



COASTAL & UNDERWATER
ARCHAEOLOGICAL SITES
OF THE WELLINGTON REGION

For
Greater Wellington Regional Council

COASTAL & UNDERWATER ARCHAEOLOGICAL SITES

OF THE WELLINGTON REGION

Survey for the Coastal Plan Review

Report prepared by

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for

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*Front cover photo:
Diver on the wreck of the Ben Avon, Cape Palliser*

1.0 INTRODUCTION

1.1 Commission

This survey of archaeological and historic sites in the Wellington region coastal marine area has been prepared to compliment a study of historic built heritage commissioned by the Greater Wellington Regional Council in 2010 (Cochran, Murray and Kelly 2012). These surveys were commissioned to inform the current review of the Regional Plans. The proposed Regional Policy Statement 2009 requires, in policy 20, that significant historic heritage be identified in the new Regional Plan.

1.2 Process

A regional scoping survey was carried out by the author which identified 50 archaeological sites in the Wellington region coastal marine area for further assessment (Dodd 2012). As with the survey of built heritage, sites were limited to those that fall within the coastal marine area, the landward boundary of which is the line of 'mean high water springs'.

The individual assessments in this report have been prepared and laid out using the same method as the previous survey. 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.

During the course of the project it became apparent that the assessment of some sites was likely to be impractical or difficult to relocate. The short-list was progressively refined as the project was carried out. In some cases, sites were removed after an initial evaluation of heritage values, and replaced with other sites not identified in the desk-based scoping study. These sites were then reviewed jointly by author and by Laura Paynter of Greater Wellington Regional Council.

The number of archaeological sites subsequently included in the Inventory is 51. These are made up of 34 previously un-assessed sites, and 17 sites already assessed for built heritage values by Cochran, Murray and Kelly. In the case of the later, the initial history and assessment remains largely unchanged except for the addition of a statement of archaeological significance, and additional photographs of underwater features.

1.3 Sources of Information

Research on the history of the sites was carried out by the author and a list of references has been compiled for each site.

A considerable body of work relating to the rediscovery and research of shipwrecks and underwater historic heritage in the Wellington Region has already been compiled. Key secondary sources give basic information on the history and location of shipwrecks and these were supplemented by primary sources including records contained in the New Zealand Archaeological Association Archsite, as well as archival material such as Papers Past, AtoJs on-line and Digital NZ. Survey work was carried out in 2012-13 by the author assisted by volunteer divers. The photos used in this report were taken during these site visits.

1.4 Acknowledgements

This report was funded by the Greater Wellington Regional Council, but also involved assistance from a number of other people and agencies. The author would like to acknowledge the contributions of the following people in no particular order for their assistance with the project planning, research, fieldwork, and report preparation. Laura Paynter, Joan McCallum, Neil Dudley, Dave Watson, Justin Amor, Tim Walsh, Ronan Bullock, Mark McAlpine, Rex Johnson, Peter Cooke, Ken Scadden, Allan Jenkins and Blyss Wagstaff. Thanks also to staff at NZ Historic Places Trust and Greater Wellington Regional Council for access to files and previous research.

1.5 References

Cochran, C. Murray, R. and M. Kelly, 2012 Historic Heritage of the Wellington Region, Survey for the Coastal Plan Review. Unpublished report prepared for the Greater Wellington Regional Council

Dodd, A. 2012, Greater Wellington Coastal Plan Review. Archaeological Scoping Study. Unpublished report prepared for the Greater Wellington Regional Council



*Detail of watercolour of the wreck of the Tyne, 1845. Alexander Turnbull Library
B-089-006*

Tyne,
Sinclair Head, Wellington
1845

Outline History

History

The barque *Tyne* was built in Sunderland in 1841. It was owned by Belton & Co and registered in Newcastle.¹ The *Tyne* made its first voyage to New Zealand shortly after its construction, arriving in Wellington in July 1841. On board were a number of notable passengers, including Sir William Martin, the first chief Justice of New Zealand, and William Swainson, the first attorney general.² The *Tyne* also made two more voyages subsequent to this, arriving in Wellington in April 1842,³ and again in August 1843.⁴

On its final voyage the *Tyne* departed Gravesend on 24 February with a cargo of salts, coals, shooks, brandy, wine, beer, porter and blankets, and arrived in New Zealand on 3 July 1845.⁵ Early in the morning of 4 July, the weather closed in and the wind increased to a gale. Not able to ascertain their position the *Tyne* struck the rocks off Sinclair Head. Two of the crew made it ashore, but it was not until the next morning that a line was got ashore, and the remainder of the crew and captain were evacuated from the stricken vessel. Onshore the alarm had been raised in Wellington and some 400 people including the local militia and 96th regiment were assembled on the beach as they came ashore.⁶

On board the vessel, of particular concern to Captain Robertson, was a number of boxes of specie with 1000 sovereigns inside each. Five of these were recovered between July and December 1845.⁷ The wreck and cargo were sold at auction to a Mr D Scott for £35.⁸ Later salvage efforts recovered the chain and anchor,⁹ and in August 1846 the long boat from the *Tyne* was purchased by the colonial government, lengthened and used as a gun platform in the offensive against Rangihaeata's pa at Pauatahanui.¹⁰

¹ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, p.40

² Brett, H. 1928. *White Wings Vol.II. Founding of the provinces and old-time shipping. Passenger ships from 1840 to 1885*. The Brett Printing Company, Auckland, p.17; Ward, L.1928. *Early Wellington*. Southern Reprints, Papakura, p.92

³ Johnson, D. 1996 *Wellington Harbour*. Wellington Maritime Museum Trust, Wellington, p.60.

⁴ Brett, p.216

⁵ *Wellington Independent* 12 July 1845, p.2

⁶ Ingram, p.40

⁷ *Wellington Independent* 23 July 1845, p.2; *New Zealand Spectator and Cooks Strait Guardian* 02 August 1845, p.2; 16 August 1845, p.2; 13 December 1845, p.2

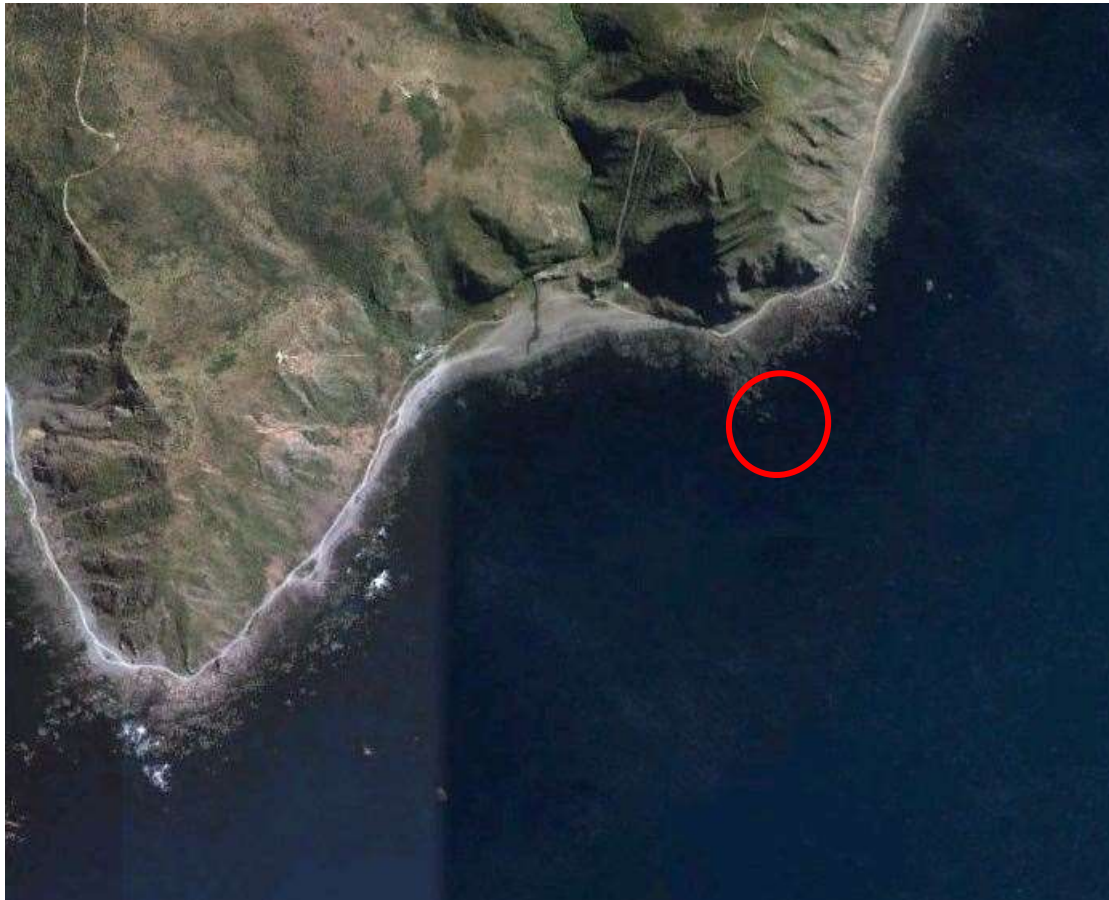
⁸ *Wellington Independent* 16 July 1845, p.2

⁹ *Wellington Independent* 25 March 1846, p.2

¹⁰ *New Zealander* 15 August 1846

Location

Map



Tynne wreck site, image from Google Maps, 2012

Legal description

The *Tynne* wreck site is located on the seabed at the Rimurapa (Red) Rocks, Sinclair Head, on Wellington's south coast.

Approximate NZTM Grid Reference: E1744350 N5419990

Physical Description

Setting

The *Tynne* wreck site is located on the seabed at the Rimurapa Rocks, Sinclair Head, on Wellington's south coast. Very little of the wreck is still visible on the seabed, having been recovered by divers or having succumbed to the currents and wave action. The south coast is exposed to strong currents and numerous shipwrecks have occurred between Tongue Point and Owhiro Bay.

Tyne

The *Tyne* was a wooden barque of 427 tons built in Sunderland, England in 1841.¹¹

Wreck site

The *Wreck Book* includes the following description: "A mast was discovered some time ago lying south of Sinclair Head and was thought to have come from the *Tyne*. Further evidence of a wreck is visible in the form of pieces of copper sheathing jammed in the rocks in the Sinclair Head area and divers have come across twisted copper pipes and a length of anchor chain."¹²

The *New Zealand Diver's Handbook* notes "The wreckage of the *Tyne* lies just inside Sinclair Head in 3 to 5 metres of water. Only small pieces are left."¹³

Chronology, modifications

Date	Activity
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1841	Vessel constructed in Sunderland, England. ¹⁴
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1845	Vessel wrecked at Sinclair Head (04.07.1845). ¹⁵
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Evaluation of Significance

The *Tyne* site is significant as the wreck of an early nineteenth century wooden sailing vessel, and the vessel has high historical significance for its association with prominent early immigrants to the colony, including Chief Justice Sir William Martin esq and the first Attorney General William Swainson. The wreck is part of a rapidly disappearing group of shipwrecks 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.

¹¹ Ingram, p.40

¹² Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland. p.110

¹³ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. p.68-69

¹⁴ Ingram p.40; *Lloyds Register of British and Foreign Shipping*, 1841 T471

¹⁵ Ibid

Historic Values

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

The *Tyne* site is significant as the wreck of an early nineteenth century wooden sailing vessel. The vessel has high historical significance for its association with prominent early immigrants to the colony, including the first Chief Justice Sir William Martin esq, and the first Attorney General William Swainson. Even though there was no loss of life as a result of the wreck of the *Tyne*, the loss incurred during the wreck would have been keenly felt in the new colony. The last vessel to visit Wellington had been in February five months earlier, and the new settlement was still heavily reliant on outside trade.¹⁶ After the wreck, the conversion of the *Tyne*'s long boat into a gun platform for the attack on Mātaitaua pa at Pauatahanui adds another interesting historic facet.

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as surviving wooden elements or metal fittings are able illustrate the vessel's design, construction and function.

Archaeological Values

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

While the *Tyne* wreck site has been subject to modification over time, any deposits that remain will have high archaeological values. Sandy deposits around the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the crew may be present. Such items can contribute new information about the day-to-day lives of early nineteenth century seamen visiting New Zealand. Most artefacts visible above the seabed are likely to have been removed from the site, but the deposits that remain are likely to have reached an equilibrium with their environment.

Technological Values

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

¹⁶ Johnson, p.60

Few details of the construction and form of the *Tyne* are known, and any surviving elements are likely to add to knowledge about the construction of early nineteenth century immigrant ships.

Integrity

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

The wreck site has been subject to salvage efforts over time, and while little remains above the seabed, and the wreck appears to have been scattered over a large area, it is likely that any archaeological deposits in sandy deposits on the seabed have reached an equilibrium within the dynamic coastal environment.

Age

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

The *Tyne* wreck site, which dates to 1845, is one of the oldest wrecks in the Wellington region found to date, and dates from a time when the European settlement at Wellington was still in its infancy. The values associated with age are outstanding. By 1845 ten vessels had been reported wrecked in the Wellington region, but of these only wreckage from the *Subraon* and the *Tyne* have been reportedly located by divers.

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.

Sinclair Head was the location of two shipwrecks in 1845. The *Black Warrior* (1842-1845)¹⁷ was reportedly wrecked alongside the *Tyne* two months later. In the wider area, prominent wrecks include *Nambucca* (1898-1905),¹⁸ *Woollahra* (1875-1907),¹⁹ *Grasmere* (1865-1895)²⁰ and *Penguin* (1864-1909).²¹ While these sites do not contribute to the landscape in a visual sense above water, they are an important group of sites that demonstrate the dangers of coastal navigation in the nineteenth and early twentieth centuries.

¹⁷ Ingram, p.41

¹⁸ Ingram, pp.320-323

¹⁹ Ingram, p.337

²⁰ Ingram, p.291

²¹ Ingram, pp.344-345

Social Values

Sentiment

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

The *Tyne* is not well known. Few people other than shipwreck enthusiasts or those who were involved in early wreck diving or maritime archaeology would know of the *Tyne*.

Recognition

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

The *Tyne* is commonly included in regional and national lists of wreck sites and dive locations, although some doubt remains as to the exact location.

Surroundings

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

The location of the *Tyne* at Sinclair Head on Wellington's south coast contributes to the understanding of the site and demonstrates the dangers encountered by early nineteenth century shipping. While appreciation of the site is limited to remote methods or visits by divers, individual elements of the wreck site make more sense when not divorced from their environmental context.

Rarity

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

Wrecks of wooden sailing vessels from the early to mid-nineteenth century are extremely rare, both nationally and in the Wellington region. Of over 200 shipwrecks in the Wellington region only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

The *Tyne* can be said to be representative of a wreck of an early nineteenth century vessel in a reef and sandy environment. The wreck site is broken up, has been subject to salvage and fossicking over the years, and little remains visible above the seabed, but archaeological deposits are likely to survive

buried in the sand. The *Tyne* is representative of the immigrant vessels which were arriving in New Zealand in the 1840s and 1850s.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs



Figure 1: Park, Robert 1812-1870: Rough sketch of the wreck of the *Tyne* on the 6th July 1845.
Alexander Turnbull Library B-089-006



Figure 2 *Location of Tyne wreck site near Red Rocks. Note rock formation the same as in 1845 painting*



Figure 3 *Estimated location of Tyne wreck site on basis of 1845 painting*



Figure 4: *Typical seabed in the vicinity of wreck site, reef outcrops 2-4 metres above seabed*



Figure 5: *Typical seabed in the vicinity of wreck site, pockets of small pebbles amongst reef may bury smaller heavier pieces of wreckage*

References

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Brett, H. 1928. *White Wings Vol.II. Founding of the provinces and old-time shipping. Passenger ships from 1840 to 1885.* The Brett Printing Company, Auckland

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Wellington Independent 09 July 1845, p.2

Wellington Independent 12 July 1845, p.2

Wellington Independent 23 July 1845, p.2

Wellington Independent 16 July 1845, p.2

Wellington Independent 25.03.1846, p.2

Wellington Independent 18 July 1846, p.2

NZ Spectator and Cook's Strait Guardian 19 July 1845, p.2

NZ Spectator and Cook's Strait Guardian 02 August 1845, p.2

NZ Spectator and Cook's Strait Guardian 16 August 1845, p.2

NZ Spectator and Cook's Strait Guardian 13.12.1845, p.2

Nelson Examiner and NZ Chronicle 1 August 1846, p.87

New Zealander 15 August 1846:2



Subraon wreck site at southern end of Breaker Bay, February 2013

Subraon
Breaker Bay, Wellington
1848

Outline History

History

The barque *Subraon* was built at Sunderland, England by Arthur & Co in 1846, and operated on the trans-Tasman route from August 1848. The last arrival of the *Subraon* at Wellington was on 5 October 1848. From 16 October a number of severe earthquakes were experienced in Wellington; between 16-26 October the vessel was crowded most nights by people who felt that it would be safer at sea than on land.²²

On 26 October the *Subraon* departed Wellington for Sydney with about 40 passengers on board. The pilot, Captain James Calder ignored the warning of the master, Captain Mills, that the vessel would not stay and proceeded through Chaffers passage. The *Subraon* missed stays and at about 8.00pm struck on the rocks about 100 metres from the shore. All passengers were evacuated from the wreck safely and most were sheltered at the pilot's house, while a number made their way to Wellington where they arrived at 3.00am the next morning.²³

The HMS *Fly* was dispatched the following day under Captain Oliver to attempt salvage of the cargo and passengers' possessions. The vessel itself was stuck fast on the rocks with water in the hold and the rudder had washed away so was eventually abandoned as a complete wreck.

An investigation into the wreck was held on 6 November by the Colonial Secretary's Office, and found that the pilot was at fault for taking the vessel through Chaffers' passage, and not keeping far enough to the south while doing so. As a consequence of the wreck, Calder was removed from his office as pilot.²⁴

The wreck of the *Subraon* including the hull, masts, sails and anchors was sold on 31 October to Mr John Johnston for £515²⁵, and between 22 November and 24 February 1849 advertisements appeared in the *Wellington Independent* for sundry stores and fittings from the *Subraon*.²⁶ It appears the hull was never salvaged.

²² http://ajlassociates.biz/histwyethrobt/Subraon_1848.php

²³ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland.pp.47-48

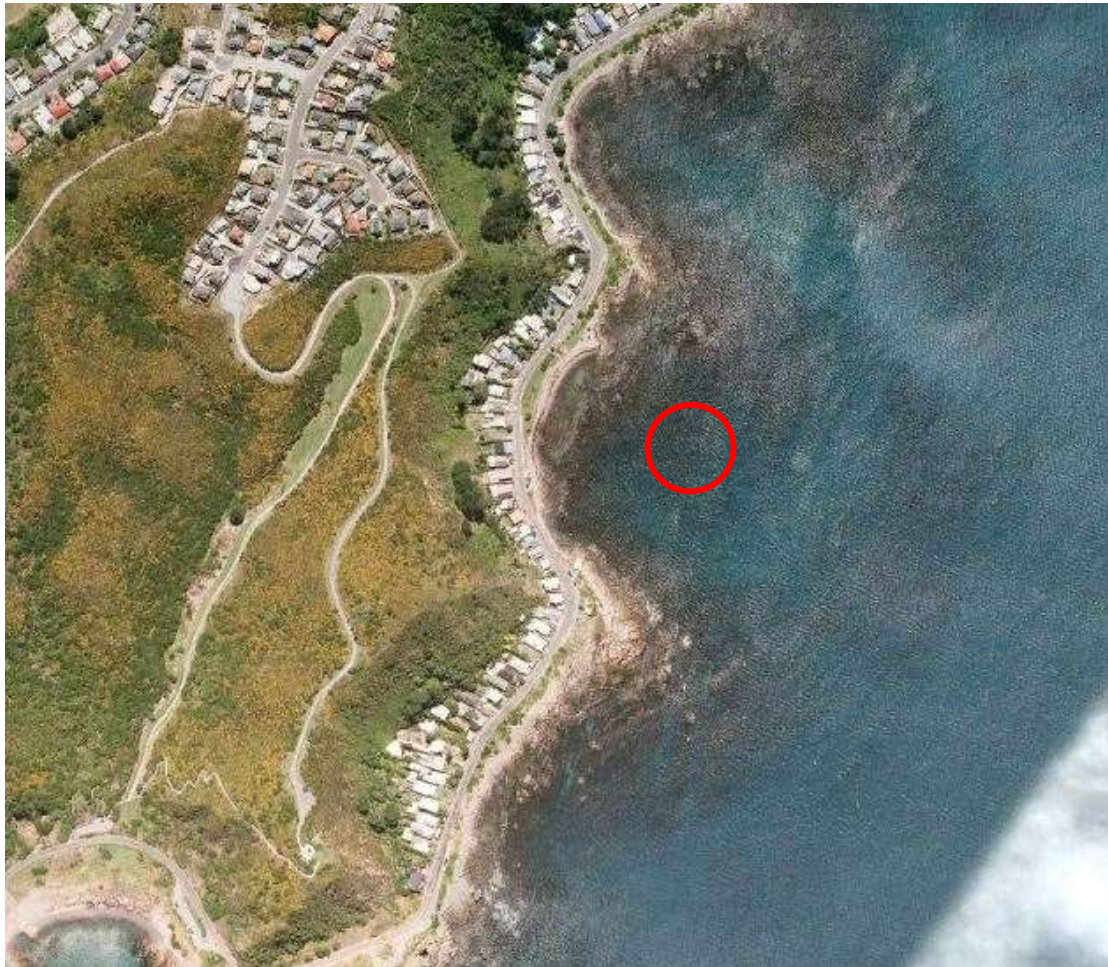
²⁴ *New Zealand Spectator and Cooks Strait Guardian* 11 November 1848, p.3

²⁵ *Wellington Independent* 1 November 1848, p.2

²⁶ *Wellington Independent* 24 February 1849, p.2

Location

Map



Subraon wreck site, image from Google Maps, 2012

Legal description

The *Subraon* wreck site is located on the seabed in Reef Bay, Wellington approximately 700 metres north of the southern tip of Palmer Head. The wreck is in shallow water close to shore.

Approximate NZTM Grid Reference: E1752650 N5422020

Physical Description

Setting

The *Subraon* wreck site is located in Reef Bay, towards the southern end of Breaker Bay. Very little of the wreck remains visible above the seabed. Previously visible remains have been removed by divers or succumbed to the currents and wave action. Other shipwrecks in the entrance to Wellington

harbour include the *Tui* (1875-1886)²⁷ on the north end of Barrett reef, and *Devon* (1897-1913)²⁸ at Pencarrow. Wrecks salvaged from Barretts reef also include the *Wahine* (1966-1968)²⁹ and *Waganella* (1932-1970)³⁰.

Subraon

The *Subraon* was a barque of 510 tons built by Arthur & Co at Sunderland, England in 1846. It was wooden hulled with felt and yellow metal sheathing, and registered A1 at Lloyds.³¹

Wreck site

The *Wreck Book* includes the following description: "Little remains above the sand now but small artifacts have been found by digging. There are many bronze pins, copper nails, pieces of sheathing and timber found in the vicinity and a variety of these have been found in recent years. Two cannon were found in the early 1970s and were displayed at the Maritime Museum, Wellington until they disintegrated through lack of proper preservation treatment."³²

The *New Zealand Diver's Handbook* notes "Wrecked on the southern end of Point Dorset reef. Wreckage can be found."³³

The location of the *Subraon* as reported by local divers is in the middle of Reef Bay, just north of Moa Point, on Wellington's south coast.³⁴ Pieces of brown chert/flint cobbles can be found on the foreshore at the northern end of this bay, and this is reported to have been used as ballast in the *Subraon*.³⁵ Other than the canon recovered from the wreck site in the 1970s, finds have typically been limited to metal fasteners and small fittings. A small anchor has also been found by divers amongst the kelp on a point to the north.³⁶ The site was dived by the author in February 2013, but the only indication of *in-situ* wreckage encountered was a metal rod protruding 200 mm from the seabed in about 7 metres of water and a few pieces of metal debris.

²⁷ Ingram, pp.257-258

²⁸ Ingram, pp.356-357

²⁹ Ingram pp.466-470

³⁰ McLean, G. 2007. *Full Astern. An illustrated history of New Zealand Shipwrecks*. Grantham House Publishing, Wellington. pp.187-189

³¹ *Lloyds Register of British and Foreign Shipping*, 1847:S654

³² Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland. p.98

³³ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. p.69

³⁴ <http://wdg.rexedra.gen.nz/ships/wrecks.htm#Subraon>

³⁵ Allan Jenkins pers. com. 2013

³⁶ <http://wdg.rexedra.gen.nz/sites/southcst.htm#Gibraltar Rock>

Chronology, modifications

Date	Activity
1846	Vessel constructed in Sunderland, England by Arthur & Co. ³⁷
1847	Vessel sailed from Plymouth England for Port Jackson, Australia (25.12.1847). ³⁸
1848	Vessel arrives in New Zealand (5.10.1848) and is wrecked at entrance to Wellington harbour (26.10.1848). ³⁹
1970s	Two canon recovered from wreck.

Evaluation of Significance

The *Subraon* site is significant as the wreck of an early nineteenth century wooden sailing vessel, and the vessel has high historical significance for its association with the 1848 Wellington earthquakes. The wreck is part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

The *Subraon* site is significant as the wreck of an early nineteenth century wooden sailing vessel, and the vessel has high historical significance for its association with the 1848 Wellington earthquakes. Even though there was no loss of life as a result of the wreck of the *Subraon*, the wrecks of sailing vessels in the early history of colonial settlement in New Zealand are significant historically. They often led to certain ports gaining a reputation for being dangerous, which in turn affected the ability of ship owners to insure their vessels, and negatively affected the numbers of people prepared to emigrate to certain locations.

³⁷ Ingram p.48

³⁸ <http://mariners.records.nsw.gov.au/1848/04/011sub.htm>

³⁹ Ingram p.48

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as surviving wooden elements or metal fittings are able to illustrate the vessel's design, construction and function.

Archaeological Values

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

While the *Subraon* wreck site has been subject to modification over time, the deposits that remain have high archaeological values. The wreck dates to the first half of the nineteenth century so any surviving deposits can potentially shed light on mid nineteenth century shipbuilding methods and technology. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the passengers and crew may be present. Most artefacts visible above the seabed appear to have been removed from the site by divers since it was first discovered in the 1970s, but the deposits that remain buried are likely to have retained their archaeological context and reached an equilibrium with their environment.

Technological Values

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

The *Subraon* is an important vessel in illustrating the construction of fast passenger ships of the early to mid-nineteenth century. Any elements of the wreck surviving in archaeological deposits below the seabed are likely to have technological significance, as few details of the construction of the *Subraon* have come to light as a result of historical research.

