eliminate a great deal of double-handling of cargo. The proximity of a new railway reserve on the reclamation made the provision of a siding from the main line to a wharf a straightforward matter, and the government made its general intentions clear in this regard in June 1878.¹¹⁰ It even imported hardwood piles – ironbark, from Australia – that same year for the construction of the wharf.¹¹¹

By January 1879, plans for the wharf had been prepared by Assistant Engineer-in-Chief of the Public Works Department, John Blackett. Careful attention was paid to the alignment of the wharf, as experience had shown that berthed vessels in Lambton Harbour had to be orientated on a north-north-west /south-south-east axis, to suit the bearing of Wellington's prevailing winds.¹¹²

Tenders for the wharf's construction were called on 24 February 1879,¹¹³ and at the conclusion of the tender period the contract was awarded to James Lockie.¹¹⁴ By May that year, work was underway. It was decided that a gap between the first row of piles for the wharf and the reclamation breastwork would be infilled by further reclamation.¹¹⁵ There was some hope the wharf might be ready by the end of 1879, but after some delays in getting the ironbark timbers delivered, the wharf was not finally completed until the end of April 1880. The first ship to use the wharf was a small schooner discharging coal.¹¹⁶

Before the wharf was even finished, the government had determined that, if or when the proposed Wellington Harbour Board (WHB) was established by statute, the wharf

¹¹⁰ *Evening Post*, 21 June 1878

¹¹¹ *Evening Post*, 4 November 1878

¹¹² *Evening Post*, 7 February 1879

¹¹³ *Evening Post*, 17 February 1879

¹¹⁴ Lockie went on to build the adjacent Waterloo Quay wharf in 1883

¹¹⁵ *Evening Post*, 14 May 1879

¹¹⁶ *Evening Post*, 1 May 1880

would be vested in the new authority, along with considerable reclaimed land. This transfer was enacted by the Wellington Harbour Board and Corporation Land Act,¹¹⁷ which came into force on 1 September 1880. Interestingly in that context, the Wellington City Corporation retained its ownership of Queens Wharf for the meantime.

The new wharf was 201 metres long and 10 metres wide, with three separate rail lines on its deck. One source describes the wharf materials as ironbark piles and caps, black birch beams and matai decking.¹¹⁸ The wharf was bare until sheds could be provided. This meant that the government had no means of customs control at the wharf and so, until this was resolved, Railway Wharf could not be used for handling imported goods (an important function of Queens Wharf). In the early 1890s further land reclamation to the north of the wharf provided space for the construction of sheds, but Railway Wharf itself remained without any sort of building on its deck for some decades.

In 1903, the wharf required some repair. At the same time the WHB decided to enhance the wharf's capacity, primarily for the handling of coal, by widening it to 27 metres and '...on it provide a [10 metre] roadway with two rail tracks each side, and at the same time...equip it with a twenty-ton and ten two-ton cranes.'¹¹⁹ The revamped wharf was back in operation by 1906 and in 1907 a weighbridge and tolls office were added. For the next 45 years it operated as the principal coaling berth for Wellington.

In 1951, faced with having to make considerable repairs to the wharf, the WHB moved the coaling berths to Aotea Quay and converted Railway Wharf to become the terminal for the Lyttelton and Picton ferries. The wharf was again widened – by three metres on its eastern side – and lengthened six metres. At the time, the old piles were described as being in 'very good order', along with most of the beams and caps. Defective timbers were replaced and the wharf covered with a concrete slab, topped with asphalt.¹²⁰ Renamed the Inter-Island Wharf, the wharf had a number of significant additional facilities built to support its new purpose. These included a passenger terminal in the centre of the wharf, two goods sheds at either end of the wharf (with overhead cranes), and a mailroom. The rails were lifted and the approaches made good and adjacent reclamation breastwork repaired and reinstated. The total cost of the work was £210,000, a significant sum at the time. The revamped wharf was used by ferries for the first time on 8 September 1954.

Initially, cars were loaded individually onto the ships by derricks but this practice soon changed with the adoption of methods to directly load vehicles on and off the ships. The first Wellington-Picton roll-on, roll-off (ro-ro) service was inaugurated in

¹¹⁷ Wellington Harbour Board and Corporation Land Act, 1880 [retrieved from *www.legislation.govt.nz* on 1 May 2012]

¹¹⁸ Wellington Harbour Board 1954, 'Notes on Inter-Island Wharf', AC058:127:23 01/18, Wellington City Archives

¹¹⁹ Ibid.

¹²⁰ Ibid.

1962 by the New Zealand Railways, operating from a new purpose-built location on Aotea Quay. Three years later the Union Steamship Company converted the *Maori* for this use and began a ro-ro service between Wellington and Lyttelton using the Inter-Island Wharf. Considerable changes were required to the wharf for ro-ro use, including the construction of a moveable link-span connection to the stern door on vessels, telescopic gangways and upgraded passenger facilities.¹²¹ The *Maori* was replaced by the *Wahine* in 1966 but the new ship was only in use for two years before it foundered and sank on Barrett's Reef in April 1968. A new ship, *Rangatira*, replaced the *Wahine* and the USC service from the Inter-Island Wharf lasted until 1975. It is presumed that much of the ferry-related infrastructure was removed at this point or soon after.

Since then, the Railway Wharf has been used as a base for Wellington's tugs and pilot launch. It is also the home of costal shipping company Pacifica Transport Group.

2.0 Location

2.1. Map



Railway Wharf, image from Google Maps, 2012

2.2. Address and ownership

Waterloo Quay

The wharf is owned by CentrePort.

¹²¹ Pryce, Michael 'Ferry Wharf Names in Wellington', in *New Zealand Marine News*, Vol.51, No.1, 2002 p.40

3.0 Physical Description

3.1. Setting

Railway Wharf is a finger wharf, oriented approximately north – south, set in parallel with others nearby including Glasgow Wharf to the east and Waterloo Quay Wharf to the west, a grouping which confers a distinctive visual pattern to the harbour’s edge. The wharf deck is open and is used for storage, parking and the movement of goods; vessels can moor alongside either side of it.

The wharf is part of the working area of the port controlled by CentrePort Wellington, so that the setting is an industrial one of containers, cranes, rail and trucking. The wharf can be clearly viewed from the landward side from around Shed 21, and from the seaward side.

The Wellington harbour tugs normally moor at this wharf.

3.2. Wharf

Railway Wharf is founded on heavy timber piles, which in turn support a heavy superstructure of timber beams, joists, bracing, decking and bollards, typical of a major timber wharf of the era. The wharf deck today is made of asphalted concrete.

The original sheds have long gone, as have the cargo cranes and the features associated with the inter-island ferry use, so that today the wharf deck is devoid of any major structures, aside from a modestly-scaled modern lightweight steel shed at the seaward end.

3.3. Chronology, modifications

date	activity
1880	Construction of Railway Wharf completed.
1903-06	Wharf extended and repaired and augmented with cranes.
1907	A weighbridge and tolls office built.
1951-54	Wharf converted to terminal for Lyttelton and Picton ferries. Wharf widened and lengthened. Repairs made to timbers and wharf covered with a concrete slab, topped with asphalt. Passenger terminal built in wharf centre, two goods sheds at either end of the wharf (with overhead cranes), and a mailroom. Rails lifted and adjacent reclamation breastwork repaired or reinstated.
1966	The move to ro-ro services required new facilities - linkspan connection to the stern door on vessels and telescopic gangways.
Post 1975	Inter-island ferry use stopped, wharf structures removed.

4.0 Evaluation of Significance

Railway Wharf is a structure of some historic significance, as the second deep-water wharf built in Wellington, and with a long and varied history as trading ship berthage, coal wharf and later inter-island ferry terminal. It is an important element in the group of working wharves in the inner harbour.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The construction of the Railway Wharf was an important milestone in the history of port development in Wellington Harbour. The next wharf constructed after Queens Wharf, it was built near the railway terminus by the government; the use of rail transport to move goods directly to and from ships was a crucial shift in waterfront operations. The vesting of the wharf in the nascent WHB was both practically and symbolically of great significance - it gave the Board a huge boost just as it began its operations and set the scene for 100 years of managing the working waterfront in Wellington.

The wharf has had a number of phases in its history, all markedly different, and these are reflected in the many additions and changes to the wharf. The most important of these uses were, firstly, its initial use for the movement of goods, then its period as a coal wharf (from 1906 to 1951) and then its 20 years as the terminal of Inter-Island services, particularly between Wellington and Lyttelton.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of Railway Wharf relate to those aesthetic qualities that arise from a well-designed engineering structure, one that is fit for its purpose in servicing a heavy industrial process. It is a logical design that makes sound use of materials that were chosen for fulfilling a demanding engineering brief.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the wharf is high. It is a significant technical achievement in heavy timber construction, exemplified by its having had a useful life of over 130 years to date. There is some additional technological interest in the various changes that have been made to it over time.

Integrity

The significant physical values of the place have been largely unmodified.

Sources suggest that a large proportion of the original timbers still remain under the deck, and it appears that enough of the original sub-deck framing and the piling of the wharf remains for it to have a reasonable level of integrity; although the majority of the decking was replaced with concrete and the original wharf fixtures – sheds, cranes and the like – have been completely removed over time.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The wharf has value for its age – it is the second-oldest wharf remaining on the waterfront after Queen’s Wharf.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

Railway Wharf has associational value with the other timber wharves on its flanks; its layout resonates with and reinforces the strong geometric pattern of the north-south orientation of Wellington’s inner harbour finger wharves. The townscape value of the wharf is slight, by the nature of its low-lying and relatively discreet form, and its location in a working port area that is not greatly used by the public.

4.3. Social Values**Sentiment**

The place has strong or special associations with a particular cultural group or community.

No special association has been identified.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Railway Wharf could not be seen to hold a place of any particular note in the public esteem, other than perhaps those that derive from its period of use as the Inter-Island Wharf, when there were daily sailings to and from Lyttelton and well-known vessels including the *Wahine* and *Rangatira* berthing here.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The surroundings of Railway Wharf are entirely appropriate for such a structure, since the activities it supports are fundamentally those that it was first built for. It is part of a major industrial shipping landscape, and fits in seamlessly in this context.

4.5. Rarity

The place is unique or rare within the district or region.

Railway Wharf is not rare as a type of structure within the region, but it is noteworthy for its age, history, and timber construction.

4.6. Representativeness

The place is a good example of its type or era.

Although much modified over time, Railway Wharf remains a reasonably good representative example of a nineteenth century timber wharf.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Not presently registered. Part of a proposed Wellington Wharves Historic Area.

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Railway wharf, looking along the deck to the west, Shed 21 on the left.

7.0 Sources

Evening Post, 21 June 1878, 4 November 1878, 7 February 1879, 17 February 1879, 14 May 1879, 1 May 1880

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Pryce, Michael 'Ferry Wharf Names in Wellington', in *New Zealand Marine News*, Vol.51, No.1, 2002 p.40



Waterloo Quay Wharf, from Queens Wharf, 2012

Waterloo Quay Wharf Wellington 1883

1.0 Outline History

Plans were prepared in April 1882 for Waterloo Quay Wharf, originally known as Wool Jetty, along with a wool shed.¹²² The wharf was planned to service the burgeoning wool trade being serviced through Wellington. Tenders were called and contractor J. Lockie, who submitted a price of £3,444,¹²³ was successful. Lockie had completed the nearby Railway Wharf in 1880. The wool shed, a substantial structure, 61 metres long and 18 metres wide, capable of holding 6,000 bales of wool at one time, was built at the city end of the wharf. Work began about November 1882 and the complex was completed in 1883. The wharf was initially linked to land by a bridge; by 1906 the Waterloo Quay reclamation had filled in the gap.

Another shed was built, on the wharf itself, before 1895.¹²⁴ The first change to the wharf structure came in 1912, when it was significantly extended and widened. A shed, proposed to be built in the middle of the deck, was also shown in these plans.¹²⁵ It may have been built at this time but it was certainly in place by 1916, when the wharf was again widened and extended to allow its conversion to use by inter-island ferries, to take the pressure off Queens Wharf. It was then renamed the Wellington-Lyttelton Ferry Wharf, later (in March 1934) abbreviated to the Lyttelton Wharf.¹²⁶ Timber gates and fencing were added. The first ship to berth at the wharf after work finished was the Lyttelton-Wellington steamer *Maori*. In 1931, the wharf was again extended to accommodate the longer *Rangatira*.¹²⁷ The inter-island ferries continued to use the wharf until 1953.

In 1953, the Railway Wharf was converted into the Inter-Island Wharf and the Lyttelton Ferry Wharf was renamed the Waterloo Quay Wharf, although there is some evidence it was given that name earlier.¹²⁸ In 1954, significant change was planned for the wharf. Precisely when this work was undertaken is not certain but it was done. Part of the northern end of the wharf was demolished, along with the old store. Beams and caps on the middle portion of the wharf were replaced in Australian hardwood and two-thirds of the deck (southern end) was re-laid in concrete. A large shed was built on the deck.¹²⁹ The wharf took on a new role as berthage for coastal traders. For some decades, until 2009, the wharf also hosted the Wellington Police Maritime Unit and it was, for a period, the departure point for the *Lynx* and other fast-ferries. It has also been used for casual berthage by a number of vessels.

¹²² *Evening Post*, 6 April 1882

¹²³ *Evening Post*, 12 August 1882

¹²⁴ Wellington Harbour Board plan 1613, Wellington City Archives

¹²⁵ AC016:4:173, Additions to Wool Jetty, Wellington City Archives

¹²⁶ See note on file furnished by Wellington Waterfront Ltd.

¹²⁷ Johnson, David 1996, *Wellington Harbour*, Wellington Maritime Museum, Wellington pp.300-301

¹²⁸ Wellington Harbour Board, Berthage Plan, February 1947, Wellington City Archives

¹²⁹ AC047:27:1, Waterloo Quay Wharf Reconstruction, Wellington City Archives

2.0 Location

2.1. Map



Waterloo Quay Wharf, image from Google Maps, 2012

2.2. Address and ownership

Waterloo Quay

The wharf is owned by CentrePort.

3.0 Physical Description

3.1. Setting

Waterloo Quay Wharf is a finger wharf, oriented approximately north – south and parallel to others nearby including Railway Wharf to the east and the Harbour Ferry Wharf to the west. The wharf deck is mostly covered by a large modern shed that was formerly used as a fast ferry terminal; vessels can still moor alongside either side of it.

The wharf is part of the working area of the port controlled by CentrePort Wellington, so that the setting (to the east) is an industrial one of other wharves, containers, sheds, cranes, rail and trucking, while to the west it adjoins publicly accessible land around the Ferry Terminal Building and the Tug Wharf.

3.2. Wharf

Waterloo Quay Wharf is the westernmost of the three surviving large finger wharves at the northern end of the inner harbour near the container port, the other two are Railway and Glasgow Wharves. Further east, King's Wharf and Pipitea Wharf have been wholly or partly subsumed by the development of the container port area over time, particularly by reclamation around the wharves.

Waterloo Quay Wharf is founded on timber piles, which support a heavy superstructure of timber beams, joists and bracing. The deck is concrete, trimmed with timber kerbs and finished with steel bollards.

The original wharf sheds have gone, as have the cargo cranes. The main structure on the deck is a large but undistinguished modern shed, which covers most of the deck of the wharf. This is presumed to be the 1954 shed, later converted to a terminal for the Lynx fast ferry (and subsequently used by other fast ferry services). The most prominent feature of the shed is an ungainly passenger loading ramp structure built on the west side for the fast ferry service.

3.3. Chronology, modifications

date	activity
1883	Wharf constructed, including wool shed
1906	Waterloo Quay reclamation
1912	Wharf enlarged and extended, wharf shed built
1916	Wharf further enlarged and extended for inter-island ferry use
1931	Wharf extended to suit <i>Rangitira</i>
Ca. 1954	Significant upgrading, new shed built (this appears to be the former Lynx terminal)

4.0 Evaluation of Significance

Waterloo Quay Wharf is a structure of some antiquity and historic significance, based mainly on its 19th and early 20th century uses.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Waterloo Quay has had a diverse and significant history. It is particularly important for, firstly, being purpose-built as Wellington’s principal wharf for the movement of wool, a primary product crucial to New Zealand’s prosperity. It held that role for some 35 years before it became the terminal for the inter-island steamers, again a significant role at a time when travel by ship was really the only way to move between the islands. Its more recent history is less distinguished, and the wharf has undergone some substantial changes, but it is a structure that has served the port since 1883, a lengthy period.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of Waterloo Quay Wharf relate to those aesthetic qualities that arise from a well-designed engineering structure, one that is fit for its purpose in servicing a heavy industrial process. The wharf is a logical design, making sound use of materials that were chosen for fulfilling a demanding engineering brief.

Archaeological values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The archaeological values of the Waterloo Quay wharf are inherent in the fabric of the original structure and its construction, and in deposits preserved on and under the seabed. Original wharf elements include sheathed timber piles, braces and crossbeams as well as the fastenings used to secure them in place. In-situ timber elements and, to a lesser degree, fallen timbers on the seabed can provide information on construction methods, as well as the changes in materials through time.

Archaeological deposits associated with the wharf are also likely to be present buried in sediment below the wharf. The seabed around wharves accumulate archaeological deposits in the same way as sites form on land and sediments commonly contain artefacts dropped from the wharf or visiting vessels, such as bottles, ceramics, and metal items.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The wharf has some technological value. It is a large wharf that is a significant technical achievement in heavy timber construction, exemplified by its having had a useful working life since 1883. The wharf structure is of some interest for the techniques and materials used in its upgrades.

Integrity

The significant physical values of the place have been largely unmodified.

The wharf has a moderate level of integrity, largely in its sub-structure. Over the years, the original sheds, decking and fixtures – such as cargo cranes – have all been removed.

The integrity of archaeological deposits preserved within the seabed along the wharf is likely to have been affected by dredging activities. Archaeological deposits are most likely to have survived beneath the outer edges of the wharf, and under any extensions to the original structure.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The oldest part of this structure is particularly old, having been built in 1883, but it is not certain just how much of the original wharf structure now remains.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

Waterloo Quay Wharf has associational value with the other timber wharves in this part of the harbour; it reinforces the strong ranked pattern of the north-south oriented inner harbour finger wharves. While the wharf shed stands out in the general area for its size – and for blocking the otherwise open views to the harbour – the townscape value of the wharf is slight, by the nature of its discreet form, and its location in a working port area that is not easily accessible to the public.

4.3. Social Values**Sentiment**

The place has strong or special associations with a particular cultural group or community.

No special association has been identified.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Waterloo Quay Wharf could not be seen to hold any particular place of note in the public esteem.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The surroundings of Waterloo Quay Wharf are appropriate for such a structure, since the activities it supports are much the same as those that it was built for. It is part of an industrial shipping landscape, and fits in seamlessly in this context.

4.5. Rarity

The place is unique or rare within the district or region.

The wharf is not rare type of structure in the region, but it is noteworthy for its age and in being built in timber.

4.6. Representativeness

The place is a good example of its type or era.

Although much modified over time, Waterloo Quay wharf can still be considered a good representative example of a timber wharf of the 1880s.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Waterloo Quay Wharf, from the west, 2012. The foreground structure appears to have been part of a ferry loading ramp, probably from the fast ferry operations.



Original timbers bearing assembly numbers in Roman numerals



Original wharf pile showing copper sheathing

7.0 References

AC047:27:1, Waterloo Quay Wharf Reconstruction, Wellington City Archives

AC016:4:173, Additions to Wool Jetty, Wellington City Archives

Evening Post, 6 April 1882, 12 August 1882

Johnson, David 1996, *Wellington Harbour*, Wellington Maritime Museum, Wellington

Wellington Harbour Board Berthage Plans – 1895, 1909, 1927, 1947, 1970, Wellington City Archives

Wellington Harbour Board plan 1613, Wellington City Archives



Days Bay Wharf, July 2011

**Days Bay Wharf
Days Bay, Eastbourne
1895**

1.0 Outline History

This timber wharf was built in 1895 by J. H. Williams to provide a landing for passengers on the ferry service from Wellington.

From at least the 1850s the eastern bays of Wellington Harbour were favoured by Wellingtonians as a holiday destination. People would take the ferry across the harbour for a day's fishing, picnicking or swimming. During the 1880s the popularity of the bays increased as land around Wellington and the Hutt Valley was further developed or subdivided for farming or housing.

In 1886 Captain W. B. Williams and his son J. H. (James) Williams began offering regular ferry excursions to Lowry Bay and Matiu/Somes Island. After his father died in 1890, J. H. Williams took over the business and, in 1894, acquired land at Hawtrey Bay, better known as Days Bay.

One of William's first acts after acquiring Days Bay was to obtain permission from the Wellington Harbour Board to construct a wharf at the bay. The new wharf was designed by Messrs. Richardson and Reardon, and built by John MacLean and Sons. It cost over £1,000 to build and was finished by November 1895. The completed wharf also had the effect of improving access in general to the eastern bays, and land values in the area rose. During the late 1890s it was not unusual during public holidays and fine weekends for up to 5,000 people to visit Days Bay.

In 1900 Williams registered his ferry business as a public company, under the name the "Wellington Steam Ferry Company". With the money raised from the share issue, Williams built additional facilities, including the Days Bay Hotel (now occupied by Wellesley College, listed Category 2 by Heritage New Zealand) and the Pavilion. In 1905 Williams sold his shares to the Miramar Ferry Company, and a new company, the Wellington Harbour Ferries Ltd., was formed. Difficulties plagued the ferry service as the attraction of Days Bay as a holiday destination declined. In 1909 the ferry company's lease on the wharf expired, and the Wellington Harbour Board became the owner. The Board insisted that the company pay berthage fees and, eventually, the Supreme Court found in favour of the Harbour Board.

Further problems arose when the newly formed Eastbourne Borough Council demanded a more frequent service for the increasing number of people taking up permanent residence in the eastern bays. In 1913, after several years of debate over who should be responsible for the service, the Eastbourne Borough Council finally acquired the ferries. The council provided a regular ferry service between Wellington and Eastbourne until 1948 when the service ceased, after the vessel *Cobar* failed its annual survey. In 1989, heavy peak commuter traffic led to the resumption of a ferry service under new owners, and the wharf was once again used for its original purpose. Today the ferry service is partly subsidised by Greater Wellington Regional Council and provides transport for commuters to and from Wellington as well as taking visitors to Matiu/Somes Island in the middle of Wellington Harbour.

The wharf has been a familiar landmark in Days Bay for its entire life, and is used by ferries, recreational boats, and by people swimming, fishing or just strolling.

Source: Heritage NZ List, on-line version, viewed June 2011, edited for this report by Russell Murray and Chris Cochran

<http://www.heritage.org.nz/the-list/details/3574>

2.0 Location

Days Bay wharf is located on Marine Drive towards the northern end of the beach at Days Bay, and across the road from the Days Bay Pavilion.

2.1. Map



Image from Google Maps, August 2011

2.2. Address

Eastern Bays Marine Drive, Days Bay.

NZTM Grid Reference, E1759620 N5428347

3.0 Physical Description

3.1. Setting

The Days Bay wharf has a very picturesque setting, near the centre of the wide sweep of Days Bay, which itself is ringed and enclosed by bush-covered hills. Houses ring the Bay too, but most are discreetly sited back in the hills and amongst the dense bush. It is an idyllic residential enclave, enjoying wide views of the harbour, sun, and shelter from the southerly wind. The wharf, because of its prominence and siting, is the focal point of the bay.

3.2. Item

The Days Bay wharf is a timber structure, typical for its time, with its main structural members composed of rows of piles driven into the sea bed, braced and connected with capping beams; longitudinal beams support the timber deck. The original contract drawings for the wharf still exist (they were signed on 22 March and 8 April 1895), and from these the sizes of members and the connection details can be ascertained; typically, piles were 12" x 12" (300 x 300 mm) and main beams were 10" x 4" (250 x 100 mm). Most of the connections were bolted, ¾" and 1" being common sizes.

The structure is a finger wharf, oriented close to east – west. Its total length was originally 350 feet (106.7 metres) in two distinct parts: the landward end was narrow, 8 feet (2.4 metres) wide and 250 feet (76.2 metres) long, while the seaward end broadened out to 19 feet 2 inches (5.8 metres) and was 100 feet (30.5 metres) long. This section was later extended to 183 feet 6 inches (55.8 metres); it was originally decked in timber but has since acquired a concrete deck.

The narrow section provided walking access to the main body of the wharf, and this is today characterised by timber handrails on both sides, painted white. The outer part of the wharf, where vessels moor, has bollards but no handrails. This part of the wharf had shelter sheds built on it - two at least were built and have now gone. In recent times a glazed structure, similar to a standard bus stop was put up for the same purpose, more or less in the centre of the wharf, along with cantilevered park benches.

At the time the wharf was extended, handsome timber gates with tall pickets were erected at the landward end of the wharf, but these have now gone.

The seabed beneath the Days Bay wharf comprises sandy sediment, and large quantities of mussel and cockle shells which are likely to have buried earlier archaeological deposits over time. Items visible above the seabed include fallen and truncated wharf piles and cross beams, as well as a small quantity of artefacts including bottles and broken plate fragments. A brick bearing the frog mark of the Gasco brickworks at Miramar was also noted.

3.3. Chronology, modifications

Date	Activity
1895	Wharf constructed and tourist/ferry service began.
1915	Wharf extended, and gates built.
1948	Ferry service ended.
1989	Ferry service revived.
Not known	Shelter shed constructed. Concrete deck laid.

4.0 Evaluation of Significance

The Days Bay wharf has strong historic values for the role it has played in the development and enjoyment of one of Wellington's most popular beaches and residential areas, and for its physical (especially technical) values. It is an authentic timber structure, dating from the late 19th century, and is the best recognised landmark of the Eastern Bays of the harbour.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The Days Bay Wharf has considerable local significance for its association with the tourist and commuter ferry services that linked Eastbourne with Wellington during the late 19th and first half of the 20th century. It is the oldest structure remaining in Eastbourne associated with the entrepreneur J.H. Williams. It is, along with Wellesley College, a tangible reminder of Eastbourne's first heyday as a holiday resort. The wharf played a significant role in Eastbourne's development into a permanent settlement and, after a gap of over 40 years, is back in use for its original purpose.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The Days Bay wharf is a simple but handsome engineering structure, one fit for its purpose, and of rational design. Its form, materials and the craftsmanship of its heavy timber construction give the structure architectural and aesthetic value.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The original fabric and form of the wharf can offer insights into late nineteenth century wharf construction. The seabed around the wharf accumulates archaeological deposits in the same way as sites form on land, and sediments beneath wharves and jetties commonly contain artefacts dropped from the wharf or visiting vessels such as bottles, ceramics and metal items.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

Technological values of the structure are high, since the wharf has remained relatively unaltered and in active service for some 115 years. It is thus a repository of information about timber building technology and engineering of the late 19th century in New Zealand.

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the structure is high, since it has survived in relatively unaltered form through its long life. The addition to extend the wharf in 1915 did little to diminish this value, although the concrete deck to the outer end is a significant alteration. Dredging of the seabed either side of the outer end of the wharf was carried out in 1926¹³⁰ and this, along with periodic fossicking is likely to have affected the preservation of archaeological deposits on the seabed. However it should be noted that Days Bay is part of a prograding coast estimated at about 0.73 metres per year and this is likely to have assisted in the burial of archaeological deposits¹³¹. Intact deposits are likely to be present beneath the wharf and on the periphery of the dredged areas.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The wharf has been in use for over 115 years and is noteworthy as an important 19th century timber structure that still performs its original function.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The townscape value of the wharf is extremely high, since it is the focal point of the Bay and it forms part of almost every view out of, across and in to the Bay. The fact that it is so well used for recreation and transport enhances this value.

In the wider context, the wharf has high group value with associated structures such as the main building at Wellesley College, the Pavilion and the Eastbourne Ferry Terminal and wharf on the opposite side of the harbour.

¹³⁰ Wellington City Archives reference AC046:18:35

¹³¹ Corporate and Environmental Services 1993. Proposed Dredging Project Wellington Harbour. Draft Environmental Scoping Report. Unpublished draft report held at WCC Archives.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community...

Sentiment for the wharf is high, since it is so well known and used by the community of the Eastern Bays.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

Recognition is likewise high, the wharf being the most distinctive built structure of Days Bay, and indeed of the whole of Eastbourne.

Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The setting of the wharf is fundamental to its existence, linking the waters of the harbour with the shore at Days Bay. The physical form of this setting is little changed from the time when the wharf was built, although the locale is now much more densely built.

Rarity

The place is unique or rare within the district or region.

The timber wharf is not a particularly rare type of structure in the Wellington region and there are a few other surviving examples of harbour ferry wharves; however, this one is very distinctive for its particular history and physical form. Its ongoing daily use, for the purpose for which it was built over 115 years ago, is a very rare feature of this structure.

Representativeness

The place is a good example of its type or era.

Days Bay wharf is a good representative example of its kind and one of the few wharves that remain in the harbour that were privately built. Rona Bay wharf and the Eastbourne Ferry Terminal and wharf both share key characteristics with the Days Bay wharf, and there are other comparable ferry wharves on the far side of Wellington harbour in places like Seatoun, Miramar and Karaka Bay.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Category 2, no. 3574

District Plan listing: Hutt City Council District Plan, Map C8

NZAA Site Record:

Other:

6.0 Photographs



Days Bay Wharf, from landward side looking out to sea, July 2011



View from the west end of the wharf, looking back towards the shore. Note the “bus-stop” shelter and park benches. July 2011



Detail of the structure of the Days Bay wharf, July 2011



Truncated wharf pile with copper sheathing beneath the wharf, August 2012



Fallen wharf timbers on seabed at seaward end of wharf, August 2012

7.0 References

Heritage NZ List, on-line version, viewed June 2011
<http://www.heritage.org.nz/the-list/details/3574>

Corporate and Environmental Research. 1993. Proposed Dredging Project Wellington Harbour. Draft Environmental Scoping Project Report held on file at Wellington City Archives

Wellington City Archives AC046:18:35



Miramar Wharf, looking north from Cobham Drive, 2012

Miramar Wharf Evans Bay 1901

1.0 Outline History

J.C. (Coutts) Crawford (1817–1889), a Scot and a former naval officer, arrived in Wellington in 1839 and bought land at Miramar. He eventually acquired the entire peninsula, building access roads in the 1870s and initiating the first subdivision at Seatoun in 1878. Following his death in 1889, his sons Charles and Alexander, who had inherited their father's land holdings at Miramar (along with their expatriate brother Angus), continued their father's efforts to open up the peninsula to subdivision. They took initiatives such as building a cutting from Evans Bay through the Rongotai Ridge to Miramar. This cutting greatly improved access to the Miramar area but the brothers saw the construction of a wharf as key to the success of the subdivision venture.¹³²

It was not just the Crawford brothers who were lobbying for a wharf at Miramar. The Seatoun Roads Board, keen to attract more residents to the peninsula, was also supportive. A wharf would provide residents with the means to gain ferry access to and from the city and reduce the isolation of the peninsula.

The Miramar Wharf was built in 1901 and funded by the Crawford brothers. It was designed by the engineer J. Fulton and built by John McLean & Sons as part of a set of three wharves that would link ferry services to the city.¹³³ The other two wharves were at Karaka Bay and at Seatoun. John McLean & Sons was by then one of the country's biggest contracting firms with a proven record of success, particularly in wharf construction.

When the existing Wellington Steam Ferry Co. refused to do more than weekend calls at the Miramar Wharf, the Miramar Ferry Co. was formed by local residents, following a public meeting at Worser Bay. It leased a vessel – the *Loyalty* – and appointed a manager, E.G.F. Zohrab, who was also an early investor in Seatoun, a member of the roads board and a Karaka Bay resident. Its service ran for the first time in October 1901. It was very popular and soon Zohrab bought another vessel. The area did not have the population to support two ferry companies and the Wellington Steam Ferry Co. brought out the Miramar Ferry Company in 1906. The electric tram reached Miramar by 1907 and Seatoun in the following year, spelling the end for the inner harbour ferry services, an end which finally came in late 1913.

Unlike the wharves at Seatoun and Karaka Bay, which received little use after the ferry services stopped, the Miramar wharf had an ongoing commercial and industrial use. In 1909 the Miramar wharf was enlarged and extended by 67 metres and provided with a double line of narrow gauge of tram rails.¹³⁴ This may have partly been a response to the construction of the nearby Aberdeen Quay, which must have subsumed some of the wharf's length but the construction of a gasometer on the

¹³² Johnson, David 1990, *Wellington By the Sea: 100 Years of Work and Play*, David Bateman, 1990, p.86

¹³³ Struthers, John 1975, *Miramar Peninsula: a historical and social study*, Miramar p.72

¹³⁴ Struthers, p.73

other side of the Rongotai ridge in 1908¹³⁵ was a sign of the kind of demand for wharfage that was developing. The gasworks complex, built to provide Wellington's industrial and domestic gas supply, opened in 1911. Until 'The Cutting' through the Rongotai ridge was completed in 1910, there was no direct link from Miramar to the wharf. The gasworks was connected to the wharf by a tramway in 1912.¹³⁶ Ongoing increases in demand for cargo handling led to a further extension to the wharf in 1921, of some 67 metres.

After World War II the Miramar Wharf became an oil terminal and colliers from the West Coast continued to use it as a discharge point for the gasworks.¹³⁷ However, the gasworks closed about 1953 (the wharf had not been used for gasworks purposes for several years by that time) and the oil tankers moved to Burnham Wharf and also to Seaview across the harbour.

In more recent years, Miramar Wharf has been used for mooring by several ships, most famously (and illegally) by the *Venture*, which was used in the Peter Jackson remake of *King Kong*. The wharf is today used mostly by people fishing.

2.0 Location

2.1. Map



Miramar Wharf, image from Google Maps, 2012

¹³⁵ See 'Miramar Gasworks Tramway' at marklin-users.net/cookee_nz/gasworkstramway/history.htm [retrieved 3 April 2012]

¹³⁶ Ibid.

¹³⁷ 'Proud Old Wharf Now Just A Dumping Ground', *Dominion Post*, 7 February 2007, p.A11

2.2. Address

Cobham Drive and Miramar Avenue

NZTM Grid Reference: E1751572 N5424827

3.0 Physical Description

3.1. Setting

The Miramar Wharf has an almost exact north-south orientation suitable for use by sailing vessels¹³⁸, its landward end being at the sharp right angled corner in the road that is the junction of Cobham Drive (which follows around the edge of Evans Bay; this was originally known as Miramar Quay) and Miramar Avenue (which goes on through the Cutting to the suburb of Miramar). It is a busy thoroughfare, but there is a parking area beside the road that means the wharf is reasonably accessible to the public.

There is a short seawall to the east and a long seawall, known as Aberdeen Quay, stretches out to the south towards the airport. On the landward side of the road there is an escarpment of hills that cuts Miramar off from Evans Bay. The Cutting is today the main access route through to the suburb. The wharf is a distinct landmark in Evans Bay, being seen from the sweep of Cobham Drive itself and the walkway along the harbour edge.

3.2. Miramar Wharf

The Miramar Wharf is very much a functional structure (although, aside from fishing, little use is made of it today). Apart from the entrance gates and associated structures, most of the wharf is a plain concrete deck with cast iron bollards; many of the original timber bollards are still in place too. The design drawings for the extension of the wharf in 1921 (which show an extension of 200 feet or 67 metres) give the total length of the wharf as approximately 560 feet long (170 metres). The main body of the wharf is one straight length, oriented north-south, with a short length at the landward end that cranks to give the necessary space for the tram lines that ran onto the wharf from Miramar Avenue.

The wharf is of heavy timber construction of piles and beams, supporting a timber and concrete deck; the concrete is presumed to have been laid over the old timber deck in more recent years. The timber is Australian hardwood in a variety of sizes – 14" x 8" deck beams (350 x 200 mm); 16" x 10" fenders (400 x 250 mm) and 12" x 6" braces and walings (300 x 150 mm). Connections are with heavy bolts. The wharf is in reasonably authentic condition, although the concrete deck (which is not original) today constitutes a high proportion of what can be seen of the wharf.

Other features of interest on the wharf include the remains of the original wharf gates, principally the heavy steel pillars and hinges (modern steel gates, which have

¹³⁸ This was found to be the best alignment for the prevailing winds

something of the flavour of the standard Harbour Board gates, are hung off the hinges) and a small but otherwise nondescript timber shed at the landward end. Also at the landward end, the heavy concrete seawall of Aberdeen Quay meets into the wharf.

The seabed beneath the wharf is predominantly sand and silt sediment covered with mussel shell. It drops away steeply on the western side, and the eastern side ranges in depth from 4-8 metres. The seabed is littered with fallen wharf timbers and debris including bottles and metal items. While most of the debris visible on the seabed is from the mid-twentieth century or later, earlier deposits are likely to be buried below the sediment.

3.3. Chronology, modifications

Date	Activity
1901	Miramar Wharf constructed.
1909	Wharf extended 67 metres and provided with a double line of narrow gauge of tram rails.
1912	Wharf connected by tramway to Miramar Gasworks.
1921	Wharf extended to its present length of 170 metres and the existing structure strengthened.
n.d.	Concrete deck laid.

4.0 Evaluation of Significance

The Miramar Wharf is significant for its association with early ferry services to Miramar and with the Miramar Gasworks, which operated for much of the early 20th century. It is also associated with the development of the suburb, and with other industry and commerce. While the structure is technically interesting, and is well known because of its location, it has modest visual qualities.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Wellington was a cramped and constricted city in the era before mass public transport. Prior to the arrival of the tram, ferries were the most effective way of moving people to and from the city centre and seaside suburbs in numbers. That was not possible without the construction of wharves, which required a substantial investment in a service that later turned out to have a limited life due to other public transport initiatives, particularly the tramways.

The Miramar Wharf's historic importance is partly based on that short and early period of use, but it also saw regular use well into the 20th century as a cargo and industrial facility. Of particular significance is its connection with Miramar Gasworks, sited just a short distance away through the cutting and directly linked by tramway. In recent decades the wharf has had relatively little commercial use.

The wharf is associated with the Miramar Ferry Co. and Seatoun Roads Board, both organisations of slight historic importance today but very significant players in spurring growth in the Miramar Peninsula. The builder, John McLean & Sons, was a major Wellington-based contracting business in the late 19th and early 20th century. The Miramar Gasworks, which provided gas for commercial and domestic use in Wellington in the first half of the 20th century, was a significant user of the wharf.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of the Miramar Wharf derive from its qualities of fitness for purpose, with all components serving a functional or structural purpose. It is an intelligently engineered structure, although its visual qualities belie this to some extent, as what is most visible of the structure today is its concrete deck.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The site retains original fabric from the 1901 construction such as copper sheathed piles and cross timbers, both as elements of the present day wharf and as debris on the seabed, which comprise physical evidence of the methods of construction. There are also a number of truncated piles at the northern end of the wharf that suggests that the structure was shortened during the course of its lifespan.

The seabed around the wharf accumulates archaeological deposits in the same way as sites form on land, and sediments beneath wharves and jetties commonly contain artefacts dropped from the wharf or visiting vessels, such as bottles, ceramics and metal items. Items visible at present are predominantly mid twentieth century or later, but deposits from the earlier stages of the wharf's existence may be buried beneath the sediment. These items have the potential to document the activities of the people who used the wharf over time.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the wharf is reasonably high as it is a good example of heavy timber maritime construction from the early 20th century. No particular

technical innovation in its design is known, but the existence of the engineering drawings for the extensions of 1909 and 1921 provide technically valuable information.

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the wharf is relatively high; while its form is unchanged from the time of the extension of 1921, and a high proportion of its original fabric below deck level is still in place, the concrete deck is a significant modification.

Age

The place is particularly old in the context of human occupation of the Wellington region.

Miramar Wharf is old (at more than 110 years) in the context of like structures, and compares with the main inner harbour wharves.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The townscape value of the wharf derives from its landmark qualities, evident in the long views of it from around Evans Bay. Being tucked into the eastern side of the bay however, it does not have the visual prominence of wharves (such as Karaka Bay, Petone, or Days Bay) that protrude prominently into the centre of a bay.

Group values derive from the association of the wharf with the nearby Burnham Wharf to the north, another significant industrial and commercial facility. In its wider setting, it shares functional and technical similarities with other wharves around the harbour, most particularly those at Rona Bay and Days Bay and, at the southern end of the harbour, those at Karaka Bay and Seatoun. Because of its later cargo use, it shares a functional association with the Petone and Point Howard wharves.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

It is thought that there would be little public sentiment associated with this wharf, although appreciated for the fishing opportunities that it presents.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Miramar Wharf is a prominent feature in Evans Bay and well known to those living in Wellington's eastern suburbs. It was, until recently, particularly associated with the

mooring of the *Venture*, a vessel that gained greater attention after it was used in the Peter Jackson remake of the film *King Kong*.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The immediate surroundings of the wharf today – sea walls and other wharves nearby – provide an appropriate setting for this structure. The natural backdrop of hills to the east, with flax-covered escarpments, provide a natural setting of strong visual interest; they provide one of the first close-up views of Wellington flying into the airport from the north.

4.5. Rarity

The place is unique or rare within the district or region.

Miramar Wharf cannot be said to have any rarity value in an engineering or structural sense, although of course it has its own unique history of construction and use.

4.6. Representativeness

The place is a good example of its type or era.

It is a good example of its building type, and comparable not only with the ferry wharves of the harbour but also with the more industrial wharves of Petone and Point Howard.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



The expanse of the concrete deck of the wharf, looking south



The seawall on the east side of the wharf, Miramar Avenue above



The seawall to the south, known as Aberdeen Quay, Cobham Drive above.



Modern wharf gates hung on the original gate posts and gate stiles



Truncated piles at the outer (northern) end of the Miramar wharf

7.0 References

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WCC Archives, Ref: 00002:20:1681

WCC Archives, Ref: AC016:3:144

WCC Archives, Ref: AC016:3:155

WCC Archives, Ref: AC016:4:181



Karaka Bay wharf from Karaka Bay Road

Karaka Bay Wharf 1901

1.0 Outline History

Karaka Bay is located on the eastern side of the Miramar Peninsula, a part of Wellington that was slow to develop in the absence of conveniently quick transport links to the city. The peninsula was, after the arrival of Europeans, most closely associated with J.C. (Coutts) Crawford (1817–1889), a Scot and a former naval officer. He arrived in Wellington in 1839 and bought land at Miramar. He eventually acquired the entire peninsula, building access roads in the 1870s and initiating the first subdivision at Seatoun in 1878. Following Crawford's death in 1889, his sons Charles and Alexander, who had inherited their father's land holdings at Miramar (along with their expatriate brother Angus), continued their father's efforts to open up the peninsula to subdivision.

The Seatoun Roads Board was an early promoter of ferries to boost settlement and, with public support, it borrowed money to fund the construction of ferry wharves. In 1901 it built the Karaka Bay Wharf and assisted building wharves at Seatoun and Miramar that same year. The principal contractors for the construction of the wharf at Karaka Bay were John McLean & Sons, by then one of the country's biggest contracting firms, with a proven record of success, including a number of other wharves around Wellington that had been built for the Wellington Harbour Board.

Upon the wharf's completion, the first services were run by the existing Wellington Steam Ferry Co., but when it refused to do more than weekend calls at the Miramar Wharf, the Miramar Ferry Co. was formed by local residents. That company began operations in October 1901 and horse-drawn buses brought Worsley Bay residents to the meet the ferry.¹³⁹

The ferry service enabled residents to commute to and from the city and was the first stimulus for growth on the Miramar Peninsula, but its period of dominance was limited. The Miramar Borough Council was established in 1904 and it built the Seatoun tunnel, which opened in December 1907. The electric tram followed immediately after the tunnel and the end was in sight for the ferry service. The last ferry run was on 31 August 1913, although the service was briefly revived in the 1920s.

Since then the wharf has had little use beyond a fishing and diving platform. By 1946 it was partially gone¹⁴⁰. In 2002 it required major repairs after it was severely damaged in a Waitangi Day storm¹⁴¹; these were designed by Beca Carter Hollings and Ferner Ltd, structural engineers, for the Wellington City Council. It is thought that about half of the wharf survives today.

The wharf is a favoured backdrop for photographers and a popular destination for walkers and fishermen.

¹³⁹ See Image F-075734-½, Alexander Turnbull Library

¹⁴⁰ 'Wooden Wharves In Wellington Harbour Have Limited Life', *Dominion*, 6 November 1946

¹⁴¹ 'Wharf Repairs Planned', *Evening Post*, 27 March 2002

2.0 Location



Karaka Bay Wharf, image from Google Maps, 2012

Karaka Bay Road.

NZTM Grid Reference: E1753334 N5425851

Owner, Wellington City Council.

3.0 Physical Description

3.1. Setting

The Karaka Bay Wharf is a prominent structure on the rocky coastal edge of Karaka Bay. It is sited on a small promontory between two small bays, and the path to the wharf is beautifully framed by a large clump of pohutukawa on either side. It is unusual among the harbour's wharves in having a rough rocky setting, rather than the sandy beach setting of a number of others. It is accessible from Karaka Bay Road, where the lack of a footpath and the trees gives the place a casual, seaside holiday air. To the landward side of the road there is a narrow line of houses, squeezed between the road and the steep, cliff-like hills behind.

The wider setting is formed by Wellington Harbour and the backdrop of the empty hills out to Pencarrow Head with the Orongorongo Ranges beyond; these hills provide a dramatic setting for the wharf in views looking east.

3.2. Wharf

The wharf is oriented in an almost east-west direction; it is straight in plan, and quite short, being just five structural bays long. There are no early drawings of this wharf, so its original form can only be gathered from photographs; these show that there was an outer arm to the wharf which cranked around to the north-east, and perhaps doubled the length of the wharf from its present size. Ferries berthed on the eastern side of this outer section.

The wharf is of heavy timber construction of piles and beams, un-braced, supporting a timber and concrete deck; the concrete is presumed to have been laid over the timber decking in more recent years. Repairs that were carried out in 2002 strengthened the old structure by adding new piles alongside the old; these were timber, set in drilled holes in the rock foundation and they were embedded with concrete. The wharf today is in good condition, with a neat white-painted timber handrail on each side.

Items visible on the seabed are limited to a few scattered artefacts including brick, broken plates, and metal items. The seabed below the wharf comprises sandy sediment that may have buried earlier artefacts.

Approximately 40 metres south of the wharf two ring-bolts were noted anchored into the rock 3 metres apart. The function of these is unknown but in this location they may have served a mooring function associated with the wharf.

3.3. Chronology, modifications

Date	Activity
1901	Karaka Bay Wharf constructed
n.d.	Outer arm of the wharf removed; concrete deck laid
2002	Major repairs undertaken after Waitangi Day storm caused serious damage; repairs designed by Beca Carter Hollings and Ferner Ltd

4.0 Evaluation of Significance

The Karaka Bay Wharf has strong historical value for its origins and the early role it played in the commuter ferry service to the city. Today its townscape value is very high, its picturesque qualities on a rocky shoreline, close to houses and cliffs, being unmatched elsewhere in the harbour. Social values are also very high.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The role of public transport in expanding the boundaries of Wellington city's growth was crucial in the early years of the 20th century. In the period before trams were built to the margins of the city, ferries were an effective way of moving people around a harbour city. That was not possible without the construction of wharves, a substantial investment in a service that turned out, in this case, to have a limited life. The Karaka Bay Wharf's historic importance is mostly based on that short and early period of use.

The wharf is associated with the Miramar Ferry Co. and Seatoun Roads Board, both organisations of slight historic importance today but very significant players in spurring growth in the Miramar Peninsula. The builder, John McLean & Sons, was a major Wellington-based contracting business in the late 19th and early 20th century.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of the Karaka Bay Wharf derive from its quality of fitness for purpose, a well-engineered structure in a harsh marine environment. While much reduced from its original length, it still has strong visual qualities for its location, form, and the neat white-painted and nautical influenced handrails.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

However, the original fabric and form of the wharf can offer insights into wharf construction methods at the turn of the century. The seabed around the wharf accumulates archaeological deposits in the same way as sites form on land, and sediments beneath wharves and jetties commonly contain artefacts dropped from the wharf, or visiting vessels such as bottles, ceramics and metal items.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the wharf is not high in comparison with like wharves around the harbour, but what remains still has value as a good example of heavy timber maritime construction. The repairs of 2002 were done with due respect for the integrity of the original structure, retaining as much of the original fabric as possible, and demonstrate modern engineering practice 100 years after the wharf was built.