Integrity

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

The wreck site has been subject to salvage efforts over time, and while little remains above the seabed it is likely that the archaeological deposits in sandy deposits on the seabed have reached an equilibrium within the dynamic coastal environment. Many of the heavier metal items not buried beneath the seabed have been removed, and wooden elements above the seabed have broken up and scattered.

Age

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

The *Subraon* wreck site, which dates to 1848, is the oldest wreck in the Wellington region found to date, and dates from a time when the European settlement at Wellington was still in its infancy. The values associated with age are outstanding. By 1848 over 20 vessels had been reported wrecked in the Wellington region, but of these only wreckage from the *Subraon* and the *Tyne* have been reportedly located by divers. The location of the *Tyne* wreck site is still unconfirmed.⁴⁰

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.

Barretts reef at the entrance to Wellington harbour has claimed a number of vessels since the establishment of European settlement in 1840. Other shipwrecks in the entrance to Wellington harbour include the *Tui* (1875-1886)⁴¹ on the north end of Barrett reef, and the *Devon* (1897-1913)⁴² at Pencarrow. Wrecks salvaged from Barretts reef also include the *Wahine* (1966-1968)⁴³ and *Waganella* (1932-1970)⁴⁴.

Social Values

Sentiment

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

The site was known in the 1970s as a result of the interpretation in the Wellington Maritime Museum, but has since lapsed into obscurity. Few people other than those who were involved in 1970s wreck diving or maritime archaeology would know of the *Subraon*.

Recognition

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

⁴⁰ Locker-Lampson and Francis p.110

⁴¹ Ingram, pp.257-258

⁴² Ingram, pp.356-357

⁴³ Ingram pp.466-470

⁴⁴ McLean,pp.187-189

The *Subraon* is commonly included in regional and national lists of wreck sites and dive locations. The bell and two cannon were recovered following the discovery of the wreck in 1969, and were for a time on display in the Wellington Maritime Museum before they disintegrated.⁴⁵

Surroundings

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

The location of the *Subraon* in Reef Bay at the Wellington harbour entrance contributes to the understanding of the site and demonstrates the dangers encountered by mid nineteenth century shipping, even under the command of a pilot. Chaffers Passage is narrower route than the main entrance, and the *Subraon* was known to be a difficult vessel to bring around in a restricted area. The cannons were removed from the site and while in a recognisable state they were on display in the Wellington Maritime Museum. While appreciation of the site is limited to remote methods or visits by divers individual elements of the wreck site makes more sense when not divorced from their environmental context.

Rarity

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

Wrecks of wooden sailing vessels from the early to mid-nineteenth century are extremely rare, both nationally and in the Wellington region. It is likely that the *Subraon* was able to be located in the 1970s on the basis of heavier metal items such as the cannon, which have since been removed from the site. The fate of the *Subraon* cannon illustrates the importance of leaving artefacts on shipwreck sites in-situ, or if it is necessary for them to be removed then it is imperative that subsequent conservation treatment be carried out to protect against the loss of heritage fabric. Of over 200 shipwrecks in the Wellington region, only a small number have been found by divers and reliably documented. This along with being from an early period of Wellington history makes sites such as the *Subraon* rare.

Representativeness

The place is an excellent example of its type or era.

The *Subraon* is representative of wooden wreck sites from the early to mid-nineteenth century. While the wreck site is broken up, has been subject to

⁴⁵ Scadden, K. 2011. Wreck of the Month: Subraon 1848. *Maritime Archaeological Association of New Zealand Newsletter* 46:3-4

salvage and fossicking over the years, and little remains visible above the seabed, archaeological deposits are likely to survive buried in the sand.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs



Figure 6: *Subraon wreck site in centre of Reef Bay, viewed from shore, Pencarrow head in background*

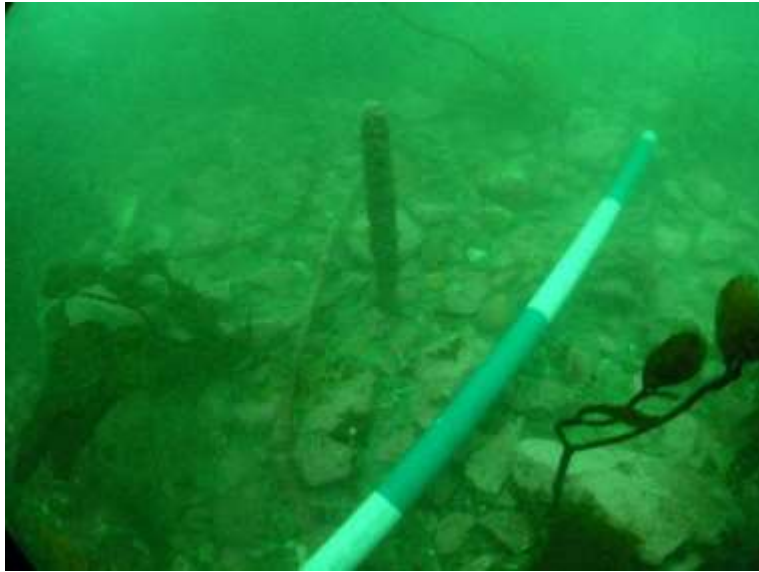


Figure 7: *Metal rod protruding from seabed in about 7 metres of water*



Figure 8: *Metal debris amongst kelp forest in Reef Bay*

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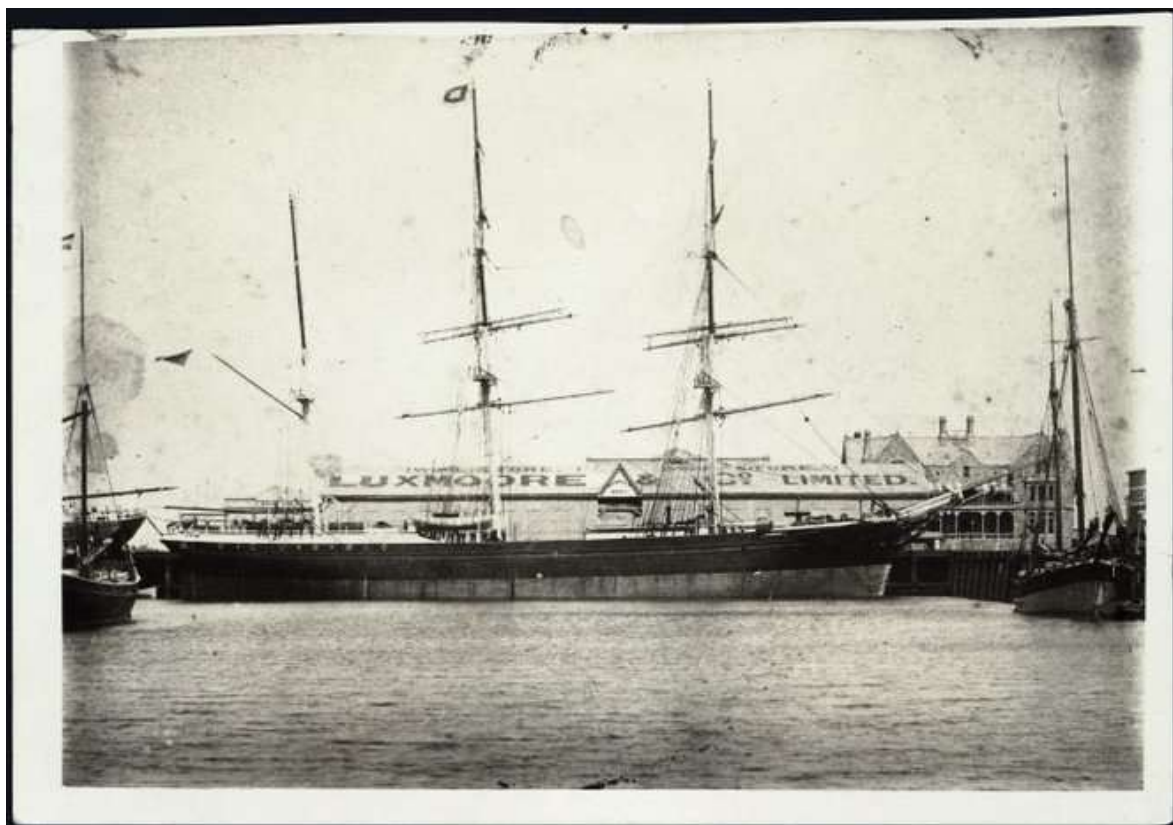
Wellington Independent 01 November 1848, p.2

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New Zealand Spectator and Cook Strait Guardian 28 October 1848, p.2

New Zealand Spectator and Cook Strait Guardian 04 November 1848, p.2

New Zealand Spectator and Cook Strait Guardian 11 November 1848, p.3



St Vincent Alexander Turnbull Library. PAColl-7489-22

St Vincent
Mokomoko Rocks, Palliser Bay
1869

Outline History

History

The fully rigged ship *St Vincent* was built in Quebec, Canada in 1864, and at the time of the wreck was owned by Potter, Wilson and Co. of Glasgow, Scotland.⁴⁶ The vessel first arrived in New Zealand from Cardiff on 1 January 1869, and following a delay in loading, sailed from Wellington to Lyttelton with 305 tons of ballast on 13 February.⁴⁷

The wreck of the *St Vincent* occurred around 10.30pm on the evening of 14 February 1869. Having reached Cape Campbell, a heavy gale from the southeast blew away the fore and main topmast staysails and forced the vessel back across Cook Strait.⁴⁸ The weather was thick and hazy and the master lost sight of the land while still off Cape Campbell, and it wasn't until around 4.00pm that Cape Palliser was seen off the lee bow. The master attempted at that time to bring the vessel around and head back to Wellington, but at around 9.00pm the wind dropped, and the heavy sea pushed the vessel further into Palliser Bay. Both anchors were dropped in an attempt to hold *St Vincent* off the shore, but the cables parted and the vessel was thrown broadside onto the Mokomoko Rocks. Heavy seas smashed the vessel apart. Some of the crew survived for a while clinging to the mizzen-chains, but were eventually thrown into the surf.⁴⁹ Of the 22 men on board, the only ones to survive the wreck were the chief officer, John Stringer, who was washed ashore unconscious, and a Swedish sail maker, August Kanaski. The two men made their way individually to Orongorongo Station where they found each other and received assistance from the manager, Mr McKenzie. From there Stringer was able to make his way back to Wellington to report the loss of the ship.⁵⁰

The scene of the disaster was visited by the cutter *Dawn* on 19 February. The master, Captain Henderson, described the wreck: "She is as completely wrecked as it is possible to conceive, only a small portion of her remains

⁴⁶ Scadden, K. 2012. 'Wreck of the Month – St Vincent' *Maritime Archaeological Association of New Zealand Newsletter* 53:3

⁴⁷ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, p.160

⁴⁸ *Evening Post* 17 February 1869, p.2

⁴⁹ *Wellington Independent* 18 February 1869, p.3

⁵⁰ Scadden, p.4

where she struck; her masts and spars are broken in pieces, and fragments of sails, cordage, and miscellaneous wreck strew the beach for miles.”⁵¹

An inquiry into the wreck was held in Wellington on 23 February. It found the ship was lost due to an error in judgement on the part of the master who should have sought shelter in Cloudy Bay, or attempted to return to Wellington.⁵²

The wreck was sold at auction on 1 March and purchased by Captain MacIntyre.⁵³

Location

Map



St Vincent wreck site, image from Google Maps, 2012

⁵¹ *Evening Post* 19 February 1869, p.2

⁵² *Evening Post* 23 February 1869, p.2; *Wellington Independent* 25 February 1869, p.3

⁵³ *Wellington Independent* 27 February 1869, p.4; 11 March 1869, p.4

Legal description

The *St Vincent* wreck site is located at Mokomoko Rocks, on the western side of Palliser Bay approximately 1 kilometre southwest of Windy Point.

Approximate NZTM Grid Reference:⁵⁴ E1765275 N5414297

Physical Description

Setting

The *St Vincent* wreck site is located at Mokomoko Rocks, on the western side of Palliser Bay approximately 1 kilometre southwest of Windy Point. Nothing of the wreck remains visible above the water, but for a while the site of the wreck was marked by a rusting water tank.⁵⁵ At the time of the wreck it was reported that the *St Vincent* had gone ashore in the same bay as a whaler, some twenty years earlier; this was probably the whaling brig *David* (1825-1841),⁵⁶ or the whaling ship *Elbe* (1841).⁵⁷ There have been 29 documented shipwrecks in Palliser Bay.

St Vincent

The *St Vincent* (No.50367) was a full rigged ship of 834 tons, of dimensions 176.8 ft. length, 32.1 ft. beam, and 20.6 ft. depth. It was built in Quebec in 1864.⁵⁸ The *St Vincent* had a wooden hull with iron fastenings and was sheathed in felt and yellow metal, and was registered A1 with Lloyds.⁵⁹ It arrived in New Zealand on 1 January 1869, and at the time of wrecking the vessel was owned by Potter, Wilson and Co. of Glasgow, Scotland.⁶⁰

Wreck site

The *Wreck Book* includes the following description: 'The wreck was discovered in 1971 by Rob Marshall and Malcolm Blair with the assistance of Fred Marley, a local fisherman. It is lying 1½ km south of Windy Point, Palliser Bay, on a rock and sand bottom in 3-10m of water with visibility of 7m. There is little of the *St Vincent* to see today; an anchor and chain and no more than a quarter of a tonne of metal are scattered over quite a large area. Portholes and

⁵⁴ Converted from coordinates given in Moran, D. 2007. *Diving New Zealand*. SpotX Publications Ltd., Auckland pp.144-145

⁵⁵ Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland. p.98; Scadden, p.5

⁵⁶ Ingram, p.30

⁵⁷ Ingram, p.33

⁵⁸ Diggle, L. 2009. *Shipwrecks of New Zealand*. Companion to New Zealand Shipwrecks 8th edition. Self published, Titirangi, p.108

⁵⁹ *Lloyds Register of British and Foreign Shipping*, 1865:S66

⁶⁰ Scadden, p.3

brass pins show from time to time after storms and at least two rudder traces, weighing over 35kg each have been recovered.’⁶¹

The *New Zealand Diver's Handbook* notes: ‘One of her anchors lies to the south of her wreck. Brass sheathing, pins and so on lie in 3 to 9 metres of water.’⁶²

The site was dived by the author in February 2013, and none of the previously reported remains were able to be located. It is possible that these have since been buried in sand rifts.

Chronology, modifications

Date	Activity
-------------	-----------------

1864	Vessel constructed in Quebec, Canada. ⁶³
------	---

1869	Vessel wrecked in Palliser Bay ⁶⁴
------	--

1971	<i>St Vincent</i> found by Malcolm Blair and Rob Marshall ⁶⁵
------	---

Evaluation of Significance

The *St Vincent* was rated A1 class, and in 1869 was reported to have been the finest vessel to enter Wellington harbour. The wreck of the vessel just four years after it was built was one of the worst maritime disasters in the Wellington region, with the loss of 20 out of the 22 men on board. The wreck has value when considered as part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

When it arrived in Wellington on 1 January 1869 the *St Vincent* was described as the finest ship to have entered Wellington harbour; six weeks later it was smashed to pieces in Palliser Bay. The loss of twenty lives makes the *St Vincent* the third worst loss of life on a shipwreck in the Wellington region,

⁶¹ Locker-Lampson and Francis, p.98

⁶² Rippon p.70-71

⁶³ *Lloyds Register of British and Foreign Shipping* 1865:S66

⁶⁴ Ingram, p.160

⁶⁵ Locker-Lampson and Francis pp.97-98

after the *Penguin* (1864-1909) disaster in which 75 people died,⁶⁶ and the wreck of the *Wahine* (1966-1968) which accounted for the loss of 51 lives.⁶⁷

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as the frames and fittings are able to illustrate the vessel's design, construction and function. In its day the *St Vincent* was described as "one of the finest ships to have ever visited this [Wellington] harbour."⁶⁸

Archaeological Values

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

While the *St Vincent* wreck site was broken up and scattered during the wreck event, and subject to some salvage, the deposits that remain will have high archaeological values. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the crew may be present. Such items can contribute new information about the day-to-day lives of early twentieth century seamen in New Zealand. Many artefacts visible above the seabed are likely to have been removed from the site in the past, but the sub-bottom archaeological deposits that remain are likely to have reached an equilibrium with their environment. Any elements of the wreck surviving in archaeological deposits below the seabed are likely to have technological significance, as few details of the construction of the *St Vincent* have come to light as a result of historical research.

Technological Values

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

The *St Vincent* is an important vessel in illustrating the construction of fast passenger ships of the mid-nineteenth century.

Integrity

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

⁶⁶ Ingram, pp.344-345

⁶⁷ Ingram, pp.446-470

⁶⁸ *Wellington Independent* 18 February 1869, p.3

The remoteness of this wreck has probably contributed to its survival. While it is unclear exactly how much survives archaeologically, it is likely that artefacts remain preserved in archaeological context below the seafloor.

Age

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

The wreck site, which dates to 1869, is over 140 years old and dates to within 30 years of the founding of Wellington, so the values associated with its age are high. It was wrecked at a time when the coastline had been charted and a number of lighthouses were in operation, but sailing vessels were still often at the mercy of the weather.

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 wreck site is fairly isolated from other maritime sites in the wider area, but it is a significant part of the history of Orongorongo Station given the role of locals such as Mr McKenzie who assisted in the aftermath of the wreck. The wreck is not visible above water, so contributes little in the way of landscape value, but over the years there have been 29 documented wrecks in Palliser Bay. At the time of the wreck it was reported that the *St Vincent* had gone ashore in the same bay as a whaler, some twenty years earlier, this was probably the whaling brig *David* (1825-1841),⁶⁹ or the whaling ship *Elbe* (1841).⁷⁰ Positions for these wrecks have not yet been confirmed, but remains maybe present, contributing to the group value of shipwreck sites in Palliser Bay.

Social Values

Sentiment

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

The site is not well known. Few people other than those who were involved in 1970s wreck diving or maritime archaeology would know of the *St Vincent*.

⁶⁹ Ingram, p.30

⁷⁰ Ingram, p.33

Recognition

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

The *St Vincent* is occasionally included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *St Vincent* on an exposed rocky coast contributes to the understanding of the site and demonstrates the dangers encountered by sailing vessels in rough weather. The wreckage does not make sense as a site when divorced from this context.

Rarity

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

Wrecks of wooden-hulled vessels dating from the mid nineteenth century can be considered rare. Few have been located around the New Zealand coastline. Of the approximately 200 documented shipwrecks in the Wellington region only a small number have been found by divers and reliably documented. The *St Vincent* is therefore of a type that is regionally rare.

Representativeness

The place is an excellent example of its type or era.

Although it was reported as the finest ship to enter Wellington harbour at the time, the *St Vincent* can still be said to be representative of the larger sailing vessels of the mid-late nineteenth century. Its condition, broken up and scattered, is also typical of the wrecks of wooden hulled vessels from this era.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs



Figure 9 Approximate location of St Vincent wreck site as reported by Locker-Lampson and Francis , and Moran



Figure 10 Pockets of large cobbles cover areas of the seabed in this location

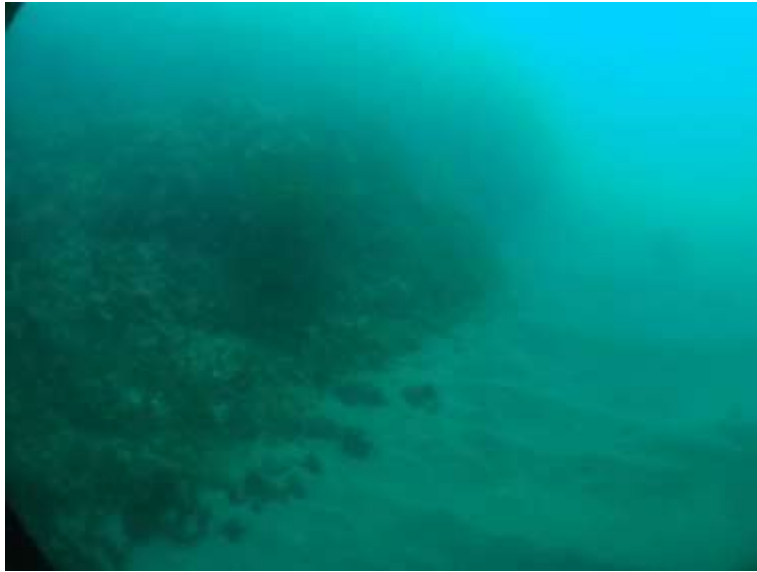


Figure 11 *Areas of reef and sand rifts in the reported vicinity of the wreck site.*

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Wellington Independent 11 March 1869, p.4

Appendices to the Journal of the House of Representatives 1869 E4, p.32



Yung Pen wreck site, stern of vessel viewed from the northwest 2012

Yung Pen (1982), Progress (1931),
Wellington (1874), Cyrus (1874),
Owhiro Bay, Wellington

Outline History

History

The collier ship *Wellington* and three-masted barque *Cyrus* were both wrecked on the same night in Owhiro Bay during a heavy gale on 7 March 1874. The wreck of the *Cyrus* occurred just after the vessel left Wellington harbour. Little progress was made against the wind, and in the thick weather the light at Pencarrow was mistaken for that of Mana Island. *Cyrus* was steered perilously close to the rocks on the lee shore, and once the situation was apparent it was too late to tack back into Cook Strait. Three of the passengers were killed beneath the falling deckhouse before they could make it into a lifeboat and five of the crew subsequently drowned.⁷¹

The *Wellington* sailed in ballast from Wellington for Newcastle on 6 March. The wind increased to a gale the following day and the master attempted a course for Cape Terawhiti, but immediately after the lookout reported rocks ahead the *Wellington* went ashore 50 yards from the *Cyrus*. The master and eight crew escaped the wreck in a lifeboat and managed to row to Wellington. The chief officer and second mate survived by clinging to a lifebuoy and swimming to the shore, but the cook drowned.⁷²

The following day the wreck site was described by an *Evening Post* correspondent. The two vessels were mixed up and strewn over the rocks, the wooden vessels were torn plank from plank, 'massive beams were absolutely disintegrated' and 'great bolts twisted as if wire'. The wreckage of the *Cyrus* was cast upon the shore, high and dry at low tide, which facilitated salvage of the remains.⁷³ The loss of the *Wellington* and *Cyrus* combined was estimated at £8000. Insurance on the vessels only partially covered the loss, the *Cyrus* being insured for £2000, and the *Wellington* for £3000.⁷⁴

The inquiry into the wreck of the *Cyrus* took place in Wellington on 16-17 March and it was found that the master was careless in mistaking the Pencarrow light for that of Mana and allowing the vessel to get too close to the shore.⁷⁵ The strong easterly current and heavy swell is likely to have been a significant factor but this was not acknowledged. The master's certificate

⁷¹ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, p.185

⁷² Ingram, pp.185-186

⁷³ *Evening Post* 9 March 1874, p.2

⁷⁴ *Wellington Independent* 9 March 1874, p.2

⁷⁵ *Evening Post* 19 March 1874, p.2

was suspended but he was given a first mate's certificate during his suspension in recognition of his soberness and dedication to his post during the wreck.

The inquiry into the wreck of the *Wellington* took place on the 9 March and also found the master had been negligent in his navigation and his certificate was suspended for six months.⁷⁶ Like the master of the *Cyrus* he was awarded a first mate's certificate for the duration of his suspension. Ironically, Captain Hill's master's certificate had washed up on the shore the following day along with the ship's log book. The certificate that nature had deemed fit to return to the captain was not to be returned to him by the Court of Inquest.⁷⁷

The wrecks of the *Wellington* and *Cyrus* also had implications beyond the loss of the two ships. The wrecking of two ships in a single night and confusion over the similarities between the Mana and Pencarrow lights resulted in a call for a light to be erected on the Brothers' Rock.⁷⁸ The Brothers' light had not been included in the recommendations of a Coastal Lighting Plan in 1873, but this was reassessed following the wrecks of *Wellington* and *Cyrus*, and the Brother lighthouse was first lit on 24 September 1877.⁷⁹

A third vessel stranded in Owhiro Bay in October 1904 was the 376 ton barquentine *La Bella*. Fortunately the damage to the *La Bella* was not critical, and it was able to be successfully refloated and repaired.⁸⁰

The iron screw steamer *Progress* was built in Scotland and shipped in sections for assembly at Port Chalmers by Kinnear & Imrie in 1882.⁸¹ It was used as a dredge in Oamaru harbour until 1919, when it was converted into a sailing vessel for the coastal trade. In 1922 the *Progress* was converted back into a steamer. At the time of its wreck the *Progress* was owned by the Holm Shipping Company, and registered in Dunedin. The wreck of the *Progress* occurred on 1 May 1931 on route from Lyttelton. The steamer became disabled as a result of a broken tail-shaft, and the stricken vessel - unable to manoeuvre in heavy seas - was thrown onto the rocks in Owhiro Bay. Four members of the crew were drowned as a result of the wreck.⁸²

The inquiry into the wreck of the *Progress* took place between 18 and 29 May 1931. The finding of the court was that the wreck occurred as a result of the

⁷⁶ Ibid

⁷⁷ *Wellington Independent* 9 March 1874, p.2

⁷⁸ *Wellington Independent* 12 March 1874, p.2; 7 April 1874:3; 10 April 1874, p.3

⁷⁹ Beaglehole, H. 2006. *Lighting the Coast: a history of New Zealand's coastal lighthouse system*. Canterbury University Press, Christchurch, pp.79, 285

⁸⁰ *Evening Post* 1.5.1931:8

⁸¹ Ingram, p.402

⁸² Ingram, p.401-402

broken tail-shaft, but that it could have been averted had the masters of the tugs *Terawhiti* or *Toia* gone to assist when requested.⁸³

The *Yung Pen* was a Taiwanese squid boat which wrecked while coming into port for licencing under a joint venture fishing partnership on 12 December 1982. After the vessel struck, helicopters were called in to evacuate the crew and while they were being winched ashore the vessel foundered and sank. The wreck broke in two after a southerly storm on 4-5 March 1983, and the bow was pushed up onto the rocks while the stern sank into deeper water.

Location

Map



Yung Pen, Progress Wellington and Cyrus wreck sites, image from Google Maps, 2012

Legal description

The *Yung Pen*, *Progress*, *Wellington* and *Cyrus* wreck sites are located on the seabed within 100 metres from the shore on the western side of Owhiro Bay, Wellington.

⁸³ *Evening Post* 29 May 1931, p.8

Physical Descriptions

Setting

The western side of Owhiro Bay comprises a rocky reef where a number of vessels have wrecked over the years, usually mistaking the bay for the entrance to Wellington harbour. A small channel between the rocks is the location of the stern section of the *Yung Pen* (1970-1982), and to the east of this lies the boiler and machinery of the *Progress* (1882-1931). The *Wellington* (1854-1874) and the *Cyrus* (1868-1874) are located to the west of the *Yung Pen* amongst the reef. None of the wrecks are visible above the surface of the water, but the number and diversity of wrecks in this location makes for an interesting dive site.

Yung Pen

The *Yung Pen* was a 37.7 metre steel hulled fishing vessel of 251.66 gross tons, built in Taiwan in 1970.⁸⁴

Wreck site

The *Wreck Book* includes the following description: "The stern section, including the accommodation and the engine room complete with engines, is still in the channel out of Owhiro Bay in 7m of water but with only 2m over the top of the hull. This section is now upside down and covered with weed and it is considered dangerous to enter the hull without suitable safety precautions."⁸⁵

Chronology, modifications

Date	Activity
1970	<i>Yung Pen</i> constructed in Taiwan
1982	<i>Yung Pen</i> wrecked at Owhiro Bay
1983	<i>Yung Pen</i> broken in half in southerly storm

Progress

The *Progress* (No. 117586) was an iron hulled screw steel steamer of 353 tons (181 tons net register), of dimensions 129 ft. length, 25.3 ft. beam, and 10.1 ft. depth.⁸⁶ It was built as a dredge in Scotland before being shipped in sections

⁸⁴ Ingram, pp.511-512

⁸⁵ Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland. pp.121-122

⁸⁶ Lloyds Register of Ships 1930,1931

prior to assembly by Kinnear & Imrie, at Port Chalmers. In 1919 the *Progress* was extensively altered and converted into a sailing vessel and rigged as a three-masted schooner.⁸⁷ It was converted back into a steamer three years later. At the time of wrecking the vessel was owned by the Holm Shipping Co and registered in Dunedin.⁸⁸

Wreck site

The *Wreck Book* includes the following description: "Scattered pieces of iron litter a wide area but most of this is unrecognisable apart from the boiler and engine – the shifting shingle bottom causes different pieces to be visible at different times. Some 30 years ago the bell was recovered with the name *Ann Gambles* on it (*Ann Gambles* was wrecked at Bluff in 1878). The propeller and large quantities of brass fittings were commercially salvaged in the 1950s and 1980s. Brass taps, coins and small fittings still show up from time to time after storms."⁸⁹

The *New Zealand Diver's Guide* notes the following about *Progress*, *Wellington* and *Cyrus*: "These three wrecks lie within 90 metres of each other off the houses in Owhiro Bay. Bric-a-brac from all three wrecks can still be found, including fittings and the odd coin. The *Progress* has been frequently visited by divers and some 15 years ago was in relatively good condition. However, she has suffered the ravages of indiscriminate wreck divers and little remains today but plates. She is easy to find and a sift through the sand is sometimes rewarding. *Progress* lies in less than 6 metres of water, as do *Wellington* and *Cyrus*, of which there is little left."⁹⁰

Chronology, modifications

Date	Activity
1882	<i>Progress</i> constructed in Scotland and shipped to New Zealand for assembly at Port Chalmers
1905	Registered 4/1905 Dunedin. ⁹¹
1917	Stranded at Careys Bay, Otago Harbour. ⁹²
1919	Purchased by Reefton Shipping Co. Registered 1/1919 Dunedin.

⁸⁷ Kirk, A. 1975. *Fair Winds and Rough Seas: the story of the Holm Shipping Company*. A.H. & A.W. Reed, Wellington p.37

⁸⁸ Ingram, pp.401-402

⁸⁹ Locker-Lampson and Francis p.82

⁹⁰ Rippon, P. 1985. *New Zealand Diver's Handbook*. Reed Methuen, Auckland. p.68

⁹¹ Watt, M.N. 1962. *Index to the New Zealand Section of all British Register of Ships 1840-1950*. NZ Ship and Marine Society, Wellington p.531

⁹² *AJHR* 1918 H15:47

Converted to a schooner. New measurements 129 ft length, 25.3 ft beam, 10.1 ft depth. 352.79 grt 287.51 nt.⁹³

1922 Purchased by Holm Shipping Co. and converted back to a steamer, fitted with one 28 nhp engine, one mast removed 352.79grt, 181.46nt. Registered 2/1922 Dunedin.⁹⁴

1931 *Progress* wrecked at Owhiro Bay

Cyrus

The *Cyrus* (No. 59664) was a three-masted wooden barque of 317 tons, and dimensions 119 ft. length, 26.8 ft. beam, and 14.7 ft. depth. It was built at Enmore River, Prince Edward Island, Canada in 1868 and at the time of wrecking was owned by William Williams and registered in Wellington.⁹⁵

Wreck site

The *Wreck Book* includes the following description: "Virtually nothing remains visible of this wreck to the casual observer but on close inspection of the sea floor however, pieces of copper sheathing, copper nails and small pieces of brass can be found. Some brass artifacts have been recovered including a rudder pintle, sextant and a bell which was found by a French diving group some years ago and was, unfortunately taken back to France. In 1975 a gold sovereign was found on the site and since then, with increasing searches made, a further 16 sovereigns, one half crown and several silver and copper coins have been recovered together with at least two pieces of jewellery."⁹⁶

Chronology, modifications

Date Activity

1868 *Cyrus* constructed at Prince Edward Island, Canada.⁹⁷ Registered 29/1868 Prince Edward Island. Subsequently registered 260/1868 Liverpool.⁹⁸

1869 Registered 22/1869 Melbourne.⁹⁹

1870 Registered 23/1870 Sydney.¹⁰⁰

⁹³ Watt, p.531

⁹⁴ Ibid

⁹⁵ Ingram p.185

⁹⁶ Locker-Lampson and Francis. p.29

⁹⁷ Society of American Lloyds, 1869, American Lloyds Register of American and Foreign Shipping. Hartshorne & King, New York. p.50

⁹⁸ Watt p.119

⁹⁹ Ibid

- 1871 Registered 1/1872 Newcastle, NSW.¹⁰¹
- 1872 Sold to W.R Williams.¹⁰² Registered 2/1872 Wellington.¹⁰³
- 1874 Wrecked at Owhiro Bay, Wellington.
- 1975 Gold sovereign found at the wreck site.¹⁰⁴
- 1976 Kelly Tarlton recovers a number of gold sovereigns and one half sovereign from the wreck.¹⁰⁵

Wellington

The *Wellington* (No. 36583) was a full rigged wooden ship of 696 tons and dimensions 153.2 ft. length, 30.3 ft. beam, and 22.6 ft. depth. It was built as the *Helios* by Baker and Webster at Yarmouth, Maine, USA in 1854.¹⁰⁶ It was built of white oak and hachmatac with copper and iron fastenings. It was first registered in New Zealand in 1872, and at the time of wrecking the vessel was owned by John Beck and William Tonks of Wellington.¹⁰⁷

Wreck site

The *Wreck Book* includes the following description: “Very little remains of the *Wellington* apart from a donkey boiler and two anchors. Being of wood and being on such an exposed coast she must have disintegrated very quickly and the remains scattered. Some brass fittings have been found and more will probably turn up after storms but there are few visible remains.”¹⁰⁸

Chronology, modifications

Date Activity

- 1854 Vessel constructed in Yarmouth, Maine, USA as *Helios*¹⁰⁹
- 1856 Hull metalled
- 1872 First registered in New Zealand as 7/1872 Wellington.¹¹⁰

¹⁰⁰ Ibid

¹⁰¹ Ibid

¹⁰² *Wellington Independent* 11 March 1874, p.2

¹⁰³ Ibid

¹⁰⁴ Locker-Lampson and Francis, p.29

¹⁰⁵ Ingram, p.185

¹⁰⁶ Board of American Lloyds, 1861, *American Lloyds Register of American and Foreign Shipping*. E. & W. Blunt, New York, p.46

¹⁰⁷ Ingram p.185-186

¹⁰⁸ Locker-Lampson and Francis. p.117

¹⁰⁹ Ingram pp.186

Evaluation of Significance

Owhiro Bay is unique in the Wellington region as being the wreck site of four different vessels spanning a period of over 100 years, claiming the loss of 13 lives in total. The wrecks of the *Wellington* and *Cyrus* occurred on the same night in 1874 and while the masters of the vessels were held individually accountable the heavy seas and bad weather were likely to have been a critical factor in the wrecks. The proximity to the shore, ease of access and location within a marine reserve all combine to make this an attractive recreational dive site, and the wrecks have heritage value when considered as part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

The loss of the *Cyrus* and *Wellington* in a single night in 1874 was a significant loss for Wellington shipping. The port had previously had a good record in terms of shipping safety. The wreck of the *Wellington* and *Cyrus* prompted a review of the 1873 Coastal Lighting Plan, which resulted in a lighthouse being constructed on Brothers Island by 1877. Owhiro Bay is significant in Wellington maritime history as the location of at least four total wrecks and stranding. The wrecks in Owhiro Bay provide a poignant reminder of the dangers faced by the officers and crews of coastal shipping even with the benefit of modern navigation equipment and charts. The location is also significant for the loss of life, totalling 13 in all.

Physical Values

Architectural Values

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

¹¹⁰ Watt p.745

The wreck sites have no architectural values, but elements of the wrecks such as the frames and fittings are able to shed light on vessel design, construction and function.

Archaeological Values

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

While little of the *Wellington* and *Cyrus* remain visible above the sand today, archaeological deposits buried beneath the seabed are still likely to be present. These deposits have the potential to contain items of cargo and smaller sized ship's fittings as well as personal effects of the crew. Such items can contribute new information about maritime trade and the day-to-day lives of early twentieth century seamen in New Zealand. The *Wellington* and *Cyrus* are both nineteenth century wrecks and the *Progress* was built in 1882 and the remaining frames, hull plates and machinery such as the boiler can provide information about late nineteenth century ship construction and design.

Technological Values

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

The boiler and machinery of the *Progress* was replaced in 1922 so is able to give an indication of the types of engines and propulsion used in small coastal steamers of the post-war years. This was one of a number of refits to the *Progress* since the vessel was first built in Scotland in 1882, and while the wreck is broken and scattered careful examination of individual elements has the potential to illustrate the changes to the vessel through time. It is also technologically significant that the vessel was built in Scotland and shipped in sections to be assembled in Port Chalmers. While this was not the first steamer to have been constructed this way it is a relatively early example of this.

Integrity

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

The wreck sites have been subject to salvage efforts over time, both immediately after the wreck event for the purpose of salvaging cargo and fittings for re-sale or reuse, and as a result of fossicking in the years following the advent of scuba equipment and recreational diving. It is likely that the only surviving deposits associated with the *Wellington* and *Cyrus* are buried beneath the seabed, but the wreckage of the *Progress* and *Yung Pen* is still able

to be found relatively easily. Deposits buried beneath the seabed are likely to have reached a state of equilibrium with the surrounding environment.

Age

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

The wrecks of *Wellington* and *Cyrus*, dating to 1874, are relatively early, occurring within 35 years of the founding of Wellington. The *Progress* wreck occurred in 1931, but the vessel was constructed in 1931, so is still significant in terms of early steamship assembly in New Zealand. The *Yung Pen* wrecked in 1983. It is relatively modern when compared with the other wrecks at Owhiro Bay.

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.

Owhiro Bay is unique in the Wellington region as the location of multiple shipwrecks and strandings. There are no other places in the region where the locations of four wrecks can be visited during the course of a single dive. The wrecks in Owhiro Bay are also located within a marine reserve, and while this status does not offer protection in itself, it makes the dives interesting in a biodiversity sense.

Social Values

Sentiment

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

The site is well known on account of its ease of access into the water from the shore, and is readily accessible to divers of all ability levels in good weather. The wreckage provides evocative and romantic subject matter for underwater photography, and the marine reserve in the wider area makes it an attractive location for photographing marine life as well as shipwreck remains. These sites also provide an opportunity to engage entry level divers in underwater cultural heritage.

Recognition

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

The wrecks in Owhiro Bay are commonly included in regional and national lists of wreck sites and dive locations. They have been the focus of interpretation signage by the Department of Conservation used during community events for the marine reserve, and the coins salvaged from the wreck of the *Cyrus* by Kelly Tarlton in 1976 were formerly displayed in the Shipwreck Museum in Paihia.

Surroundings

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

The location of the wrecks in Owhiro Bay, on a rocky coast directly exposed to Cook Strait in a southerly contributes to the understanding of the site and demonstrates the dangers encountered by coastal vessels in rough weather. The wreckage loses significance when it is divorced from this context. It is therefore important that it remain in-situ, or if it must be removed conservation treatment is undertaken and a detailed record of context is kept.

Rarity

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

Wrecks of nineteenth century wooden vessels are nationally rare, and also rare in the Wellington region. Of the approximately 200 documented shipwrecks in the Wellington region only a small number have been found by divers and reliably documented. Wreckage from metal hulled vessels such as the *Progress* and *Yung Pen* is less rare, but such shipwrecks are a rapidly diminishing resource as they are often subject to salvage and fossicking.

Representativeness

The place is an excellent example of its type or era.

The archaeological deposits of the wrecks in Owhiro Bay can be considered good representative examples of their respective types. Wooden wrecks of the nineteenth century seldom survive above the seabed on exposed coasts due to the dynamic nature of their environment. Metal-hulled wrecks such as the *Progress* and *Yung Pen* typically break up, but individual elements remain recognisable many years after they wreck. The *Wellington* and *Cyrus* could be considered representative of larger sailing vessels common on the New Zealand coast in the mid to late nineteenth century, and the *Progress* can be considered representative of small coastal steamers of the early twentieth century.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/219

Other:

Photographs



Figure 2: *Wreckage from the Yung Pen*



Figure 12: *Yung Pen viewed from the southeast*



Figure 13: *Debris in vicinity of Yung Pen*

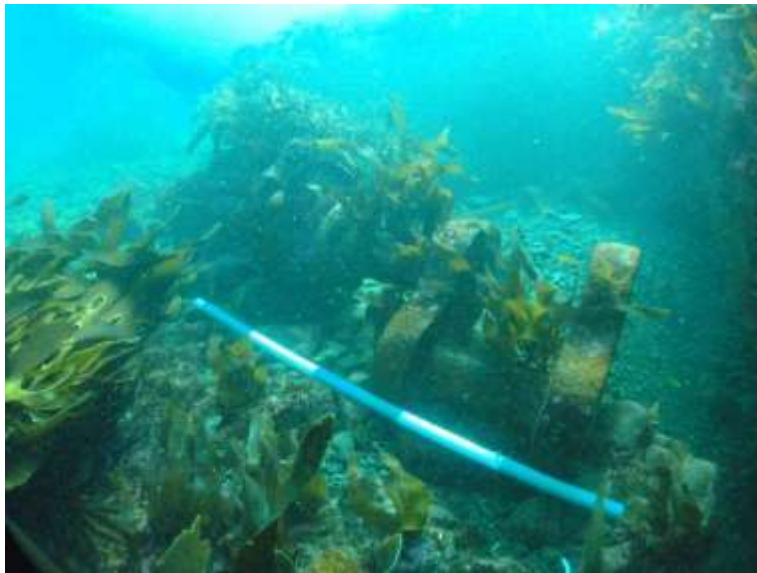


Figure 14: *Machinery from Progress*



Figure 15: *Tubes exposed in the top of the boiler of the Progress*



Figure 16: *Debris from the Progress*



Figure 17: *Frames from the Progress.*

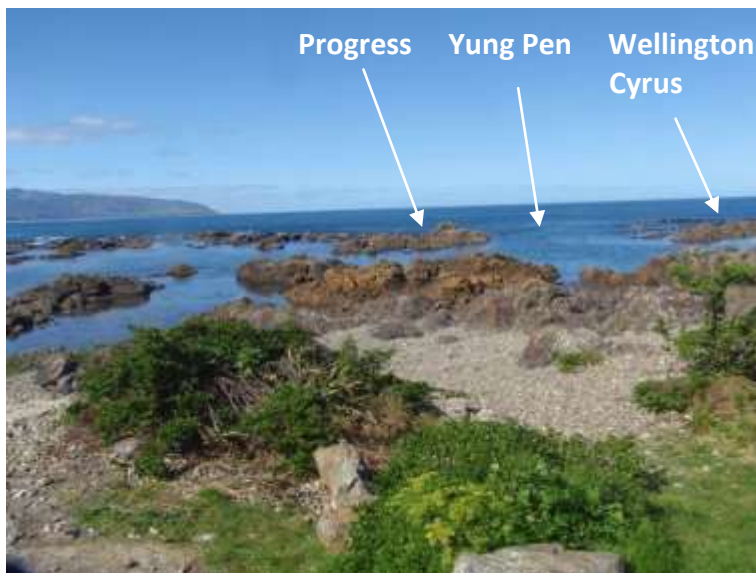


Figure 18: *Wreck sites viewed from the shore*

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Evening Post 9 March 1874, p.2

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Evening Post 11 March 1874, p.2

Evening Post 16 March 1874, p.2

Evening Post 17 March 1874, p.2

Evening Post 19 March 1874, p.2

Evening Post 1 May 1931, p.8

Evening Post 2 May 1931, pp.10,17

Evening Post 18 May 1931, p.10

Evening Post 19 May 1931, pp.5,14

Evening Post 20 May 1931, pp.5,10

Evening Post 21 May 1931, p.12

Evening Post 22 May 1931, p.10

Evening Post 23 May 1931, p.14

Evening Post 25 May 1931, p.10

Evening Post 29 May 1931, p.8

Wellington Independent 9 March 1874, p.2

Wellington Independent 10 March 1874, pp.2,3

Wellington Independent 11 March 1874, pp.2-3

Wellington Independent 12 March 1874, p.2

Wellington Independent 18 March 1874, p.2

Wellington Independent 19 March 1874, p.2

Wellington Independent 20 March 1874, p.3

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Colonist 10 March 1874, p.3

Appendices to the Journal of the House of Representatives 1874 H22:17



Inconstant Point, 2012

Hannah Broomfield, Magic
Inconstant Point, Wellington
1880, 1921

Outline History

History

The brigantine *Hannah Broomfield* (No.49294) was built by C. Chatfield on the Tweed River in New South Wales, Australia in 1865. At the time of wreck she was owned by timber merchants Stewart & Co, of Sydney.¹¹¹

On 24 September 1880, the *Hannah Broomfield* departed Hobart for Wellington under Captain Frederick Highfield with a cargo comprising 47000 wooden palings, 15000 feet of hardwood, 5 tons of coal and cases of fruit and jam.¹¹² The vessel encountered a strong WNW wind from Cape Farewell, and arrived at the Wellington heads at 12.00am. While attempting to beat into the harbour, *Hannah Broomfield* missed stays, and at 6.00am went aground on a reef. The vessel filled with water rapidly and went down before an anchor could be let out.¹¹³ A signal was run up on Mt Victoria at 6.30am and the steamer *Huia* was sent to the scene of the wreck. Nothing could be saved apart from the sails and the *Huia* returned to Wellington that evening.¹¹⁴ Over the course of the next week the steam launch *Vespa* returned with 50 cases of jam and 30 cases of fruit, and the cutter *Maori* arrived in Wellington with 100 cases of jam and a large number of palings.¹¹⁵ The Nautical inquiry was held on 8 April and found that the cause of the wreck was a failure of the *Hannah Broomfield* to answer her helm causing her to miss stays, and no blame was attributed to the master or mate.¹¹⁶

The auxiliary schooner-rigged scow *Magic* (No. 102340) was built by G.T. Niccol at Auckland in 1901. At the time of her loss the vessel was owned by G.D. Hansford and L. Mills Construction Ltd.¹¹⁷

The wreck of the *Magic* occurred on 26 March 1921, in similar circumstances to the *Hannah Broomfield*. While attempting to beat into Wellington Harbour against a northerly gale and heavy seas the vessel missed stays and went ashore at Inconstant Point.¹¹⁸ Her master, Captain McIntosh, and six crew made it ashore safely. The *Pelican* visited the wreck the following day, and

¹¹¹ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, p.223

¹¹² Ingram p.223; *Evening Post* 04 October 1880, p.3

¹¹³ 'Wreck of the Brigantine Hannah Broomfield' *Evening Post* 04 October 1880, p.3

¹¹⁴ 'The Wreck of the Hannah Broomfield' *Evening Post* 05 October 1880, p.2

¹¹⁵ *Evening Post* 07 October 1880, p.2; 'The Wreck of the Hannah Broomfield - Nautical Enquiry' *Evening Post* 08 October 1880, p.2

¹¹⁶ 'The Wreck of the Hannah Broomfield - Nautical Enquiry' *Evening Post* 08 October 1880, p.2

¹¹⁷ Ingram, p.379

¹¹⁸ Ibid; 'On the Rocks - Magic ashore at Pencarrow' *Evening Post* 28 March 1921, p.7

after an attempt at refloating failed, returned to Wellington. It was noted that the vessel was holed badly where a rock had smashed through the stern and was full of water.¹¹⁹ The wreck was later sold to S. Wood and Son who attempted salvage on 27 April but were also unsuccessful.¹²⁰ The *Magic* carried a cargo of marble intended for the construction of parliament building, which was subsequently salvaged and used in the construction of the Massey memorial at Point Halswell.¹²¹

An inquiry into the cause of the wreck was held at Wellington on 11 April, and was adjourned until 29 April to allow the engineer to give evidence.¹²² When the case did go ahead it was found that the stranding was caused by heavy and squally weather, and by an error of judgment on part of master in not wearing the vessel or dropping anchor after missing stays. The certificates of both the master and mate were returned to them, and no costs were sought.¹²³

¹¹⁹ 'On the Rocks - Magic ashore at Pencarrow' *Evening Post* 28 March 1921, p.7

¹²⁰ 'Salving the Magic' *Evening Post* 27 April 1921, p.8

¹²¹ 'On the Rocks - Magic ashore at Pencarrow' *Evening Post* 28 March 1921, p.7; Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland, p.63

¹²² 'Wreck of Scow Magic' *Evening Post* 20 April 1921, p.4

¹²³ 'Stranding of Scow Magic' *Evening Post* 29 April 1921, p.8; 'Local and General' *Evening Post* 30 April 1921

Location

Map



Approximate locations of *Hannah Broomfield* and *Magic* wreck sites, image Google Maps, 2012

Legal description

The wreck sites are located on the seabed a few hundred metres from the shore at Inconstant Point, Wellington.

Approximate NZTM Grid References: E1754860 N5420800 *Hannah Broomfield*
E1754900 N5420740 *Magic*

Physical Description

Setting

The wreck sites are located on the seabed a few hundred metres from the shore at Inconstant Point, Wellington. A number of other wrecks along this coastline have been discovered in recent times including the *Halcione* (1869-1896),¹²⁴ and *Devon* (1897-1913),¹²⁵ and Pencarrow to the south is the location of New Zealand's first lighthouse.

¹²⁴ Ingram, pp.291-292

Hannah Bromfield

The *Hannah Broomfield* (No. 49294) was a wooden brigantine of 134 tons built by C Chatfield on the Tweed River, New South Wales, Australia in 1865. Dimensions were length 90 feet, beam 22 feet, and depth 9.8 feet.¹²⁶

Wreck site

The *Wreck Book* includes the following description: "There is only a little very scattered wreckage left now and the only thing that has been found that is of any interest is a strange shield-shaped porthole. It is not known if this definitely is the *Hannah Broomfield* as several ships have been wrecked in the area, but indications are that it is."¹²⁷

The *New Zealand Diver's Handbook* incorrectly notes "Wrecked in the same position as the *Devon*. Some of her wreckage can still be found."¹²⁸

The area in the vicinity of Inconstant Point was searched in 2012 on two occasions using a combination of snorkelling for shallow areas adjacent to the shore, and scuba for deeper areas but no remains were seen.

Chronology, modifications

Date	Activity
------	----------

1865	<i>Hannah Broomfield</i> constructed by C Chatfield on Tweed River in New South Wales, Australia. ¹²⁹ Registered 10/1865 Sydney. ¹³⁰
1875	Sold to New Zealand interests, registered 9/1875 Wellington. ¹³¹
1880	Vessel wrecked at Inconstant Point, Wellington (04.10.1880). ¹³²

Magic

The *Magic* (No. 102340) was an auxiliary schooner-rigged scow of 94 gross tons (58 tons net register). Dimensions were length 92.1 feet, beam 25.4 feet,

¹²⁵ Ingram, pp.356-357

¹²⁶ Ingram, p.223

¹²⁷ Locker-Lampson and Francis, p.47

¹²⁸ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. p.71

¹²⁹ Ingram p.223

¹³⁰ Watt, M.N. 1962. *Index to the New Zealand Section of all British Register of Ships 1840-1950*. NZ Ship and Marine Society, Wellington, p.227

¹³¹ Watt p.227

¹³² Ingram p.223

and depth 5.7 feet.¹³³ It was built by George Turnbull Niccol at Auckland in 1901.¹³⁴

Wreck site

The *Wreck Book* includes the following description: “The position of this vessel has always been known and is off Inconstant Point, Wellington, in 3-5m of water on a rock and shingle bottom, with visibility of 4m. Nothing non-ferrous is left now and only a few pieces of scattered steel are in evidence.” ‘Marble from her cargo was used to build the Massey Memorial in Wellington.’¹³⁵

The *New Zealand Diver’s Handbook* notes: ‘Now lies in 5 metres of water at Inconstant Point opposite Barretts Reef. Little is left.’¹³⁶

No remains were seen in 2012 when searching the shallow areas around the point, but local divers have reported seeing an anchor and chain in this area possibly from the *Magic*.

Chronology, modifications

Date	Activity
-------------	-----------------

1901	Vessel constructed by G.T. Niccol in Auckland. ¹³⁷ First registered 17/1901 Auckland. ¹³⁸
1907	Port of Registry changed, registered 6/1907 Dunedin. ¹³⁹
1910	Registered 6/1910 Auckland. ¹⁴⁰
1921	Vessel wrecked at Inconstant Point, Wellington (26.03.1921). ¹⁴¹

Evaluation of Significance

The *Hannah Broomfield* wreck is significant as a 1860s Australian-built vessel which wrecked in the later part of the nineteenth century. The wrecks have significant historic values, and form part of Wellington harbour’s maritime

¹³³ Ingram, p.379

¹³⁴ Hawkins, C. 1960. *Out of Auckland*. Pelorus Press, Auckland, p.180

¹³⁵ Locker-Lampson and Francis, p.63

¹³⁶ Rippon, pp.69-70

¹³⁷ Ingram p.379

¹³⁸ Watt p.380

¹³⁹ Ibid.

¹⁴⁰ Ibid.

¹⁴¹ Hawkins, p.180

landscape. These wrecks are part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

The *Hannah Broomfield* site is significant as the wreck of a mid-nineteenth century vessel constructed in Australia. The wreck itself dates to 1880, and demonstrates the dangers that coastal navigation posed to wooden sailing vessels. The *Magic* wrecked while carrying a cargo of marble blocks intended for the use in the completion of Parliament House that had commenced in 1912, and stalled during the war years. The marble was salvaged too late for use in Parliament House, but was able to be redirected to the construction of the Massey Memorial at Point Halswell constructed in 1930.¹⁴²

Physical Values

Architectural Values

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

The wreck sites have no architectural values, but surviving elements of these wrecks and archaeological deposits can provide information about the vessels' design, construction and function.