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the wharf is modest, since it is today perhaps half of its original length. What remains has been strengthened, although the structural form and some original material remains in the extant structure. Archaeological deposits may potentially survive on, and beneath the seabed along the original length of the wharf as well as in the vicinity of the present day structure.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The Karaka Bay wharf is old (at more than 110 years) in the context of similar structures.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The townscape value of the wharf is high, since it is a landmark and a focal point in Karaka Bay. Its setting of mature pohutukawa, rocky foreshore, the harbour and hills makes it one of the most visually pleasing of the harbour-edge structures in the city.

Group values derive from its functional and technical similarities with other commuter wharves around the harbour, most particularly those at Seatoun and, on the eastern side of the harbour, Rona Bay and Days Bay.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

Karaka Bay is one of the city's most picturesque suburbs and on fine summer weekends is visited by many people. The wharf is one of the structures most closely associated with the locality and it is, with the nearby foreshore, trees and an old red telephone booth, part of a much-photographed vista.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The Karaka Bay Wharf is a well-known landmark of the Miramar Peninsula, held in high public esteem by the local community. It is part of a much visited and appreciated corner of Wellington.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The surroundings of the wharf remain today much as they have always been – sea and rocks on the seaward side of Karaka Bay Road, with the nearby houses on the landward side of the road. Apart from maturing trees and gardens, the setting of the wharf has been little changed over its 110-year life.

4.5. Rarity

The place is unique or rare within the district or region.

The Karaka Bay Wharf is not unique, but it has some rarity value since there are just four or five comparable examples of ferry wharves around the harbour edge, all of similar age.

4.6. Representativeness

The place is a good example of its type or era.

Karaka Bay Wharf shares some of the history of use and some of the technological values and interest of the Seatoun, Rona Bay and Days Bay wharves, and it is a good representative example of its type and age.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Talking and fishing in the sun – the view along the length of the wharf, Ward Island in the background.



View from the north, from Karaka Bay Road



Artefacts including a brick and broken crockery beneath wharf, August 2012



Two ring-bolts anchored into the rock to the south of the wharf, August 2012

7.0 References

Arczoo Ltd. 2004, 'Seatoun Heritage Character Assessment', Wellington City Council

Image F-075734-½, Alexander Turnbull Library

Boffa Miskell Partners 1988, 'Historical and Cultural Resources Study of the Wellington Harbour Maritime Planning Area', Wellington Harbour Maritime Planning Authority, Wellington

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Struthers, John 1975, *Miramar Peninsula: a historical and social study*, The Author, Wellington

'Wharf Repairs Planned', *Evening Post*, 27 March 2002



Seatoun Wharf from the west.

Seatoun Wharf 1901

1.0 Outline History

J.C. (Coutts) Crawford (1817–1889), a Scot and a former naval officer, arrived in Wellington in 1839 and bought land at Miramar. He eventually acquired the entire peninsula. He built the first roads in the 1870s and initiated the first subdivision at Seatoun in 1878. A town was surveyed and Seatoun was advertised as a weekend destination for well-to-do Wellingtonians, but little development occurred.

However, the eastern side of the Miramar Peninsula was slow to develop in the absence of conveniently quick transport links to the city. By the end of the 19th century, holidaymakers were visiting Worser Bay by coach or chartered vessels on weekends, but prior to this, virtually the only permanent resident was the harbour pilot, who was stationed at Worser Bay.

To relieve Seatoun's isolation, boost the local population and to help advance the development of the area, the Seatoun Roads Board was established in 1880 to lobby for improved transport links to the city. A precursor of the Miramar Borough Council, the Seatoun Roads Board first promoted the use of ferries. When the Wellington Harbour Board refused to build wharves on the peninsula, the Seatoun Roads Board stepped in and helped build wharves at Karaka Bay, Seatoun and Miramar (the latter was funded by the Crawford brothers, sons of J.C. Crawford).

Seatoun Wharf, like its sister wharves in Karaka Bay and Miramar, was designed and built in 1901 by the engineer Mr. A. E. Fulton and the contractor John McLean & Sons, by then one of the country's biggest and most successful contracting firms, and with an established record of wharf-building for the Wellington Harbour Board.

When the existing Wellington Steam Ferry Co. refused to do more than weekend calls at the Miramar Wharf, the Miramar Ferry Co. was formed by local residents, following a public meeting at Worser Bay. It leased a vessel – the *Loyalty* – and appointed a manager, E.G.F. Zohrab, who was also an early investor in Seatoun, a member of the roads board and a Karaka Bay resident, Its service ran for the first time in October 1901. It was very popular and soon Zohrab bought another vessel.

The Wellington Steam Ferry Co. joined the Miramar Ferry Company in competition and they both made the run to and from Ferry Wharf at Customhouse Quay to Seatoun Wharf. The ferries raced to reach Seatoun first and take advantage of better berthage. But the area did not have the population to support two ferry companies and the Wellington Steam Ferry Co. brought out the Miramar Ferry Company in 1906. The Wellington Harbour Board took over the lease of the three wharves the same year.¹⁴²

The new electric tramway system, initiated in Wellington City in 1904, reached Miramar by 1907 and after the Seatoun Tunnel was completed the following year, it continued through to Seatoun. This signalled the beginning of the end for the ferry

¹⁴² Boffa Miskell Partners 1988, 'Historical and Cultural Resources Study of the Wellington Harbour Maritime Planning Area', Wellington Harbour Maritime Planning Authority, p.89

service. It hung on for another five years and the last run to Seatoun Wharf took place on 31 August 1913.¹⁴³

Today the wharf is still in use by recreational yachts and fishing boats, fishermen and swimmers. The revived harbour ferry service, East by West Ferries, collects commuters and sightseers from the Seatoun Wharf and takes them to Wellington City, Matiu/Somes Island, Petone or Eastbourne on a limited timetable.

Ongoing maintenance has been necessary. In 1966 major repairs were made to the wooden wharf. About half the piles were replaced using the floating crane 'Hikitia'. The Wharf was again upgraded in 2004.

2.0 Location



Seatoun Wharf, image from Google Maps, 2012

Marine Parade, Seatoun.

NZTM Grid Reference: E1753191 N5424234

The wharf is owned by Wellington City Council.

3.0 Physical Description

3.1. Setting

The Seatoun Wharf is a prominent structure situated near the centre of the sweep of Worser Bay opposite the end of Ferry Street. It has a sandy beach setting, accessible from the footpath on the seaward side of Marine Parade. This is an open and treeless sweep of beach, although there are sand dunes to the west of the wharf, and further west a rocky outcrop with flax and scrubby growth. To the landward side of Marine Parade are the close-packed houses of Seatoun.

¹⁴³ Ibid, p.89

The wider setting is formed by Wellington Harbour and the backdrop of the empty hills out to Pencarrow Head with the Orongorongos beyond; these hills provide a dramatic setting for the wharf in views from the west.

3.2. Seatoun Wharf

The wharf stretches out from the beach in a north-easterly direction, and it finishes with a leg that cranks to the left, pointing almost north. An early drawing gives the dimensions of the main part as 220 feet long x 10 feet wide (67 x 3 metres), with the outer portion 100 feet long x 22 feet wide (30.5 x 6.7 metres). The main section has a white-painted handrail on each side, and steps down on the eastern side. The handrail stops at the outer section of the wharf; ferries berthed here and there are edges beams only on this section.

The wharf is of heavy timber construction of piles and beams, supporting a timber and concrete deck; the concrete is presumed to have been laid over the timber in more recent years. Repairs were carried out in 1966, and major strengthening was carried out in 2004, the work designed by Opus for the Wellington City Council. It involved strengthening weakened timber piles by encasing them in a reinforced grout, increasing the 350 mm diameter of the timber to 500 mm diameter¹⁴⁴.

The wharf is otherwise in quite authentic condition, even to the survival of unusually shaped cast iron bollards (see photo).

Items visible above the seabed include fallen wharf timbers and modern rubbish. The seabed beneath the Seatoun wharf comprises sandy sediments that are likely to have buried earlier archaeological deposits over time.

3.3. Chronology, modifications

Date	Activity
1901	Seatoun Wharf constructed.
1966	As part of major repairs to the wharf about half the piles were replaced using the floating crane 'Hikitia'
2004	The wharf was refurbished

4.0 Evaluation of Significance

The Seatoun Wharf has strong historical value for its origins and the early role it played in the commuter ferry service to the city. A prominent feature in a picturesque setting, the wharf has high townscape value. Social values are also very high.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

¹⁴⁴ Similar repairs were made to Taranaki Street wharf.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The role of public transport in expanding the boundaries of Wellington city's growth was crucial. In the period before trams were built to the margins of the city, ferries were an effective way of moving people around a harbour city. That was only possible with the construction of wharves, a substantial investment in a service that turned out to have a limited life. The historic importance of the Seatoun Wharf is linked to this period.

The wharf is associated with the Miramar Ferry Co. and the Seatoun Roads Board; both organisations were very significant players in spurring growth and development in the Miramar Peninsula. The builder, John McLean & Sons, was a major Wellington-based contracting business in the late 19th and early 20th century.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of the Seatoun Wharf derive from its quality of fitness for purpose, a well-engineered structure in a harsh marine environment. It still has strong visual qualities for its location, cranked form, and the neat white-painted and nautical influenced handrails.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The original fabric and form of the wharf dating from 1901 can offer insights into turn of the century wharf construction. The seabed around the wharf accumulates archaeological deposits in the same way as sites form on land, and sediments beneath wharves and jetties commonly contain artefacts dropped from the wharf or visiting vessels, such as bottles, ceramics and metal items.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the wharf is high as it is a very good example of heavy timber construction and it remains in reasonably authentic condition (the repairs of 2004 notwithstanding).

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the wharf is high, since its form is unchanged from the time of construction, and a high proportion of its original fabric is still in place. Repairs saw original piles retained while being strengthened.

Age

The place is particularly old in the context of human occupation of the Wellington region.

While not old in the context of human habitation, it is old (at more than 110 years) in terms of like structures.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The townscape value of the wharf is high, since it is a landmark in Worsler Bay, well seen from most of the sweep of the bay; it fits comfortably in the natural setting of the beach and the wider landscape setting.

Group values derive from its functional and technical similarities with other commuter wharves around the harbour, most particularly those at Karaka Bay and, on the eastern side of the harbour, Rona Bay and Days Bay.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

Seatoun Wharf is a prominent structure on Marine Parade and one of the suburb's best-known features. It is well used and visited by many people, as it has been for generations, for the views and fishing, amongst other activities.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Seatoun Wharf is one of the suburb's oldest surviving structures and a significant landmark on Worsler Bay, and consequently it is held in high esteem.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The surroundings of the wharf remain today much as they have always been – sea, beach and sand dunes on the seaward side of Marine Parade, with the residential edge of Seatoun on the landward side. The setting therefore allows for a full appreciation of its history and development.

4.5. Rarity

The place is unique or rare within the district or region.

While the Seatoun Wharf has some unusual features (its plan shape being one, although this is shared with the Rona Bay Wharf, and the cast iron bollards), the structure should be seen as a good example of its type rather than unique. There are still a few surviving examples of harbour ferry wharves, all of a similar age.

4.6. Representativeness

The place is a good example of its type or era.

Karaka Bay, Rona Bay and Days Bay all have comparable wharves to that at Seatoun, which is nevertheless a very good representative example.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Distant view of the Seatoun Wharf from the west, Orongorongos in the far

distance



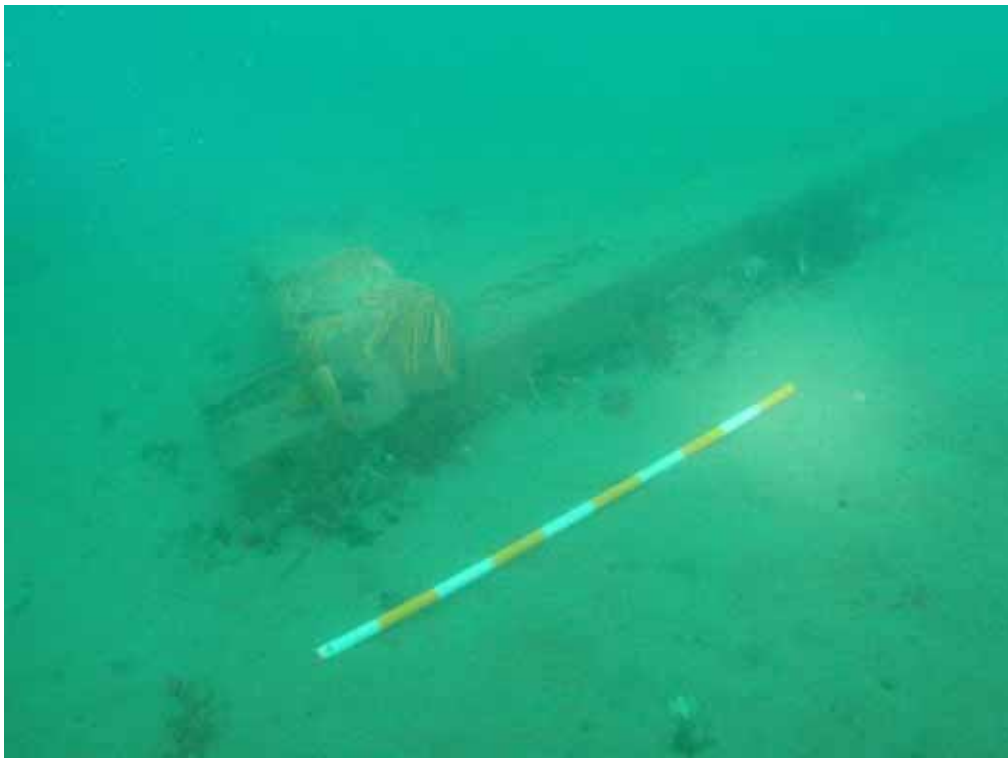
Close up view of the west side of the wharf; strengthened piles in the foreground



Looking back to the landward end of the wharf



Cast iron bollard, eastern side of wharf



Fallen wharf cross timbers on the seabed to the north of the wharf

7.0 References

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Ref:00002:20:1681, Wellington City Archives

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Taranaki Street wharf, from the north end, 2012

Taranaki Street Wharf Wellington 1906

1.0 Outline History

The Wellington Harbour Board (WHB) was instituted in 1880 and, in the years that followed, it built a sequence of wharves around Lambton Harbour to meet the demand of a huge export-driven increase in ship handling at Wellington. In 1898, the WHB's chief engineer William Fergusson proposed a wharf opposite the northern end of Taranaki Street.¹⁴⁵ Located near the Westport Coal Company's yard, and, later, the State Coal depot in lower Cuba Street, this wharf was intended to be largely devoted to the movement of coal. However, other proposed uses included timber and produce.¹⁴⁶

Plans were prepared in 1901, but work on the wharf did not begin for three years while nearby reclamation work was finished. In 1904, the approaches to the wharf were dredged by the *Whakarire*.¹⁴⁷ The successful tenderer was Charles Pulley, a well-known local contractor and the contract was let in on 23 March 1905.¹⁴⁸ Australian hardwood was sourced in New South Wales for the job and the wharf was completed towards the end of 1906.¹⁴⁹ It was 152 metres long by 33 metres wide and had 10 moveable 2-ton hydraulic cranes (for movement of coal) and one fixed 20-ton hydraulic crane.¹⁵⁰ The adjacent wharf gates are thought to have been built in 1907.¹⁵¹ There was an early plan (1911) for additions to the wharf and staging to the nearby Jervois Quay breastwork.¹⁵² It is assumed that this was undertaken. The wharf had a substantial shed; although it is not known when this was built, it appears to have been early on in the wharf's life.

For much of the first half of the 20th century the wharf, as for the rest of the port, was almost always busy. While coal made up much of the goods handled on the wharf, timber was another frequently handled form of cargo. This may have been, at least in part, due to the proximity of the C. & A. Odlin Timber and Hardware Co. Ltd. building, which adjoined the wharf. The wharf was also used for the berthage of a wide variety of ships, including naval and passenger vessels. Typically, during the 1920s and 30s, the wharf would have one ship at berth at any one time. The wharf was also the southern terminus of racecourses for inner-harbour rowing regattas, hosted by the Wellington Rowing and Star Boating Clubs, which remain nearby (albeit not in their original locations).

¹⁴⁵ Grahame Anderson notes that William Mein Smith proposed a wharf on the site in 1840. (See Anderson, Grahame 1984, *Fresh About Cook Strait*, Methuen Publications, Auckland p.109)

¹⁴⁶ *Poverty Bay Herald*, 6 March 1905

¹⁴⁷ *Evening Post*, 28 February 1905

¹⁴⁸ *Grey River Argus*, 2 November 1904

¹⁴⁹ *Poverty Bay Herald*, 17 August 1906

¹⁵⁰ Wellington Harbour Board (source and date unknown), Chapter 11 – 'The Wharves', [copy held by Wellington Waterfront] p.106

¹⁵¹ Wellington Waterfront Ltd website, viewed May 2012,

http://www.wellingtonwaterfront.co.nz/history/heritage_on_the_waterfront/

¹⁵² 'Additions to Taranaki Street Wharf and extension to Jervois Quay Breastwork', 1911, AC106:4:165, Wellington City Archives

In 1930, improvements were made to heavy cargo handling facilities and the approach to the wharf. It was also proposed to erect iron gates similar to those on other parts of the waterfront.¹⁵³ However, as noted earlier, the gates built there were understood to have been constructed in 1907, so it is not entirely clear what the gate work refers to.

The first significant change to the wharf came with its conversion to roll-on, roll-off ferry terminal. Ro-ro shipping had started in New Zealand in the early 1960s with NZ Rail's inter-island ferry service being a prominent early adopter. The ro-ro service at Taranaki Wharf was operated by the Union Steamship Company, not the WHB; the operation was intended to service a fortnightly trans-Tasman freight link.¹⁵⁴ As part of the conversion, a link span bridge and an associated Link Span Building were constructed. Designed by architect Roger Walker (then of prominent Wellington firm Morton, Calder, Fowler and Styles), the building was completed in 1969. The wharf shed may have been demolished at this time, if not before. The present bridge is a stylised replacement for the original link-span bridge.

The trans-Tasman ro-ro service was short-lived as Wellington soon announced its intentions to become a container port, based at an enlarged Thorndon reclamation; container shipping very quickly became the mainstay cargo activity in the port.

From 1969, land was reclaimed between Queens Wharf and the seaward side of Taranaki Street Wharf. The reclamation largely enclosed the landward side of the wharf, and allowed for the construction of Frank Kitts Park.¹⁵⁵ A small lagoon was created to the west of the wharf and the two rowing club buildings were later (in 1989) moved to new sites between the wharf and the lagoon.

In the early 1990s controversy arose over the proposal to send live-sheep shipments to the Middle East. The wharf chosen to load the sheep was Taranaki Street Wharf, and when the first shipment was ready to go on 16 April 1992, picketing seamen and waterside workers protested over the use of non-union seamen.¹⁵⁶ The loading was quickly moved to Glasgow Wharf, where disruptions could be kept to a minimum. Another controversial event was the Nissan 500 motor race that ran from 1985 to 1996.¹⁵⁷ The various routes the event used all took in the wharf, along with other parts of the waterfront. The race was eventually abandoned for political reasons.

In 2000, a bronze cast of the famous Kupe Statue by Christchurch sculptor William Trethewey was placed in front of the seaward side of the Wellington Rowing Club building. A painted plaster version of the statue, originally designed for the New

¹⁵³ *Evening Post*, 26 March 1930

¹⁵⁴ Johnson, David 1996, *Wellington Harbour*, Wellington Maritime Museum, Wellington p.384

¹⁵⁵ McGill, David 1984, *The Pioneers of Port Nicholson*, A.H. and A.W. Reed, Wellington p.110

¹⁵⁶ 'Draft Registration Report for a Historic Area, Wellington Wharves', NZHPT 2009 p.115

¹⁵⁷ 'Wellington 500' in http://en.wikipedia.org/wiki/Wellington_500 [viewed 1 May 2012]

Zealand Centennial Exhibition, had sat in the Wellington Railway Station for many decades.¹⁵⁸ The group has an important resonance with the nearby Wharewaka.

In 2002, Wellington Waterfront Limited began work on redesigning the public space that sat between the lagoon and the three heritage buildings on the edge of the wharf – the former Free Ambulance Building, Odlins Building and Shed 22. Some of this area incorporated the former wharf as part of a larger public space. Over time a number of concepts were pursued, including “cut-outs” of the wharf on the eastern side of the link-span bridge. The timbers taken from these cut-outs were used to form an installation of upright timbers, juxtaposed with a grove of Karaka trees. A bridge was built to replace an earlier link that had been between Frank Kitts Park and the wharf.¹⁵⁹

In 2009, work began on the repair and replacement of ageing piles on the wharf. In 2011, Te Wharewaka o Poneke, a combined initiative of Taranaki iwi and development company Wellington Waterfront Limited, opened between the wharf and lagoon. The building, named Te Raukura, was designed to house two ceremonial waka taua on its ground floor, along with a café, and various function rooms and workspaces.¹⁶⁰ The wharf also still serves as a permanent mooring for one of the city’s most significant maritime relics – the floating crane *Hikitia*, commissioned by the WHB in 1925 and almost certainly the oldest working crane of its type in the world.

¹⁵⁸ Kelly, Michael 2005, *Maritime Heritage Trail*, Wellington City Council, Wellington p.30

¹⁵⁹ ‘Draft Registration Report for a Historic Area, Wellington Wharves’, p.115

¹⁶⁰ ‘Te Wharewaka’ in www.wellingtonwaterfront.co.nz/development/Taranaki_street_wharf/wharewaka/ [viewed 1 May 2012]

2.0 Location



Taranaki Street Wharf, image from Google Maps, 2012

Taranaki Street

Owner, Wellington City Council

3.0 Physical Description

3.1. Setting

Taranaki Street Wharf is a finger wharf, located at the southern end of the inner harbour. It is oriented north-south, lying in parallel with the other main wharves of the inner harbour. The wharf was originally a free-standing structure jutting out into the harbour, with moorings on both sides. It is now largely enclosed by modern development on the landward side and north end, including the artificial promontory at the lagoon, the plaza area in front of the Odlins building, and the bridge over the inlet to the lagoon. Although various small cut-outs on the landward side reveal parts of the wharf, the main consequence of this change is that the structure is difficult to understand as a wharf and now reads much more as a harbour quay, extending towards the sea from the plaza area.

Although the working infrastructure of the wharf, including cranes, shed and the link-span bridge, has now all been removed, and the wharf converted to a public promenade, the collection of nearby historic buildings and structures still confers some sense of the nature of the waterfront as it was for most of its working life.

3.2. Wharf

Taranaki Street Wharf is founded on timber piles, which support a heavy structure of timber beams, joists, and bracing, which can be partly seen from the adjoining land and quay areas. The deck is concrete. On the seaward side, alternating piles are cased

in concrete. Features of interest include the cast steel bollards, and the heavy timber buffer structures on the seaward side of the wharf.

Above the deck, little remains of the original wharf and its working structures – such as the cranes, shed, the original link-span bridge and its associated machinery. Apart from the metal gates and cast steel gate piers at the land end at the foot of Taranaki Street and the steel bollards on the seaward side, there is little to visibly mark the wharf as an old structure.

Objects of interest associated with the wharf include the small former Linkspan building, now used by the Wellington Free Ambulance, and the floating crane *Hikitia*, which has been moored at the wharf since 1990. Another object of some heritage significance and interest is the bronze Kupe group, which also relates to the nearby Wharewaka.

3.3. Chronology, modifications

date	activity
1906	Wharf constructed
1907	Wharf gates and fence appear to have been constructed
1930	Improvements made for heavy cargo handling
From late 1960s	Reclamation filled the landward side of the wharf and lagoon formed
n.d.	Some piles encased in concrete
n.d.	Deck clad in concrete
2000	New Kupe statue completed and installed
From 2002	Redesign and landscaping of public spaces on Taranaki Street Wharf including “cut-outs” and public plaza
2009	Work began on repair of piles.

4.0 Evaluation of Significance

Taranaki Street Wharf is a structure of some significance to Wellington, having been used continuously for wharfage since its construction in 1906. Although altered and incorporated into larger landscaping changes in more recent times, it retains much of its original fabric, various parts of which are on public display. It is today one of the most visited of Wellington’s wharves due to its central position in the most popular area of the waterfront.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Taranaki Street Wharf has been providing wharfage in Wellington harbour continuously since 1906, a significant period of use. Over its history it has provided a mixture of uses, from cargo loading to passenger terminal. The reclamation that swallowed up its landward side and the development of nearby Frank Kitts Park foreshadowed its later change of purpose to a predominantly recreational one and today Taranaki Street Wharf, framed by a number of the best known buildings on the waterfront, is one of the most visited spaces on the harbourside.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of Taranaki Street Wharf relate mainly to those aesthetic qualities that arise from a well-designed engineering structure, one that is fit for its purpose in servicing a heavy industrial process. The wharf is a logical design, making sound use of materials that were chosen for fulfilling a demanding engineering design brief.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the wharf, a major structure built in timber, is relatively high, and it is a significant technical achievement in heavy timber construction, exemplified by its having had a useful working life, in a variety of roles, exceeding 100 years.

Integrity

The significant physical values of the place have been largely unmodified.

The wharf has been considerably modified over time; the workings, including the wharf shed, cranes and other structures and fixtures have been removed and the deck has been replaced. However, the primary structure below the deck retains a reasonable level of integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The wharf is of some interest for its age, over 100 years, in the context of other wharf structures in the port and harbour.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

Taranaki Street Wharf can be considered to have relatively high townscape values in the context of the inner harbour wharves. Even though its setting is considerably modified from its original condition and the wharf itself is difficult to distinguish, it is a key part of a major public promenade around the inner harbour. The wharf is strongly associated with a number of heritage buildings to the west (the two rowing club buildings) and south (Free Ambulance, Odlins and Shed 22), also with Circa Theatre and Te Papa to the south-east, and it is a focal point in this assemblage. The small link-span building refers to the later working life of the wharf as a ferry terminal.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

No special associations have been identified.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The wharf enjoys a level of public recognition; it is an important part of the major public thoroughfare around the inner harbour, and is a central part of a very popular public precinct containing a number of significant heritage buildings and structures.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The structures and buildings in the surrounding area contribute to an understanding of the history and development of the wharf, and serve to illustrate how the setting of the wharf has significantly changed over time.

4.5. Rarity

The place is unique or rare within the district or region.

Taranaki Street Wharf is not a rare type of structure in the region, but it is noteworthy for its age and construction in heavy timber.

4.6. Representativeness

The place is a good example of its type or era.

The Taranaki Street Wharf remains a relatively good representative example of a timber wharf of the first years of the 20th century.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Not presently registered. Part of a proposed Wellington Wharves Historic Area.

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Gates at the foot of Taranaki Street, south end of the wharf



Sub-structure, south end – note concrete casing around alternating piles



Wellington Free Ambulance building (former Linkspan Building)



Detail of heavy timber buffers, near north end

7.0 Sources

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Rona Bay Wharf, from the south, July 2011

Rona Bay Wharf Eastbourne 1906

1.0 Outline History

The eastern bays around Wellington Harbour were sparsely settled in the 19th century. William Robert Williams began regular ferry services in the mid 1880s with the vessel *Mana*, which travelled to Lowry Bay, where a jetty serviced what was then mainly the picnic trade. Williams' son, J.H. Williams, took over the running of the ferry service in 1890. A few years later he spent £1,000 on a wharf and still more on a pavilion at Lowry Bay. Passenger numbers expanded as the area developed, although the Miramar and Seatoun routes were more heavily used than the eastern bays in the early 1900s. By 1905 the harbour ferries were carrying about 200,000 passengers a year.

As the Eastbourne area developed, it appeared there was enough demand for a second wharf at the southern end of the bay. The Wellington Harbour Board chose the site for the Rona Bay wharf at the foot of Rimu Road, and contract drawings were prepared in late 1904 by the Board's engineer William Ferguson. The new wharf was intended to service two trades, the ferry service and small coasters bringing in building materials for the rapidly expanding local population. As it eventuated, only a very small number of coasters used the Rona Bay wharf and so the original plans to build a caretaker's cottage, waiting room and cargo shed were abandoned.

The ferries, *Duchess* and *Cobar*, started servicing Eastbourne in 1913. Their business began to decline from 1927 when the borough bought its first fleet of buses. The end finally came in 1948 when the *Cobar*, which had operated the run alone since 1940, was refused a Marine Department licence.

Over the years the Rona Bay wharf attracted very little non-ferry service. When the *Cobar* failed its inspection in 1948 the borough council pulled out of the ferry service. In 1960, the wharf was surveyed and it was found that the water alongside the wharf was too shallow to safely berth vessels. In the same year, with all prospects of commercial trade gone, the Wellington Harbour Board leased the structure to the borough council.

Source: Heritage NZ List, on-line version, viewed August 2011 and edited for this report by Russell Murray: <http://www.heritage.org.nz/the-list/details/7474>

2.0 Location

Rona Bay Wharf is accessed off Marine Parade in Rona Bay, Eastbourne.

2.1. Map



Image from Google Maps, August 2011

2.2. Legal description

The legal description of the wharf is Lot 1 DP 30383.

NZTM Grid Reference: E1758776 N5427459

3.0 Physical Description

3.1. Setting

The Rona Bay wharf is a highly visible structure from the north along Rona Bay, and to a lesser extent from the south, and it is also clearly seen from the hills behind the Bay. However, it is quite discreet from Rimu Street, the main shopping street of Eastbourne, even though the wharf is a continuation of this street. Trees, buildings and sand-hills close off the beach and the wharf, so that despite its physical proximity, it feels cut-off from the nearby residential and commercial area.

It is more part of the wider setting, of the bush-clad hills behind the suburb that nestles on the narrow strip of flat land between hills and sea.

3.2. Item

The Rona Bay wharf is a timber structure, typical for its time, with its main structural members composed of rows of piles driven into the sea bed, braced and connected with capping beams; longitudinal beams support the timber deck. The original

contract drawings for the wharf, under the name of the Wellington Harbour Board, still exist (they were signed on 19 November 1904 by William Ferguson), and from these the sizes of members and the connection details can be ascertained; typically, piles were 12" x 12" (300 x 300 mm) and main beams and braces were 12" x 6" (300 x 150mm). Most of the connections were bolted.

The structure is a finger wharf, oriented roughly north – south , but it is unusual in that the outer part of the wharf cranks to the right at an angle of 35 degrees. The landward end of the wharf was narrow, 12 feet (3.6 metres) wide and 240 feet (73.2 metres) long, while the seaward end broadened out to 31 feet 4 inches (9.6 metres) and was 180 feet (54.7 metres) long. A small addition was made to the end of the wharf in 1908, finishing it with a splayed end, so that it assumed the complex geometric shape it has today. The outer end was the working part of the wharf, and although a store or shelter shed was built, as shown in early photos, there is no structure above deck level today.

The narrow section provided walking access, and was splayed out at the landward end. There are timber gates and timber handrails on both sides, painted white. The outer part of the wharf has bollards but no handrails.

Items visible above the seabed under the wharf are largely limited to fallen wharf timbers, some of which have metal fastenings still attached. The seabed beneath the Rona Bay wharf comprises sandy and gravel sediments that are likely to have buried earlier archaeological deposits over time. The wharf has approximately 4 metres depth of water at the outer end.

3.3. Chronology, modifications

Date	Activity
1906	Wharf constructed
1908	Addition made to end of wharf.
1939	Rona Bay wharf dredged on both sides
1948	Ferry services ended.
1951	Rona Bay wharf dredged on both sides
1960	Wharf leased to Eastbourne Borough Council (now Hutt City Council).

4.0 Evaluation of Significance

The Rona Bay Wharf is a place of historical and cultural heritage significance. This timber wharf played a role in the early 20th century development of Eastbourne with its ferry service than ran up until the end of the 1940s. The wharf area has aesthetic appeal and continues to be used for recreational purposes by the local community.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Rona Bay Wharf had a period of regular and significant use early in the first half of the 20th century, when it played an important part in the commuter ferry service that ran on Wellington harbour. Its historic value is largely based on that, although the wharf has retained a recreational use since then.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The Rona Bay wharf is a simple but handsome engineering structure, one fit for its purpose, and of rational design. Its form, materials and the craftsmanship of its heavy timber construction give the structure architectural and aesthetic value, enhanced by its geometric complexity.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The original fabric and form of the wharf dating from 1906 can offer insights into turn of the century wharf construction. The seabed around the wharf accumulates archaeological deposits in the same way as sites form on land, and sediments beneath wharves and jetties commonly contain artefacts dropped from the wharf or visiting vessels, such as bottles, ceramics and metal items.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

Technological values of the structure are high, since it has remained relatively unaltered for over 100 years. It is thus a repository of information about maritime timber construction technology and engineering of the early 20th century in New Zealand.

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the structure is high, since it has survived in relatively unaltered form through its long life. The addition to extend the wharf in 1908 did little to diminish this value, although its poorly maintained condition today may eventually adversely affect this value. Dredging of the seabed either side of the outer end of the wharf was

carried out in 1939 and 1951¹⁶¹ and this, along with periodic fossicking, is likely to have affected the preservation of archaeological deposits on the seabed. However, it should be noted that Days Bay is part of a prograding coast estimated at about 0.73 metres per year and this is likely to have assisted in the burial of archaeological deposits¹⁶². Intact deposits are likely to be present beneath the wharf and on the periphery of the dredged areas.

Age

The place is particularly old in the context of human occupation of the Wellington region.

While not old in terms of human occupation of the region, it is noteworthy as an early 20th century timber structure that has been used for over 100 years.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The townscape value of the wharf is modest, since views of it are limited to those south along Rona Bay, and to close quarters.

In the wider context, the wharf has high group value with other structures associated with the harbour ferry service, such as the Days Bay wharf, and the Eastbourne Ferry Terminal and wharf on the opposite side of the harbour.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community...

Sentiment for the wharf is modest, since its uses are now limited, but it is still appreciated by the local Eastbourne community.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

Recognition is likewise modest, but it is a distinctive built structure of Eastbourne and is well known to the local community.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

¹⁶¹ Wellington City Archives reference AC046:13:9 and AC046:14:15

¹⁶² Corporate and Environmental Services 1993. Proposed Dredging Project Wellington Harbour. Draft Environmental Scoping Report. Unpublished draft report held at WCC Archives.

The setting of the wharf is fundamental to its existence, linking the waters of the harbour with the shore at Rona Bay and with the commercial heart of the seaside suburb of Eastbourne. The physical form of this setting is little changed from the time when the wharf was built, although the locale is now much more densely built on.

4.5. Rarity

The place is unique or rare within the district or region.

The timber wharf is not a particularly rare type of structure in the Wellington region and there are a few other surviving examples of harbour ferry wharves, although the Rona Bay wharf is distinctive in its particular history and physical form, and especially in its unusual plan layout.

4.6. Representativeness

The place is a good example of its type or era.

Rona Bay wharf is a good representative example of its kind. Days Bay wharf and the Eastbourne Ferry Terminal and wharf both share key characteristics with the Rona Bay wharf, and there are other comparable ferry wharves on the far side of Wellington harbour in places like Seatoun, Miramar and Karaka Bay.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Category 2, no. 7474

District Plan listing: HCC District Plan, Map B8

NZAA Site Record:

Other:

6.0 Photographs



Looking landward, from the end of the wharf, July 2011



Detail of the piles and below-deck structure of the wharf



Fallen timber cross beams on the seabed below the wharf



Wharf timbers with metal fastenings

7.0 References

Heritage NZ List, on-line version, viewed August 2011, list no. 7474
<http://www.heritage.org.nz/the-list/details/7474>

Corporate and Environmental Research. 1993. Proposed Dredging Project Wellington Harbour. Draft Environmental Scoping Project Report held on file at Wellington City Archives

Wellington City Archives AC046:13:9, AC046:14:15



Petone Wharf from the beach, looking south to the harbour entrance.

Petone Wharf 1908

1.0 Outline History

A simple jetty was built on the Petone foreshore in January 1840 for the New Zealand Company. Petone was the site of Wellington's first settlement, but it was a badly flood-prone area and was soon abandoned by the settlers for Lambton Harbour.

Forty-two years later, in 1882, frozen meat was exported from New Zealand to London for the first time. The success of this endeavour had major economic repercussions around New Zealand. In Petone, a prosperous and enterprising businessman, James Gear, formed the Gear Meat Preserving and Freezing Company of New Zealand and built a factory.

To service the factory, Gear built a wharf, which was completed in 1884. Gear was then granted a 14-year license by the Wellington Harbour Board for the use of the wharf. The wharf, 381 metres long and five and a half metres wide, was used to unload coal and was the permanent mooring of the converted bark *Jubilee*, which the company used to store and ferry frozen meat across the harbour to the larger vessels that took the meat to European markets.

In 1891 the refrigerating equipment was moved from the *Jubilee* to land-based freezers and in 1898 the 14-year lease was at an end. By this time rail links had improved and the Gear Meat Company had no further use for the wharf. Because the Petone Borough Council was reluctant to lose the asset it took over the lease for four years. By the late 1890s the wharf was derelict and needed major repairs. The Wellington Harbour Board offered the wharf to the Petone Council on the condition that the Council made significant repairs. The Council declined and in 1901 Gear's wharf was demolished.¹⁶³

The present wharf was designed by Wellington Harbour Chief Engineer William Ferguson; the successful tenderer was Donald McLean and Co. who submitted the price of £9,412.12s.¹⁶⁴ The tender was awarded in August 1907 but construction did not begin until February 1908;¹⁶⁵ the first piles were not driven until April that year, after a delay over their delivery from Australia.¹⁶⁶ The wharf was completed in December 1908, but even before it was finished it was the subject of controversy.¹⁶⁷ The Petone Borough Council had consistently proposed that the wharf connect with a railway siding. The Wellington Harbour Board refused and built the wharf without rails.

A small boat harbour had been part of the original concept; it was built to extend from the southern side of the wharf, but was removed almost immediately when it became clear that it couldn't provide sufficient shelter for boats in strong winds. Early

¹⁶³Johnston, Burgess and Gilmore, p.22

¹⁶⁴ 'Harbour Board', *Evening Post*, 22 August 1907

¹⁶⁵ 'Petone and Hutt News' *Evening Post*, 7 January 1908

¹⁶⁶ Work on driving most of the piles did not begin until May. 'Petone and Hutt News', *Evening Post*, 11 April 1908

¹⁶⁷ Wellington City Archives, 'Petone Wharf', Ref: AC016:3:146

in 1909 the first heavy load on the new wharf caused piles to sink and at least 32 had to be replaced.¹⁶⁸

The wharf never handled the volume of trade the Council had envisaged, moving less than 11,000 tonnes per year.¹⁶⁹ In 1943 it was closed down by the Port Authorities when they undertook a rationalisation process of the Harbour facilities during World War II.¹⁷⁰ The wharf was re-opened in the 1950s but by then the local coastal export trade had largely moved to Glasgow Wharf, which had a rail connection.¹⁷¹ The last commercial cargo left the Petone Wharf on the vessel *Te Aroha* in 1976.¹⁷² The wharf was also used to service Matiu/Somes Island when it was a quarantine station. Children living on the island commuted to Petone to go to school.

In August 2006 the East By West harbour ferry established a commuter route from Petone to Lambton Harbour, but it was unpopular and after six months the company discontinued the service. For the meanwhile, the wharf is visited by the East By West ferries on the weekend harbour cruise.

The wharf is also a popular place for recreational fishing. In November 2001, its largely ornamental role was underscored when it was fitted with decorative green lights.¹⁷³ It continues to be maintained regularly by the Hutt City Council.

2.0 Location

2.1. Map



Petone Wharf, image from Google Maps, 2012

¹⁶⁸ Johnston, Burgess and Gilmore, p.22

¹⁶⁹ Butterworth, Susan 1988, *Petone: A History*, Petone Borough Council, Petone p.136.

¹⁷⁰ Butterworth, p.213

¹⁷¹ Johnston, Burgess and Gilmore, p.23

¹⁷² Ibid. p.23

¹⁷³ Ibid. p.23

2.2. Legal description

Opposite Victoria Street, The Esplanade, Petone.

The legal description is Lot 3 DP 69217.

The wharf is owned by Hutt City Council.

3.0 Physical Description

3.1. Setting

The Petone Wharf stretches out in a near north-east/south-west orientation from the long sweep of Petone Beach. It can be a rather bleak foreshore, with the wide and busy thoroughfare of The Esplanade the main physical feature. On the harbour side of The Esplanade and near the base of the wharf the sand dunes have been planted and give a natural edge to the beach, while on the landward side there are industrial buildings. The wharf is a distinct landmark in the wider townscape, with uninterrupted views of it from the beach and The Esplanade from both directions.

3.2. Item

The Petone Wharf is dramatic for its very long pencil-thin shape, jutting directly out into the harbour. The design drawings for the wharf show it to be 1,294 feet long (394.8 metres), and in two distinct parts: the landward end is narrow and 932 feet long (284 metres) and it broadens out at the seaward end; this part is 363 feet long (110.8 metres) by 33 feet wide (10 metres). This was clearly the working part of the wharf, without the white-painted protective fences that the inner part has, and it reached into deep enough water for boats of some size to tie up (the present draught is not known.) The only variation from this strict geometric layout is a wide flared section at the landward end (possibly to allow for the laying of railway tracks out onto the wharf), and steps down to water level on both sides.

The wharf is of heavy timber construction of piles and beams, supporting a timber and concrete deck; the concrete is presumed to have been laid over the timber in more recent years. The timber is Australian hardwood in a variety of sizes – caps, braces and walings are shown as 12” x 6” (300 x 150 mm) with fenders and piles at 15” x 12” (375 x 300 mm) and 12” x 12” (300 x 300 mm). Connections are with heavy bolts. The wharf is in quite authentic condition, even to the survival of the very distinctive picket fence and gates that mark the entrance.

The seabed beneath the wharf is predominantly sand and silt sediment covered with mussel shell. The depth of water under the wharf is shallow over much of its length, gradually deepening to about 6 metres at the southern end. The seabed is littered with fallen wharf timbers and debris including bottles and metal items. While most of the debris visible on the seabed is from the mid-twentieth century or later, earlier deposits are likely to be buried below the sediment.

3.3. Chronology, modifications

Date	Activity
1908	Petone Wharf constructed.
1909	A small boat harbour built out from the southern side of the wharf was removed almost immediately. The first heavy load on the new wharf caused piles to sink and at least 32 had to be replaced.
n.d.	Concrete deck laid.

4.0 Evaluation of Significance

The Petone Wharf has very high townscape/landscape values. It has strong historical value for its original purpose and long period of continuous use. It has significant social values as a highly recognised structure on the Petone foreshore and for the heavy recreational use it receives.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Petone Wharf was a significant facility for trade and commuting following its completion in 1909. Built primarily as a cargo wharf it served that purpose for many decades. Although it has been closed for at least one lengthy period and no longer takes commercial cargo, the wharf is still in regular use for excursionists and other small craft. It is a significant recreational facility, being one of Wellington Harbour's better fishing spots, with its length allowing users to cast into deeper water. It remains one of Petone's best-known and most visited structures.

The wharf was built by the Wellington Harbour Board, which built hundreds of buildings and structures near or in the harbour during its 100-year period of management. The wharf's designer, Chief Engineer William Ferguson, was a hugely influential man who designed a great many harbour-related buildings and structures.

Petone Wharf has been a favoured recreational facility, fishing spot and general landmark for its entire existence. It has therefore been a place of considerable social importance for generations of Petone residents.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of the Petone Wharf derive from its qualities of fitness for purpose, with all components serving a functional or structural purpose. It is an intelligently engineered structure, and one that is nicely introduced to the visitor today by a handsome range of fence and gates at the entrance at the landward end.

Archaeological Values

There is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.

The site retains original fabric from the 1908 construction, such as copper sheathed piles and cross timbers, both as elements of the present day wharf and as debris on the seabed, which comprise physical evidence of the methods of construction. Additional archaeological evidence is likely to be present in the form of the sunken piles that had to be replaced shortly after the wharf's initial construction and elements of the extension that was added onto the eastern side of the wharf.

The seabed around the wharf accumulates archaeological deposits in the same way as sites form on land, and sediments beneath wharves and jetties commonly contain artefacts dropped from the wharf or visiting vessels, such as bottles, ceramics and metal items. Items visible at present are predominantly mid twentieth century or later, but deposits from the earlier stages of the wharf's existence maybe buried beneath the sediment. These items have the potential to document the activities of the people who used the wharf over time.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the wharf is high as it is a very good example of heavy timber construction and it remains in reasonably authentic condition.

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the wharf is high, since its form is unchanged from the time of construction, and a high proportion of its original fabric is still in place. The survival of the fence and gates at the entrance to the wharf adds to its integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

At over 100 years of age, Petone Wharf is old in the context of comparable structures in Wellington.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The townscape value of the wharf is high, since it is a landmark in the long open sweep of Petone Beach and is very visible from The Esplanade.

Group values derive from the association of the wharf with a number of structures on the Petone foreshore that commemorate the early beginnings of the European settlement of Wellington. In its wider setting, it shares functional and technical similarities with other wharves around the harbour, most particularly the smaller ferry wharves at Rona Bay and Days Bay and, at the southern end of the harbour, those at Karaka Bay and Seatoun.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

Petone Wharf is a prominent structure on The Esplanade and one of the suburb's most distinctive built features. It is well used today for fishing, amongst other activities.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Petone has had a wharf extending from its beach for much of the suburb's history. The current wharf is one of the suburb's best known features, a landmark in every respect. So widely is it recognised that it is hard to picture the suburb (and Wellington Harbour) without it.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The immediate surroundings of the wharf remain today much as they have always been – sea, beach and sand dunes, while the modern commercial, residential, and industrial landscape of The Esplanade is not inappropriate to a structure that was built for commerce. The setting therefore allows for an appreciation of its history and development.

4.5. Rarity

The place is unique or rare within the district or region.

Petone Wharf is a good example of its type rather than unique; any rarity value it has would derive from its great length, a response to the shallow sea bed of this part of the harbour.

4.6. Representativeness

The place is a good example of its type or era.

Rona Bay, Days Bay, Karaka Bay and Seatoun all have wharves comparable to that at Petone, which is nevertheless a very good representative example of its type and era.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing: Hutt City District Plan, Map A5

NZAA Site Record:

Other:

6.0 Photographs



The wharf gates



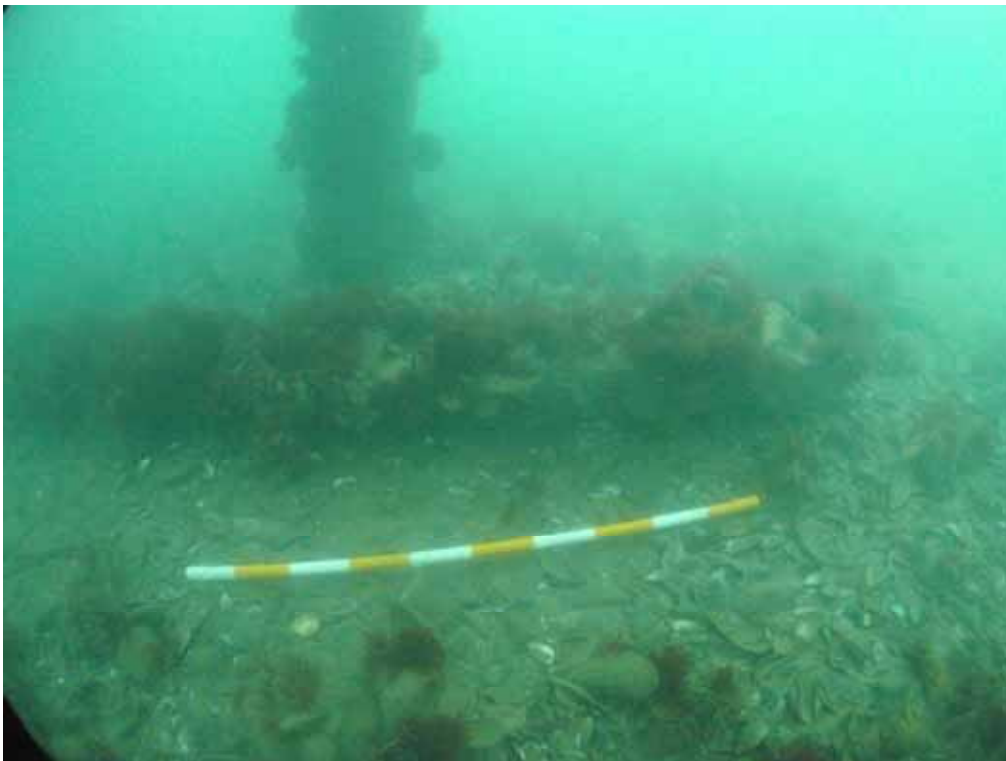
View from the gates



The wider outer end of the wharf, now decked in concrete



Close-up view of the west side of the wharf structure



Fallen cross timber on the seabed beneath the wharf with connecting bolt near end

7.0 References

Butterworth, Susan 1988, *Petone: A History*, Petone Borough Council, Petone.