Archaeological Values

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

While the wrecks of *Hannah Broomfield* and *Magic* have been salvaged and only a small amount of material remains visible above the seabed, the deposits that remain have considerable archaeological values. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the crew may be present. Such items can contribute new information about the day-to-day lives of nineteenth century seamen in New Zealand. Most artefacts visible above the seabed have been removed from the site in the past, but the deposits that remain

¹⁴² Hitchens, F. and P. Beale. 2002. *Petone to Pencarrow: a shoreline with a history*. Aviator Books, Wellington, p.16

buried within the seabed are likely to have retained their archaeological context and reached an equilibrium with their environment. The wreck of the *Magic* is still significant as a New Zealand-built sailing vessel constructed at the turn of the century.

Technological Values

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

The *Hannah Broomfield* and *Magic* were both colonial built wooden sailing vessels, and are therefore interesting in terms of any technological or stylistic departures from the vessels built in Europe and North America. They were both cargo carrying vessels for the trans-Tasman and New Zealand coastal trades. They represent the later period of the widespread use of wooden sailing vessels, before metal hulled steam-driven vessels started to predominate.

Integrity

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

The wreck site has been subject to salvage efforts over time, and while little presently remains of either vessel above the seabed, it is likely that the archaeological deposits in sandy deposits on the seabed have reached an equilibrium within the dynamic coastal environment and archaeological context is likely to have been preserved. Many of the heavier metal items not buried beneath the seabed have been removed, and wooden elements above the seabed have broken up and scattered.

Age

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

The *Hannah Broomfield* wreck site dates to 1880, and is now over 130 years old. Only a few shipwrecks of this period have been discovered and reliably documented. The *Magic* wreck site dates to 1921, so is significantly later. However, the date of construction for this vessel was 1901, and any surviving structural elements buried beneath the seabed will be significant as a record of turn of the century New Zealand shipbuilding.

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 wreck sites are located on the seabed a few hundred metres from the shore at Inconstant Point, Wellington. Pencarrow Head, to the south, is the location of New Zealand's first lighthouse, and a number of other wrecks along this coastline have been discovered in recent times including the *Halcione* (1869-1896),¹⁴³ and *Devon* (1897-1913).¹⁴⁴ Inconstant Point derives its name from a well-known Wellington shipwreck, the *Inconstant*, which was stranded there in 1849, and more recently excavated from beneath the old BNZ arcade in Lambton Quay in 1997.¹⁴⁵

Social Values

Sentiment

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

There is limited public sentiment for these sites, but they have been listed in a number of local histories pertaining to Wellington's 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.

The *Hannah Broomfield* and *Magic* wreck sites as they are not well known outside the diving community. They are commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Hannah Broomfield* and *Magic* at Inconstant Point contributes to the understanding of these sites, and demonstrates the dangers encountered by sailing vessels on Wellington's rocky shoreline even well into the twentieth century. While appreciation of the wreck sites is limited to remote methods or visits by divers, individual elements of the wreck sites make more sense when they are not divorced from their environmental context.

¹⁴³ Ingram, pp.291-292

¹⁴⁴ Ingram, pp.356-357

¹⁴⁵ O'Keeffe, M. 1999. 'The Shipwreck Under the City: The *Inconstant*, Wellington, New Zealand.' *Bulletin of the Australasian Institute for Maritime Archaeology* 23:121

Rarity

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

Wrecks of wooden sailing vessels from the nineteenth and early twentieth centuries are rare, both nationally and in the Wellington region. Of over 200 shipwrecks in the Wellington region only a small number have been found by divers and reliably documented. Wrecks of New Zealand-built wooden vessels are also rare and provide an opportunity to research local innovation in ship building over time.

Representativeness

The place is an excellent example of its type or era.

While these sites have been subject to salvage and fossicking over the years, and little remains visible above the seabed, archaeological deposits are likely to survive buried in the sand. The *Hannah Broomfield* and *Magic* are representative of small to medium-sized sailing vessels from their respective eras, and the remains are typical of archaeological deposits associated with wooden hulled vessels.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs



Inconstant Point viewed from the south



Rocky inshore area around the point searched during site assessment visits in 2012

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'The Wreck of the Hannah Broomfield' *Evening Post* 05 October 1880, p.2

Evening Post 07 October 1880, p.2

'The Wreck of the Hannah Broomfield – Nautical Enquiry' *Evening Post* 08 October 1880, pp.2,3

Evening Post 09 October 1880, p.2

'On the Rocks – Magic ashore at Pencarrow' *Evening Post* 28 March 1921, p.7

'The Scow Magic' *Evening Post* 31 March 1921, p.8

'The Scow Magic' *Evening Post* 11 April 1921, p.8

'Wreck of Scow Magic' *Evening Post* 20 April 1921, p.4

'Salving the Magic' *Evening Post* 27 April 1921, p.8

'Stranding of Scow Magic' *Evening Post* 29 April 1921, p.8

'Local and General' *Evening Post* 30 April 1921



Boiler, Tui wreck site, Feb 2013

Tui
Breaker Bay, Wellington
1886

Outline History

History

The iron steamer *Tui* was built at Dunedin by R.S. Sparrow & Co in 1875, and for 11 years operated on the New Zealand coast transporting passengers and cargo. The vessel almost came to a premature end in 1881 when it grounded on the Waitara River bar. It was considered a constructive total loss by the owners and abandoned to the underwriters. Rather than scrap the vessel, the insurers opted to refloat the *Tui* and have it taken to Wellington to be repaired at the Evans Bay Patent Slip.¹⁴⁶

The *Tui* had no less than ten other incidents over the remainder of her career, including collisions, strandings and damage to machinery. She did however prevent another wreck from occurring on Barretts reef, when she was first on the scene to tow the embayed barque *Coronilla* out of danger in August 1885.¹⁴⁷ It was therefore a cruel twist of fate that the final wreck of the *Tui* should occur at that same location just over a year later in 1886.¹⁴⁸

At 10.00pm on 1 November 1886, the *Tui* departed Queens wharf, Wellington for Foxton, under Captain Charles Quentin Pope. At 11.10pm the vessel struck a submerged rock and went down by the head fifteen minutes later. The passengers and crew were evacuated into lifeboats and landed near the pilot's station in Worsler Bay.¹⁴⁹

The next day the steam launch *Piaka* visited the wreck with a diver on board to make a preliminary survey of the wreckage. The diver reported that the *Tui* was resting on a soft sandy bottom, and the damage caused by striking the reef was not immediately apparent. It was advised that the hatches were still tight and the wreck could be refloated if operations were commenced immediately. While at the wreck site the diver salvaged the ships side lights, binnacle and a bag of crayfish.¹⁵⁰ Salvage of cargo and personal possessions continued over the next week with the ss *Huia* recovering some 28 tons of

¹⁴⁶ de Jardine, M. 1984 *Shipwrecks on and off the Taranaki Coast*. Self published, New Plymouth, pp.89-91

¹⁴⁷ *Evening Post* 14.08.1885, p.2

¹⁴⁸ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, pp.47-48

¹⁴⁹ *Evening Post* 02 November 1886, p.2

¹⁵⁰ *Evening Post* 03 November 1886, p.2

cargo including ironmongery, wine and spirits, crockery, galvanised iron, cable, grocery items, bedding, and passenger's luggage.¹⁵¹

An investigation into the wreck was held on 11 November, and found that the master had been 'negligent to the point of recklessness'.¹⁵² He was forced to pay the cost of the inquiry and his certificate was cancelled.

On 12 November the owners of the *Tui* received notice from the Wellington Harbour Board that they required the wreck to be removed within a month.¹⁵³ Salvage of removable items continued with another 10 tons of cargo recovered and tenders were sought for lifting the hull.¹⁵⁴ Attempts to lift the *Tui* were made in December 1886 and February 1887 before the task was finally abandoned. The first of these attempts employed lifting gear specially assembled for the task at the Phoenix Foundry in Auckland, and consisted of 'a series of screws 6ft. in length, to which are attached 'devil's grips.'¹⁵⁵ The gear was been fitted onto the Harbour Board punts, which were lent for the operation. The later attempt was to involve a technique devised by a Wellington engineer, Mr George Ross, involving the pumping of compressed air into watertight hold space.¹⁵⁶

Subsequent salvage work in February and March 1887 resulted in the recovery of the main mast, wire rigging, steam winch, donkey engine and boiler, kegs of nails, cases of gin and brandy, a gold watch and silver chain.¹⁵⁷

Further requests were made by the Harbour Board to have the hull of the *Tui* removed,¹⁵⁸ but it appears this was never effected. The wreck site remained undisturbed until it was found by divers Malcolm Blair and Rob Marshall in 1971.¹⁵⁹

¹⁵¹ *Evening Post* 3 November 1886:2; 4 November 1886:2; 6 November 1886:2; 10 November 1886, pp.2,3

¹⁵² *Evening Post* 11 November 1886, p.2

¹⁵³ *Evening Post* 12 November 1886, p.2

¹⁵⁴ *Evening Post* 13 November 1886, p.2; 17 November 1886, p.2

¹⁵⁵ *Evening Post* 11 December 1886, p.2; 16 December 1886, p.2

¹⁵⁶ *Evening Post* 08 February 1887, p.2; 10 February 1887, p.2; 11 February 1887, p.3

¹⁵⁷ *Evening Post* 16 February 1887, p.2; 18 February 1887, p.2; 19 February 1887, p.2; 23 February 1887, p.2; 21 March 1887, p.3

¹⁵⁸ *Evening Post* 25 March 1887:2

¹⁵⁹ Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland, p.109

Location

Map



Tui wreck site, image from Google Maps, 2012

Legal description

The *Tui* wreck site is located on the seabed in Chaffers Passage between Point Dorset and Barrett reefs, Wellington.

NZTM Grid Reference: E1753677 N5422044

Physical Description

Setting

The *Tui* wreck site is located in Breaker Bay on the southern end of Point Dorset, reef approximately 300 metres from the shore. Other shipwrecks in the entrance to Wellington harbour include the *Subraon* (1846-1848)¹⁶⁰ on the

¹⁶⁰ Ingram, pp.47-48

southern end of the Point Dorset reef, and *Devon* (1897-1913)¹⁶¹ at Pencarrow. Wrecks salvaged from Barretts reef also include the *Wahine* (1966-1968)¹⁶² and *Waganella* (1932-1970)¹⁶³.

Tui

The *Tui* (No.69001) was an iron hulled single screw steamer of 102 tons (64 tons net register), of dimensions 103.4 ft. length, 16.2 ft. beam, and 7.5 ft. depth. It was built by R. S. Sparrow & Co. of Dunedin in 1875.¹⁶⁴

Wreck site

The *Wreck Book* includes the following description: "She is lying ½ km north of Barretts Reef at the entrance to Wellington Harbour in 12m of water, on a sand bottom, with visibility of 5-7m. The wreckage has not scattered but has collapsed around the keel. The bow and stern are still recognizable but have fallen outward. The engine, boiler, propeller shaft, propeller and rudder are still visible in the aft part of the wreck." And continues: "Most of the hull is now covered with sand but is cleared from time to time by storms and portholes and other artifacts are revealed."¹⁶⁵

The *New Zealand Diver's Handbook* contains the brief description: "Sank in 11 metres of water to the north of Barrett Reef. She is still semi-intact."¹⁶⁶

The wreck is marked on nautical charts, and shows up well on a depth sounder. It is for the most part as described by Locker-Lampson and Francis. The boiler is circular and approximately 1.5 metres in diameter, and sit above the sand, with the engines also sitting proud of the bottom nearby. With the exception of the boiler, engines, and an area around the stern the remainder of the wreck is partially covered in sand, weed and fishing nets and covers an area approximately 30 x 10 metres. The depth of water on the site at high tide is 15 metres.

Chronology, modifications

Date Activity

1875 Vessel constructed in Dunedin by R. S. Sparrow & Co.¹⁶⁷

¹⁶¹ Ingram, pp.356-357

¹⁶² Ingram pp.466-470

¹⁶³ McLean, G. 2007. *Full Astern. An illustrated history of New Zealand Shipwrecks*. Grantham House Publishing, Wellington. pp.187-189

¹⁶⁴ Ingram, p.48

¹⁶⁵ Locker-Lampson and Francis p.109

¹⁶⁶ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. pp.69-70

¹⁶⁷ Ingram p.258

- 1876 Vessel registered 2/1876 Wellington.¹⁶⁸
- 1881 Vessel stranded on the Waitara bar (11.09.1881). The damage was considered extensive, so owners Johnston & Co Ltd abandoned the *Tui* to the underwriters. Subsequently repaired at Wellington Patent Slip and put back into service.¹⁶⁹
- 1882 Damage sustained to propeller shaft while at Kaikoura wharf (10.08.1882), which later broke while at sea.¹⁷⁰
- 1883 Collision between ss *Tui* and ss *Kennedy* at Whanganui (05.04.1883). Sustained damage to furnace crown of boiler while at Wellington (15.08.1883). Lost propeller at sea 3 miles south of Mana Island (27.11.1883). Stranded on Passage Rocks off Kapiti Island (30.12.1883).¹⁷¹
- 1884 Lost rudder and stranded while attempting to cross the Manawatu River bar, sustained slight damage to hull (31.07.1884).¹⁷²
- 1885 Collision between ss *Tui* and ss *Jane Douglas* off Point Halswell, Wellington harbour (20.10.1885).¹⁷³
- 1886 Vessel stranded at Manawatu River mouth (24.08.1886),¹⁷⁴ and finally wrecked at entrance to Wellington harbour (01.11.1886).¹⁷⁵ Initial salvage attempts by divers commence two days later and recover ships fittings as well as some 28 tons of cargo and personal items.¹⁷⁶
- 1887 Final unsuccessful attempt to refloat vessel (8-11.02.1887).¹⁷⁷ Salvage of vessel continues until March 1887.¹⁷⁸
- 1971 Wreck site discovered by Malcolm Blair and Rob Marshall.¹⁷⁹

¹⁶⁸ Watt, M.N. 1962. *Index to the New Zealand Section of all British Register of Ships 1840-1950*. NZ Ship and Marine Society, Wellington, p.683

¹⁶⁹ de Jardine, pp.89-91

¹⁷⁰ Ibid.

¹⁷¹ Ibid.

¹⁷² Ibid.

¹⁷³ Ibid.

¹⁷⁴ Ibid.

¹⁷⁵ Ingram pp.257-258

¹⁷⁶ *Evening Post* 3 November 1886, p.2; 4 November 1886, p.2; 6 November 1886, p.2; 10 November 1886, pp.2,3

¹⁷⁷ *Evening Post* 08 February 1887, p.2; 10 February 1887, p.2; 11 February 1887, p.2

¹⁷⁸ *Evening Post* 16 February 1887, p.2; 18 February 1887, p.2; 19 February 1887, p.2; 23 February 1887, p.2; 21 March 1887, p.3

¹⁷⁹ Locker-Lampson and Francis, p.109

Evaluation of Significance

The *Tui* is significant as the wreck of a nineteenth century coastal steamer, and is technologically significant as an early iron-hulled vessel built in New Zealand in the 1870s. The salvage attempts following the wreck of the vessel were historically significant as an early application of the use of compressed air to lift submerged objects. The wreck is part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

The *Tui* site is historically significant as the wreck of a 1870s New Zealand built iron hulled vessel. At the time of its loss iron steamers were gradually replacing wooden sailing ships, as they were more manoeuvrable and better suited to servicing New Zealand's smaller river ports. Even though they were ultimately unsuccessful, the salvage attempts following the wreck are historically significant for the early application of compressed air in salvaging sunken vessels.

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as surviving wooden elements or metal fittings are able to illustrate the vessel's design, construction and function.

Archaeological Values

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

While the *Tui* wreck site has been subject to modification over time, the deposits that remain have high archaeological values. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the passengers and crew not recovered during the early salvage attempts may be present. Such items can contribute

new information about the day-to-day lives of those on board. Most of the smaller artefacts visible above the seabed are likely to have been removed, but the deposits that remain buried on site are likely to have reached an equilibrium with their environment. Any elements of the wreck surviving in archaeological deposits below the seabed are likely to have technological significance, as an early example of New Zealand iron shipbuilding.

Technological Values

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

The *Tui* is technologically significant as an iron steamer of early New Zealand construction. Iron shipbuilding in New Zealand commenced in Lyttelton and Dunedin from the 1860s, but it wasn't until the 1870s that iron hulled vessels were being produced in significant numbers. The *Tui* therefore represents an early application of this technology. It is also significant that the *Tui* came from the shipyard of R. S. Sparrow, who would go on to build the first steel hulled vessel in New Zealand in 1884.¹⁸⁰ Closer study of the boiler and engines can provide information on the types of machinery that was being fitted to colonial built steamers in the 1870s, and comparisons with other steamers may be able to show progression of nautical technology through time. Also of technological significance are the methods used in the re-floating attempts. Although unsuccessful, the *Tui* re-floating efforts demonstrated application of conventional 1880s methods of re-floating by securing chains beneath the hull and lifting the vessel, and application of new methods devised by a Wellington engineer not dissimilar to underwater lifting methods used today.

Integrity

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

The *Tui* wreck site has been subject to salvage efforts over time, and while the hull has fallen outwards it is still largely intact, and many elements can still be identified, such as the boiler and engines. A substantial amount of the remaining frames and hull plates have collapsed into the seabed and it is likely that these, along with some smaller artefacts will have reached an equilibrium within the dynamic coastal environment. Some of the movable items on the seabed are likely to have been recovered by divers, but the wreck site is remarkably intact for its age.

¹⁸⁰ McLean, G. 1985. *Otago Harbour Currents of Controversy*. Otago Harbour Board, Dunedin, p.293

Age

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

The *Tui* wreck site, which dates to 1886, is now over 120 years old. Along with the *Waitaki* (1876-1887)¹⁸¹ at White Rocks, it is one of the oldest iron hulled wrecks in the Wellington region found to date. Other wrecks of early iron hulled vessels in the Wellington region found to date include the *Woollahra* (1875-1907),¹⁸² *Ben Avon* (1875-1903),¹⁸³ *Delmira* (1864-1896),¹⁸⁴ and *Halcione* (1869-1896).¹⁸⁵

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.

Barretts reef at the entrance to Wellington harbour has claimed a number of vessels since the establishment of European settlement in 1840. Other shipwrecks in the entrance to Wellington harbour include the *Subraon* (1846-1848)¹⁸⁶ on the north end of Barrett reef, and *Devon* (1897-1913)¹⁸⁷ at Pencarrow. Wrecks salvaged from Barretts reef also include the *Wahine* (1966-1968)¹⁸⁸ and *Waganella* (1932-1970).¹⁸⁹

Social Values

Sentiment

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

The site is not well known. Few people other than people with an interest in shipwrecks and maritime history would know of the wreck of the *Tui*.

Recognition

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

¹⁸¹ Ingram, p.259

¹⁸² Ingram, p.337-338

¹⁸³ Ingram, p.317-318

¹⁸⁴ Ingram, p.293-294

¹⁸⁵ Ingram, p.291-292

¹⁸⁶ Ingram, pp.47-48

¹⁸⁷ Ingram, pp.356-357

¹⁸⁸ Ingram pp.466-470

¹⁸⁹ McLean 2007,pp.187-189

The *Tui* is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Tui* in Chaffers Passage at the Wellington harbour entrance contributes to the understanding of the site and demonstrates the inherent dangers in late nineteenth century shipping. While appreciation of the site is limited to remote methods or visits by divers, individual elements of the wreck site make more sense when not divorced from their environmental context.

Rarity

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

Wrecks of nineteenth century New Zealand-built vessels are rare, both nationally and in the Wellington region. The activities of fossickers mean these wrecks are a rapidly diminishing resource. Of over 200 shipwrecks in the Wellington region, only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

The *Tui* is representative of many of the small coastal steamers trading on the New Zealand coastline in the later part of the nineteenth century. While the *Tui* wreck site has collapsed in and has been subject to salvage and fossicking over the years, it is still largely intact, and many elements of the wreck remain recognisable. Archaeological deposits are likely to survive buried in the sand, and the site is therefore representative of a late nineteenth century iron hulled shipwreck.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/496

Other:

Photographs



Figure 19: *Engines of the Tui, lying west of the boiler*



Figure 20 *Stern of the Tui*



Figure 21: Boiler of the Tui sitting above the seabed, circular cross section c.1.5metres in diameter

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Evening Post 02 November 1886, p.2

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Evening Post 06 November 1886, p.2
Evening Post 10 November 1886, pp.2, 3
Evening Post 11 November 1886, p.2
Evening Post 12 November 1886, p.2
Evening Post 13 November 1886, p.2
Evening Post 17 November 1886, p.2
Evening Post 23 November 1886, p.2
Evening Post 24 November 1886, p.3
Evening Post 30 November 1886, p.2
Evening Post 01 December 1886, pp.2-3
Evening Post 08 December 1886, p.2
Evening Post 09 December 1886, p.2
Evening Post 10 December 1886, p.2
Evening Post 11 December 1886, p.2
Evening Post 16 December 1886, p.2
Evening Post 08 February 1887, p.2
Evening Post 10 February 1887, p.2
Evening Post 11 February 1887, p.3
Evening Post 16 February 1887, p.2
Evening Post 18 February 1887, p.2
Evening Post 19 February 1887, p.2
Evening Post 23 February 1887, p.2
Evening Post 25 February 1887, p.2

Evening Post 21 March 1887, p.3

Evening Post 25 March 1887, p.2

Evening Post 07 June 1887, p.3

Evening Post 19 July 1887, p.3

Evening Post 14 August 1885, p.2



Brass fittings exposed at base of boiler, Waitaki wreck site, 2012

Waitaki
White Rocks, South Wairarapa
1887

Outline History

History

The iron screw steamer *Waitaki* was built for the Oamaru and Dunedin Steam Company Ltd by Thomas Wingate & Co, Whiteinch, Scotland (Yard No.200). The vessel was launched on 13 May 1876,¹⁹⁰ and first registered 50/1876 Glasgow.¹⁹¹ Upon receipt of the vessel in New Zealand it was registered 14/1876 Dunedin. In June 1879 the remaining shares of the Oamaru and Dunedin Steam Company were amalgamated into James Mills' Union Company, and the *Waitaki* remained with this company until 1884.¹⁹²

The wreck of the *Waitaki* occurred at 1.35am on 23 April 1887, while on route between Napier and Wellington.¹⁹³ The *Waitaki* had left Napier at 7.00am on 22 April with 10 tons of lime, a case of drapery, two packages of leather and three passengers.¹⁹⁴ Over the course of the day the weather was fine, but by 10.00pm it had become hazy with heavy rain squalls. The master, Captain Thomas Pennal, assumed incorrectly that they had rounded Cape Palliser and altered his course to the east. Immediately after altering course the steamer bumped on the rocks three times and ran up onto the beach. The engines were put into reverse, but a rock had punctured the port bilge pivoting the vessel around.¹⁹⁵

The steamer *Mana* was dispatched at 1.20am on 24 April, and arrived at the wreck at 7.15am. The *Evening Post* described the scene: "The *Waitaki* lies at the end of the prominent bluff which is distinguished on some charts as Black Head, and on others by its Maori name, Te Rakauwhakamatuku Point. She has apparently run at a high speed upon a shingle beach, and she now stands quite upright and is to all appearances as snug as if she lay alongside a wharf. Her head points S.S.W. A sandspit which runs parallel with the vessel on her port side affords some degree of protection from southerly weather, and while the *Mana* was in the vicinity none of the seas broke over the *Waitaki*. There did not appear to be more than 20 or 30 yards of water between the steamer's bow and the beach."¹⁹⁶

¹⁹⁰ <http://www.clydesite.co.uk/clydebuilt/viewship.asp?id=14653>

¹⁹¹ Watt, M.N. 1962. *Index to the New Zealand Section of all British Register of Ships 1840-1950*. NZ Ship and Marine Society, Wellington p.723

¹⁹² Farquhar, I. 2001. *Union Fleet*. New Zealand Ship and Marine Society, Wellington. p.xviii

¹⁹³ *Evening Post* 25 April 1887, p.2

¹⁹⁴ *Evening Post* 28 April 1887, p.2

¹⁹⁵ Ingram, I. 2007. pp.259-260

¹⁹⁶ *Evening Post* 25 April 1887, p.2

It was not possible for a party to land from the *Mana*, and Captain Bendall of the *Mana* received no reply to his signals so it was decided to return to Wellington and await more favourable weather before attempting salvage.

An inquiry was held into the wrecking on 4-5 May 1887 at Wellington, and it was found that the cause of the wreck was an error of judgement on the part of the master in relying too heavily on the log, and running the vessel too fast in poor conditions. Pennal was found accountable and his certificate was suspended for three months, and he was ordered to pay the cost of the enquiry.¹⁹⁷

Location

Map



Waitaki wreck site, image from Google Maps, 2012

Legal description

The *Waitaki* wreck site is located on the seabed 50 metres from the shore approximately 1.4 kilometres southwest of the Waiarakeke River mouth at White Rocks.

NZTM Grid Reference: E1796650 N5393780

¹⁹⁷ *Evening Post* 4 May 1887, p.3; 5 May 1887, p.3; 6 May 1887, p.2

Physical Description

Setting

The *Waitaki* wreck site is located at Te Rakauwhakamataku Point, White Rocks, approximately 6.5 kilometres east-north-east of Cape Palliser, and 1.4 kilometres southwest of the Waiarakeke River mouth. Other shipwrecks in the vicinity include the *Ben Avon* (1885-1903), at Cape Palliser¹⁹⁸ and the three-masted schooner *Delmira* (1864-1896), at Te Kaukau Point.¹⁹⁹

SS Waitaki

The *Waitaki* (No. 73836) was a single screw iron steamer of 412 tons (228 tons net register), of dimensions 164.8 ft. length, 22 ft. beam, and 10.2 ft.²⁰⁰ depth. It was built to order for the Union Steamship Company by Thomas Wingate & Co of Glasgow, but at the time of wrecking the vessel was owned by the Kamo Colliery Company.²⁰¹

Wreck site

The *Wreck Book* includes the following description: "The boilers and engine condensers are the only recognisable pieces left but there are a great number of steel plates in a fairly small area. Little has been recovered from the site apart from portholes. The area is semi protected in a light southerly but completely exposed and very unpleasant in a northerly. A small part of the wreck shows above the water at low tide."²⁰²

The *New Zealand Diver's Handbook* incorrectly places this wreck to the east of Cape Palliser, and notes: "Little remains, but the wreck is worth looking for if in the area."²⁰³

Presently the top of the boiler is still visible above water, but is almost completely submerged at high tide. The depth of water in the immediate area is 3 to 4 metres, and the seafloor is littered with rocks and seaweed. Visibility is generally poor, other than following periods of prolonged of calm weather. A number of riveted iron plates are visible on the shore adjacent to the wreck

¹⁹⁸ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland.