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Ref: AC016:3:146, Wellington City Archives, 'Petone Wharf'

'The Wonderful Wasted Wharf', David McGill *Evening Post*, 21 January 1984.



Point Howard Wharf from the Eastern Bays Marine Drive

Point Howard Wharf 1929 and 1935

1.0 Outline History

At the turn of the 20th century, petroleum - then usually known as benzene or motor spirit - was shipped in drums and tins and transported by horse and cart for storage in warehouses. This changed in New Zealand in the mid-1920s and 30s as the large oil companies developed a nation-wide bulk distribution system. Companies brought in oil in tankers and stored it in onshore storage tanks from where it was distributed throughout the country by tankers on rail and road.¹⁷⁴ The Point Howard wharf was Wellington's first oil terminal and the oil companies based at the adjacent storage depots in Seaview served the lower North Island.¹⁷⁵

The area of estuary, mudflats and swamp between Point Howard and the Hutt River Mouth was identified as a possible site for a petroleum storage depot by the Wellington Harbour Board in the 1920s.¹⁷⁶ The first oil company to establish a presence at Point Howard was the Texas Oil Company ('Texaco'), later known as Caltex. In 1929 it bought two hectares of Crown land and built storage tanks, offices and other facilities.¹⁷⁷ A condition of purchase stipulated that the Public Works Department would build Seaview Road over swampy ground to improve access between Point Howard and Hutt Park.

The wharf was purpose-built by the Wellington Harbour Board for use by oil companies. Its construction was part of a strategic policy of 'placing oil stores at different points around the harbour'.¹⁷⁸ The wharf is a traditional cross-braced piled hardwood timber wharf and was mostly built in two stages - in 1929 and 1933. It was originally comprised of a narrow four metre wide and 169-metre long approach out to deep water.¹⁷⁹ The oil tankers moored beside a small platform and three mooring dolphins at the end of the approach.¹⁸⁰ A major addition was a T-shaped head built in 1933-4, replacing the dolphins. The new head was 159 metres long with a width varying from four to 13 metres.¹⁸¹ A pipeline took the oil from the moored tankers ashore to the Company's tanks. The first shipment of oil was discharged at the wharf - before the installation of pipes - in February 1930 and was trucked to the Texaco oil storage depot.¹⁸²

¹⁷⁴ 'Energy supply and use - Oil storage and distribution', Te Ara - the Encyclopedia of New Zealand, Megan Cook, (accessed: 8 May 2011)

<http://www.teara.govt.nz/en/energy-supply-and-use/4>

¹⁷⁵ Beaglehole, Ann with Alison Carew 2001, *Eastbourne: A History of the Eastern Bays of Wellington Harbour*, The Historical Society of Eastbourne, p.149

¹⁷⁶ Ibid.

¹⁷⁷ Ibid.

¹⁷⁸ *Evening Post*, 9 November 1929

¹⁷⁹ 'Hutt City Council Leisure Services Division: Report on Future Options For Point Howard Wharf', Prepared by Greg Szakats and Kah-Weng Ho, AC Consulting Group Limited, February 2000, p.6

¹⁸⁰ 'New Oil Wharf: Work at Pt. Howard', *Evening Post*, 6 April 1929.

¹⁸¹ 'Szakats and Kah-Weng Ho, p.6

¹⁸² Beaglehole and Carew, p.149

The new road and oil wharf encouraged industrial growth in the area. The Vacuum Oil Company was next to build oil storage tanks by the wharf and others soon followed. In 1936-37, the Public Works Department reclaimed a further 37 hectares.¹⁸³

By the 1960s all the major oil companies operating in New Zealand were represented in the Seaview area and made use of the Point Howard oil wharf. Damage to the southern end of the pier from a ship collision temporarily stopped the use of the wharf in 1974, but it was repaired with nine new driven piles.¹⁸⁴

In 1979 a new wharf was built to replace the Point Howard Wharf. The Seaview Wharf, at 548 metres, was much longer and could reach larger vessels in deeper water.¹⁸⁵ It took over as Wellington's primary oil terminal wharf. The Point Howard wharf became superfluous to the oil companies, and in the early 1980s it was only occasionally used by chemical tankers.¹⁸⁶

Control of the Point Howard Wharf was passed from the Wellington Harbour Board to the Hutt City Council, when it was formed in 1989. The wharf was by then no longer a commercial asset, and its future was uncertain. In 1993, urgent repairs were carried out for the safety of the public; piles were repaired and timber replaced on the most seriously decayed sections of the wharf. In 1999, the mooring bollards were removed. Demolition was considered but the Hutt Valley Underground Water Authority cautioned the Hutt Council that as the Point Howard wharf's piles are driven through the seabed into the Waiwhetu Aquifer any major work or demolition of the wharf could cause major artesian leakage from the area's water supply.¹⁸⁷

Its commercial life over and demolition not really an option, the wharf was designated for recreational use by the Hutt City Council. Today the wharf is used mainly by fishermen and is a popular place to watch yacht races, given its convenient location next to the Seaview Marina. Options for its future management are outlined in a poster on the wharf (see photo.)

¹⁸³ Ibid.

¹⁸⁴ Szakats and Kah-Weng Ho, p.6

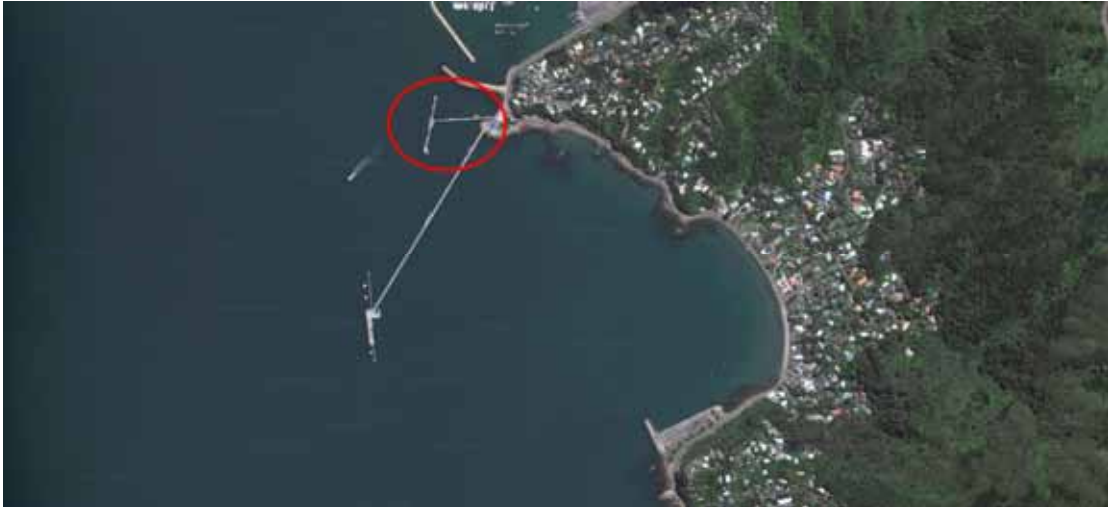
¹⁸⁵ Hitchens F. and P. Beale n.d., 'Petone to Pencarrow: A Shoreline with a history', Unpublished p.8

¹⁸⁶ 'Szakats and Kah-Weng Ho, p.6

¹⁸⁷ Wellington City Council Archives, 'Wharves, Point Howard Wharf', Ref: AC058:126:23.01/119

2.0 Location

2.1. Map



Point Howard Wharf, image from Google Maps, 2012

2.2. Address and ownership

Eastern Bays Marine Drive.

The wharf is owned by Hutt City Council.

3.0 Physical Description

3.1. Setting

The Point Howard Wharf is sited at a prominent point that juts out into the harbour from the eastern hills. There is a marina immediately to the north, and then the large industrial area of Seaview – and a substantial collection of oil tanks, while to the south and east there is the long modern structure of the Seaview Wharf before the rocky coastal edge appears again, leading around to Lowry Bay. The Eastern Bays Marine Drive winds around the point, through a steep cutting in the rock, while bush covered hills rise sharply up from the road. Higher up, there are houses set amongst the trees.

3.2. Wharf

The Point Howard Wharf is an impressive structure because of its shape and size. The first part of the wharf, built in 1929, is four metres wide and reaches 169 metres out into the harbour in a close to east-west direction; the long outer T was built in 1933-4, and is 159 metres long with a width varying from four to 13 metres. (The unusual profile of the outer edge of the T, which is shaped into 'bays', accounts for the variation in width.) It is set at an angle of approximately 75 degrees to the earlier wharf.

It is a traditional piled and cross-braced hardwood timber wharf, the piles to the inner stem of the T being raked; this part has the traditional white-painted handrails to each side. The outer T has a more complex sub-structure, although of similar pile, beam and braced construction; there are no handrails to this part, but bollards and kerb timbers. The wharf has a concrete deck throughout.

One special feature is the office, part way along the inner stem and offset on the northern side. This is a neat weatherboarded structure with a hipped roof, and was added sometime after the construction of the outer T. There is another such structure on the south arm of the outer T. Along with the fence at the entrance to the wharf, these small buildings give the wharf an added character and interest.

3.3. Chronology, modifications

Date	activity
1929	Point Howard Wharf constructed.
1933-34	A T-shaped head, 159 metres long with a width varying from four to 13 metres, was added. It included a pipeline to take oil to storage tanks.
1974	Following a ship collision, repairs, including nine new piles, were made to fix damage to the southern end of the T.
1993	Repairs were carried out for the safety of the public after the wharf fell into decline, with piles repaired and timbers replaced.
1999	In 1999, the bollards were removed.
2010	Access to the outer T of the wharf closed off by Hutt City Council.

4.0 Evaluation of Significance

The Point Howard Wharf has strong historical value for its origins in construction and use in servicing the oil industry. It is important technically as an intact example of heavy timber wharf construction from the 1930s, and its has visual qualities for its form and detail. Social values are modest.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The rise of motor vehicles in the early 20th century was a development of great significance worldwide but they could not run without fuel. As motor vehicle use skyrocketed, the provision of oil on a mass scale became necessary. The building of the wharf at Point Howard, together with the fuel storage depot, shows just how quickly the oil industry expanded and how influential it became during the first half

of the 20th century. The wharf was in use for a little less than 50 years but during that time millions of litres of fuel was unloaded and Point Howard became the hub of the local oil industry. In recent times the role of the wharf has changed dramatically, becoming a recreational facility, now in regular use by the community.

This wharf is one of hundreds of buildings and structures built by the Wellington Harbour Board during its 100-year period of management of the harbour.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The architectural values of the Point Howard Wharf derive from its quality of fitness for purpose, a well-engineered structure in a harsh marine environment, and built for heavy ocean-going vessels. Its plan form as a T shape, the small weatherboard structures and the white-painted handrails give it distinctive visual qualities.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the wharf is high as it is a very good example of heavy timber construction of the 1930s. It remains in reasonably authentic condition (the poor condition of the outer T sections notwithstanding).

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the wharf is high, since its form is unchanged from the time of construction, and a high proportion of its original fabric (of both its main periods of construction) is still in place.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The Point Howard wharf is not especially old in the context of comparable surviving industrial wharves in the region.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The wharf is part of a wider area that is devoted mainly to the movement and storage of oil. The tanks, roads, reclamation and wharves are all part of a well-established

and coherent industrial landscape. The hills behind the wharf to the east provide a natural component to the setting.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

The Point Howard wharf is a prominent structure on the drive around the eastern bays so is well known in the community. It is also well used as a recreational fishing place.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

While perhaps not held high in public esteem, the wharf is known because of its visibility from the busy eastern bays road. Some of its prominence is lost to the new Seaview Wharf, which is much longer than its older companion.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The proximity of the industrial area of Seaview, the network of pipes alongside the road leading to the wharf, and the modern oil handling facilities nearby are all features of the surroundings that aid an understanding of the history of the wharf.

4.5. Rarity

The place is unique or rare within the district or region.

This wharf is rare for its dramatic shape, and, within the Wellington region, for its history of construction and use by the oil industry.

4.6. Representativeness

The place is a good example of its type or era.

This wharf has representative value as an industrial maritime structure from the 1930s, as the otherwise comparable timber wharves around the harbour are of earlier dates.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



View from the base of the wharf, Matiu/Somes in the background.



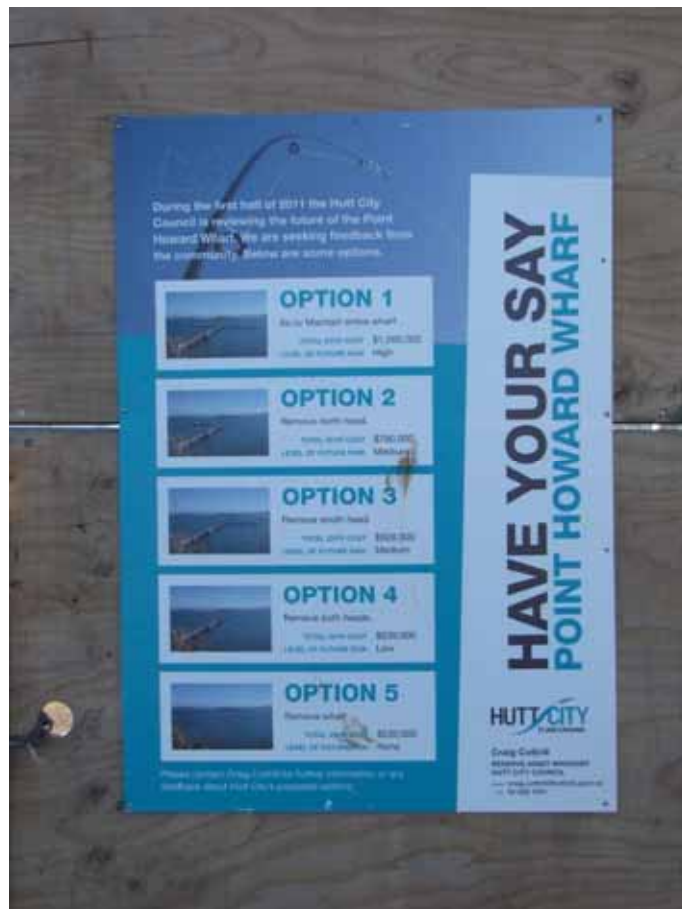
Northern edge of the main part of the wharf.



Southern arm of the outer T of the wharf, Seaview Wharf beyond.



Northern arm of the outer T of the wharf, marina beyond.



Poster on the plywood fence that closes off access to the outer T of the wharf, Hutt City seeking feedback on future management.

7.0 References

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Butterworth, Susan 1988, *Petone: A History*, Petone Borough Council, Petone.

'Energy supply and use – Oil storage and distribution', Te Ara – the Encyclopedia of New Zealand, Megan Cook (accessed: 8 May 2011)

<http://www.teara.govt.nz/en/energy-supply-and-use/4>

Evening Post, 9 November 1929

Hitchens F. and P. Beale n.d., 'Petone to Pencarrow: A Shoreline with a history', Unpublished

'Hutt City Council Leisure Services Division: Report on Future Options For Point Howard Wharf', Prepared by Greg Szakats and Kah-Weng Ho, AC Consulting Group Limited, February 2000

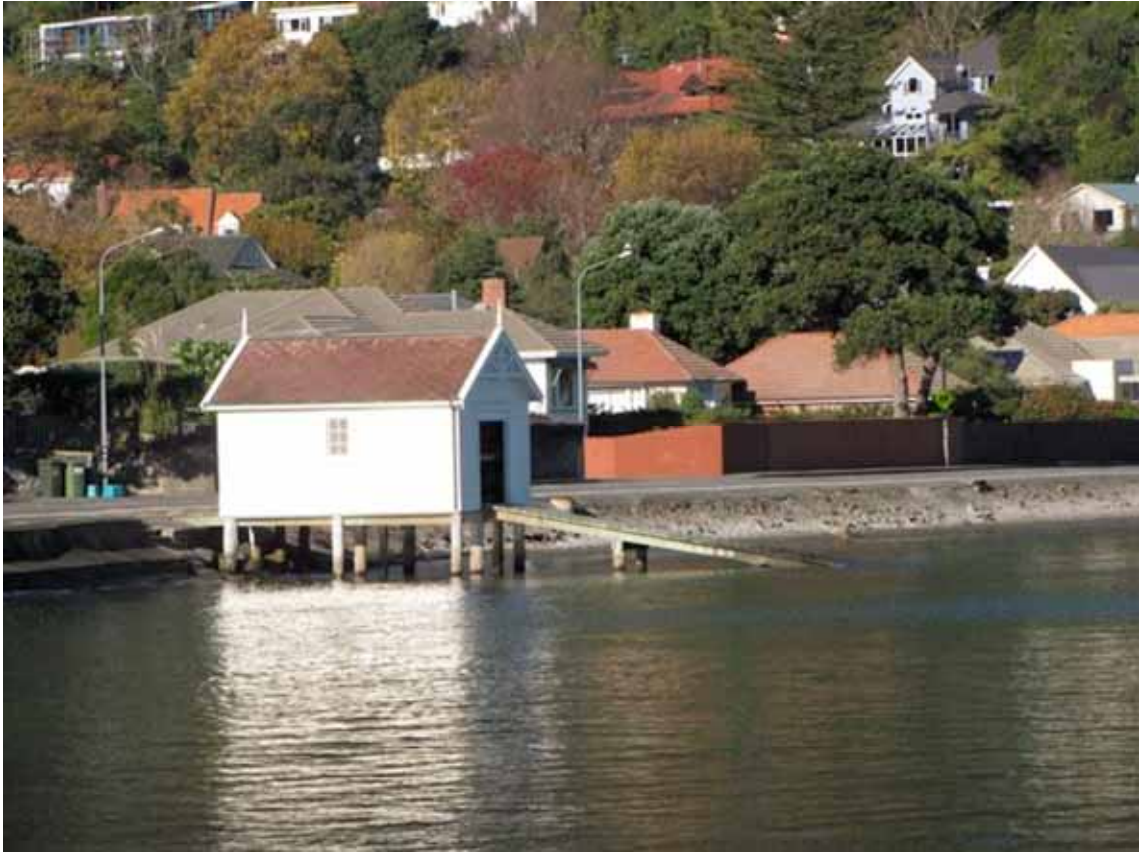
Johnston, Warwick, Maureen Burgess and Neville Gilmore 2002, *Petone Foreshore Landscapes*, Hutt City Council.

'New Oil Wharf: Work at Pt. Howard', *Evening Post*, 6 April 1929

'Point Howard Oil Berth – Survey of reclamation and wharf', Ref: AC046:39:5, Wellington City Archives

'Wharf has uncertain future', Deanne Stewart, *Hutt News*, 15 August 2000, p.44

'Wharves, Point Howard Wharf', Ref: AC058:126:23.01/119, Wellington City Archives



View from the north end of Lowry Bay, July 2011

**Skerrett Boat Shed
Lowry Bay, Eastbourne
1906**

1.0 Outline History

The Skerrett Boat Shed was built for Sir Charles Skerrett (1863-1929) and Robert Turnbull. Skerrett was a partner in the law firm Chapman Tripp and Chief Justice of New Zealand (1926), and lived in Lowry Bay from 1906 until his death. Turnbull (brother of bibliophile Alexander Turnbull) also owned land in Lowry Bay. The construction of the boat shed proved controversial, as it was built without the consent of the Wellington Harbour Board. Both Skerrett and Turnbull refused to remove the building, despite a number of requests from the Board. Following Skerrett's death the boat shed became the property of a Mr Powles, and later the G. H. Scott Trust.

Today the Hutt City Council owns the boatshed. It was badly damaged in a storm in February 2004, and the Council subsequently undertook major repairs. This involved shifting the shed off its site, rebuilding the pile foundations and the launching ramp, and relocating it back. In the process, the shed was lifted a little to make a better relationship with the road surface, which had gradually been built up over the years by road-works and re-sealing. Presently, the shed is privately leased and remains in use for its original purpose.

Source: Heritage NZ List, on-line version, edited by Chris Cochran
<http://www.heritage.org.nz/the-list/details/3580>

2.0 Location

2.1. Map



Image from Google maps, August 2011.

2.2. Address and owner

Eastern Bays, opposite 219 Marine Drive, Lowry Bay.

Owner is Hutt City Council.

3.0 Physical Description

3.1. Setting

The Skerrett Boatshed has a very picturesque setting, near the centre of the wide sweep of Lowry Bay, which is ringed and enclosed by bush-covered hills. The Bay has the benefit of gently sloping land behind, now built up with houses set in lush bush gardens, and further housing discreetly sited back in the hills. It is an idyllic residential enclave, enjoying wide views of the harbour, sun, and shelter. The boatshed, because of its prominence and siting, is the focal point of the bay.

3.2. Item

The Skerrett Boatshed is a simple rectangular structure with a gable roof, end on to the road; it measures 6.8 metres long x 5.6 metres wide, and the launching ramp extends a further 11 metres out into the water.

The gable ends of the shed are ornamented with open stick work and chunky finials. It has a single door at the road end, and wide doors opening at the seaward end on to the launching ramp. It has two small 6-pane windows facing the street, and one on each side wall.

It is a conventionally framed timber structure, with wide rusticated weatherboarding and with roof cladding of diamond-shaped asbestos slates, now a faded red oxide in colour. The interior is unlined. Timber used includes totara, matai and rimu, all exterior timbers (except those below floor level) being painted white.

3.3. Chronology, modifications

date	activity
ca. 1906	Boat shed constructed
2004	Shed damaged in storm; re-piling and repair documents prepared (AC Consulting Ltd); repair work completed February 2005.
2005	Maintenance Plan prepared (Cochran, 19 April 05, for Hutt City Council).

4.0 Evaluation of Significance

The Skerrett Boat Shed has been a prominent landmark in Lowry Bay, Eastbourne, for more than 100 years. It is a simple Edwardian building, fit for its purpose, and in very

authentic condition. It is historically important for its association with two men who were notable figures in law and commerce.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The historic value of the shed is strong, particularly for its long association with the recreational pursuits of sailing and boating from the Eastern Bays of the harbour; also for its strong association with two men, Sir Charles Skerrett and Robert Turnbull, who built houses in the Bay and were important figures in law and commerce in Wellington.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

This small building has a notable charm for its form and scale – every element seems appropriate to its purpose and well proportioned. The modest decoration of the gable ends lifts it above the purely utilitarian, while the texture and colour of the roof tiles, and the pattern of the weatherboards and trim, all add to its aesthetic qualities. The site of the shed out over the water, the doors and the ramp, are functional attributes of the structure that give clear confirmation of its purpose.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The technological value of the building is high, since it remains in very authentic condition. It is thus a repository of information of timber building technology of the early 20th century.

Integrity

The significant physical values of the place have been largely unmodified.

The sub-floor structure and the timber piles of the shed are modern in origin, although they include some recycled timber. But above floor level, the building is remarkably little altered from its original form, with the framing, cladding and joinery original; even the original roofing has survived. This is remarkable for a building in such a severely exposed location.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The Skerrett boat shed has the reputation of being the oldest such building on the shores of Wellington Harbour and has some values of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The shed is the focal point in the big sweep of Lowry Bay, wherein its siting, its age, its scale, and its clear form combine to make it a valuable landmark.