, pp.317-318

¹⁹⁹ Ingram, pp.293-294

²⁰⁰ *Lloyds Register of British and Foreign Shipping*, 1883:W28

²⁰¹ Ingram, p.260

²⁰² Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland. p.115

²⁰³ Rippon, P. 1985. *The New Zealand Divers' Handbook*. Reed Methuen, Auckland pp.70-71

site. There is no public access along the shore and permission is required from the landowner to use the farm roads to access the site past the locked gate at the end of White Rocks Road.

Confirmation of the correct location and identity of this wreck is given on survey plans SO 22867 and SO 23214.

Chronology, modifications

Date	Activity
1876	Vessel constructed in Whiteinch, Scotland by T. Wingate & Co. for the Oamaru & Dunedin Steam Co. Ltd. ²⁰⁴ Launched 13.5.1876. Registered 50/1876 Glasgow, and subsequently 14/1876 Dunedin ²⁰⁵
1879	Transferred to Union Steamship Company, of Dunedin. ²⁰⁶
1881	Collision with <i>Albion</i> in Otago Harbour (17.8.1881)
1883	Purchased by the Kamo Colliery Co, Auckland for use on the Auckland-Whangarei run
1884	Registered 2/1884 Auckland. Collision with <i>Koputai</i> in Otago Harbour (8.2.1884) ²⁰⁷
1885	Collision with <i>Doric</i> at Auckland (4.9.1885). ²⁰⁸
1887	SS <i>Waitaki</i> wrecked near Cape Palliser 23.4.1887
1971	Wreck site located by divers Malcolm Blair and Neil Duncan

Evaluation of Significance

The *Waitaki* wreck site is a well preserved wreck site of a late nineteenth century coastal steamer. The wreck has value when considered as part of a rapidly disappearing group of shipwrecks 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.

²⁰⁴ Farquhar, I. 2001. Union Fleet. New Zealand Ship and Marine Society, Wellington, pp.14-15; Ingram pp.259-260

²⁰⁵ Watt, p.723

²⁰⁶ Farquhar, p.15

²⁰⁷ Ibid.

²⁰⁸ Ibid

Historic Values

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

The steamer *Waitaki* is representative of steamers which plied the coast of New Zealand in the late nineteenth century. It provides a poignant reminder of the dangers faced by the officers and crews of coastal traders even in an age when steamers with greater manoeuvrability were starting to supplant sailing vessels, which were more prone to being wrecked on a lee shore.

Between 1879 and 1883 the *Waitaki* was owned by the Union Steamship Company of Dunedin. One of the largest New Zealand companies of its time, the Union Steamship Company controlled the majority of New Zealand coastal shipping as well as maintaining a significant share of trans-Tasman, southeast Australian and South Pacific shipping.

The Cape Palliser lighthouse was first lit in 1897, and wrecks such as that of the ss *Waitaki* undoubtedly provided an impetus for erecting a light in that location.

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as the frames and fittings are able to illustrate the vessel's design, construction and function.

Archaeological Values

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

While the *Waitaki* wreck site has been subject to modification over time, there still remain moderate archaeological values. The vessel was purpose-built for the Oamaru and Dunedin Steam Company, one of the early acquisitions of the Union Steam Ship Company, so features of its design and propulsion can provide information about the types of vessels that were seen as suitable for New Zealand conditions in the late nineteenth century. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items of cargo as well as personal effects of the crew may be present. Such items can contribute new information about the day-to-day lives of late nineteenth century seamen in New Zealand.

Technological Values

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

Closer inspection of the boiler and associated *in-situ* features of the *Waitaki* wreck site maybe useful in illustrating the progression of steamship technology over time.

Integrity

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

The wreck site has been subject to salvage efforts over time, and while there is limited anecdotal evidence pointing to the removal of material, it's likely that a degree of amateur fossicking has probably occurred. The comparative remoteness of location and difficulty in terms of diving conditions may mean that more of the wreck survives than what might otherwise have been the case. While it is unclear how much survives archaeologically, it is likely that artefacts are likely to remain preserved in context below the cobble seafloor.

Age

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

The wreck site, which dates to 1887, is now over 120 years old. It is not particularly old in the context of human occupation in the Wellington region, but White Rocks is a remote area that has had relatively less development over time, and the wreck still reflects a largely by-gone age of coastal traders.

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 wreck site is fairly isolated from other maritime sites in the wider area, but this wreck and that of the *Delmira* is a significant part of the history of White Rocks Station, and Cape Palliser. The uplifted platform in the wider area has a significant Maori prehistoric cultural landscape including a number of prominent horticultural features, but this is not directly associated with the wreck of the *Waitaki*.

Social Values

Sentiment

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

The site is known to divers and shipwreck enthusiasts. It is somewhat less attractive to recreational divers on account of its shallowness and the difficulties in diving on an exposed surf coast, and the shore access being via private property.

Recognition

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

The *Waitaki* is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Waitaki* on an exposed rocky coast contributes to the understanding of the site and demonstrates the dangers encountered by coastal trading vessels in often treacherous conditions. The wreckage does not make sense as a site when divorced from this context.

Rarity

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

Wrecks of steel-hulled vessels dating from the late nineteenth century can be considered rare as relatively few have been located around the New Zealand coastline. Of the approximately 200 documented shipwrecks in the Wellington region only a small number have been found by divers and reliably documented. Therefore sites such as the *Waitaki* can be considered rare.

Representativeness

The place is an excellent example of its type or era.

While the wreck site is broken up and scattered, and has been subject to salvage and fossicking over the years, a large amount of material remains visible above the seabed and archaeological deposits are likely to survive

buried in the sandy seabed. The *Waitaki* is representative of coastal steamers of the late nineteenth century.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: S28/194

Other:

Photographs



Figure 22 Marine growth partially obscuring features on side of boiler



Figure 23 Upper part of boiler submerged at high tide



Figure 24 *Waitaki* wreck site location at high tide, almost completely submerged

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Evening Post 28 April 1887, p.2

Evening Post 29 April 1887, p.3

Evening Post 04 May 1887, p.3

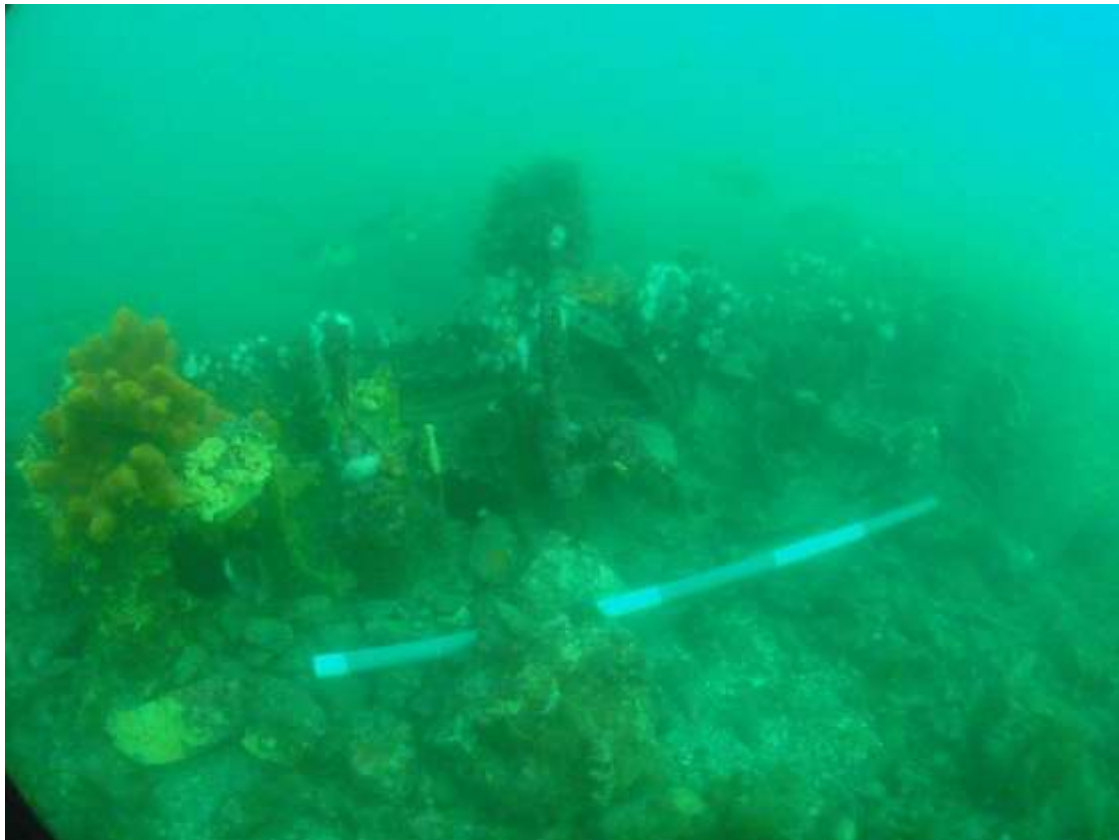
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Appendices to the Journal of the House of Representatives 1888 H-19:31

SO 22867, Wellington Land District

SO23214, Wellington Land District



Willie McLaren wreck site, February 2012

Willie McLaren
Worser Bay, Wellington
1889

Outline History

History

The barque *Willie McLaren* was built at Prince Edward Island, Quebec by John Le Brocq in 1874, and traded between South America and Canada until 1885.²⁰⁹ The vessel was subsequently sold to Australian interests, and registered 6/1885 Newcastle. At the time of her loss the *Willie McLaren* was valued at £2500, and part-owned by her master, Captain Joseph Salmon, and his father-in-law, a Mr R. Lynn.²¹⁰ She had only recently been slipped for repairs at Newcastle, and had been re-classed A1 at Lloyds after being stripped and re-coppered at a cost of £1400.²¹¹

The *Willie McLaren* departed Newcastle for Wellington on 27 September 1889, carrying a cargo of 765 tons of coal valued at £800.²¹² After an eight day passage across the Tasman she arrived in Wellington harbour at 3.30pm. A strong north-westerly wind was blowing at the time, and while beating against the wind the *Willie McLaren* struck a submerged rock near Steeple Rock.²¹³ The stricken barque signalled to the pilot, and the ss *Kawatiri* was brought alongside to assist, but to no avail. The barque sank in 10 metres of water at around 8.00pm.²¹⁴

The salvage of the *Willie McLaren* commenced a few days later from the ss *Mana*. Diver Walter Smith recovered the captain's nautical instruments, and clothing, and opined that the wreck was largely intact on a sandy bottom and likely to be able to be raised.²¹⁵ The wreck was advertised at auction, and sold for £130.

The inquiry into the wreck was held at Wellington on 11 October 1889 and found that the Captain committed an error in judgment in taking a course too close to Steeple Rock, and should have attempted to beach at once instead of waiting for the steamer to arrive. Salmon's master's certificate was not cancelled, but he was required to pay the costs of the inquiry at £4 4s. ²¹⁶

²⁰⁹ <http://vre2.upei.ca/cap/node/795>

²¹⁰ Diggle, L. 2009. *Shipwrecks of New Zealand*. Self published, Titirangi, p.122

²¹¹ *Evening Post* 07 October 1890, p.2

²¹² *Evening Post* 07 October 1889, p.2

²¹³ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, pp.270-271

²¹⁴ *Evening Post* 07 October 1889, p.2

²¹⁵ *Evening Post* 08 October 1889, p.3

²¹⁶ *Evening Post* 12 October 1889, p.2

The salvage continued in the later part of the year with the divers taking down the masts and rigging, cutting down the superstructure to deck level and making the hull watertight.²¹⁷ By mid-December ss *Wallibi* was at the site with lifting apparatus and it was announced that an attempt to raise the vessel was to be made in early February.²¹⁸ The salvage was finally abandoned in March 1890 after two separate lifting attempts and expenditure of £1600. The salvage attempts included the standard method of pumping the water out of the hull and passing chains under the vessel to lift it to the surface, and a method patented by Wellington engineer George Ross, of pumping compressed air into the hull.²¹⁹ On lifting the vessel partly off the seabed it was noted that the hull had a gash in the port side nearly 7 feet square, which proved too difficult to repair.²²⁰

The hull was sold again in July 1890 to another salvage company who recovered 40 tons of coal with the aid of dynamite.²²¹ The Wellington Harbour Board made repeated requests to have the wreckage removed, and this was achieved to their satisfaction on 3 August 1891. An arrangement between the syndicate owners and the government, saw Captain Falconer of the Torpedo Corp detonating 1000 pounds of gun cotton on the wreck – which reduced the *Willie McLaren* to a pile of coal.²²²

Following the rediscovery of the wreck in the 1960s, the coal pile was for many years targeted by fishermen and scavenged by local residents for heating fuel.²²³

²¹⁷ *Evening Post* 22 October 1889, p.2; 14 December 1889, p.2; 27 December 1889, p.2

²¹⁸ *Evening Post* 08 November 1889, p.2; 21 January 1890, p.2; 03 February 1890, p.2

²¹⁹ *Evening Post* 06 March 1890, p.4; 20 June 1890, p.2

²²⁰ *Evening Post* 06 March 1890, p.4

²²¹ *Evening Post* 01 July 1890, p.2; 17 September 1890, p.2

²²² *Evening Post* 19 June 1891, p.2; 25 July 1891, p.3; 03 August 1891, p.2

²²³ O'Brien, B. 2001. *Waka Ferry Tram. Seatoun and the bays before 1958*. Dorset Enterprises, Wellington. pp.54-55

Location

Map



Willie McLaren wreck site, image from Google Maps, 2012

Legal description

The *Willie McLaren* wreck site is located on the seabed 300 metres from the shore at Worser Bay, approximately 700 metres east of the Seatoun wharf, Wellington harbour.

NZTM Grid Reference E1753921 N5424226

Physical Description

Setting

The *Willie McLaren* wreck site is located on the seabed 300 metres from the shore at Worser Bay, Wellington harbour. Elements of the wreck are no longer visible on the seabed, having been recovered by divers or having succumbed to the currents and wave action. Other maritime heritage features in the immediate area include the Steeple Rock beacon 500 metres to the southeast, and the Seatoun wharf, 700 metres to the west of the wreck site.

Willie McLaren

The *Willie McLaren* (No. 71462) was a wooden barque of 560 tons (536 tons net register), dimensions 145.4 ft. length, 31.6 ft. beam and 17 ft. depth. It was built by John Le Brocq at Prince Edward Island, Canada 1874.²²⁴

Wreck site

The *Wreck Book* includes the following description: "Portions of the wooden hull with copper sheathing and bronze pins are still showing but over the years most of the wreck has sunk into the sand. Coal litters the sea floor and the *Willie McLaren* looks more like a collapsed coal shed than a barque. Many Wellington homes have been kept warm with coal from her cargo. Even though there is not a great deal of wreck visible this is still an interesting dive."²²⁵

The *New Zealand Diver's Handbook* notes: "Foundered off Seatoun to the north west of Steeple Rock. A pile of coal marks her remains."²²⁶

The site comprises a scatter of debris over a 20 x 10 metre area roughly along the keel line of the vessel. Large amounts of coal have been recovered from the site in recent years, but a small quantity still remains. The wooden elements of the wreck exposed above the seafloor have largely rotted away, leaving the shell formed by the sheathing and pins. The wreck is the only protrusion in an otherwise sandy and barren part of the harbour, so attracts a lot of fish and sea life. Elements on the site post-dating the wreck include two gear wheels, approximately 1 metre in diameter connected by a bent axle so that they lie almost perpendicular. These are likely to have been deposited as a mooring, and may have come from the Evans Bay patent slip. Another intriguing addition is a brick marked 'GASCO' which also must have found its way onto the site after the wreck, as this company reportedly started manufacturing bricks in the 1920s.

Chronology, modifications

Date Activity

1874	Vessel constructed at Prince Edward Island, Quebec by John Le Brocq. ²²⁷ Owners were William and Nathaniel MacLaren. ²²⁸
------	--

²²⁴ Ingram, p.48

²²⁵ Locker-Lampson, S. and I. Francis. 1994. *The Wreck Book*. Halcyon Publishing Ltd, Auckland. pp.118-119

²²⁶ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. p.69

²²⁷ Ingram, p.270

²²⁸ <http://vre2.upei.ca/cap/node/795>

- 1886 Vessel sold in Australia.²²⁹
- 1887 New donkey boiler and winch fitted at a cost of £250.²³⁰
- 1889 Vessel stripped and re-coppered at Newcastle.²³¹ Vessel is wrecked at Worsler Bay, Wellington harbour (05.10.1889)²³²
- 1890 Salvage attempts to refloat hull in February fail, and wreck is sold to another syndicate who use dynamite to remove 40 tons of coal in September.²³³
- 1891 Arrangement between Government and syndicate owners sees Torpedo Corps blow up the wreckage of *Willie McLaren* using 1000 pounds of gun cotton (03.08.1891).²³⁴
- 1960s Wreck discovered by Warwick Heardley.²³⁵
- 1970s Unexploded bomb found on wreck.²³⁶

Evaluation of Significance

The *Willie McLaren* site is significant as the wreck of a nineteenth century wooden sailing vessel, and the vessel has high historical and technological significance for the salvage and removal methods used following the wreck. The wreck is part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

The *Willie McLaren* is historically significant as a result of the salvage attempts, which while ultimately unsuccessful, demonstrated the early

²²⁹ <http://vre2.upei.ca/cap/node/795>

²³⁰ *Evening Post* 10 October 1889, p.3

²³¹ *Evening Post* 10 October 1890, p.2

²³² Ingram, p.270

²³³ *Evening Post* 03 February 1890, p.2; 22 March 1890, p.2; 06 March 1890, p.4; 01 July 1890, p.3; 17 September 1890, p.2

²³⁴ *Evening Post* 25 July 1891, p.2; 03 August 1891, p.2

²³⁵ Locker-Lampson and Francis, p.119

²³⁶ Locker-Lampson and Francis, p.119

application of compressed air in salvaging sunken vessels. When this ultimately failed, the wreck was levelled with explosives conveyed to the site by the Torpedo Corps. The *Willie McLaren* was also the first historic wreck in New Zealand to have salvage rights granted by the Marine Department.²³⁷

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as surviving wooden elements or metal fittings are able to provide physical evidence pertaining to the vessel's design, construction and function.

Archaeological Values

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

While the *Willie McLaren* wreck site has been subject to modification over time, the deposits that remain have high archaeological values. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the passengers and crew may be present. Such items can contribute new information about the day-to-day lives of early twentieth century seamen in New Zealand. A number of artefacts previously visible above the seabed will have been removed, but the deposits that remain are likely to have reached an equilibrium with their environment. Any elements of the wreck surviving in archaeological deposits below the seabed are likely to have technological significance, as few details of the construction of the *Willie McLaren* have come to light as a result of historical research.

Technological Values

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

The *Willie McLaren* is technologically significant as an early application of locally developed re-floating methods, using compressed air in a watertight hull to make it buoyant. The method, patented by Wellington engineer George Ross, was first trialled on the wreck of the *Tui* two years earlier, and while unsuccessful both times represents local ingenuity in the salvage of wrecked vessels. The re-floating efforts also included use of the more

²³⁷ Locker-Lampson and Francis, p.119

conventional methods of the day by pumping water out of the hull and lifting the vessel using barges.

Integrity

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

The wreck site has been subject to salvage efforts over time, particularly for coal in recent years, and while much of the timber elements exposed above the sea bed have rotted away a considerable amount of wreckage still remains scattered over a 20 x 10 metre area. The lower portion of the wreck is also likely to be relatively intact beneath the sea bed and will have reached an equilibrium within the dynamic coastal environment. Explosives were used on the wreck during the initial salvage, but deposits below the seabed are likely to have been relatively less affected. The wreckage also includes more modern additions including two large gear wheels placed directly onto top of the site as moorings.

Age

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

The *Willie McLaren* wreck site, which dates to 1889, is now over 120 years old. The wreck occurred within 50 years of the founding of Wellington, and the salvage activities were celebrated for their technical achievement in the 50th anniversary jubilee.

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 *Willie McLaren* wreck site is located on the seabed 300 metres from the shore at Worsler Bay, Wellington harbour. The wreckage is not visible above water so contributes little in the way of landscape values, but is part of a wider group of maritime heritage features in the immediate area including the Steeple Rock beacon, the Seatoun wharf, and the Worsler Bay pilot's cottage.

Social Values

Sentiment

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

The site was known in the 1960s and 1970s as a prime fishing location and a source of cheap heating coal. Unfortunately much of the coal has been removed, and few people other than those who were involved in 1970s wreck diving or maritime archaeology would know of the *Willie McLaren*. In recent years a permit was obtained by the Maritime Archaeological Association to survey the site, but this was not undertaken.²³⁸

Recognition

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

The salvage of the *Willie McLaren* in 1890 was a significant news item and the celebrations for Wellington's 50th anniversary jubilee included a parade float decked out with "the divers engaged in raising the wreck of the *Willie McLaren*, equipped in diving dresses, with air-pumps at work, and mounted on a trolley embowered in masses of kelp."²³⁹ The wreck is well known locally and amongst divers and shipwreck enthusiasts, and appears in most published lists of Wellington dive sites and shipwreck publications.

Surroundings

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

The location of the *Willie McLaren* in the middle of Worser Bay is part of a heritage landscape that includes the pilot's cottage, Seatoun wharf and Steeple Rock beacon. Its location contributes to the understanding of the site and demonstrates the dangers encountered by nineteenth century shipping. While appreciation of the site is limited to remote methods or visits by divers, individual elements of the wreck site makes more sense when it is not divorced from their environmental context.

Rarity

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

Wrecks of wooden sailing vessels from the nineteenth century are rare, both nationally,, and in the Wellington region. The activities of fossickers mean shipwreck sites like *Willie McLaren* are a rapidly diminishing resource. Of over 200 shipwrecks in the Wellington region, only a small number have been found by divers and reliably documented making this a relatively rare heritage site type.

²³⁸ Scadden, p.6

²³⁹ *Evening Post* 23 January 1890, p.2

Representativeness

The place is an excellent example of its type or era.

The wreck site has been subject to salvage and fossicking over the years, and little but coal and a few timbers remain visible above the seabed. However, archaeological deposits are known to survive buried in the sand, and the *Willie McLaren* is representative of wooden wreck sites from the late nineteenth century preserved in soft sediment.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/205

Other:

Photographs



Figure 25 *Debris from the Willie McLaren on otherwise barren sandy seabed*



Figure 26 *Small amounts of coal remaining on the wreck of Willie McLaren*



Figure 27 *One of two gear wheels deposited as a later addition to the site by wreck divers*

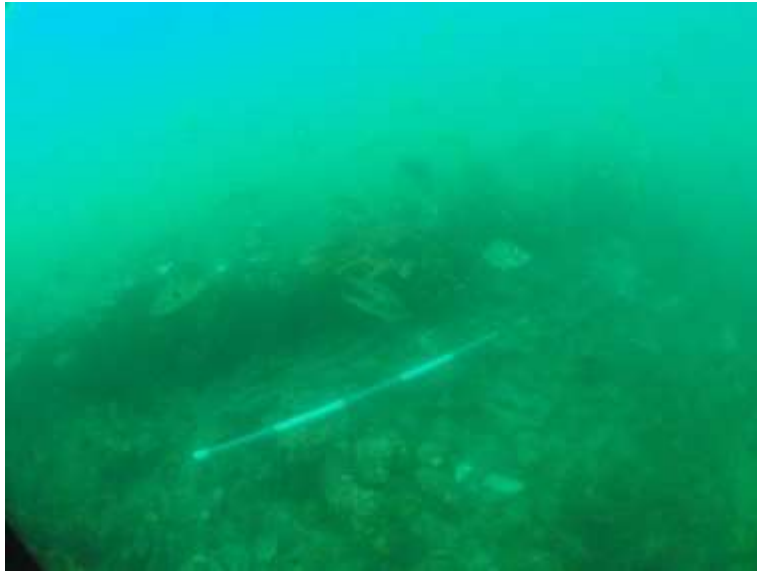


Figure 28 *Timbers and sheathing still visible along the line of the keel*

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Evening Post 20 June 1890, p.2
Evening Post 01 July 1890, p.3
Evening Post 17 September 1890, p.2
Evening Post 19 June 1891, p.2
Evening Post 25 July 1891, p.3
Evening Post 03 August 1891, p.2

Grassmere
Cape Terawhiti, Wellington
1895

Outline History

History

The wreck of the barque *Grassmere* occurred on 25 December 1896. The *Grassmere* had departed Newcastle, Australia for Wellington on 12 December with a cargo of 642 tons of coal for the Union Steam Ship Company.²⁴⁰ The crossing was fine and uneventful, but at 4.00am on 25 December a strong breeze set in from the northwest while the vessel was passing through Cook Strait. The master, Captain Morrison, had been below and when he arrived on deck found the position of the vessel was off course. The visibility was poor and the rough seas obscured the breaking of the sea over a sunken reef. He attempted to shorten the sails, but the vessel struck the reef near Toms Rock. The boats were lowered and the crew safely abandoned the stricken vessel 10 minutes before it heeled over and sank completely. They were soon picked up by the cable laying vessel the *Terranora* in Cook Strait some 10 miles off the mainland. Many of the crew were exhausted.

The ss *Duco* had been sent to offer assistance, and instead found the captain and crew aboard the *Terranora* at the harbour entrance.

An inquiry was held in Wellington on 8-9 January 1896. The court found the master had committed an error of judgement by not steering a course to keep the *Grassmere* out of danger, and in not calling all hands to assist while he took the steering. The mate was also found to be at fault for being ignorant of the ship's position. The court took into account the loss that Captain Morrison had sustained through the loss of his vessel, and decided not to remove his or the mate's certificates. Morrison was ordered to pay the cost of the inquiry, £15 5s.²⁴¹

²⁴⁰ *Evening Post* 27 December 1895, p.2

²⁴¹ *Evening Post* 08 October 1896, p.2; *Evening Post* 09 January 1896, p.2

Location

Map



Grassmere wreck site, image from Google Maps, 2012

Legal description

The *Grassmere* wreck site is located on the seabed in the vicinity of Tom's Rock, Cape Terawhiti.

Approximate NZTM Grid Reference: E1740000 N5420890

Physical Description

Setting

The *Grassmere* wreck site is located on the seabed near Toms Rock, Cape Terawhiti. It rests in approximately 10 metres of water on a rock and sand bottom. Other shipwrecks around Sinclair Head and Tongue Point include the barque *Heversham* (1856-1876),²⁴² barque *Oceania* (1876-1885),²⁴³ barque

²⁴² Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, pp.196-197

Woollahra (1875-1907),²⁴⁴ steamer *Nambucca* (1898-1905),²⁴⁵ and Wellington's worst shipwreck the steamer *Penguin* (1864-1909) which claimed 75 lives.²⁴⁶

Grassmere

The *Grassmere* (No.52663) was a wooden barque with iron beams of 423 tons, of dimensions 142.7 ft. length, 29.5 ft. beam, and 17.5 ft. depth. It had part iron beams and was sheathed in felt and yellow metal, and was built at Sunderland, England by G. Gardner and R Williamson in 1865.²⁴⁷

Wreck site

The *Wreck Book* includes the following description: 'As the *Grassmere* was a wooden ship there is little left today of her hull but there are a few pieces of steel scattered over a small area with many bronze pins showing up through the sand. It is an interesting site to fossick around even though there is little left to see. A few portholes and other pieces of brass have been taken from this site and after southerly storms bach owners in the vicinity of Karori stream have picked up quantities of coal that are believed to have come from this wreck. The wreckage of the *Grassmere* is lying in a tidal rip sometimes running as high as four knots and therefore can be highly dangerous.'²⁴⁸

The *New Zealand Diver's Handbook* notes: 'The area is exposed and dangerous due to the Terawhiti Rip. It can only be dived safely for about 10 minutes during slack tide.'²⁴⁹

Wreckage from the *Grassmere* is seldom seen by divers visiting Toms Rock and the only remains to have been reported are 'some lime covered steel and a few scattered piles of bronze pins'.²⁵⁰

Chronology, modifications

Date	Activity
------	----------

1865	Vessel constructed in Sunderland, England. ²⁵¹
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1883	Sold to Blair, Launceston, Tasmania. ²⁵²
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²⁴³ Ingram, p.249

²⁴⁴ Ingram, p.337

²⁴⁵ Ingram, pp.320-323

²⁴⁶ Ingram, pp.344-345

²⁴⁷ Ingram, p.291; *Lloyd's Register of British and Foreign Shipping 1865*, Cox & Wyman, London

²⁴⁸ Locker-Lampson, S. and I. Francis, 1994. *The Wreck Book: rediscovered New Zealand shipwrecks*. Halcyon Publishing Ltd, Auckland, p.46

²⁴⁹ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. p.68

²⁵⁰ http://www.marshallnz.co.nz/main_shipwrecks.htm

²⁵¹ Ingram p.291

²⁵² [www.bruzelius.info/Nautica/Ships/Mercant/Sail/G/Grasmere\(1865\).htm](http://www.bruzelius.info/Nautica/Ships/Mercant/Sail/G/Grasmere(1865).htm)

- 1890 Sold to the Kauri Timber Co., Melbourne
- 1895 Vessel wrecked at Cape Terawhiti (25.12.1895).²⁵³

Evaluation of Significance

The *Grassmere* is significant as the wreck of a 1860s built sailing vessel. The wreck dates to 1896, and it is part of a rapidly disappearing group of nineteenth century shipwrecks 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.

Historic Values

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

The *Grassmere* site is historically significant as the wreck of a 1860s built wooden hulled vessel. The loss of vessels such as the *Grassmere* in 1895, the *Nambucca* in 1905, the *Woollahra* in 1907, and the *Penguin* in 1909 necessitated the construction of a lighthouse on Karori Rock, which was lit 1915.

Physical Values

Architectural Values

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

The wreck site has no architectural values in a built heritage sense, but elements of the wreck such as the frames and fittings are able to tell of the vessel's design, construction and function.

Archaeological Values

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

While the *Grassmere* wreck site lies on a high energy coast, any archaeological deposits that remain will have considerable archaeological values, the *Grassmere* was built in 1865 and the remains could provide information relevant to mid-nineteenth century ship building methods. Sandy deposits about the wreck may have protected some artefacts from fossicking, and

²⁵³ Ibid.

items such as the personal effects of the passengers and crew could also be present. Such items can contribute new information about the day-to-day lives of those on board. Most artefacts visible above the seabed have been removed from the site in the past, but the deposits that remain buried at the site may be well preserved.

Technological Values

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

The *Grassmere* does not have high technological values, but when considered along with other Wellington shipwrecks as a group, it can be seen as part of a progression of ship construction and nautical technology over time. The *Grassmere* was built at a time when wooden hulled sailing vessels were being superseded by iron hulled vessels and steamers.

Integrity

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

Modern descriptions of the site suggest that there is little of the wreckage left remaining above the seabed. However, it is likely that the archaeological deposits buried in the sandy seabed have reached an equilibrium within the dynamic coastal environment.

Age

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

The *Grassmere* wreck site, which dates to 1895, is now well over 100 years old. Only a small number of nineteenth century wooden hulled vessels of this age survive in New Zealand.

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 South Coast around Toms Rock is the location of a number of shipwrecks, most notably the *Penguin* which wrecked in 1909 with the loss of 75 passengers and crew. Other shipwrecks around Sinclair Head and Tongue Point include the barque *Heversham* (1856-1876),²⁵⁴ barque *Oceania* (1876-

²⁵⁴ Ingram, pp.196-197

1885),²⁵⁵ barque *Woollahra* (1875-1907),²⁵⁶ and the steamer *Nambucca* (1898-1905).²⁵⁷ The Karori Rock lighthouse is also located nearby and was first lit in 1915. Together these places tell of a coastline significant for its hazards.

Social Values

Sentiment

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

The site is not well known. Few people other than divers or people with an interest in shipwrecks and maritime history would know of the wreck of the *Grassmere*.

Recognition

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

The *Grassmere* is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Grassmere* on Wellington's South Coast near Tongue Point contributes to the understanding of the site and demonstrates the inherent dangers in turn of the century coastal shipping. While appreciation of the site is limited to remote methods or visits by divers individual elements of the wreck site makes more sense when not divorced from their environmental context.

Rarity

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

Rediscovered wrecks of mid nineteenth century built wooden vessels are rare, both nationally and in the Wellington region. The activities of fossickers and souvenir collectors mean these wrecks are a rapidly diminishing resource. Of over 200 shipwrecks in the Wellington region, only a small number have been found by divers and reliably documented.

²⁵⁵ Ingram, p.249

²⁵⁶ Ingram, p.337

²⁵⁷ Ingram, pp.320-323

Representativeness

The place is an excellent example of its type or era.

The *Grassmere* can be said to be representative of many of the late nineteenth century wooden hulled sailing vessels in New Zealand waters around the turn of the century.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs

None available.

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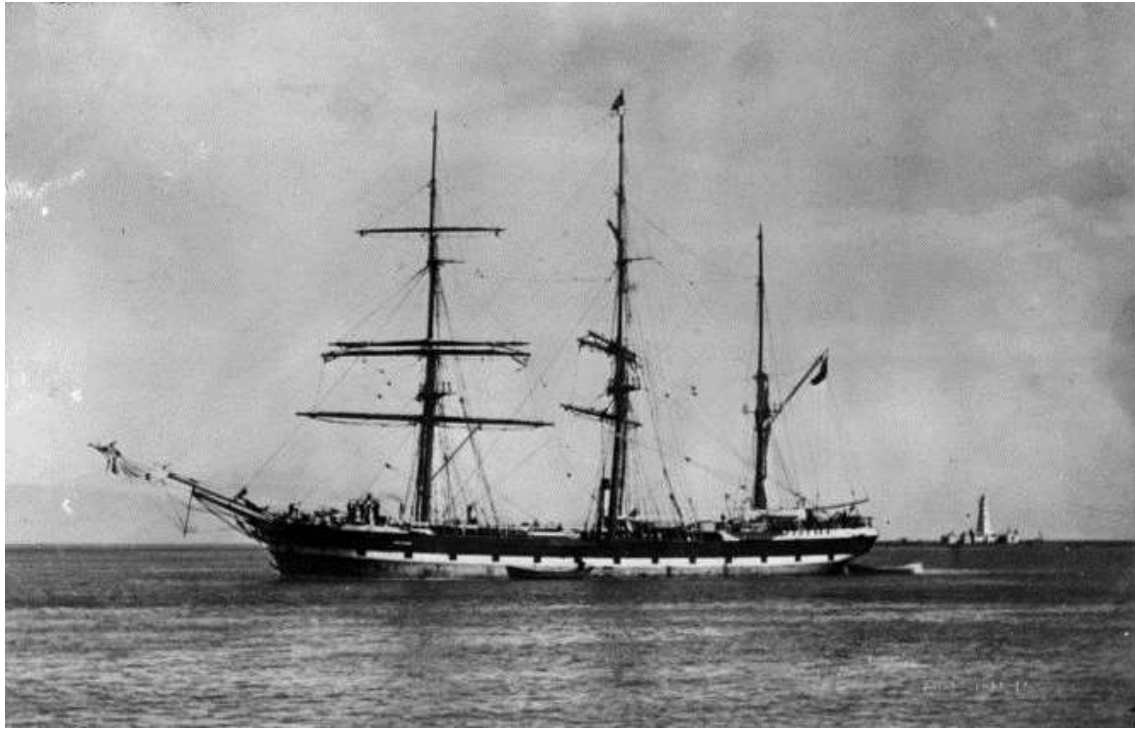
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Evening Post 27 December 1895, pp.2,3

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Evening Post 09 January 1896, p.2

Appendices to the Journal of the House of Representatives 1896 H15, p.21



Halcione. Alexander Turnbull Library ATL ½-014543-F

Halcione
Fitzroy Bay, Wellington
1896

Outline History

History

The *Halcione* was built at Greenock, Scotland by Robert Steele & Co. in 1869, and for 27 years worked in the colonial passenger service between England and New Zealand as part of the Shaw, Savill and Albion fleet, making a total of 18 voyages during this time.²⁵⁸ The vessel was originally built as an iron ship, but in 1888 the vessel was converted to a barque rig.

On its final voyage, the *Halcione* departed London on 11 October 1895. It had a largely uneventful voyage, arriving off Cook Strait on 8 January. At 11.30am the master, Captain Herbert Boorman attempted unsuccessfully to make contact with Stephens Island to request the services of a pilot. The weather in Cook Strait was thick and tempestuous, and a heavy sea was running. At 10.30pm, when the storm was at its height, Captain Boorman lost sight of the Pencarrow lighthouse. When it came back into view the land was looming up ahead. The sails were shortened and an attempt was made to bring the vessel around, but to no avail. The *Halcione* went onto the rocks in Fitzroy Bay below the lighthouse. Boats were lowered and the captain and crew made it safely ashore. Those on board lost their personal effects, but Captain Boorman was able to save the ship's papers.²⁵⁹

A boat was despatched to Wellington to report the wreck, and the ss *Mana* was sent to offer assistance. Salvage was not possible due to the conditions, so the *Mana* arrived back in Wellington with the captain and crew of the *Halcione* at 6.00am. Later that day, it was noted that the masts were starting to topple, and the cargo was floating away. A party of police were sent to the wreck to 'see about the salvage', and arrested two men for illegal salvage activities after they were seen on the beach on horseback, and found to have candles, powder and butter from the wreck in their possession.²⁶⁰ The wreck was advertised for sale at auction,²⁶¹ but it is unclear if it was ever sold. The vessel broke up in the days immediately following the wreck, and cargo was strewn over the area. The *Halcione* was insured for £4350.²⁶²

²⁵⁸ Brett, H. 1923. *White Wings, Vol.1 Immigrant Ships to New Zealand*. The Brett Printing Company, Auckland p.73

²⁵⁹ *Evening Post* 09 January 1896, p.2

²⁶⁰ *Evening Post* 13 January 1896, p.3

²⁶¹ *Evening Post* 11 January 1896, p.2

²⁶² *Evening Post* 09 October 1896, p.2

An inquiry was held into the loss of the *Halcyone* on 15 January. It was found that the wreck was caused as a result of the weather, and that there had been no neglect or failing of the captain and crew.²⁶³

In 1955 the wreck site was discovered by Paul Hunter. A small iron signal gun has been removed from the site, and a number of items from the *Halcyone* including silver rings, a toast rack, and a chronometer were on display in Kelly Tarlton's shipwreck museum in Paihia.²⁶⁴

Location

Map



Halcyone wreck site, image from Google Maps, 2012

Legal description

The *Halcyone* wreck site is located on the seabed in 3-5 metres of water approximately 30 metres from the shore in Fitzroy Bay, Wellington Harbour.

NZTM Grid Reference: E1755301 N5418399

²⁶³ *Evening Post* 15 January 1896, p.2

²⁶⁴ Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland, p.47

Physical Description

Setting

The *Halcione* wreck site is located in Fitzroy Bay approximately one kilometre south of the Pencarrow sewerage outlet. Wreckage is located approximately 30 metres from the shore in 3-5 metres of water, on a rock and sand bottom. Other shipwrecks in the entrance to Wellington harbour around Pencarrow include the *Devon* (1897-1913)²⁶⁵ at Pencarrow Head, and the *Hannah Broomfield* (1880) and *Magic* (1925) further to the north at Inconstant Point. On the opposite side of the channel, in Chaffers Passage, are the wrecks of the *Subraon* (1846-1848)²⁶⁶ and *Tui* (1875-1886).²⁶⁷

Halcione

The *Halcione* (No.60929) was an iron-hulled barque of 843 tons (735 tons net register), of dimensions 103.4 ft. length, 16.2 ft. beam, and 7.5 ft. depth. It was built by Robert Steele & Co. of Greenock, Scotland in 1869.²⁶⁸ It was built as a fully rigged iron ship, the first of those made to order for the Shaw Savill & Albion Company.

Wreck site

The *Wreck Book* includes the following description: 'Considerable wreckage covers the sea floor, much of it recognizable even though the ship has been battered to pieces by successive storms. Complete sections of hull are in evidence, many of them harbouring crayfish. Two small anchors can still be seen and nearby are barrel shaped chunks of cement and coils of rusted wire that the vessel was carrying as part of her cargo, but a great deal of the wreckage is now covered by sand. This ship has turned up some interesting relics over the years and her three piece portholes are unusual in design. A small brass figurine of a woman was found on the site in 1972 and is one of the most beautiful objects found on a wreck in New Zealand.'²⁶⁹

The *New Zealand Diver's Handbook* contains the brief description: '*Halcione* lies parallel to the shore, her cargo spread around the area',²⁷⁰

²⁶⁵ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, pp.356-357

²⁶⁶ Ingram, pp.47-48

²⁶⁷ Ingram, pp.257-258

²⁶⁸ Ingram, pp.291-292

²⁶⁹ Locker-Lampson and Francis p.47

²⁷⁰ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. pp.70-71

Chronology, modifications

Date	Activity
1869	Vessel constructed in Greenock, Scotland by R. Steele & Co, launched 11.3.1869. ²⁷¹ Makes first voyage to New Zealand.
1886	Vessel rig changed to barque. ²⁷²
1896	Vessel wrecked in Fitzroy Bay (8.1.1896); vessel reported broken up within two days of wrecking. ²⁷³
1955	Wreck site discovered by Paul Hunter. ²⁷⁴

Evaluation of Significance

The *Halcione* is significant as the wreck of a nineteenth century iron ship of the Shaw Savill & Albion Company, which was responsible for transporting many New Zealand immigrants from Great Britain. It was built in 1869, making it one of the earliest built iron-hulled vessels in the Wellington region to be found to date. The wreck is part of a rapidly disappearing group of shipwrecks in the Wellington region, which are a non-renewable heritage resource.

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

Historic Values

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

The *Halcione* wreck site is significant historically as it occurred in 1896 as a result of thick weather obscuring the Pencarrow lighthouse. The positioning of the lighthouse at the top of the bluff at Pencarrow was acknowledged as a mistake for this very reason, and led to a second light being erected on the shore at Pencarrow in 1906. The *Halcione* was also significant historically as one of the first iron-hulled ships built for the Shaw Savill & Albion Company, who facilitated the emigration of many people to New Zealand in the late nineteenth century.

²⁷¹ Ingram, pp.291-292

²⁷² Brett, p.73

²⁷³ Ingram, pp.291-292

²⁷⁴ Locker-Lampson and Francis, p.47

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as surviving wooden elements or metal fittings are able to illustrate the vessel's design, construction and function.

Archaeological Values

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

While the *Halcione* wreck site has been subject to modification over time, the deposits that remain have high archaeological values. The wreck dates to the later part of the nineteenth century, so has protection under the archaeological provisions of the *Historic Places Act 1993*. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the passengers and crew not recovered during the early salvage attempts may be present. Such items can contribute new information about the day-to-day lives of those on board. Most of the smaller artefacts visible above the seabed are likely to have been removed, but the deposits that remain buried on site are likely to have reached an equilibrium with their environment.

Technological Values

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

The *Halcione* is technologically significant as mid nineteenth century iron steamer. While the first iron hulled ships in Europe had been built as early as the 1820s, it wasn't until the 1850s and 1860s that they were being built in large numbers. Iron hulls started to be supplanted by steel hulls from the 1880s. The *Halcione* is therefore from the period when iron shipbuilding was well established in Britain, and starting to appear in the colonies.

Integrity

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

The *Halcione* wreck site has been subject to salvage efforts over time, but there is still a considerable amount of wreckage remaining visible above the seabed including an Admiralty pattern anchor with a 1.5m shaft length. It is likely that the archaeological deposits in sandy deposits on the seabed have reached

an equilibrium within the dynamic coastal environment. Some of the smaller movable items on the seabed are likely to have been removed, but the wreck site is remarkably intact for its age.

Age

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

The *Halcione* wreck site, which dates to 1896, is now over 110 years old. It was built in 1869, which makes it, along with the *Delmira* (1864-1896),²⁷⁵ one of the earliest built iron-hulled vessels to have wrecked in the Wellington region found to date. Other wrecks of early iron-hulled vessels in the Wellington region found to date include the *Woollahra* (1875-1907),²⁷⁶ *Ben Avon* (1875-1903),²⁷⁷ and *Waitaki* (1876-1887).²⁷⁸ The *Halcione* wrecked ten years before the construction of the Pencarrow low light in 1906.

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 wreck site can be considered part of a maritime landscape around Pencarrow Head that includes the wrecks of at least three vessels. The point is also the location of New Zealand's earliest lighthouse, dating to 1859, and a replacement light closer to sea level which was erected in 1906. Together these sites demonstrate the dangers of the New Zealand coastline to shipping and the efforts expended to protect against its loss.

Social Values

Sentiment

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

The site is not well known. Few people other than people with an interest in shipwrecks and maritime history would know of the wreck of the *Halcione*.

Recognition

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

²⁷⁵ Ingram, p.293-294

²⁷⁶ Ingram, p.337-338

²⁷⁷ Ingram, p.317-318

²⁷⁸ Ingram, p.259

The *Halcione* is commonly included in regional and national lists of wreck sites and dive locations. For a number of years artefacts recovered from the wreck were on display in Kelly Tarlton's shipwreck museum in Paihia.

Surroundings

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

The location of the *Halcione* in the Wellington harbour entrance immediately below the 1859 Pencarrow lighthouse contributes to the understanding of the site and wreck event. It demonstrates the inherent dangers in late nineteenth century shipping in rough weather, despite the best attempts of the Marine Department to light the coast in the later nineteenth century. While appreciation of the site is limited to remote methods or visits by divers, individual elements of the wreck site make more sense when not divorced from their environmental context.

Rarity

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

Wrecks of nineteenth century vessels that have been located in modern times are rare, both nationally and in the Wellington region. The activities of fossickers mean these wrecks are a rapidly diminishing resource. Of over 200 shipwrecks in the Wellington region, only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

The *Halcione* is representative of iron steamship wrecks from the late nineteenth century. While the *Halcione* wreck site has collapsed in and has been subject to salvage and fossicking over the years, it is still largely intact given the age of the vessel, and many elements of the wreck remain recognisable. Archaeological deposits are likely to survive buried in the sand, and the site is therefore representative of a late nineteenth century iron-hulled shipwreck.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/482

Other:

Photographs



Figure 29 *Admiralty pattern anchor with diver for scale*



Figure 30 *Metal debris on sea floor.*



Figure 31 *Metal debris on sea floor.*



Figure 32: *Metal debris on sea floor.*



Figure 33: *Wreck site location as viewed from the shore*

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Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea.* (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland.

Locker-Lampson, S. and I. Francis, 1994. *The Wreck Book: rediscovered New Zealand shipwrecks.* Halcyon Publishing Ltd, Auckland

Rippon, P. 1985. *New Zealand Diver's Handbook* (revised edition). Reed Methuen Publishers Ltd., Auckland pp.70-71

Evening Post 09.01.1896, p.2

Evening Post 11 January 1896, p.2

Evening Post 13 January 1896, p.3

Evening Post 15 January 1896, p.2



Location of Delmira wreck site as viewed from the shore, Jan 2013

Delmira
White Rocks, South Wairarapa
1896

Outline History

History

The three-masted iron schooner *Delmira* was built on the River Dee in Chester, England in 1864, by Cox & Miller at the Roodee Iron Ship Building Works.²⁷⁹

From 1873 the *Delmira* was owned by Grice, Sumner & Co of Melbourne and employed for over 20 years in the guano trade (for use in fertilizers) between the Sandwich Islands and Australia. Pacific Islanders from Niue and Samoa were used in this trade as cheap labour.²⁸⁰ Up to 80 Islanders would be recruited every nine months for this trade, and in 1883 were paid at a rate of £2 per month.²⁸¹

The wreck occurred just after 10.00pm on 8 December 1896. *Delmira* had cleared Bluff on 30 November for the Sandwich Islands. The vessel was in ballast but carried a large quantity of provisions as it intended to take on 60 Islanders at Niue on route. Variable winds were encountered until reaching Banks Peninsula on 8 December, after which the weather thickened and a south westerly wind developed. The *Delmira's* course was set east by northeast from 8.30pm. The master, Captain Fred Hutcheson, believed his course would take him 20 miles east of Palliser, but at 10.00pm land was sighted ahead. Captain Hutcheson ordered the ship around, but the *Delmira* was carried into the breakers and struck the reef, swinging broadside onto the rocks. The crew put into boats which remained by the wreck until the next morning, when they were picked up by the ss *Kahu* and taken to Wellington.

By 11 December it was reported that the vessel had a list of 40 degrees and was filled with water; it was therefore decided to abandon the vessel.²⁸² The *Delmira* was not insured.

An enquiry was held into the wrecking on 14 December 1896 at Wellington, and it was found that the cause of wreck was insufficient allowance for current when crossing Cook Strait. Captain Hutcheson was found to have

²⁷⁹ 'Malden Island and its resources' *Launceston Examiner* 17 August 1883, p.3

²⁸⁰ 'Coloured Labour. The question in a new light. Kanakas at Maldon Island. The work of the *Delmira*' *The Argus* 22 April 1893, p.14; 'The Wreck of the *Delmira*' *Evening Post*, 10 December 1896, p.6

²⁸¹ 'Malden Island and its resources' *Launceston Examiner* 17 August 1883, p.3

²⁸² 'The Wreck of the *Delmira*: All hope of salvage gone' *Evening Post*, 11 December 1896, p.6

done all in his power to save the vessel so his certificate was returned and he was not ordered to pay the cost of the enquiry.²⁸³

Location

Map



Delmira wreck site, image from Google Maps, 2012

Legal description

The *Delmira* wreck site is located on the seabed 30 metres from the shore on the eastern side of Te Kaukau (Barton) Point, approximately 650 metres southeast of the Opuawe River mouth at White Rocks.

Approximate grid reference: E1802840 N5394960

²⁸³ 'How the *Delmira* was wrecked: The court returns the captain's certificate' *Evening Post* 15 December 1896, p.5

Physical Description

Setting

The *Delmira* wreck site is located at Te Kaukau Point, White Rocks, approximately 13 kilometres east-north-east of Cape Palliser, and 650 metres southeast of the Opouawe River mouth. The wreck is in 5-9 metres of water, southeast of a large rock exposed above water. The location is a rocky shoreline in the immediate vicinity of a seal colony and is infrequently visited. Other shipwrecks in the vicinity of Cape Palliser include the *Ben Avon* (1885-1903), at Cape Palliser²⁸⁴ and the iron steamer *Waitaki* (1876-1887), at Te Rakauwhakamataku Point.²⁸⁵

Delmira

The *Delmira* (No. 48828) was an iron three-masted schooner of 338 tons, of dimensions 134.7 ft. length, 24.3 ft. beam, and 15.6 ft. depth. It was built at Chester, England in 1864, and at the time of wrecking the vessel was owned by Grice Sumner & Co of Melbourne.²⁸⁶

Wreck site

The wreck was dived by Clinton Duffy and Graeme Heapy during a Wairarapa Underwater Club trip in March 1982. At this time a number of features were observed, including a large anchor and shackle, two masts, large partially intact sections of hull, scattered hull plates and ribs and some brass fittings.²⁸⁷ With the exception of small amounts of metal debris, the features reported were not relocated during recent visits to the site. Further systematic searches of the area are likely to be more successful.

The *New Zealand Diver's Handbook* confuses the location of this wreck with that of the ss *Waitaki* at Te Rakauwhakamataku Point, and notes 'Wrecked at Barton Point, to the southwest of White Rock she is chartered and lies in shallow water'²⁸⁸

Confirmation of the correct location and identity of this wreck is given on survey plan SO 14347.

²⁸⁴ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, pp.317-318

²⁸⁵ Ingram, pp.259-260

²⁸⁶ Ingram, p.294; Diggle, L. 2009. *Shipwrecks of New Zealand*. Self published, Titirangi. p.59

²⁸⁷ Clinton Duffy, dive log

²⁸⁸ Rippon, P. 1985. *New Zealand Diver's Handbook* (revised edition). Reed Methuen Publishers Ltd., Auckland pp.70-71

Chronology, modifications

Date	Activity
1864	Vessel constructed at Roodee Iron Shipbuilding Works, Chester England by Cox and Miller. ²⁸⁹
1870	Vessel named <i>Gaurany</i> [<i>Guaranay?</i>] ²⁹⁰
1873	Vessel purchased by Grice, Sumner & Co of Melbourne and employed in the Guano trade between Malden, in the Sandwich Islands and Australia. Renamed <i>Delmira</i>
1896	Vessel wrecked at Te Kaukau Point, South Wairarapa

Evaluation of Significance

The *Delmira* wreck site is likely to be a good representative example of a wreck site of a late nineteenth century coastal sailing vessel. The wreck has some value when considered as part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

The *Delmira* is representative of the large iron-hulled coastal sailing vessels in New Zealand waters at the end of the nineteenth century. It is also significant as one of the last iron sailing vessels built at the Roodee Iron Shipbuilding Works in Chester by Cox and Miller before the works closed down in 1869. It is also significant for its employment in the guano trade, which exploited cheap Pacific Island labour from Nuie and Samoa to mine guano at Malden Island in the Sandwich Group for use in the production of fertilizers.

The Cape Palliser lighthouse was first lit in 1897, and wrecks such as that of the *Delmira* undoubtedly provided further vindication for erecting a light in this location. This wreck offers a poignant reminder of the dangers faced by the officers and crews on sailing vessels when caught too close to a lee shore.