4.3. Social Values**Sentiment**

The place has strong or special associations with a particular cultural group or community.

The local community regard the shed with some affection, as was shown when its existence was threatened after being subjected to storm damage in 2004.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

As a strong local landmark, the shed is well recognised not just by the people of Lowry Bay, but by the people of the wider suburb of Eastbourne and of the city itself who use Marine Drive around the edge of the harbour.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The setting of the shed is fundamental to its existence, since its purpose is to store small boats for use and enjoyment on the waters of the harbour, and the launching ramp is a clear manifestation of this. The physical form of the Bay is little changed from the time when the shed was built, although the locale is now much more densely built up.

4.5. Rarity

The place is unique or rare within the district or region.

The shed is not rare, but there are few sheds that are its equal in terms of design or have a similarly prominent situation in a prime residential area.

4.6. Representativeness

The place is a good example of its type or era.

Groups of shed exist at Evans Bay, Titahi Bay and Paremata Harbour. The Skerrett Boatshed is perhaps the most carefully designed and built of all like structures in the region.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Category 2, list no. 3580

District Plan listing: HCC District Plan, Map C6

NZAA Site Record:

Other:

6.0 Photographs



View from north end of Lowry Bay, July 2011

7.0 References

Heritage NZ List, no. 3580. Online version at <http://www.heritage.org.nz/the-list/details/3580>



View of the Boathouse from the Seatoun Wharf

Seatoun Boathouse 1907 - 1908

1.0 Outline History

The Seatoun Boathouse is located near the Seatoun Wharf on a greywacke outcrop at the northwest end of the beach. It sits in front of a portion of the suburb once known as Beerehaven (named for surveyor Edward Beere). The boathouse and adjacent slipway were commissioned by the recently formed Seatoun Boating Club, which held its inaugural meeting on 5 August in 1907. The building was designed by the architect C.F.B. Livesay, who did a considerable amount of work in the city's eastern suburbs.

The building was swiftly erected by voluntary labour and completed in time for use during the summer of 1907-08.¹⁸⁸ Measuring 12.8 metres x 7.6 metres, with a double door that opens seaward to a wooden ramp into the water, it was designed to house 10-12 small boats no longer than 4.5 metres and to protect them during stormy weather. The building, courtesy of the voluntary labour, cost £120 to construct.¹⁸⁹

It became a focal point for boating and sea-based recreation in the small community. The original members of the Club included the Commissioner of Police, A.H. Wright, who was its first president and practically formed the club,¹⁹⁰ and many 'leading commercial figures' who have left behind detailed records of the Club's activities.¹⁹¹

The owners took considerable pride in the building. Ongoing maintenance was necessary to maintain it; in particular, the corrugated iron roof required regular painting and the ramp has been replaced several times. In 1911 a toilet and high-pressure water supply was added to the western side of the building. The final major improvement was made when electricity was connected in 1923.

The building has long been a target of vandalism. In the mid-1980s, the main window was boarded up to improve security. Today the floor has several timber and plywood patches needed to repair sections of the floor removed by thieves who broke in to steal outboard motors. In 1997, an electrical fault started a fire that caused some damage to the interior.

The Seatoun Boating Club still uses the boatshed, which currently houses seven inshore boats and two kayaks. The club recently celebrated its centennial.

¹⁸⁸ *Progress*, Volume III, Issue 3, 1 January 1908, p.101

¹⁸⁹ *Ibid.*

¹⁹⁰ *Evening Post*, 2 September 1910, p.2

¹⁹¹ 'TV, 4WD, WWW: Seatoun and the bays after 1958 in Palmer Head to Point Gordon: A two part history of the bays', Bob O'Brien, Dorset Enterprises, Wellington, c2003, p.186

2.0 Location



Seatoun Boathouse, image from Google Maps, 2012

Marine Parade, Seatoun.

3.0 Physical Description

3.1. Setting

The Seatoun Boathouse is sited near the centre of the sweep of Worsler Bay, north-east of the Seatoun Wharf. It is tucked into the eastern side of Pinnacle Rock, a rocky outcrop that is covered with taupata, flax and other hardy coastal plants. It is close to the beach that stretches back to the wharf and beyond; it is an open and treeless sweep of beach, although there is green around the Boatshed and sand dunes nearby. The shed is directly accessible from the footpath on the seaward side of Marine Parade, where there is a modern concrete launching ramp. On the landward side of Marine Parade are the close-packed houses of Seatoun.

The wider setting is formed by Wellington Harbour and the backdrop of the empty hills out to Pencarrow Head with the Orongorongo Ranges beyond; this open harbour landscape, with the nearby wharf, provide a dramatic setting for the Boatshed.

3.2. Item

The Boathouse is a utilitarian structure: it is rectangular in plan with a basic gable roof, it is fully timber framed, and is clad in weatherboards with corrugated iron on the roof. It has a large door opening on the long seaward side (facing east) that gives access to a timber deck and launching ramp. There are windows in each gable end, but these have been shuttered for security reasons, so that the building now presents a 'blind' appearance from all sides.

One feature of interest is the combined finial and flagpole that rises from the apex of the south end gable; the building is otherwise quite plain.

3.3. Chronology, modifications

date	Activity
1907/08	The Boathouse was in use in the summer of 1907/08.
1911	A toilet was added to the western side of the building.
Various	The timber launching ramp was replaced several times.
Mid-1980s	The main window was boarded up to improve security.
n.d.	Timber and plywood patches were required to repair sections of the floor.
1997	An electrical fault started a fire, which caused damage to the interior.

4.0 Evaluation of Significance

The main heritage values associated with the Seatoun Boathouse are historic and social values, it having been the base for sailing and boating activities for local people for well over 100 years. While its architectural values are low, it nevertheless fulfils its functional requirements well, in an aggressive maritime environment. It has maintained a high level of usefulness and integrity to the present day.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

Boating clubs have provided Wellingtonians with recreational opportunities for almost as long as the city has existed. The Seatoun Boating Club was formed less than a decade after the suburb's initial expansion began and it was (and remains) one of the suburb's earliest sporting clubs. Its survival and that of its original boathouse is testimony to the enduring appeal of boating at Seatoun, which offers almost unrivalled access to the water within Wellington.

The designer of the building, C.B.L. Livesay, was a successful architect, who designed a number of buildings on the eastern side of the city. An early member was the Commissioner of Police, A.H. Wright, and the club also attracted other noted figures.

The Seatoun Boating Club's boathouse has offered recreational opportunities on Wellington Harbour since 1908. Use of the harbour for such activities is one of the defining characteristics of Wellington life and Seatoun and Worser Bay have been popular boating beaches since the beginning of the 20th century.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The Boathouse is a utilitarian structure, basic in its form and materials, and this is appropriate in the natural environment of the harbour edge, rocky outcrop and beach. The building is fit for its purpose, with no pretension to style or decoration. The timber launching ramp is a distinctive feature that clearly marks the purpose of the building.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

Technological values are modest, since it is a timber-framed building, typical of its time. There is some technical interest in the foundations that have kept the building secure in its exposed and sometimes wild location.

Integrity

The significant physical values of the place have been largely unmodified.

The integrity of the building is reasonably high. While having been repaired over time, and the windows shuttered (this is a reversible alteration), the building retains the form and detail shown in the original architectural drawing (of which one poor quality copy exists).

Age

The place is particularly old in the context of human occupation of the Wellington region.

This is one of the oldest purpose-built boating clubhouses in Wellington and has values associated with its age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The boathouse is sited at the edge of Seatoun Beach, not far from the historic Seatoun Wharf and the collection of boating buildings at the northern end of Marine Parade. It enjoys a close visual relationship with the wharf. Its landscape setting is essential to understanding its history and use, and as far as the seaward side of Marine Parade goes, is little changed from the time of its construction.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

The Boathouse is a building of special significance to the Seatoun Boating Club and its past and present members, having served the club since its inception more than 100 years ago.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The building is prominently sited on Marine Parade and is one of the oldest surviving buildings in Seatoun. It is well known in the neighbourhood.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The siting of the boathouse hard on the water is vital for its function and clearly signals its purpose; the setting is essential to an understanding of the values of the boathouse.

4.5. Rarity

The place is unique or rare within the district or region.

The place is not particularly rare, as there are a number of boating club buildings in the maritime environment of the Wellington region.

4.6. Representativeness

The place is a good example of its type or era.

The Skerrett Boatshed in Lowry Bay, although not a club building, shares some of the physical qualities of the Seatoun Boatshed, and there are others in the inner harbour and at Paremata. The Seatoun Boathouse is nevertheless a good example of a purpose-built boatshed of its era.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



The landward (or south) elevation of the boathouse; concrete launching ramp in the foreground.

7.0 References

Evening Post, 2 September 1910

O'Brien, Bob c2003, 'TV, 4WD, WWW: Seatoun and the bays after 1958 in Palmer Head to Point Gordon: A two part history of the bays', Dorset Enterprises, Wellington, c2003.



Boat Sheds, from the Paremata Road Bridge, 2011

**Boat Sheds and Clubhouse
Paremata
ca. 1920s**

1.0 Outline History

Development at Paremata

In the 1920s, Paremata was predominantly a rural area and was only lightly developed; there was however an increasing population of weekenders and the road around the inlet was in regular use. When the boating club was established in late 1923, the only bridge across the inlet was the railway bridge, and vehicular traffic had to travel a considerable distance around the inlet to get to the northern side and to Plimmerton, via Gray's Road. The road bridge, built in 1936 (and duplicated in 2003), shortened that route dramatically and galvanised the intensive development of the northern side.

Paremata Boating Club

The Paremata Boating Club is central to the story of the development of the boat sheds at the southern side of the inlet. The Club is one of the oldest in the Wellington region, having been formally established on 15 December 1923¹⁹² as the Paremata Motor and Yacht Club. The club had been informally started the previous month by Bert Stirling of Paremata and Henry France of Plimmerton; the first race was held at the end of November and drew the attention of the *Evening Post*, which reported enthusiastically on the matter.¹⁹³

The Club expanded rapidly and quickly became something of a social centre for the small community around the Paremata area.

On 16 April 1927 the first Easter Regatta was held with the first day's competition held at Plimmerton and the second day's at Paremata. This regatta rapidly became a very popular event that was attended from all over the country, putting considerable pressure on Paremata's accommodation. Once the road bridge was opened in 1936, visitors were able to tent on the north side of the inlet, although as the permanent population of the area grew, this activity began to cause some discord. By the late 1940s, the Army allowed visitors to use the huts on the Ngatitua Domain that had been put up for the US Marines.¹⁹⁴

The Club has remained very popular over time, and while not immune to fluctuations in membership and activity, has enjoyed a resurgence in recent years; the inlet provides relatively safe sailing conditions, and with access to Porirua Harbour and the open sea beyond, all levels of sailing can be catered for. The race course is well known nationwide for tricky tidal and wind conditions and it has been a training ground for many well-known New Zealand sailors, including Russell Coutts, David Barnes (skipper of KZ1 in the 1988 America's Cup challenge) and Murray Jones (now strategist for Alinghi), all of whom spent considerable time as juniors sailing at the

¹⁹² Details about the Paremata Boating Club sourced from the history page of the Club's current website - <http://www.paremataboatingclub.org.nz/page12.html>, viewed May 2011

¹⁹³ *Evening Post*, 4 December 1923, p.8

¹⁹⁴ Information drawn from article in *Te Awaiti*, 10 July 1987, pp8-9

club¹⁹⁵. The club supports most classes of yachts and all ages, and offers learn-to-sail programmes.

The Clubhouse

The first meetings were held at a tearooms in Paremata and at the homes of members, then the school hall at Paremata, and the hall at Pauatahanui. As the Club grew the need for a clubhouse quickly became apparent. After negotiations with Marine Department and fundraising, work on a new building was started in 1926 and completed in 1929. In 1935 the Marine Department granted a further eastward extension of the Club's site to accommodate the growing fleet, and a lean-to (now known as the Bosun's locker) was added to the original building. In 1939/40 a committee room and a kitchen were added over the boat shed and the lean-to, and the boat sheds at the eastern end were added in 1946/47.

In 1950 the Club built a shed on the sand bar that belonged to the Ngati Toa Domain Board.

In 1955 the Club was looking to further expand. However, it took until 1961, when the Ministry of Works and Development finally shelved plans for the motorway extension affecting the area, that the Club was assured of its site. After protracted fundraising, the main hall and large shed were built with the help of members and were available in April 1965 for the first social meetings.

Boat sheds

Little is known about the history of the boat sheds that stand today. The original boatsheds were constructed through the 1920s and 1930s to house yachts and some launches for Club members. There was a shed used at one time where people could hire out boats. Over the years some of the boat sheds have been converted to provide some form of accommodation similar to those at Camborne and Onepoto (although with less dramatic alterations). The majority of the sheds appear to date from the 1950s and 1960s.

Sources: information drawn mainly from PCC Heritage Inventory Database and Paremata Boating Club website.

¹⁹⁵ From Paremata Boating Club web-site, 2007

2.0 Location

2.1. Map



Image from Google maps, 2011

2.2. Ownership

The Club-house is owned by the Paremata Boating Club. The ownerships of the individual sheds have not been researched.

3.0 Physical Description

3.1. Setting

The Paremata boat sheds are located on the southern side of the entrance to the Pauatahanui Inlet, nestled below the road along the water's edge; the collection of buildings is best seen from the main road bridge and the nearby beach on the northern side of the inlet. From that vantage, the boat sheds have a picturesque setting on the water's edge; moored boats provide an appropriate and varied foreground for their nautical activities and a substantial sheer bluff provides a monumental background.

The main access to the boatsheds is along a footpath off State Highway 58. Of all the boatsheds in the Porirua area, these are the closest to the road with direct pedestrian access and vehicle access for some of them.

The setting has changed over time, although in the immediate area of the boat sheds, not dramatically. Despite intensive development nearby, the physical scale of the bluff, the road, and the absence of nearby buildings, helps the setting maintain a sense of historical authenticity, in a similar way to the bluff background of the nearby Camborne boat sheds.

3.2. Boat Sheds

There are 19 boat sheds at Paremata, 9 to the west of the Club building and 10 to the east, extending around into Ivey Bay. Many of the sheds include provision for overnight stays, and have sewage and water as well as power. They have a diverse range of sizes and styles in one and two-storey constructions (but not as diverse as the nearby Camborne sheds), a quality which creates a picturesque residential-scale jumble at the water's edge. The sheds range in scale from something suitable for a small dinghy and a work-bench to the equivalent of a large two storey house. The predominant roof form is a shallow-pitched gable roof; sheds are built with these both parallel and perpendicular to the water. Most of the sheds have jetties associated with them, and these have the benefit of relatively deep water because of the channel feeding into the inlet.

Today, few traces remain of the 1920s and 30s; most of the sheds have been significantly modified or entirely replaced over time and the prevailing era represented by the extant buildings is the 1950s and 1960s. The general trend of the evolution of these sheds has been from small and simple to large and relatively complex. The variety of functional uses of the sheds is quite apparent in the building designs, from the every-day basic boat shed to the elaborate residence-*par-mere*.

The Paremata Boating Club is housed in a building made of three distinct sections pushed together and interlinked – the original club-house is the western section and still retains its outdoor spectators' balcony; this and the middle section are two stories, while the eastern section is three stories high. There is also a separate boat shed, and extensive decking that surrounds both buildings; there is a ramp down to the water for launching small boats.

3.3. Chronology, modifications

date	activity
1923	Club founded
1929	Club house complete
1920s	First boatsheds built (now much modified or gone)
1935	Club house extended with a lean-to
1939-40	A committee room and a kitchen were added over the boat shed and the lean-to
1946-47	Boat sheds added at eastern end
1950	Club built a shed on a sand bar owned by the Ngati Toa Domain Board.
1950s & 60s	Most of the present boatsheds were built during this period.
1965	Main hall and large shed built

4.0 Evaluation of Significance

The boat sheds and Clubhouse comprise a historically important assemblage of buildings at Paremata. They are a prominent visual feature in the landscape around the inlet, and help to illustrate the growth and development of the area over time.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The boat sheds and Clubhouse collectively have high historic importance for their association with the Paremata Boating Club, the oldest sailing club in the Wellington region. Many well-known New Zealand sailors, including Russell Coutts, David Barnes and Murray Jones, amongst others have come up through the club.

The collection of buildings illustrates the span of development of the Paremata Boating Club and its associated boat sheds, now a significant precinct of sailing related buildings. To some extent, it also shows how Paremata changed, first from a rural area, to a holiday suburb, to a dormitory suburb of Wellington, and then more latterly to an established part of Porirua.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Individually, few of the sheds have any architectural distinction; they are vernacular structures fit to a particular purpose, and the Clubhouse is similarly unexceptional. However, the ensemble is of greater significance than the individual buildings and has some architectural value.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The boat sheds and Clubhouse collectively have, at best, modest technical value; few of the original buildings survive in any recognisable form.

Integrity

The significant physical values of the place have been largely unmodified.

The Clubhouse has been extensively modified over time. Few of the original sheds survive in recognisable form, and while some of the platforms may survive in an

unmodified state, the individual buildings cannot be considered to have a high level of physical integrity or authenticity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

As the boat sheds and the Clubhouse are comparatively modern structures, they do not have particular values associated with their age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The sheds and Clubhouse have very high value as a group that illustrates the development of the Paremata Boating Club – and of the wider area of the inlet – over time; this importance is further elevated when the sheds are considered as part of a broader group with the boat sheds at Camborne, Onepoto and Titahi Bay.

The buildings collectively are an important local landmark in the Paremata and Mana areas.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community...

The sheds and Clubhouse are an important part of the local cultural landscape; the Paremata Boating Club has been a hub of the local community for nearly 80 years.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

The buildings are well known in the area and make a strong contribution to the sense of establishment and sense of place.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The immediate setting of the sheds and Clubhouse helps to maintain a sense both of the history of the place and of its original character.

4.5. Rarity

The place is unique or rare within the district or region.

There are few other areas in the region that have a comparable collection of buildings intimately associated with a single boat club.

4.6. Representativeness

The place is a good example of its type or era.

The Clubhouse and sheds are collectively an excellent representative example of a rare group of boat club buildings, comprising a collection of simple practical buildings entirely of a vernacular style, and rarer for being in continuous use in association with the boat club.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Eastern end of the group of boat sheds, June 2011



Paremata Boating Club building, June 2011



Western end of the group of boat sheds, June 2011

7.0 References

PCC Heritage Information Database (item 174)



Evans Bay boatsheds, looking across Hataitai Beach from the north

Evans Bay Boat Sheds 1920s – 1930s

1.0 Outline History

The Evans Bay Boatsheds are located at Evans Bay Parade on the water's edge between the southern end of Hataitai Beach and the Evans Bay Yacht and Motor Boat Club. The timber and corrugated iron sheds are of various designs, shapes and sizes, but all were built to store small boats and boating materials.

The boatsheds were most probably built between the late 1920s and the early 1930s, following the completion of the seawall. Originally there were two clusters of boatsheds at Evans Bay. The southern group consisted of nine boatsheds. Reclamations carried out by the Wellington Harbour Board for the Evans Bay Marina between 1941 and 1967 required their demolition.¹⁹⁶ Today the remaining northern group consists of 15 boatsheds and a larger building purpose-built for the Britannia Sea Scouts¹⁹⁷ (see photo). The boatsheds are largely in good condition and are still in use today.

2.0 Location

Evans Bay Parade, Wellington



Evans Bay Boat Sheds, image from Google Maps, 2012

2.1. Ownership

The individual ownerships of the sheds have not been researched.

¹⁹⁶ *Te Whanganui A Tara Me Ona Takiwa: Report on the Wellington District*, Waitangi Tribunal Report, Legislation Direct, 2003, Wellington

¹⁹⁷ Wellington City Council Archives, 'Sketch Showing Available Sites For Boat Sheds & Skids – Evans Bay, 1930', Ref No: AC047:9:11

3.0 Physical Description

3.1. Setting

The Evans Bay boatsheds are tucked against the old concrete seawall and the footpath of Evans Bay Parade, the busy road that follows the coastal edge of Hataitai along the western side of Evans Bay. There is no beach here, and access to the sheds is by a small bridge or from the path running along the face of the seawall below the level of the main footpath. A little to the north, there is the sandy sweep of Hataitai Beach, a small but sheltered beach that is a popular swimming spot. To the south, there is a tiny beach behind the last boatshed, then reclaimed land, with many vessels pulled up on the hard standing, and buildings and jetties associated with the Evans Bay marina.

The sheds face out to Evans Bay and the Miramar Peninsula to the east; behind them to the west is the road, a row of houses at street level, then the steep face of one of the hills of Hataitai. This escarpment is well covered with mature vegetation and trees, and there is another row of houses (in Belvedere Road) along the top of the ridge.

3.2. Boatsheds

The boatsheds are built up against the old concrete seawall that is part of the long chain of seawalling and coastal protection works that runs from Point Jerningham to Cobham Drive. The seawall is a simple and unornamented structure that follows the coastline in gentle swept curves. The wall is roughly between 2 and 3 m high above the beaches, with the footpath finished level with the top. It has a shallow battered face, which creates space for the narrow access path to the sheds to run along the lower part of the seawall. Unusually, the path is formed in concrete integral with the seawall. The path is reached by steps down from the road in two locations.

These boatsheds are typical of several groups in the wider region (at Onepoto and Paremata for instance) but they are rare around Wellington's inner harbour, and they provide a colourful and picturesque edge to this part of Evans Bay. There are 16 altogether, all but one being rectangular in plan, of small boat size, with a door at the landward end, and they open out with large doors to a jetty and ramp down to the water. One large shed, the Britannia Sea Scouts, has a lean-to on each side of its main gabled form. There is a little more uniformity and order about these sheds (as compared say with those at Onepoto), but they are remarkable for the colours that have been lavished on them – olive green, yellow, blue, bright red – and this gives them individuality and creates an easy going seaside atmosphere.

The sheds are on timber and concrete piles, and are most commonly timber-framed and clad in weatherboards with a corrugated iron roof. One modern shed (no. 134) makes clever use of corrugated iron for walls (fixed horizontally and vertically) and roof. Here and there is evidence of recycled materials, especially windows and doors.

3.3. Chronology, modifications

date	Activity
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No sheds presently dated accurately.

4.0 Evaluation of Significance

The Evans Bay boatsheds have some historic significance for their long existence on the western side of Evans Bay, a focus for sailing and boating on Wellington Harbour. They have strong architectural and townscape values for their picturesque and colourful qualities; they exhibit a truly New Zealand do-it-yourself vernacular quality, rare in building practice today.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The Evans Bay boatsheds have long histories of housing small craft on the edge of Wellington Harbour. Sited on the sheltered side of Evans Bay, they are a publicly funded facility that has allowed generations of local boaties to enjoy the opportunities that Wellington Harbour presents for sailing and fishing.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Considered individually, only one of the sheds has any architectural distinction; they are simple vernacular structures fit to a particular purpose. However, the ensemble is of considerably greater significance for its variety, visual interest and colourfulness. One modern shed provides an individual example of nautical design that contrasts with the early sheds, some of which probably date from the 1930s, yet its sits comfortably in the group.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The boat sheds have modest technical value, which derives from their having been built using materials and techniques common from the 1930s on. The structures show some ingenuity in making use of recycled materials.

Integrity

The significant physical values of the place have been largely unmodified.

These sheds have been modified over time, but perhaps less so than other groups of like structures, so they can be regarded as having a reasonable level of authenticity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The group has yet to acquire any special qualities of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The picturesque setting of the sheds, on the waterline and against a background of houses and hillside, makes them a prominent element in the landscape of Evans Bay, especially in views from the north. Being set down below the road level, it is mainly their gabled roof ends that show to walkers and drivers on Evans Bay parade. The setting nevertheless makes an important contribution to the heritage values of the sheds.

The sheds have value as a coherent group, although being on the outer part of a promontory the whole group is only fully visible from the seaward side.

4.3. Social Values**Sentiment**

The place has strong or special associations with a particular cultural group or community.

The boatsheds have social significance to the many families who have kept their boats in the sheds and used Evans Bay for water-based recreation. Sea Scouts would feel a similar attachment to the place.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Over 70 years, the sheds have hosted a community of local people, bound by their shared interests and physical location close together on a harbour edge. The Sea Scouts building likewise is well recognised locally by people with a shared interest. The buildings are as an important part of the local cultural landscape as they are of the physical landscape.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The sheds help illustrate the 20th century development of Evans Bay for recreational sea-based activities. They benefit from a close association with Hataitai Beach to the north and the Evans Bay marina with a great concentration of boating activity to the south.