²⁸⁹ <http://www.british-history.ac.uk/report.aspx?compid=19210>

²⁹⁰ Diggle, p.59

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as the frames and fittings are able to illustrate the vessel's design, construction and function.

Archaeological Values

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

While the *Delmira* wreck site has been subject to modification over time, there still remain moderate archaeological values. Any remains of the hull, framing and masts can provide information relevant to mid-nineteenth century ship construction, and smaller artefacts including movable items such as the anchor have potential as a time capsule from the date of wrecking in the late-nineteenth century. Its use in the guano trade and for the transportation of Pacific Island labourers may be reflected in the way the vessel was fitted out, and there is potential for evidence of this to be recovered using archaeological methods. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items of cargo as well as personal effects of the crew may be present. Such items can contribute new information about the day-to-day lives of late nineteenth century seamen in the South Pacific.

Technological Values

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

The *Delmira* wreck site includes a number of features, such as the anchors and metal fittings and fasteners, which are able to illustrate the progression of nautical technology over time.

Integrity

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

The wreck site has been subject to salvage efforts over time, and it's likely that a degree of amateur fossicking has probably occurred. The comparative remoteness of the location and difficulty in terms of diving conditions may mean that more of the wreck survives than what might otherwise have been the case. Masts, anchors, hull plates and frames were visible in the 1980s and

while it is unclear how much survives archaeologically, it is likely that artefacts remain preserved in context below the cobble seafloor.

Age

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

The wreck site, which dates to 1896, is now well over 100 years old. It is not particularly old in the context of human occupation in the Wellington region, but White Rocks is a remote area that has had relatively less development over time, and the wreck still reflects a largely by-gone age of shipping activity in the South Pacific.

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 wreck site is fairly isolated from other maritime sites in the wider area, but this wreck and that of the *Waitaki* are a significant part of the history of White Rocks Station, and Cape Palliser. The uplifted platform in the wider area has a significant prehistoric Maori cultural landscape including a number of prominent horticultural features, but this is not directly associated with the wreck of the *Delmira*.

Social Values

Sentiment

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

The site is known to divers with an interest in wreck diving, but is somewhat less attractive to recreational divers on account of its shallowness and the difficulties in diving on an exposed surf coast, and the shore access being via private property.

Recognition

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

The *Delmira* is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Delmira* on an exposed rocky coast contributes to the understanding of the site and demonstrates the dangers encountered by sailing vessels in often treacherous conditions. The wreckage does not make sense as a site when divorced from this context.

Rarity

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

Wrecks of iron-hulled vessels dating from the late nineteenth century can be considered rare, as relatively few have been located around the New Zealand coastline. Of the approximately 200 documented shipwrecks in the Wellington region, only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

While the wreck site is broken up and scattered, and has been subject to salvage and fossicking over the years a large amount of material remains visible above the seabed and archaeological deposits are likely to survive buried in the sandy seabed. The *Delmira* is representative of New Zealand coastal sailing vessels of the mid to late nineteenth century. The relative shelter of the reef protects the wreck site from southerly swells in an otherwise dynamic coastal environment.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs



Figure 34 *Metal debris from wreck of Delmira amongst reef*



Figure 35: *Seafloor in the vicinity of the wreck site. Dense weed obscures much of the reef.*



Figure 36 Detail of SO14347 (1898) showing position of Delmira wreck site

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- 'The Wreck of the Delmira: All hope of salvage gone' *Evening Post*, 11 December 1896, p.6
- 'How the Delmira was wrecked: The court returns the captain's certificate' *Evening Post* 15 December 1896, p.5

Survey Office Plan SO 14347, Wellington Land District, 1898

Zuleika
Ngawi, Palliser Bay
1897

Outline History

History

The iron ship *Zuleika* was built at Glasgow, Scotland by Aitken & Mansel in 1875. The *Zuleika* had arrived in New Zealand with 2000 tons of American merchandise. Having discharged 1100 tons at Port Chalmers, the *Zuleika* departed Dunedin for Wellington on 12 April.²⁹¹

Despite *Zuleika* being initially becalmed off Taiaroa Head, the wind picked up and by the time the vessel passed Banks Peninsula had increased to a gale. Shortly after 11.00 pm on 16 April 1897, the *Zuleika* had arrived in Palliser Bay and land was sighted on the port bow, and the master, Captain John Bremner, attempted unsuccessfully to bring the vessel around. *Zuleika* ground on the rocks and remained stuck fast with heavy seas washing over the decks. The lifeboats were too damaged to be of any use, so the crew took refuge in the rigging. At about 3.00 am, the vessel lurched and the men were all thrown into the sea. Twelve of the crew of 21 were drowned or battered to death in the wreckage.

The next day only the forecastle remained visible above the water, and the wreckage was strewn for 2 miles along the coast. Four bodies washed up on the shore at Whatarangi on 17 April, and were discovered by a worker from a nearby station. The *Tutanekai* was dispatched under the command of Captain Fairchild, and carried pigeons to relay messages back to Wellington.²⁹² Bremner and the other survivors returned to Wellington overland unaware that the *Tutanekai* had been sent to search for wreckage and survivors.

An investigation into the wreck was held on 28 April and found that the wreck had been caused by the vessel taking too much leeway for the course calculated. Bremner was found to have done all in his power to preserve the ship and the lives of those on board and was not held accountable for the wreck.²⁹³

The wreck was purchased on 24 April by Flockton, Cooper and Decker who chartered the steamer *Mana* to assist with the salvage.²⁹⁴ They succeeded in salvaging 400 cases kerosene, 100 dozen axe handles, and sundries.²⁹⁵ They later sold the wreck to a Mr Sloane who continued salvage operations in June-

²⁹¹ Scadden, p.3

²⁹² Scadden, p.3

²⁹³ *Evening Post* 28 April 1897, p.6

²⁹⁴ *Evening Post* 30 April 1897, p.5; 05 May 1897, p.4; 08 May 1897, p.6

²⁹⁵ *Evening Post* 10 May 1897, p.4

July recovering a further 30 tons of cargo comprising 2250 gallons kerosene 120 gallons turpentine, and miscellaneous gear including shovels, pick, axe handles, rope.²⁹⁶

The wreck of the *Zuleika* no doubt provided additional vindication for the construction of the lighthouse at Cape Palliser. It had been decided by the Marine Department that a light was required there in 1895, but it wasn't until 27 October 1897, some six months later that the Cape Palliser lighthouse was first lit.²⁹⁷

Location

Map



Zuleika wreck site, image from Google Maps, 2012

Legal description

The *Zuleika* wreck site is located on the seabed 100 metres from the shore on the eastern side of Palliser Bay, approximately 2.5 kilometres north of Ngawi.

²⁹⁶ *Evening Post* 26 May 1897, p.5; 02 July 1897, p.5

²⁹⁷ Beaglehole, H. 2006. *Lighting the Coast: a history of New Zealand's coastal lighthouse system*. Canterbury University Press, Christchurch, pp.100, 290

Physical Description

Setting

The *Zuleika* wreck site is located on the seabed 100 metres from the shore on the eastern side of Palliser Bay, approximately 2.5 kilometres north of Ngawi. Elements of the wreck are visible at low tide, and the wreck is scattered over a large area.

Zuleika

The *Zuleika* (No.70770) was an iron ship of 1144 tons (1092 tons net register), of dimensions 211.5 ft. length, 32.5 ft. beam, and 21.1 ft. depth. It was built by Arthur & Co at Sunderland, England in 1875.²⁹⁹

Wreck site

The *New Zealand Diver's Handbook* includes the following description "The remains of this vessel and some 1000 tons of cargo lie in shallow water on the eastern side of Palliser Bay. *Zuleika* is charted but the visibility in this area is generally very low. For this reason she is seldom explored but would prove a very interesting dive."³⁰⁰

The *SpotX Diving* guide notes "Visibility is usually poor, but improves after a week with no swells, on shore winds or rain. The ship is a protected site and lies scattered across a large area."³⁰¹

Chronology, modifications

Date	Activity
1875	Vessel constructed in Glasgow, Scotland by Aitken & Mansel ³⁰²
1897	Vessel wrecked at Palliser bay on route from Dunedin to Wellington (16.04.1897) ³⁰³

²⁹⁸ Moran 2007, p.144-145

²⁹⁹ Ingram, p.48

³⁰⁰ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. pp.70-71

³⁰¹ Moran 2007, pp.144-145

³⁰² Ingram p.295

³⁰³ Ingram p.295

Evaluation of Significance

The *Zuleika* site is significant as the wreck of late nineteenth century iron sailing vessel. The wreck is part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

After the *St Vincent* (1864-1869), *Zuleika* was Palliser Bay's worst maritime disaster with the loss of 12 men. It was also historically significant for the use of carrier pigeons for conveying information between the *Tutanekai*, the vessel searching for the wreckage, and Wellington. The use of carrier pigeons to send emergency messages in the wake of a shipping disaster had been instituted at Great Barrier Island following the wreck of the *Wairarapa* (1882-1894),³⁰⁴ and the birds used by the *Tutanekai* had been specially bred on Matiu/Somes for use by the lighthouse service.³⁰⁵ The timing of the wreck of the *Zuleika*, some six months prior to the lighting of the Cape Palliser lighthouse is also historically significant.

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as surviving wooden elements or metal fittings are able to provide evidence of the vessel's design, construction and function.

Archaeological Values

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

While the *Zuleika* wreck site has been subject to modification over time, the deposits that remain have high archaeological values. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and

³⁰⁴ Ingram, pp.286-287

³⁰⁵ Scadden, p.3

items such as the personal effects of the passengers and crew not recovered during the early salvage attempts may be present. Such items can contribute new information about the day-to-day lives of those on board. Most artefacts visible above the seabed removed from the site in the past, but the deposits that remain are likely to have reached an equilibrium with their environment. Any elements of the wreck surviving in archaeological deposits below the seabed are likely to have significant archaeological values.

Technological Values

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

The *Zuleika* wreck site is an example of a late nineteenth century iron hulled sailing ship. It was constructed at a time when iron was being replaced by steel for hull construction and sail was being replaced by steam propulsion. As such any surviving hull features can be said to be representative of this period of change and when considered together with other shipwrecks around the region can illustrate the progression of nautical technology over time.

Integrity

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

The wreck site has been subject to salvage efforts over time, and while the wreckage is scattered over a relatively large area the deposits still retain important contextual information that can shed light on the wreck and subsequent salvage events. Archaeological deposits in sandy deposits on the seabed have reached an equilibrium within the dynamic coastal environment.

Age

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

The wreck site, which dates to 1897, is now over 110 years old, and the vessel itself was constructed in 1875. It is not particularly old in the context of European occupation in the Wellington region, but Palliser Bay has had relatively less development over time, and the wreck would have been a significant event locally.

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 wreck site can be considered part of a wider maritime landscape that includes the wrecks of at least three vessels around the turn of the century, contemporary with the erection of the Cape Palliser lighthouse. These features illustrate the importance of coastal shipping, and the perils of the coast for sailing vessels. Also significant in the wider area is the cemetery of the *Zuleika* victims, a tombstone and iron fence were sent from Wellington shortly after the wreck, and are still present today.

Social Values

Sentiment

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

The cemetery of the *Zuleika* is well maintained and cared for and suggests the *Zuleika* story is remembered locally, but otherwise not well known, except to divers and shipwreck enthusiasts.

Recognition

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

The *Zuleika* is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Zuleika* on a rocky point north of Ngawi, Palliser Bay contributes to the understanding of the site and demonstrates the dangers encountered by nineteenth century shipping on an unfamiliar coast. While appreciation of the site is limited to remote methods or visits by divers, individual elements of the wreck site makes more sense when it is not divorced from its environmental context. The site is also closely associated with the *Zuleika* grave nearby.

The cemetery of the *Zuleika* victims comprises a iron rail fence and tombstone which was sent from Wellington in Hinemoa shortly after the wreck.³⁰⁶

³⁰⁶ *Evening Post* 20 July 1897, p.4

Rarity

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

Wrecks of steel hulled vessels dating from the late nineteenth century can be considered rare, as relatively few have been located around the New Zealand coastline. Of the approximately 200 documented shipwrecks in the Wellington region only a small number are known to divers and have been reliably documented.

Representativeness

The place is an excellent example of its type or era.

While the wreck site is broken up and scattered, and has been subject to salvage and fossicking over the years, a large amount of material remains visible above the seabed and archaeological deposits are likely to survive buried in the sandy seabed. Therefore the site is representative as an archaeological deposit created as a result of the wreck of a larger turn of the century steel hulled sailing vessel. As a ship, the *Zuleika* was a typical example of larger ocean going sailing vessels from the late nineteenth century that traded between North America and the South Pacific.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

References

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Evening Post 21 April 1897, p.6

Evening Post 22 April 1897, p.2

Evening Post 28 April 1897, p.6

Evening Post 30 April 1897, p.5

Evening Post 05 May 1897, p.4

Evening Post 08 May 1897, p.6

Evening Post 10 May 1897, p.4

Evening Post 26 May 1897, p.5

Evening Post 02 July 1897, p.5

Evening Post 20 July 1897, p.4

New Zealand Mail 29 April 1897

Appendices to the Journal of the House of Representatives 1898 H15:21



Diver holding a metre scale against Ben Avon anchor, 2012

Ben Avon
Cape Palliser
1903

Outline History

History

The steel barque *Ben Avon* left Glasgow for New Zealand on 2 June 1903 under the command of Captain George Dixon, arriving in Dunedin on 30 September.³⁰⁷ Unusually bad weather on route had resulted in the loss of all boats on deck and several sails, as well as one seaman washed overboard.³⁰⁸ The delayed arrival and subsequent refit of the ship in Dunedin meant that *Ben Avon* was not able to sail for Wellington until 5 November 1903. Cargo comprised 400 casks of whisky, 2200 cases of whisky, 80 tons of muntz metal, 200 tons of pig iron and a small quantity of gold and silver plate.

On 10 November the vessel ran into thick fog and heavy squalls. Sails were shortened and the pilot, Captain Gordon McKinnon of Dunedin, remained on deck. At 4.00am on 11 November the second mate called for the pilot, who had momentarily gone below, saying that breakers could be heard. The captain and pilot hurried to the deck and the ship struck on the rocks moments later. Later accounts reported that the pilot dropped to the deck unconscious immediately upon impact. When the situation was confirmed hopeless the vessel was abandoned by the crew, who landed a few miles from the wreck site.

The wreck of the *Ben Avon* was reported in Wellington by the coastal trader *Kahu*, who noted no signs of life around the wreck.³⁰⁹ The government steamer *Hinemoa* was sent to Cape Palliser that same day but the weather made it impossible to land near the wreck site and it was deemed necessary to return to Wellington. The remaining crew were reported safe at Whatarangi Station near Washpool, with the exception of the pilot who died later that day. On 13 November it was reported that the holds of the vessel were filled with water and the decks had buckled in the heavy seas.³¹⁰

The inquiry found that the master had placed too much faith in the pilot, and not taken adequate precaution to check his position. He was ordered to pay the costs of the inquiry, but his certificate was returned.³¹¹

³⁰⁷ 'Shipping: Port of Wellington' *Evening Post*, 3 July 1903, p.4

³⁰⁸ 'Perils of the Sea: Man Washed Overboard' *Wairarapa Daily Times*, 30 September 1903, p.3

³⁰⁹ Scadden, K. 2012. 'Wreck of the Month - Ben Avon 1903' *Maritime Archaeological Association of New Zealand* 54:3-8

³¹⁰ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland. pp.317-318

³¹¹ *Ibid.*

The construction of the Cape Palliser lighthouse only six years earlier in 1897 had failed to prevent the accident.

Assistance for the crew of the wrecked vessel was collected by Mr Moore of the Missions to Seamen, but the wreck of the *Ben Avon* highlighted the need for a Wellington branch of the Shipwreck Relief Society of New Zealand. This was duly set up and assistance was provided from Dunedin by the Society from 16 November.³¹²

The salvage took place in December 1903 and approximately 50 tons of whisky was recovered. The cargo that was able to be salvaged arrived in Wellington on board the *Hinemoa* on 16 December and was auctioned in February and March 1904.³¹³ Another salvaging expedition in 1909 resulted in the loss of the ketch *Rona*, which was driven ashore and wrecked in the Mangatoetoe River.³¹⁴

In 1964 the wreck was located by members of the Wairarapa Underwater Club. An anchor from the wreck site was raised and mounted on the shore opposite the wreck site in 1969. Over the years divers have reported finding clay pipes, and whisky bottles.³¹⁵

³¹² Scadden, p.7

³¹³ Scadden, p.7

³¹⁴ Ingram, p.347

³¹⁵ http://www.marshallnz.co.nz/main_shipwrecks.htm

Location

Map



Ben Avon wreck site, image from Google Maps, 2012

Legal description

The *Ben Avon* wreck site is located on the seabed on the northern side of a rocky islet approximately 200 metres from the beach at Cape Palliser.

NZTM Grid reference: E1788433 N5391424

Physical Description

Setting

The *Ben Avon* wreck site is located approximately 200 metres from the shore on the north side of a small islet in 7-10 metres of water. The wreck is not visible from the shore, but the anchor has been mounted opposite the wreck site next to the car park. The wider landscape includes the culturally significant geological formation, Matakitekikupe or Kupe's sail, some 300

metres to the east-north-east, and although not visible from the wreck site the Cape Palliser lighthouse is located approximately 2.5 kilometres to the east-south-east. Other wrecks in the area include the *Waitaki* (1876-1887)³¹⁶ at White Rocks 8.5 kilometres to the east, and *Zuleika* (1875-1897)³¹⁷, 4.7 kilometres to the northeast, on the coast just north of Ngawi.

Ben Avon

The *Ben Avon* (No. 90020) was a steel barque of 1470 tons (1434 tons net register), of dimensions 231.2 ft. length, 38.2 ft. beam, and 22.5 ft. depth. It was built at Dumbarton, Scotland by Birrell, Stenhouse & Co in 1885, and owned by Watson Brothers of Glasgow.³¹⁸ Lloyds Register of British and Foreign Shipping also notes the *Ben Avon* had 1 deck with a 28 ft. forecastle and 30 ft. poop, 2 tiers of beams, and 1 cemented bulkhead.³¹⁹

Wreck site

The NZ Diver's Handbook reports: "This wreck is an interesting dive, for the steel hull and cargo are scattered in an area of some 1200 square metres. A small anchor, fire bricks, pipes, bottles of coffee essence, cognac and other cargo can be found without trouble."³²⁰ The Wreck Book includes the following description: "The mid-section of the hull is still intact and still loaded with neatly stacked bricks. The remainder is completely broken up and scattered, with a large proportion now buried in the sand. Two bells have been recovered from the wreck, the first found in 1964, weighing over 30kg. Bottles of whisky and lime juice and clay pipes are also sometimes found when the sea has been scouring the bottom."³²¹

In 2012 the site remains for the most part the same as in earlier descriptions suggesting it has reached equilibrium with the surrounding environment. Firebricks bearing the mark of the Gartcosh Fireclay Works in Lanarkshire (1863-1890)³²² are still able to be seen in-situ, as well as hull frames, steel plate, sections of decking, deck fittings including a capstan and bollard, and one of the vessel's anchors. The remains are scattered amongst the reef and partially buried in sand, and sub-bottom archaeological deposits are likely to be present.

³¹⁶ Ingram, pp.259-260

³¹⁷ Ingram, p.295

³¹⁸ Ingram, p.318

³¹⁹ *Lloyds Register of British and Foreign Shipping*, 1889

³²⁰ Rippon, P. 1985. *The New Zealand Diver's Handbook (revised edition)*. Reed Methuen Publishers, Auckland. pp.70-71

³²¹ Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland. pp.22-23

³²² www.bickler.co.nz

Chronology, modifications

Date	Activity
1885	<i>Ben Avon</i> constructed in Dumbarton, Scotland by Birrell Stenhouse & Co. ³²³
1891	Damage repaired. ³²⁴
1903	<i>Ben Avon</i> wrecked at Cape Palliser ³²⁵ First salvage attempt recovers 50 tons of whisky.
1909	Second salvage attempt, and wreck of the ketch <i>Rona</i> ³²⁶
1964	Wreck site located by spearfishing divers Cretney, Mangin and Roff ³²⁷
1969	Anchor raised by members of Wairarapa Underwater Club and mounted on shore ³²⁸

Evaluation of Significance

The *Ben Avon* wreck site is an unusually well preserved wreck site of a late nineteenth century sailing vessel, and is part of a maritime cultural landscape that tells of human endeavour in the face of an often dangerous coastal environment. The wreck has high value when considered as part of a rapidly disappearing group of late nineteenth /early twentieth century shipwrecks 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.

Historic Values

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

The barque *Ben Avon* is representative of late nineteenth century foreign sailing vessels plying the coast of New Zealand, and provides a poignant reminder of the dangers faced by the officers and crews. The wreck led to the formation of the Wellington branch of the Shipwreck Relief Society of New

³²³ Ingram, p.318; *Lloyds Register of British and Foreign Shipping* 1889

³²⁴ *Lloyds Register of British and Foreign Shipping*, 1889

³²⁵ Ingram, pp.317-318

³²⁶ Ingram, p.347

³²⁷ Locker-Lampson and Francis, p.22

³²⁸ Leahy, P. 1970. 'For the Record' *Marine News* 21(4):152

Zealand in November 1903, and the attempted salvage of the *Ben Avon* in 1909 led to the wreck of another vessel, the Wellington based ketch *Rona*. It is significant that the wreck of the *Ben Avon* occurred only six months after the Cape Palliser lighthouse was first lit, demonstrating that in spite of the government's best effort to safeguard shipping in New Zealand waters, further losses remained inevitable.

Physical Values

Architectural Values

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

The wreck site has no architectural values in a built heritage sense, but elements of the wreck such as the frames and fittings are able to tell of the vessel's design, construction and function. Of particular interest are the Gartcosh firebricks which were used in the construction of the boilers.

Archaeological Values

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

While the *Ben Avon* wreck site has been subject to modification over time, moderate-high archaeological values still remain. The vessel was constructed in 1885, and fabric such as the Gartcosh firebricks and elements of construction are able to provide information about nineteenth century ship-building methods. Sandy deposits about the wreck are likely to have protected artefacts from fossicking, and items of cargo as well as personal effects of the crew may be present. Such items can contribute new information about the day-to-day lives of early twentieth century seamen in New Zealand.

Technological Values

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

The site includes a number of features which are able to illustrate the progression of nautical technology over time. For example, fixed stock Admiral pattern anchors were patented in 1841 and widely used until the late nineteenth/early twentieth century. The use of firebrick bricks around the auxiliary boiler when compared to earlier steam driven vessels can similarly show the progression of steam propulsion over time. Steel hulls were first used in ship construction in the 1870s, so the *Ben Avon* is a relatively early example of a steel hulled vessel.

Integrity

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

The wreck site has been subject to a number of salvage efforts over time, both professional salvage to recover the cargo, and amateur fossicking. One of the anchors has been removed and is mounted on the coast opposite the wreck, and other items such as the bell, brass letters, whisky bottles and clay pipes have been removed. However, it should be noted that a considerable portion of the wreck is buried beneath the sandy seabed and this is likely to have preserved artefacts in their original archaeological context. Consequently these remains along with the heavier items have a high level of physical integrity.

Age

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

The wreck site is not particularly old in this context, but it is significant that the wreck occurred so close to the Cape Palliser lighthouse only six years after it was first lit in 1897.

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 wreck site can be considered part of a wider maritime landscape that includes the wrecks of at least three vessels around the turn of the century, contemporary with the erection of the Cape Palliser lighthouse. These features illustrate the importance of coastal shipping, and the perils of the coast for sailing vessels. Also prominent in the immediate area is Matakitekūpe, or Kupe's sail, a geological feature of outstanding cultural significance which speaks to the exploration of New Zealand and Cook Strait by Polynesian navigators.

Social Values

Sentiment

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

The site is well known to recreational divers and spearfishing enthusiasts, as evidenced by the anchor mounted on the shore opposite.

Recognition

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

The *Ben Avon* is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Ben Avon* on an exposed rocky coast contributes to the understanding of the site and demonstrates the dangers encountered by sailing vessels on a lee shore.

Rarity

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

Wrecks of steel hulled vessels dating from the late nineteenth century can be considered rare, as relatively few have been located around the New Zealand coastline. Of the approximately 200 documented shipwrecks in the Wellington region only a small number are known to divers and have been reliably documented.

Representativeness

The place is an excellent example of its type or era.

While the wreck site is broken up and scattered, and has been subject to salvage and fossicking over the years a large amount of material remains visible above the seabed and archaeological deposits are likely to survive buried in the sandy seabed. Therefore the site is representative as an archaeological deposit created as a result of the wreck of a turn of the century steel hulled sailing vessel. As a ship, the *Ben Avon* was a typical example of larger ocean going sailing vessels from the late nineteenth century that traded between Britain and the South Pacific.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: S28/193

Other:

Photographs



Figure 37 Anchor mounted on shore opposite wreck site,



Figure 38 Location of wreck site as viewed from the shore,



Figure 39 *Gartcosh Firebricks*



Figure 40 *Hull frames around mid-section of vessel*

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New Zealand Archaeological Site Record Form S28/193

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'Barque ashore at Cape Palliser' *Wairarapa Daily Times*, 11 November 1903, p.5

'Perils of the Sea: Loss of the Ben Avon.' *Wairarapa Daily Times*, 12 November 1903, p.5

'The Ben Avon: Finding of the Court of Inquiry' *Wairarapa Daily Times* 19 November 1903, p.5



Nambucca wreck site viewed from the shore, Jan 2012

Nambucca
Sinclair Head, Wellington
1905

Outline History

History

The wooden screw steamer *Nambucca* was built at Balmain, Australia by David Drake in 1898. It arrived in New Zealand in 1902, and for three years, provided a regular passenger and cargo service between Wellington and Blenheim.