4.5. Rarity

The place is unique or rare within the district or region.

The sheds have some rarity as a group of boatsheds that has been continuously in use since the 1930s, especially in the context of Wellington harbour. Further afield, this place shares common features with groups of boatsheds at Onepoto, Titahi Bay, Paremata and Camborne. Together these groups of sheds make up a rare and distinctive heritage asset for the region.

4.6. Representativeness

The place is a good example of its type or era.

The Evans Bay boatsheds are an excellent representative group of buildings of this very distinctive vernacular building style. The architectural diversity within the group matches that of the other groups of boatsheds in the region.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



The northernmost shed in the row, no 152, the Havana Sailing Club; it is on the southern edge of Hataitai Beach,.



Britannia Sea Scouts Building, on the outermost part of the curve of the headland.



A modern shed, no 134.



A brightly painted shed, near the southern end of the row.

7.0 References

Wellington City Archives

'Sketch Showing Available Sites For Boat Sheds & Skids – Evans Bay, 1930', Ref No: AC047:9:11

'Boatsheds, Evans Bay, Britannia Sea Scouts, 1947', AC047:22:4

'Boatsheds, Evans Bay, Britannia Sea Scouts, 1947', AC047:22:5

Te Whanganui A Tara Me Ona Takiwa: Report on the Wellington District, Waitangi Tribunal Report, Legislation Direct, 2003, Wellington



Onepoto boatsheds from the seaward side, looking east

Boat Sheds Onepoto circa 1930s

1.0 Outline History

It is unclear when the first boat sheds were constructed at Onepoto but photographs show that some of the first few were in place by 1949.¹⁹⁸ In 1968 a standard boatshed was designed by the Porirua City Council Engineer G W Gandell to try and standardise styles. Plans held by Porirua City Council Archives (references and dates unknown), show a plan of the boat sheds at Onepoto with a list of all the lessees as well as a proposed reclamation plan for the Titahi Boating Club's expansion. Correspondence in the PCC Archives files talks about some of the boat sheds dating back over 40 years from 1976 when the letter was written, which would indicate that some of the boatsheds at Onepoto may date from the 1930's.¹⁹⁹

The boatsheds have long been contentious because they occupy the public foreshore and yet are privately owned. The Porirua City Council administered the boatsheds under the Harbours Act 1950 until 1991, when responsibility passed to Greater Wellington Regional Council.

Titahi Bay Boating Club

The first Titahi Bay Boating Club was formed by a group of local boatshed owners, sailors and fishermen in 1952. The club's first premises were located on the northern rocks at Titahi Bay. The club soon moved to Onepoto, which was more sheltered and provided a safer place for sailing. The club aimed to promote boating and fishing at Titahi Bay and to provide a social centre for members on the launch slips. In 1958-59 plans were drawn up by John Creagh to extend the premises at Onepoto. In 1961 following fundraising by the ladies committee (formed in 1957), a new start box was erected on top of the clubrooms.²⁰⁰

In 1965, the boat club, one of the smallest in New Zealand, successfully defended the Cornwall Cup (a national yachting trophy). The following year the club split in two, with the fishermen returning to Titahi Bay beach. In 1967 the boating club bought the adjacent boatsheds of Mr Blacktop and Mr Williamson and set about expanding its facilities. Work began on new clubrooms in 1969 and included a storage shed for its yachts.

The clubrooms have been through a variety of changes due to vandalism, arson attacks and expansion. The club has produced a number of expert sailors over the years including Jan Oetking (Stevenson) who captained the first all-female crew on *America 3* against Dennis Connor in the 1995 Citizen Cup America's Cup defender series in San Diego.²⁰¹

¹⁹⁸ Fordyce Linda. & Maclean Kirsten. *The Bay – A history of community at Titahi Bay*, Titahi Bay Residents and Ratepayers Association 2000 p 85 illustration

¹⁹⁹ Letter 23 July 1976 from Porirua City Corporation to I.W.Jones, Secretary, Northern Porirua Combined Residents Associations in PCC Archives Regn. 104 Series 4 Northern Porirua Combined Residents Associations 1968-81

²⁰⁰ Fordyce & Maclean, p 120-121

²⁰¹ *ibid* pp 145-146

Source: Porirua City Council Heritage Information Database, edited for this report by Russell Murray and Michael Kelly

2.0 Location

Onepoto Road, Porirua

2.1. Map



Onepoto Boat Sheds, image from Google Maps, 2012

2.2. Ownership

The boat sheds are individually owned.

3.0 Physical Description

3.1. Setting

This group of boatsheds is located on the western side of the Porirua arm of Porirua Harbour; they are midway along the arm, and face south.

The first boat sheds may have been built in this area in the 1930s, at which time it was sparsely developed farm land. This area of Porirua was developed intensively for housing during the major state housing programmes of the 1950s and today the setting of the sheds, against the background of this residential area, is much more urban and contemporary than the settings of the other boat sheds in the Porirua area.

Access is off Onepoto Road, which runs behind the boatsheds at the foot of the hill. A footpath and driveway run along behind most of the boatsheds. The footpath links in to a coastal track to provide walking access to Whitireia Reserve and around the coast to Onehunga Bay.

3.2. Boat sheds

There are 36 boatsheds in this part of the Porirua harbour. The Titahi Bay Boating Clubhouse (also the Onepoto Cruising Club and Wellington Powerboat Club) is a prominent feature amidst this group.

The sheds, although a visually diverse collection, are of a relatively uniform scale (all are single storey), and many of them share a similar plan shape and form; these characteristics give the overall collection a certain homogeneity. There are two basic sizes of shed (with some variations), ranging from - roughly - a single garage to a double garage size. The predominant plan shape is a long rectangular box with a shallow-pitched gabled roof facing out to the water. Many of the sheds have associated jetties and deck areas. While all appear to be timber-framed, they are nevertheless roofed and clad in examples of most of the building materials known to the New Zealand construction industry. This gives considerable visual variety to the ensemble.

Many of the sheds remain today in use for boating.

3.3. Chronology, modifications

date	activity
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1930s	First boatsheds built on the foreshore.
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1930s onwards	Boatsheds progressively built to create the long row that exists today.
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Source: Porirua City Council Heritage Information Database

4.0 Evaluation of Significance

The Onepoto boatsheds have some historic significance for their long (70 plus years) existence on the foreshore of the Porirua Harbour, and they are well known in the community. They have strong architectural and townscape values for their picturesque qualities and their ingenious, home-grown designs. The sheds exhibit a truly New Zealand do-it-yourself quality, rare in building practice today.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The group of boatsheds has historic importance for their association with the Titahi Bay Boating Club and allied organisations. Well-known sailors, including Jan Oetking, have sailed at the club. The buildings, some dating back to the 1930s, have been associated with generations of local 'boaties'.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Considered individually, few of the sheds have any architectural distinction; they are simple vernacular structures fit to a particular purpose. However, the ensemble is of considerably greater significance for its variety and visual interest, and the collection is of high architectural interest.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The boat sheds have modest technical value, which derives from them having been built using materials and techniques common in the post-war era. The structures do show considerable ingenuity in adapting and making do with recycled and unusual materials.

Integrity

The significant physical values of the place have been largely unmodified.

Most sheds have been modified or extended over time, and this is part of what gives the group its particular visual interest.

Age

The place is particularly old in the context of human occupation of the Wellington region.

As the boatsheds are all of comparatively modern construction, the group has no particular qualities of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The picturesque setting of the sheds, on the waterline and against a background of houses and hillside, makes them prominent in the landscape of the inner Porirua Harbour. The setting makes an important contribution to the heritage values of the sheds.

The sheds have very high value as a coherent group, stretched out along the shoreline, especially when viewed from Titahi Bay Road.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

Although boatshed owners would share a common interest in boating, fishing or bird watching, there is no distinct cultural group associated with these buildings. The Boating Club building however, brings together a particular group of people for a common purpose.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Over 70 or more years, the sheds have hosted a community of local people, bound by their shared interests and physical location close together on a harbour edge. The Boating Club building likewise is well recognised locally by people with a shared interest. The buildings are as an important part of the local cultural landscape as they are of the physical landscape.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The sheds help illustrate the 20th century development of Titahi Bay first as a seaside resort, then as the focus of a state housing programme, and latterly as an established suburb of the City of Porirua.

4.5. Rarity

The place is unique or rare within the district or region.

The sheds have some rarity as a group of boatsheds that has been continuously in use since first beginnings in the 1930s. The other groups of boat-sheds in the region, including those nearby at Titahi Bay, Paremata and Cambourne, make up a rare and distinctive heritage asset.

4.6. Representativeness

The place is a good example of its type or era.

The sheds are collectively an excellent representative example of a group of boat-sheds, practical buildings entirely of a vernacular style. The architectural diversity within the group matches that of the other groups of boat sheds in the region.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Looking east, from near Titahi Bay Road



Looking west



Roofs of the boatsheds from the landward side



View between two sheds; note the pile formers made of earthenware pipes

7.0 References

Porirua City Council Heritage Information Database, 2009



The Boat Sheds from the south, 2011

Boat Sheds Camborne 1949-

1.0 Outline History

The earliest boat sheds in this area appear to date from at least 1949, as indicated a photograph held by the Alexander Turnbull Library. They have developed from slipways with small boatsheds to some now being more substantial structures (including some that are two storeys) that provide for overnight accommodation. Little is presently known about the individual boat sheds or their dates of construction, although several have been rebuilt and others have had additions in recent years.

One of the most noted late 20th century residents of the Camborne boat sheds was Sam Hunt, poet and performer, who lived at Shed 5 in the 1980s. Hunt was born in Castor Bay in 1945 in Auckland. After leaving school Hunt travelled the country but for long periods lived “...in a number of creatively named places around the Pauatahanui estuary, north of Wellington.” Hunt had published several books of poetry books during this period as well as establishing the Bottle Creek Press (Bottle Creek was the name he gave to the place he lived on the Paremata Peninsula). Others who enjoyed this area were Robyn White (artist who lived there from 1968 until 1971) and Michael King (historian, who grew up in the area).²⁰²

Source – Porirua City Council Heritage Information Database, 2009

2.0 Location

2.1. Map



Image from Google Maps 2011

2.2. Legal description

Most of the boat sheds are in the coastal marine area with some abutting (and some cross into) Lot 66 DP 17933. This lot was vested in the Hutt County Council as

²⁰² Heath, Barbara. & Balham, Helen. *The Paremata Story* Paremata Residents Association 1994

foreshore reserve on 3 June 1955 under Section 13 of the Land Subdivision in Counties Act 1946. The lot was classified as a Local Purpose (esplanade) reserve on 11 August 1993.

The individual ownership of the boat sheds has not been researched.

3.0 Physical Description

3.1. Setting

The Camborne boatsheds are located on the shore at Camborne on the north-west side of the Pauatahanui Inlet; the sheds are regularly spaced around the sweeping curve of the beach. Being well away from the entrance to the inlet, the water is shallow here; at high tide water laps under the sheds, but low tide leaves many of them without direct access to the water. A quirk of local topography means the sheds are contained in a particularly picturesque setting between the water and a bluff that rises up to the west, so that they are seen against a verdant backdrop, visually isolated from the dense nearby residential development.

The sheds are best seen in the distance from the Paremata side of the inlet, from the end of Pascoe Avenue, or up close, on the landward side, from the walking path. The main access to the boat sheds is via this narrow pathway, part of the reserve, which leads off Pascoe Avenue and follows the curve of the bay just above the high tide mark; there are other access points from Mana View Road and various places along the Camborne Walkway reserve.

3.2. Boat sheds

There are 40 boat shed sites at Camborne, with 36 currently built on. The Camborne boatsheds present an engagingly eccentric collection of buildings with an intriguing variety of individual styles, forms and colours; they have an architectural diversity that seems highly appropriate to their waters-edge setting in what was once a sea-side holiday suburb.

Each shed is built on a piled platform on a rectangular plan; many still have jetties, slipways or boat ramps that reflect their original boat-shed purpose. However, aside from scale and function, the sheds have little else in common, with no two sheds much alike. They range from simple small buildings just big enough to hold a dinghy to two storey waterside bachelor pads capable of accommodating several people in comfort; the platforms range in size from that of a small shed to that of a large garage. Many of the sheds show 1950s origins, with simple gabled roofs, weather-boarded walls and timber joinery, and they have a modest scale appropriate to their use at the time. The more contemporary sheds are typically larger in scale and more complex in materials and construction than the early ones.

The architectural diversity is remarkable; it is almost as if every owner has deliberately tried to build something different, and the end result reflects both the many years that the sheds have existed and the unusual allowance (now forfeited) for

them to have a residential use. This use has driven considerable change to the sheds over the years. While the plans are universally rectangular, the elevations represent a diverse assortment of forms and styles; the roofs run the gamut of conventional forms from mono-pitches (from flat to acute), to gables, half-gables and eccentric combinations of everything in between. Although the buildings are uniformly timber-framed, there is a wide range of cladding and joinery materials on display, from weatherboard and board-and-batten to more contemporary fibre-cement board cladding to timber and aluminium joinery. At least one shed has made use of a large weathered tree trunk, obviously a piece of driftwood, for a bearer.

Source – Porirua City Council Heritage Information Database, 2009

3.3. Chronology, modifications

Wide range of dates of construction and modifications, from 1949 onwards. Individual boat sheds were not researched for this report.

4.0 Evaluation of Significance

The boat sheds are a prominent feature in the landscape of the Pauatahanui inlet and have high townscape values. They have modest historic significance.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The sheds have some historic significance for their long occupation of the area, and for their illustration of how the area has developed throughout the 20th century. Several have interesting historic associations with widely-known national and local figures, including poet Sam Hunt.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Considered individually, few of the sheds have any architectural distinction; they are simple vernacular structures fit to a particular purpose. However, the ensemble is of considerably greater significance and the collection is of high architectural interest.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The boat sheds have modest technical value; few of the early sheds survive in original form, but nevertheless some were built using techniques and materials common in the post-war era.

Integrity

The significant physical values of the place have been largely unmodified.

Most sheds have been modified or extended, and this is part of what gives the group its particular value.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The sheds are all comparatively modern structures and have no special qualities of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The picturesque setting of the sheds, on the waterline and against a background of lush coastal scrub, makes them prominent in the wider landscape; the setting, which contrasts strongly with the dense modern development that makes up the surrounding area, makes a very important contribution to the heritage values of the sheds.

The sheds have very high value as a group; this importance is further elevated when the sheds are considered with other similar groupings at Paremata, Onepoto and Titahi Bay.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community...

Although boatshed owners would share a common interest in being close to the water, and perhaps in boating, fishing or bird watching, there is no distinct cultural group associated with the place.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

Over 60 or more years, the sheds have hosted a community of local people, bound by their shared interests and physical location close together on a harbour edge. They are as an important part of the local cultural landscape as they are of the physical landscape.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The sheds help illustrate the 20th century development of the Paremata area first as a holiday suburb, then as a dormitory suburb of Wellington, and latterly as an established suburb of the City of Porirua. In particular, the sheds represent the development of the area after the Second World War.

4.5. Rarity

The place is unique or rare within the district or region.

The sheds have some rarity as a group of boatsheds that has been continuously in use (as places of residence as well) since construction.

4.6. Representativeness

The place is a good example of its type or era.

The sheds are collectively an excellent representative example of a group of boatsheds, practical buildings entirely of a vernacular style. The architectural diversity within this group is unequalled in the region (although the Onepoto boatsheds come close).

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Boat sheds from the walking path, June 2011



Boat sheds from the walking path, June 2011

7.0 References

Porirua City Council Heritage Information Database, 2009 – item 387

Schedule E3 - Navigation Aids



*Pencarrow Head Lighthouse, 2012
Image courtesy of Heritage New Zealand Pouhere Taonga*

Pencarrow Head Lighthouse 1906 and 1934

1.0 Outline History

The cast iron Pencarrow Lighthouse (upper lighthouse), constructed in 1858, was the first permanent lighthouse to be built in New Zealand. It is situated on a strategic promontory at the entrance to Wellington Harbour, a site once occupied by Maori.

As shipping increased during the 1840s, many vessels, unfamiliar with the hazards of the harbour, foundered on the rocks at the entrance. The first permanent navigational markers were placed here in 1842, but soon blew down in storms. A temporary light operated here from 1844, consisting of a light in the window of the keeper's shack. It was not until 1851, under the direction of Governor Sir George Grey, that plans were made to build a permanent structure.

Following the establishment of provincial government in 1853, the task of constructing the new lighthouse fell to the Wellington Provincial Council. The lighthouse was designed by Edward Roberts²⁰³, and the lighthouse sections cast in England by the Woodside Ironworks, Dudley, arrived in New Zealand in June 1858. The lighthouse was assembled on the cliff-top above the point²⁰⁴ and on 1 January 1859 the light shone for the first time, amid great celebration. In charge of running the lighthouse was Mary Jane Bennett, New Zealand's first female keeper. The lighthouse remained operational until 18 June 1935, when it was replaced by an automated light erected in a more useful position at Baring Head, east of Pencarrow.

The cliff-top light was, by itself, not entirely satisfactory for assuring safety. Foul weather reduced visibility, and the light could sometimes be entirely obscured by fog due to its elevated position. The first response to this was an audible guncotton fog signal, installed beside the lighthouse in 1898. It had a range of 11-12 kilometres. This was later replaced, in 1927, by a compressed-air diaphone signal.

A case was made in 1903 to the Premier and the Minister for Marine for the erection of a supplemental light near the shore to help with navigation through the heads. The site was particularly useful as visibility is rarely impaired by fog at sea level. After much disagreement, a second light was built at the bottom of the cliffs by the Wellington Harbour Board in 1906, commencing operation in October that year. Construction of the lighthouse, known as Pencarrow Head Lighthouse, required blasting the top of some outlying rocks to aid its visibility. The new tower was carefully positioned so that both lighthouses could provide a day mark to help mariners locate the extent of the many dangerous rocks on Wellington's south coast and in the vicinity of the harbour entrance.

Initially, the Pencarrow Head Lighthouse took the form of a simple oil-lit beacon, held in a squat open steel structure atop a massive plinth. The plinth was concrete, fixed on a conveniently sited rock formation near the water's edge.

²⁰³ Roberts had been sent to New Zealand in 1847 to assist with the construction and maintenance of military works, and was later seconded as Colonial Engineer.

²⁰⁴ By Edward George Wright, who had been sent out from England especially for this task.

In 1931 it was decided to raise the lower light to improve its visibility across the harbour, and to encase the structure in concrete to better endure the tempestuous weather found at the shoreline. This work was signed off by the Wellington Harbour Board's Chief Engineer, James Marchbanks, and was completed by 1934, the steel framework having been put up and used to assist the completion of the concrete work. Shortly thereafter the light was electrified.

Modifications in more recent history have included fitting a solar panel system to help power the light.

Sources:

Heritage NZ List, online version, May 2011

<http://www.heritage.org.nz/the-list/details/34>

Cummack, Paul, Helen McCracken and Alison Dangerfield, 2009 'Pencarrow Lighthouse, Wellington Conservation Plan', prepared for the New Zealand Historic Places Trust (now Heritage New Zealand Pouhere Taonga) and the Department of Conservation

Additional information inserted by Russell Murray and Michael Kelly from GWRC file.

2.0 Location

2.1. Map



Pencarrow Head – lower light circled, upper light to the right on the headland. Image from Google Maps, June 2011

There are two lighthouses at Pencarrow Head; this report deals with the lower lighthouse, which is within the Coastal Marine Area.

2.2. Ownership

The legal description is Section 3 Block V Pencarrow Survey District. The land is managed by GWRC as part of the East Harbour Park.

3.0 Physical Description

3.1. Setting

Pencarrow Head is an isolated spur of land at the east side of Wellington harbour, situated at the narrowest point of the heads of the harbour. The setting as seen from the city is quite dramatic and shows clearly how isolated the lighthouse station was when it was first built. The sea runs straight into the foothills of the Orongorongo Ranges, which rise sharply up from a narrow grey stony beach. The hills are bare and bleached, with little vegetation. The pair of white-painted lighthouses contrasts prominently against this backdrop; the lower light is seen against the bluff and the upper light, situated on top of the bluff, is seen more against the distant hills. From closer vantages, the isolation of the area and its exposure to the elements is even more evident.

The lower light stands on a large rock at the shallow sloping beach, close to the water's edge. An array of small rock formations fanning out into the water offers a token of protection from the sea.

3.2. Item

The lower lighthouse at Pencarrow is designed in a archetypal and universally recognisable lighthouse form, albeit at the small end of the spectrum. It is a simple but well-formed and carefully proportioned structure, consisting of plinth, tower and lantern.

The plinth is concrete, cast around a convenient large rock formation near the water's edge, the top standing about 6 metres above the beach. The tower is a gently tapered hexagonal structure, roughly 10 metres high, pierced infrequently with tiny slot windows giving light to the interior. This is surmounted with a heavy circular balcony, supported on profiled corbels from the tower and trimmed with a slender metal pipe handrail. The tower and balcony are concrete, cast around a steel primary structure which remains in-situ. The lamp-house is a slender cylindrical element formed with a cast-iron lower section and copper upper parts, including shutters around the lamp-house, and is capped with a conical copper roof.

The lighthouse today is little changed from its form as finally completed in 1934. The only modern change that affects the appearance of the light is the array of solar cells that now provides power to the light.

3.3. Chronology, modifications

date	activity
1859	First Pencarrow Lighthouse operational on 1 January
1906	Low level harbour light operational from 10 October, lit by oil
1930	A more powerful light fuelled by acetylene gas is put up on the same plinth
1931-34	Lower light elevated on a steel tower, tower assembly then encased in concrete
1935	Upper light decommissioned, building retained as a day mark; lower light increased in power
1955/56	Lower light electrified
1960	Keepers withdrawn from the Pencarrow station

4.0 Evaluation of Significance

The Pencarrow Head Lighthouse is an important navigation marker for Wellington Harbour. It is part of a nationally significant lighthouse complex.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The lower lighthouse at Pencarrow was built to augment the operation of the country's first permanent lighthouse, which still stands on the cliff above. The complex as a whole has very high historic importance as, in one form or another, it has lit the entrance to one of the country's most difficult shipping channels continuously since 1859. The lower lighthouse still functions, demonstrating the importance of the site and the on-going efforts to protect maritime trade and seafarers.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The building has a classic and universally recognisable lighthouse form. Although small and simply finished, it is carefully and elegantly proportioned and detailed and it has high architectural values.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The building has high technological value for its construction, with concrete cast around a steel primary structure. While the original light is long gone, the present solar-powered light illustrates how lighthouses around the country have been adapted to ever-changing technologies.

Integrity

The significant physical values of the place have been largely unmodified.

The lower lighthouse is physically very much as it was in 1934, albeit with modern electric lighting gear in place of the previous acetylene lamp. It is also a very important part of the wider Pencarrow lighthouse complex.

Age

The place is particularly old in the context of human occupation of the Wellington region.

While the plinth of the lighthouse is over 100 years old, the structure as it stands today dates from the early 1930s and is not (yet) of a great age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The lower lighthouse is a vital part of the overall Pencarrow lighthouse complex and has very high group values in that context. It is also an important component of the wider scheme of navigational lights and beacons around the harbour and has further value as a member of that group.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community...

Aside from the dwindling community of former lighthouse keepers in New Zealand, this place has no known strong associations with any cultural group or community.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community...

The Pencarrow lighthouses are widely recognised in the Wellington region. The area has been popular with walkers since the late 19th century and both lighthouses have been frequently visited ever since. Images of the lighthouses, particularly the more

readily accessible lower lighthouse, are widespread in publications, postcards and the internet.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The two lighthouses are comparatively small physical features in a vast and dramatic coastal landscape. The wider setting illustrates how exposed and isolated life at the lighthouse station was at first; the remains of the station help to tell the story of its history and development. The changeable weather around the heads is a constant reminder of why these lights were so important, and why the lower light remains in isolation today.

4.5. Rarity

The place is unique or rare within the district or region.

Most of the region's original lighthouses remain in place today and individual lighthouses – designed for durability in severe maritime environments – are not especially rare objects.

4.6. Representativeness

The place is a good example of its type or era.

The lower lighthouse as it stands today is an excellent example of its type and era.

5.0 Schedule information

Regional plan reference:

Heritage NZ List: Category 1, list no. 34 (pertains principally to upper lighthouse but covers the entire lighthouse complex)

District Plan listing: Hutt City Council District Plan, Map R9

NZAA Site Record:

Other:

6.0 Photographs



Aerial photograph looking south-west over both light-houses. Image courtesy of Heritage New Zealand Pouhere Taonga.

7.0 References

Heritage NZ List, online version, May 2011 – Pencarrow Lighthouse:
<http://www.heritage.org.nz/the-list/details/34> (this mainly deals with the Upper Lighthouse)

Cummack, Paul, Helen McCracken and Alison Dangerfield, 2009 ‘Pencarrow Lighthouse, Wellington Conservation Plan’, prepared for the New Zealand Historic Places Trust (now Heritage New Zealand Pouhere Taonga) and the Department of Conservation



Point Halswell light, from the west.

Light
Point Halswell
1913

1.0 Outline History

In 1913 the Wellington Harbour Board installed a white concrete beacon at Point Halswell at the northernmost tip of the Miramar Peninsula to ensure the safe passage of ships navigating the inner Wellington Harbour.²⁰⁵ The six metre tapered octagonal concrete tower sat on a 1.8 metre square base, topped by an octagonal platform for the light and its supporting frame.²⁰⁶

In 1925 the Wellington Harbour Board sought to improve the visibility of the tower. To carry out this work, a short narrow concrete causeway, which still survives, was built to give workers access to the light from Massey Road. An Aga (Swedish-made acetylene) lantern was installed on a tripod on top of the beacon, connected to two gas canisters secured inside the tower.²⁰⁷ The tripod and light added another 1.5 metres to the height of the structure. The automatic flashing white light, visible up to 24 km out at sea, was shielded from inland Miramar.²⁰⁸

In 1948 a radio controlled fog signal system was installed. It was designed to warn passing ships of Halswell Point when visibility in the harbour was poor and ships were unable to see the light. The system allowed a radio receiver at the Queens Wharf Watch Tower to control fog signals both at the Halswell light and at the nearby Point Jerningham light.²⁰⁹ The widespread adoption of shipping radar in the later part of the 20th century eventually rendered the fog horn redundant, but it was not finally removed from the light until 1990.

The tower was originally painted white; by 1979 it had been painted in a distinctive black and white chequer-board pattern. The light is still in operation today.

²⁰⁵ 'Light For Point Halswell', *Evening Post*, 19 August 1925, p.4

²⁰⁶ Anderson, Grahame 1984, *Fresh About Cook Strait: An Appreciation of Wellington Harbour*, Methuen Publications, Auckland p.?

²⁰⁷ 'Pt. Halswell Beacon, Installation of Light, General Arrangement, 1925', Ref: AC045:6:12, Wellington City Archives

²⁰⁸ 'Light For Point Halswell', *Evening Post*, 19 August 1925, p.4

²⁰⁹ 'Harbour Lights, Point Jerningham & Point Halswell Lights, 1936-83', Ref: AC058:56:10.01/6, Wellington City Archives

2.0 Location



Point Halswell Light, image from Google Maps, 2012

3.0 Physical Description

3.1. Setting

The Halswell Light is set close to shore, at the very northern extremity of the Miramar Peninsula. The main features of the setting are the rocky shore and the tree-covered bluffs that rise up to the Massey Memorial to the south. The point provides a panoramic view of Wellington Harbour, it being the most prominent point in the whole of the inner harbour.

3.2. Light

The Halswell Light is a plain utilitarian maritime navigational structure, but one that has been given some visual interest in its design. Above a heavy plinth, the octagonal tower gently tapers up to a flared-out platform at the top, the flare accentuated by the use of a generous cove moulding. The platform, surrounded by a light metal hand-railing, contains the light (supported on a light steel frame) and a large reflector-board painted white. The chequer-board paint scheme enhances the tapered form of the tower. The whole of the structure is reinforced concrete.

The light is accessed from land by a narrow concrete causeway, itself an interesting structure built early on in the light's history; there is a half-height ladder attached to the top of the tower.

3.3. Chronology, modifications

date	activity
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1913	Beacon constructed.
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1925	An Aga lantern was installed on a tripod on top of the beacon,
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fuelled by gas canisters inside the tower. To facilitate work, a concrete causeway was built out to the light from Massey Road.

1948 A radio controlled fog signal system was installed.

1990 Fog signal removed.

4.0 Evaluation of Significance

Point Halswell Light has historic value as one of the Harbour Board's early 20th century structures. It is a landmark object with modest architectural values and is well-known and recognised, both by mariners and the general public.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The use of sea markers is a significant part of maritime safety, particularly in Wellington Harbour where entering and exiting has always been a treacherous business. Sea marks were fixed from soon after the settlement was founded and Point Halswell Light was an early 20th century initiative by the Wellington Harbour Board that has survived, with a few additions, to this day. It has played its part in ensuring safe passage for vessels in and out of Wellington Harbour for nearly 100 years.

The Wellington Harbour Board built hundreds of buildings and structures near or in the harbour during its 100-year period of management. The provision of seamarks was its responsibility and this is one of many it built and maintained.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

Although it is fundamentally a utilitarian structure, the design of the light tower has been carefully considered and the structure has some architectural value inherent in its elegant proportions and simple but sure detailing.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The tower is of some technological value for the techniques used in its construction.

Integrity

The significant physical values of the place have been largely unmodified.

The structure is much the same as it was when first constructed, and is still serviced from the causeway built early on in its life; it can be considered to have a high level of integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

Although it is not especially old in the context of human occupation in Wellington, the Halswell Light is one of the older permanent navigation markers around the harbour.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The Halswell Light is a landmark object in two important senses – firstly, to mariners, and secondly to the wider public. The light is prominently sited on one of Wellington’s notable points and is highly visible in the wider landscape. It is a significant element in the critically important group of navigational markers that guide ships safely into and out of Wellington harbour.

4.3. Social Values**Sentiment**

The place has strong or special associations with a particular cultural group or community.

All seamarks, particularly those marking significant hazards, have an importance to mariners and could be said to have some values of sentiment.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

The Halswell Light marks a prominent geographical feature in Wellington Harbour and its chequer-boarded appearance makes it a highly distinctive feature. It is well known to ship and boat operators, as well as people travelling around the Miramar Peninsula.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The light can only be fully understood in its maritime setting, at the promontory at the northern end of the Miramar Peninsular. The causeway is an important element in this setting.

4.5. Rarity

The place is unique or rare within the district or region.

The Point Halswell light is nearly 100 years old and still occupies its original location and has rarity value for these reasons.

4.6. Representativeness

The place is a good example of its type or era.

This light is one of several fixed lights around the Wellington Harbour. Comparable concrete structures include the lower light at Pencarrow, and the light at Point Jerningham.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Point Halswell light from Massey Road, looking north.

7.0 References

Anderson, Grahame 1984, *Fresh About Cook Strait: An Appreciation of Wellington Harbour*, Methuen Publications, Auckland

'Light for Point Halswell, 1936-83', *Evening Post*, 19 August 1925.

'Local and General', *Evening Post*, 8 December 1925.

'Point Halswell – Proposed Beacon, 1912', Ref: AC046:40:13, Wellington City Archives

'Pt. Halswell Beacon, Installation of Light, Plan for Marine Department, 1925', Ref: AC045:6:11, Wellington City Archives,

'Pt. Halswell Beacon, Installation of Light, General Arrangement, 1925', Ref: AC045:6:12, Wellington City Archives

'Harbour Lights, Point Jerningham & Point Halswell Lights, 1936-83', Ref: AC058:56:10.01/6, Wellington City Archives



Point Jerningham Light, Miramar Peninsula behind, November 2011

Light
Point Jerningham
1929

1.0 Outline History

1.1 History

The Point Jerningham light, known as 'The White Lady', was fixed in 1929 on the submerged rocky reef about 183 metres off the headland at Point Jerningham.²¹⁰ Originally a succession of buoys marked the reef, with a small buoy placed there in the early 1870s, replaced by a black buoy about 1899. In 1908 the black buoy was replaced with a buoy with a fixed red light.²¹¹

To improve the safety of ships in the harbour, the present cylindrical concrete light-beacon was installed in June 1929. The tower is three metres in diameter and sits 4.3 metres above the water at high tide.²¹² Concrete foundations were laid by divers and the tower itself was pre-cast on shore and put in place with the assistance of the floating crane *Hikitia*,²¹³ a method later used for the Steeple Rock light off Point Dorset. The total weight of the beacon was 550 tonnes.²¹⁴

The new red light was powered by a lamp burning compressed acetylene gas. Unlike the light on the previous buoy, the new lamp flashed, to reduce confusion with the city lights on the shore behind it.²¹⁵ The light, converted to solar power in 2001,²¹⁶ is visible from 9.7 km across the harbour.

The Point Jerningham fog signal was originally situated on the peninsula, and was not transferred to the light until 1948.²¹⁷ The electrically operated fog-siren on the light was activated by a telephone connection from the Watch Tower on Queens Wharf.²¹⁸ The fog siren is no longer in use.

²¹⁰ Wellington City Council Archives, Ref No: AC058:10.01/6

²¹¹ Boffa Miskell Partners 1988, *Historical and Cultural Resources Study of the Wellington Harbour Maritime Planning Area*, Wellington Harbour Maritime Planning Authority p.78

²¹² 'News of the Day', *Evening Post*, 21 June 1929, p.8

²¹³ 'Harbour Light: Point Jerningham: Tower Replaces Buoy', *Evening Post*, 17 January 1929, p.12.

²¹⁴ 'New Beacon at Steeple Rock: Accumulator House In Position', *Evening Post*, 2 June 1934.

²¹⁵ 'News of the Day', *Evening Post*, 21 June 1929, p.8

²¹⁶ Ibid.

²¹⁷ Ref No: AC058:10.01/6, Wellington City Archives

²¹⁸ Ibid.

2.0 Location



Point Jerningham Light, image from Google Maps, 2012

3.0 Physical Description

3.1. Setting

The Point Jerningham Light is located around 180 metres from the shore, directly north of the prominent point that is the northern extremity of the ridge running down from Mount Victoria; these slopes form the northern end of the suburb of Roseneath. While it is a maritime object, the landward part of the setting is important; this includes the rocky shore and the steep bluff of the point itself, as well as the wider context, where the waters of the harbour run into both Evans Bay and Lambton Harbour.

3.2. Light

Although some care has been taken in its design and proportion, the Point Jerningham Light is a plain utilitarian object. It consists of a shallow-tapered concrete plinth, with a cylindrical shaft rising off the top of the plinth (the junction made with a simple moulding); the top of the shaft flares out to a flat-topped concrete platform (the flare accentuated with a simple cove mould). The platform supports the light (set on an open steel framework) and a solar array, amongst other equipment.

3.3. Chronology, modifications

date	activity
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1929	Permanent light replaces previous buoy
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1948	Point Jerningham fog signal (on mainland) transferred to the light.
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n.d.	Fog signal discontinued
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4.0 Evaluation of Significance

The Point Jerningham Light is one of the better-known sea marks around Wellington Harbour. It has some historic value, and high landmark value because of its form and location.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The use of sea markers has been a significant part of maritime safety in New Zealand since the early days of colonisation. In Wellington Harbour, where arriving and leaving by sea has often been a treacherous business, sea marks were the primary means of ensuring sea safety. There has been a sea mark of some sort at the outermost point of Point Jerningham from as early as the 1870s. The present light, the fourth, has survived with few changes to this day. It has played its part in ensuring safe passage for vessels in and out of Wellington Harbour since 1929.

The Wellington Harbour Board built hundreds of buildings and structures near or in the harbour during its 100-year period of management. The provision of seamarks was one of its most important responsibilities and this is one of many it built and maintained.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

A plain utilitarian structure, of solid form, the light does not have particularly notable aesthetic qualities.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The light has modest technical interest in the methods used in its construction.

Integrity

The significant physical values of the place have been largely unmodified.

The Point Jerningham Light has been little changed since it was first constructed.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The light does not have particular qualities of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The Point Jerningham Light is a landmark object in two important senses – firstly, to mariners, and secondly to the wider public. The light is sited on one of Wellington’s most prominent points, and is highly visible in the wider landscape and seascape. It is a notable element in the critically important group of navigational markers that guide ships safely into and out of Wellington harbour.

4.3. Social Values

Sentiment

The place has strong or special associations with a particular cultural group or community.

All sea marks, particularly those marking significant hazards, have an importance to mariners. The Point Jerningham Light marks the last point before entering Lambton Harbour and it is one of the best known of any of the harbour’s sea marks.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

Point Jerningham Light is probably Wellington’s best-known inner harbour light. It is relatively close to shore and very visible to traffic and pedestrians on the much-used Oriental Parade, and it is well known to Wellington’s yachties, who pass by regularly during regattas, and other mariners.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The light can only be properly understood in its maritime setting.

4.5. Rarity

The place is unique or rare within the district or region.

There are many other sea-marks around the Wellington harbour and coastline, and other comparable lights within the Wellington region; the Point Jerningham Light cannot be considered rare.

4.6. Representativeness

The place is a good example of its type or era.

There are a number of similar fixed lights around Wellington Harbour; the Steeple Rock light is a very closely comparable example for its similar age and method of construction.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

NZAA Site Record:

Other:

6.0 Photographs



Point Jerningham light with the lower slopes of Roseneath behind.

7.0 References

Anderson, Grahame 1984, *Fresh About Cook Strait: An Appreciation of Wellington Harbour*, Methuen Publications, Auckland

Boffa Miskell Partners 1988, *Historical and Cultural Resources Study of the Wellington Harbour Maritime Planning Area*, Wellington Harbour Maritime Planning Authority

'Harbour Light: Point Jerningham: Tower Replaces Buoy', *Evening Post*, 17 January 1929, p.12.

'News of the Day', *Evening Post*, 21 June 1929, p.8

'New Beacon at Steeple Rock: Hikitia's Record Lift', *Evening Post*, 27 April 1934.

'New Beacon at Steeple Rock: Accumulator House In Position', *Evening Post*, 2 June 1934.



Steeple Rock light, looking south

Steeple Rock Light
Seatoun
1934

1.0 Outline History

1.1. History

The Steeple Rock light sits on part of a reef on the western side of Chaffers Passage, 300 metres offshore from Fort Dorset.

Legend has it that Kupe cut himself struggling ashore and the rock was named 'Te Aroaro O Kupe', meaning 'the front of Kupe', or alternately as 'Te Ure O Kupe,' meaning 'his place of injury'.²¹⁹ The treacherous reef has been the site of two historic shipwrecks, the *Polly Woodside* on 26 June 1921 and the inter-island ferry *Wahine* on 10 April 1968.²²⁰

In the late 1920s the site was marked only by a black buoy. Aware of the danger the reef posed to outward-bound vessels navigating the harbour entrance, the Merchant Service Guild requested that the Wellington Harbour Board replace the buoy with a lighted beacon.²²¹ The Harbour Board approved the plan in 1932.

The Steeple Rock light was modelled on the Point Jerningham light built four years earlier and was constructed in a similar way. A base was prepared for the light by driving six concrete piles into the sand and rock with high-powered water jets. The pre-cast concrete shell was transported to the site in two main parts aboard the floating crane *Hikitia*. The larger concrete shell weighed 85 tonnes, the smaller shell weighed 12 tonnes and the space between was filled with concrete.²²² The gas bottles were secured inside the structure and connected to the Swedish-made acetylene light. The Harbour Board Engineer in charge, E. D. Cachemaille, said the construction of the Steeple Rock light was carried out 'like clockwork and without delay'.²²³ The occulting (flashing) light was first lit on 23 October 1934.

In 1993 the light was converted to solar power and it continues to function to this day.

²¹⁹ Hitchens, F. and P Beale 2002, *Petone to Pencarrow: A Shoreline with a History*, Aviator's Books, Wellington p.18

²²⁰ Ibid.

²²¹ Light at Steeple Rock', *Evening Post*, 28 September 1933, p.13

²²² 'New Beacon at Steeple Rock', *Evening Post*, 27 April 1934, p.8

²²³ Steeple Rock Light', *Evening Post*, 24 May 1934, p.6

2.0 Location



*Steeple Rock Light – Seatoun (Fort Dorset) to the left side of the image.
Image from Google Maps, 2012*

3.0 Physical Description

3.1. Setting

Steeple Rock Light has a maritime setting just inside the main entrance passage to the harbour. The nearest solid objects are the eponymous rock and associated reef; the shore at Fort Dorset is the closest land directly to the east, with the suburb of Seatoun beyond. The structure is quite visible from the shore.

3.2. Light

Steeple Rock Light is a plain utilitarian marine navigation structure. It is made out of pre-cast concrete sections secured to the seabed with piles. The light has a certain amount of visual interest in its traditional architectural arrangement of base, column and capital; the base is a shallow-tapered conical structure, with an octagonal shaft above this, somewhat taller than the base. The “capital” is a simple flat-topped octagonal platform that flares out to around 1 ½ times the diameter of the column and forms the plinth for the light. This platform has a light metal hand-railing and contains the light, a visual navigation marker, and a conspicuous amount of solar cells that are used to power the light itself.

3.3. Chronology, modifications

date	activity
------	----------

1932	Light constructed and commissioned
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1993	Light converted to solar power
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4.0 Evaluation of Significance

The Steeple Rock Light has some historic value as an important sea mark at the entrance to Wellington harbour for over 75 years; while well known to mariners, its siting means that it does not have the landmark qualities of other like-structures around the inner harbour.

The detailed assessment of significance that follows is based on the criteria in Policy 20 of the proposed Regional Policy Statement 2010.

4.1. Historic Values

These relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

The use of sea markers has been a significant part of maritime safety in New Zealand since the early days of colonisation. In Wellington Harbour, where arriving and leaving exiting by sea has often been a treacherous business, sea marks and lights were the primary means of ensuring sea safety. This is the first and only light at Steeple Rock and only the second marker of any kind at this key location. It has played a significant role in lighting the harbour entrance since 1934.

4.2. Physical Values

Architectural Values

The place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.

The Steeple Rock Light is a plain utilitarian structure with little in the way of architectural values. However, its design is carefully balanced and has some visual interest.

Technological Values

The place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.

The Steeple Rock Light has some technological value inherent in its method of construction, using pre-cast sections lifted in to place.

Integrity

The significant physical values of the place have been largely unmodified.

The light is little changed since it was first constructed and it has a high level of physical integrity.

Age

The place is particularly old in the context of human occupation of the Wellington region.

The light has no especial qualities of age.

Group or Townscape Values

The place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The light is, in an important sense, a landmark object – but principally to mariners as it is not highly visible from land due to its comparatively small size and distance off shore. It is a significant element in the critically important group of navigational markers that guide ships safely into and out of Wellington harbour.

4.3. Social Values**Sentiment**

The place has strong or special associations with a particular cultural group or community.

To some extent, all sea marks, particularly those marking significant hazards, have an importance to mariners. While the Steeple Rock Light would invoke some sentiment, sea marks are essentially practical objects, there to serve a specific purpose.

Recognition

The place is held in high public esteem for historic heritage values or contribution to the sense of identity of a community.

This is a well-known sea mark within Wellington harbour, and is well recognised by mariners, and known to the general public.

4.4. Surroundings

The setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The light can only be fully understood in its maritime setting.

4.5. Rarity

The place is unique or rare within the district or region.

There is a large number of sea-marks and navigational aides around Wellington Harbour and other parts of the region's coastline. Fixed lights are not especially rare structures.

4.6. Representativeness

The place is a good example of its type or era.

The Steeple Rock Light is a good representative example of a small fixed navigational light; it is directly comparable with the Point Jerningham light, sharing a similar age and method of construction.

5.0 Schedule information

Regional plan reference:

Heritage NZ List:

District Plan listing:

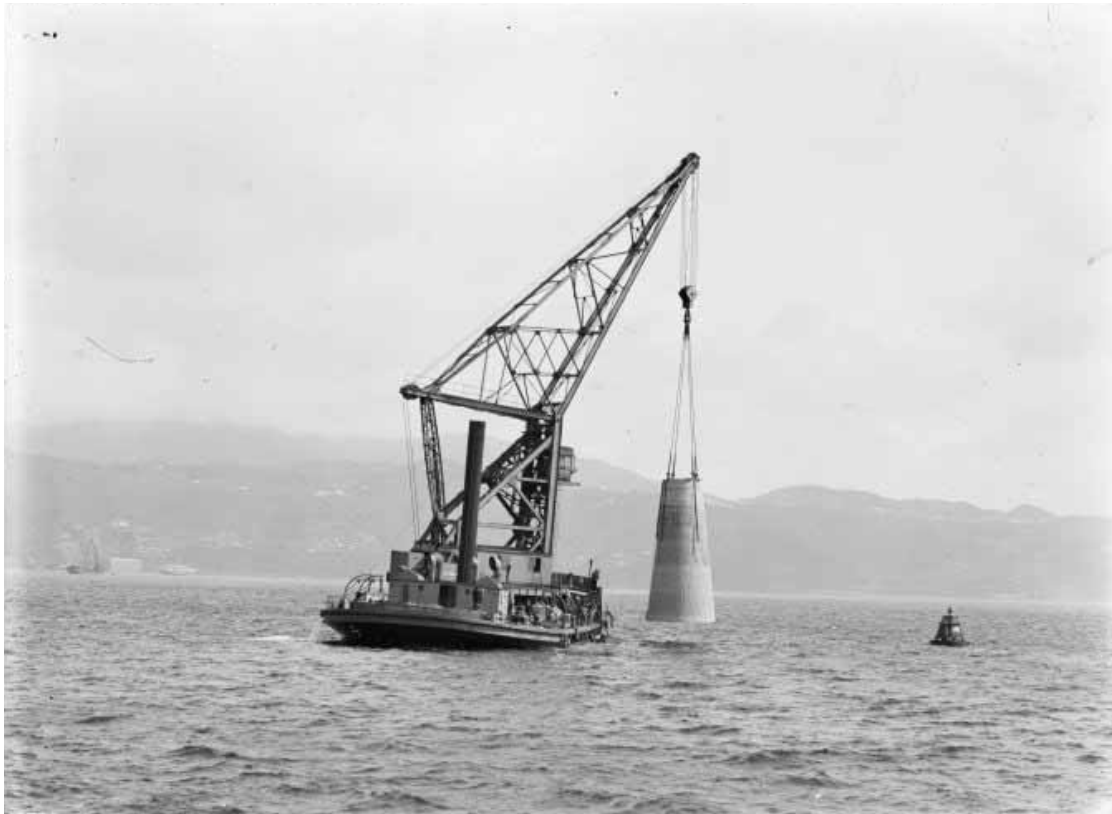
NZAA Site Record:

Other:

6.0 Photographs



The north-western side of the light with the Eastbourne hills beyond



*Hikitia lifting the foundations of Steeple Rock into place, ca. 1933.
(Alexander Turnbull Library, EP-0779-12-G)*

7.0 References

Anderson, Grahame 1984, *Fresh About Cook Strait: An Appreciation of Wellington Harbour*, Methuen Publications, Auckland

Boffa Miskell Partners 1988, *Historical and Cultural Resources Study of the Wellington Harbour Maritime Planning Area*, Wellington Harbour Maritime Planning Authority

Hitchens, F and P. Beale 2002, *Petone to Pencarrow: A Shoreline with a History*, Aviator's Books, Wellington

'Light at Steeple Rock', *Evening Post*, 28 September 1933.

'New Beacon at Steeple Rock', *Evening Post*, 27 April 1934.

'Steeple Rock Light', *Evening Post*, 24 May 1934.

'Acetylene Lamp: Steeple Rock Light', *Evening Post*, 29 September 1934.

Wellington City Archives

'Radio Reflector – Steeple Light', Ref: AC047:22:17

'Harbour Lights, Steeple Rock, 1931-83', Ref: AC058:56:10.01/2

'Concrete Beacon Light Steeple Rock, 1933', Ref: AC047:10:12

'Steeple Rock beacon light, 1933-34', Ref: AC068:2:1934/3