The wreck of the vessel occurred on 17 January 1905.³²⁹ The *Nambucca* had departed Port Underwood at 6.15pm with six passengers and a cargo of wool, chaff and general produce. Dense fog was encountered, but the master, Captain William North, considered himself familiar with the crossing and continued at full steam. Shortly before 10.00pm, *Nambucca* was pulled up to the coast to ascertain its position, and was found to be amongst the rocks. Captain North attempted to get the *Nambucca* clear but struck a rock, badly holing the vessel. The sea was calm so the passengers and crew were easily marshalled into the lifeboats and arrived safely in Island Bay early in the morning of 18 January.³³⁰ At the time of its loss the *Nambucca* was owned by the Marlborough Steam Ferry Company and valued at £6000.³³¹

The Wellington Steam Ferry Co tug, ss *Duco*, visited the scene of the wreck the next day, and by this time the *Nambucca* had slid off the rock into deeper water and only the tops of the funnel and masts were still above water.³³²

The cargo of the wrecked steamer was purchased at auction by B Russo, who arranged for its salvage by Fides, Mitchell & Co using his vessel, the scow *Rona*.³³³ Divers succeeded in salvaging 37 bales wool, 1 bale skins, and 2 bags wool.³³⁴

An investigation into the wreck of *Nambucca* was held on 27-28 January. It was found that Captain North had acted wrongfully in continuing at full speed without verifying position. North's previous good record of service

³²⁹ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, pp.320-322

³³⁰ *Evening Post* 17 January 1905, p.5

³³¹ *Evening Post* 18 January 1905, p.5; 27 January 1905, p.6

³³² *Evening Post* 17 January 1905, p.6

³³³ *Evening Post* 25 January 1905, pp.4, 5

³³⁴ *Evening Post* 30 January 1905, p.6

was taken into account, but he was nevertheless forced to pay the cost of the inquiry, and his master's certificate was cancelled for three months.³³⁵

Location

Map



Nambucca wreck site, image from Google Maps, 2012

Legal description

The *Nambucca* wreck site is located on the seabed on the eastern side of Nambucca Rock, west of Sinclair Head, Wellington. The wreck is approximately 200 metres off the beach and in 11 metres of water.

Approximate NZTM Grid Reference E1742810 N5419960

³³⁵ *Evening Post* 27 January 1905, p.6; 28 January 1905, p.5

Physical Description

Setting

The *Nambucca* wreck site is located on the seabed on the eastern side of Nambucca Rock, west of Sinclair Head, Wellington. The wreck is approximately 200 metres off the beach and in 11 metres of water. Descriptions from divers who have visited the site put it about 50 metres northwest of a kelp covered rock which is awash at low tide.

Elements of the wreck are not visible above water. Other shipwrecks around Sinclair Head and Terawhiti include the barque *Heversham* (1856-1876),³³⁶ barque *Oceania* (1876-1885),³³⁷ barque *Grassmere* (1865-1895),³³⁸ barque *Woollahra* (1875-1907),³³⁹ and Wellington's worst shipwreck the steamer *Penguin* (1864-1909) which claimed 75 lives.³⁴⁰

Nambucca

The *Nambucca* (No.106191) was a single screw steamer of 166 tons (94 tons net register), of dimensions 101 ft. length, 24.2 ft. beam, and 7.4 ft. depth. It was a composite vessel with iron frames and a wooden hull and was built by David Drake of Balmain, NSW, Australia in 1898.³⁴¹

Wreck site

The *Wreck Book* includes the following description: "Few pieces of the *Nambucca* are still visible apart from her boiler which was blown up some time ago to recover the brass and copper and is now, in the main, unrecognisable. Twisted pieces of iron are on the site and a few pieces of brass and lead turn up from time to time."³⁴²

The *New Zealand Diver's Handbook* contains the brief description: "Ingrams *New Zealand Shipwrecks* is not clear on the exact position of *Nambucca* but her remains lie a little to the west of Sinclair Head in 11 metres of water. The boiler, machinery and other wreckage remain and make an interesting dive site."³⁴³

³³⁶ Ingram, pp.196-197

³³⁷ Ingram, p.249

³³⁸ Ingram, p.291

³³⁹ Ingram, p.337

³⁴⁰ Ingram, pp.344-345

³⁴¹ Ingram, p.323

³⁴² Locker-Lampson, S. and I. Francis, 1994. *The Wreck Book: rediscovered New Zealand shipwrecks*. Halcyon Publishing Ltd, Auckland, p.70

³⁴³ Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. pp.68-69

The site was dived by the author in January 2013 and none of the previously reported remains were successfully located. It is possible that what remains of the site has been buried beneath the seabed.

Chronology, modifications

Date	Activity
1898	Vessel constructed in Balmain, Australia by David Drake. ³⁴⁴ Registered 47/1898 Sydney. ³⁴⁵
1902	Registered 2/1902 Wellington. ³⁴⁶
1903	Lost rudder and sustained damage to stern post after striking submerged object in Opawa River (23.03.1903). ³⁴⁷
1904	Grounded at Hardings Bend, Opawa River (14.06.1904). ³⁴⁸
1905	Wrecked on Nambucca Rock west of Sinclair Head (16.01.1905). ³⁴⁹
1966	Wreckage discovered by police divers while searching for the body of a diver. ³⁵⁰
1970	Ten brass plates, a bronze rudder pintle and the bronze propeller salvaged from the wreck. ³⁵¹

Evaluation of Significance

The *Nambucca* is significant as the wreck of a nineteenth century colonial-built coastal steamer. The rock on which the steamer struck now bears the name of its victim. The wreck is part of a rapidly disappearing group of shipwrecks 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.

³⁴⁴ Ingram p.323

³⁴⁵ Watt, M.N. 1962. *Index to the New Zealand Section of all British Register of Ships 1840-1950*. NZ Ship and Marine Society, Wellington, p.452

³⁴⁶ Watt, p.452

³⁴⁷ *Appendices to the Journal of the House of Representatives* 1903 H15, p.29

³⁴⁸ *Appendices to the Journal of the House of Representatives* 1905 H15, p.24

³⁴⁹ Ingram, p.323

³⁵⁰ Locker-Lampson and Francis, p.70

³⁵¹ Ibid

Historic Values

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

The *Nambucca* site is historically significant as the wreck of a 1890s colonial built iron hulled vessel. At the time of its loss in 1905, iron steamers were gradually replacing wooden sailing ships as they were more manoeuvrable and better suited to servicing New Zealand's smaller ports. The loss of vessels such as the *Nambucca*, the *Woollahra* in 1907, and the *Penguin* in 1909 necessitated the construction of a lighthouse on Karori Rock which was lit in 1915.

Physical Values

Architectural Values

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

The wreck site has no architectural values in a built heritage sense, but elements of the wreck such as the frames and fittings are able to tell of the vessel's design, construction and function.

Archaeological Values

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

While the *Nambucca* wreck site has been salvaged in the past and lies on a high energy coast, the deposits that remain have considerable archaeological values. The *Nambucca* was built in 1898, so has the potential to provide information pertaining to nineteenth century colonial shipbuilding. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the passengers and crew may be present. Such items can contribute new information about the day-to-day lives of those on board. Most artefacts visible above the seabed have been removed from the site in the past, but the deposits that remain buried below the seabed are likely to be undisturbed and will have reached an equilibrium with their environment.

Technological Values

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

The *Nambucca* does not have high technological values, but when considered along with other Wellington shipwrecks as a group, it can be seen as part of a

progression of ship construction and nautical technology over time. Shallow draft steam vessels made ideal coastal traders that could navigate New Zealand's many river ports, and this made *Nambucca* a suitable choice for the Wellington to Blenheim service.

Integrity

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

The *Nambucca* wreck site is broken up and subject to salvage and fossicking and little remains of the vessel above the seafloor. However it is likely that the archaeological deposits buried in sandy deposits on the seabed will have reached an equilibrium within the dynamic coastal environment.

Age

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

The *Nambucca* wreck site, which dates to 1905, is now over 100 years old. What remains is of value in documenting colonial wooden shipbuilding in the late nineteenth century.

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.

Sinclair Head has been the site of a number of shipwrecks over the years. Earlier wrecks for which little now remains include the *Tyne* (1841-1845),³⁵² *Black Warrior* (1842-1845)³⁵³ and *Joanna* (1864-1868).³⁵⁴ The wider Wellington South Coast is the location of a number of shipwrecks rediscovered in recent times including the *Woollahra* (1875-1907),³⁵⁵ and *Grassmere* (1865-1895),³⁵⁶

Social Values

Sentiment

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

³⁵² Ingram, p.40

³⁵³ Ingram, p.41

³⁵⁴ Ingram, p.151

³⁵⁵ Ingram, p.337

³⁵⁶ Ingram, p.291

The site is not well known. Few people other than divers or people with an interest in shipwrecks and maritime history would know of the wreck of the *Nambucca*. One of the propeller blades was formerly on display at Kelly Tarlton's shipwreck museum in Paihia.³⁵⁷

Recognition

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

The *Nambucca* is commonly included in regional and national lists of wreck sites and dive locations. The rock on which the vessel was wrecked now bears its name.

Surroundings

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

The location of the *Nambucca* on Wellington's South Coast, near Sinclair Head contributes to the understanding of the site and demonstrates the inherent dangers in turn of the century coastal shipping. While appreciation of the site is limited to remote methods or visits by divers, individual elements of the wreck site makes more sense when not divorced from their environmental context.

Rarity

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

Rediscovered wrecks of early twentieth century colonial-built vessels are rare, both nationally and in the Wellington region. The activities of fossickers mean these wrecks are a rapidly diminishing resource. Of over 200 shipwrecks in the Wellington region, only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

The *Nambucca* can be said to be representative of many of the small coastal steamers trading on the New Zealand coastline around the turn of the century. By 1905, wooden hulled vessels were being replaced by iron and steel hulled vessels to maximise cargo space. Archaeological deposits are

³⁵⁷ Locker-Lampson and Francis, p.70

likely to survive buried in the sand, and the site is therefore representative of a turn of the century wooden hulled shipwreck.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs



Figure 41: *Typical seabed in the vicinity of Nambucca Rock*



Figure 42: *Typical seabed in the vicinity of Nambucca Rock*



Figure 43: *Location of Nambucca wreck site viewed from the shore. Site is located near rock awash at low tide visible in left of frame*

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Evening Post 17 January 1905, pp.5, 6

Evening Post 18 January 1905, p.5

Evening Post 25 January 1905, pp.4,5

Evening Post 27 January 1905, p.6

Evening Post 28 January 1905, p.5

Evening Post 30 January 1905, p.6

Appendices to the Journal of the House of Representatives 1905 H15, pp.24, 29

Appendices to the Journal of the House of Representatives 1903 H15, p.29



Diver inspecting the bow section of the Woollahra

Woollahra
Tongue Point, Wellington
1907

Outline History

History

The iron barque *Woollahra* was built at Sunderland, England by Osbourne, Graham & Co in 1875. It was owned by the Woollahra Ship Company of Sydney.

The wreck occurred on 14 July 1907. Having just discharged a cargo of coal from Newcastle in Wellington, the *Woollahra* was making her way back to Australia via Kaipara.³⁵⁸ She encountered heavy seas and rain in Cook Strait, and at about 10.30pm the wind shifted. Not realising his position the master, Captain Morgan Anderson, steered a course too close to the shore and the barque struck a rock and was wrecked about midnight. The first lifeboat to be launched was smashed by a falling mast, but the second boat was able to get away with most of the crew and passengers. Captain Anderson and two seamen remained with the ship; later one of the men made it to the shore, but the captain and the other seaman, by the name of McNaughton were drowned.

The next day the tug *Duco* was despatched to the scene. The beach was strewn with wreckage of the *Woollahra*. "Huge combers were breaking over the fractured hull, which was piled up on the starboard side, wedged fast into the rocks... From a distance the bow seemed to be high and dry, and to be stranded thirty or forty yards from the poop."³⁵⁹

The inquiry into the wreck was held in Wellington on 18-20 July. The finding of the court was that the wreck was caused by an error in judgement on the part of the master as to the position of his ship when the wind shifted.³⁶⁰

The salvage rights to the timber were purchased later that month by Mr Longhurst of Kelburn.³⁶¹ In September 1908, further salvage work was carried out by A.M Gow and B. Russo, and divers working from the scow *Rona* were able to salvage iron rails and a donkey boiler.³⁶²

³⁵⁸ *Evening Post* 15 July 1907, p.7

³⁵⁹ *Evening Post* 16 July 1907, p.5

³⁶⁰ *Evening Post* 18 July 1907, p.2; 19 July 1907, p.6; 20 July 1907, p.5

³⁶¹ *Evening Post* 24 July 1907, p.8

³⁶² *Evening Post* 12 September 1908, p.4; 01 October 1908, p.6; 03 February 1909, p.7

Location

Map



Woollahra wreck site, image from Google Maps, 2012

Legal description

The *Woollahra* wreck site is located on the seabed approximately 80 metres off shore in Sheep Dip Bay near Tongue Point, on Wellington's South Coast. The wreck is approximately 650 metres NE of the Karori Rock light, and 900 metres SSE of the Waiariki Stream mouth.

Approximate NZTM Grid Reference: E1738785 N5422170

Physical Description

Setting

The *Woollahra* wreck site is located on the seabed approximately 50 metres off shore on the southern side of a small bay near Tongue Point, to the south of the Waiariki Stream on Wellington's South Coast. Until recently the bow was

visible at low water. Other shipwrecks around Sinclair Head and Tongue Point include the barque *Heversham* (1856-1876),³⁶³ barque *Oceania* (1876-1885),³⁶⁴ barque *Grassmere* (1865-1895),³⁶⁵ steamer *Nambucca* (1898-1905),³⁶⁶ and Wellington's worst shipwreck the steamer *Penguin* (1864-1909) which claimed 75 lives.³⁶⁷

Woollahra

The *Woollahra* (No.73314) was an iron barque of 974 tons (942 tons net register), of dimensions 202.4 ft. length, 33.6 ft. beam, and 20.4 ft. depth. It was built by Osbourne, Graham & Co. of Sunderland, England in 1875.³⁶⁸

A photograph of the *Woollahra* beached in the Kaipara harbour prior to its loss was published by the Auckland Weekly News 25 July 1907,³⁶⁹ and another of the vessel under sail is held in the Alexander Turnbull Library.³⁷⁰

Wreck site

The *Wreck Book* includes the following description: "The wreck is located approximately 30m offshore in a small bay, directly inshore from the Karori light. It is lying in 2-4m of water on a rock and shingle bottom with part of the bow breaking water at low tide. The visibility in northerly conditions is usually about 5m. There are considerable quantities of hull remains including large bow and stern sections with a great deal of flattened debris between them. Some interesting artifacts have been recovered from this site including a sextant, several trading tokens and the ship's log. This is a very complete and quite interesting site, but infrequently visited by divers owing to its distance from Wellington and unpredictably rough seas in the area."³⁷¹

The *New Zealand Diver's Handbook* notes: "This vessel is reported as being in Oteranga Bay, but in fact her remains lie in 5 metres of water a little to the north of Karori Rock lighthouse. There is little shape left, but her bow remains in 3 metres of water, with the rest of her lying flat. The odd artefact can still be found."³⁷²

³⁶³ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland., pp.196-197

³⁶⁴ Ingram, p.249

³⁶⁵ Ingram, p.291

³⁶⁶ Ingram, pp.320-323

³⁶⁷ Ingram, pp.344-345

³⁶⁸ Ingram, p.337

³⁶⁹ Auckland Public Libraries Record ID AWNS-19070725-12-2

³⁷⁰ Alexander Turnbull Library Shipping Collection PAColl-2197 1/2-017193-F.

³⁷¹ Locker-Lampson, S. and I. Francis, 1994. *The Wreck Book: rediscovered New Zealand shipwrecks*. Halcyon Publishing Ltd, Auckland, p.121

³⁷² Rippon, P. 1985. *The New Zealand Diver's Handbook*. Reed Methuen Publishers, Auckland. p.68

Contemporary newspaper accounts give quite a detailed description of the position: "The barque piled up just to the north of Tongue Point, behind the Karori Rock, an isolated mass several hundred yards from the shore, and a little southward of the Karori stream... If the ship had run in another hundred yards to the north she would have grounded on a soft beach, in a nook that did not catch the full force of the waves."³⁷³

This area was visited by the author in February 2013, and is largely as described by Lock-Lampson and Francis. The bow section is no longer visible above water at low tide, but can easily be seen from the surface of the water using a snorkel. The wreckage extends over an area approximately 20 x 50 metres and is one of the more intact wrecks in the Wellington region. Much of the wreckage is colonised by seaweed, but a number of recognisable elements are visible including a capstan near the bow section. The wreck is accessible as a boat dive or via the shore with a 4WD.

Chronology, modifications

Date	Activity
-------------	-----------------

1875	Vessel constructed in Sunderland by Osbourne, Graham & Co. ³⁷⁴
------	---

1876	Vessel wrecked at Tongue Point (14.07.1907). ³⁷⁵
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1908	Salvage of iron rails and donkey boiler. ³⁷⁶
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Evaluation of Significance

The *Woollahra* is significant as the wreck of an 1870s colonial built iron hulled sailing vessel. Although the wreck dates to 1907 it is part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

³⁷³ *Evening Post* 16 July 1907, p.5

³⁷⁴ Ingram p.337

³⁷⁵ Ibid.

³⁷⁶ *Evening Post* 12 September 1908, p.4; 01 October 1908, p.6; 03 February 1909, p.7

The *Woollahra* site is historically significant as the wreck of an 1870s colonial-built iron hulled vessel. While ensuring his passengers and crew made it ashore safely in the lifeboats, the master, Captain Anderson and one other crew member lost their lives. The loss of vessels such as the *Woollahra* in 1907, along with the *Nambucca* in 1905, and the *Penguin* in 1909 necessitated the construction of a lighthouse on Karori Rock which was lit in 1915.

Physical Values

Architectural Values

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

The wreck site has no architectural values in a built heritage sense, but elements of the wreck such as the frames and fittings are able to tell of the vessel's design, construction and function.

Archaeological Values

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

While the *Woollahra* wreck site has been salvaged in the past and lies on a high energy coast, the deposits that remain have considerable archaeological values. The *Woollahra* was built in 1875, so still has potential to provide information pertaining to nineteenth century shipbuilding. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items such as the personal effects of the passengers and crew may be present. Such items can contribute new information about the day-to-day lives of those on board. The wreckage is deposited over a large area, but the bow section is relatively intact, and the remainder appears to have collapsed in on itself rather than being scattered further afield so archaeological integrity is likely to be well preserved. While the wreck continues to settle into the sandy seabed the wreck appears to have reached an equilibrium with their environment and will remain in this state well into the future provided it is not disturbed.

Technological Values

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

The *Woollahra* does not have high technological values, but when considered along with other Wellington shipwrecks as a group, it can be seen as part of a progression of ship construction and nautical technology over time. The use

of iron in ship building allowed for robust vessels with significantly greater cargo space.

Integrity

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

The *Woollahra* was a large iron hulled vessel and considerable quantities of the hull are reported to remain. The bow is close to shore, and until recently was visible at low tide. It is likely that any archaeological deposits in sandy deposits buried in the seabed have reached an equilibrium with its environment. Some of the smaller movable items on the seabed are likely to have been removed, but the wreck site is likely to be reasonably intact for its age.

Age

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

The *Woollahra* wreck site, which dates to 1907, is now over 100 years old. Other wrecks of early iron hulled vessels in the Wellington region found to date include the *Tui* (1875-1886),³⁷⁷ *Waitaki* (1876-1887)³⁷⁸ *Ben Avon* (1875-1903),³⁷⁹ *Delmira* (1864-1896),³⁸⁰ and *Halcione* (1869-1896).³⁸¹

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.

Tongue Point is the location of a number of shipwrecks, most notably the *Penguin* which wrecked in 1909 with the loss of 75 passengers and crew. Other shipwrecks around Sinclair Head and Tongue Point include the barque *Heversham* (1856-1876),³⁸² barque *Oceania* (1876-1885),³⁸³ barque *Grassmere* (1865-1895),³⁸⁴ steamer *Nambucca* (1898-1905).³⁸⁵ The Karori Rock lighthouse is also located nearby and was first lit in 1915. Together these places tell of a coastline significant for its hazards.

³⁷⁷ Ingram, pp.257-258

³⁷⁸ Ingram, p.259

³⁷⁹ Ingram, p.317-318

³⁸⁰ Ingram, p.293-294

³⁸¹ Ingram, p.291-292

³⁸² Ingram, pp.196-197

³⁸³ Ingram, p.249

³⁸⁴ Ingram, p.291

³⁸⁵ Ingram, pp.320-323

Social Values

Sentiment

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

The site is not well known. Few people other than divers or people with an interest in shipwrecks and maritime history would know of the wreck of the *Woollahra*.

Recognition

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

The *Woollahra* is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Woollahra* on Wellington's South Coast near Tongue Point contributes to the understanding of the site and demonstrates the inherent dangers in turn of the century coastal shipping. While appreciation of the site is limited to remote methods or visits by divers, individual elements of the wreck site make more sense when not divorced from their environmental context.

Rarity

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

Rediscovered wrecks of early twentieth century colonial-built vessels are rare, both nationally and in the Wellington region. The activities of fossickers mean these wrecks are a rapidly diminishing resource. Of over 200 shipwrecks in the Wellington region only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

The *Woollahra* can be said to be representative of many of the large trans-Tasman sailing vessels of around the turn of the century. Iron hulled vessels had begun to replace wooden vessels as they afforded greater cargo space

which maximised profits, but by 1907 these vessels were themselves being superseded by steel hulled steam driven vessels. In addition to the visible elements above the seabed, archaeological deposits are likely to survive buried in the sand, and the site is therefore representative of a turn of the century iron hulled shipwreck.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: Q27/300

Other:

Photographs



Figure 44 *Capstan detached from wreckage lying on the seabed near the bow section*

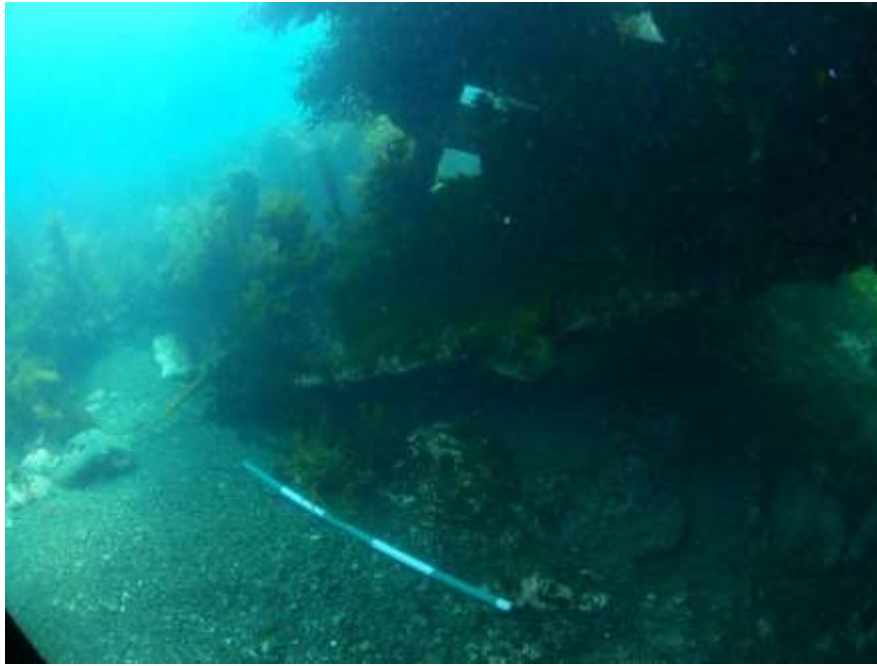


Figure 45 *Bow section of the Woollahra wreck site*



Figure 46 *Wreckage sitting proud of the seabed near bow section*



Figure 47 *Diver swimming over low lying wreckage comprising mainly framing and hull plates*



Figure 48 *Wreckage near the bow section*



Figure 49 Location of Woollahra wreck site as viewed from the shore, Karori Rock visible on horizon.

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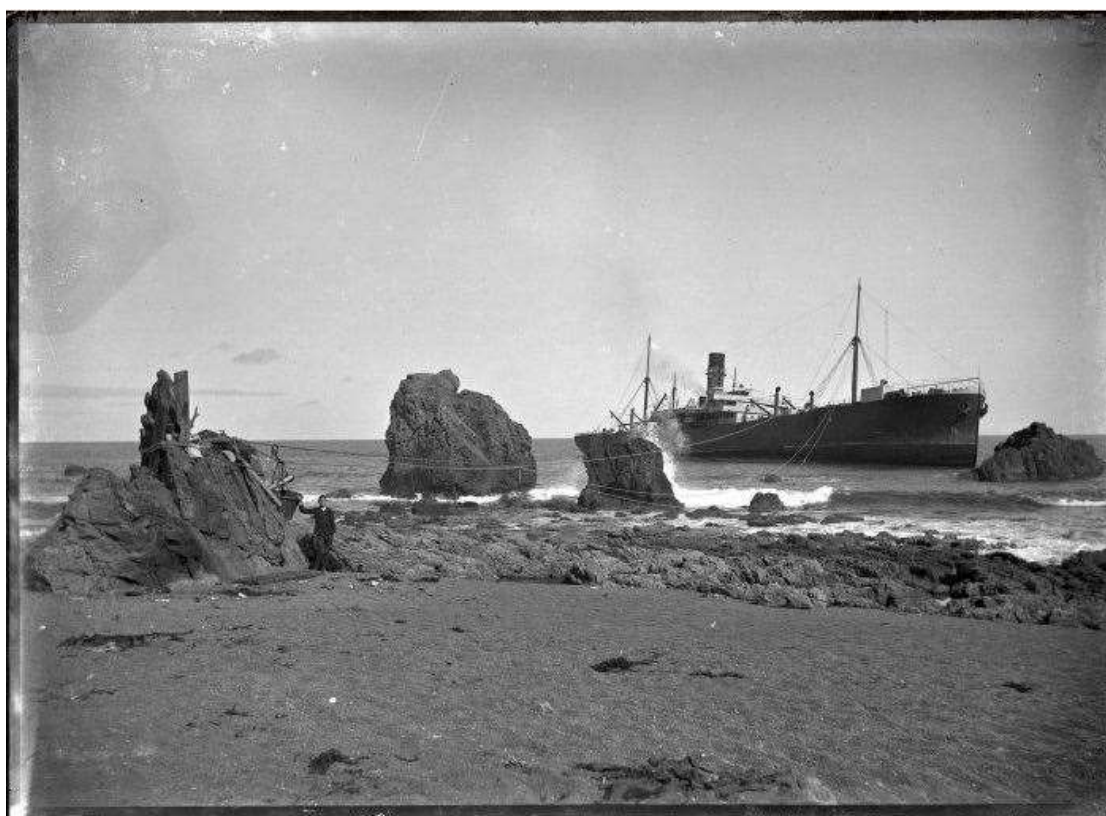
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Devon wrecked at Pencarrow Head, 1913. ATL APG-1360-12-G

Devon
Pencarrow Head, Wellington
1913

Outline History

History

The steel single screw steamer *Devon* was built at Hebburn-on-Tyne, England by Hawthorne, Leslie & Co in 1897, and owned by the Federal-Houlder-Shire Company.³⁸⁶ Its first visit to New Zealand was in March 1902, and the vessel later departed with volunteers for the South African War.³⁸⁷ At the conclusion of the war in South Africa, the Federal Line entered into a contract with the New Zealand government to provide a regular service between the two countries.³⁸⁸

The loss of the vessel happened shortly after it arrived off Wellington on 25 August 1913. The *Devon* departed Montreal on 31 May and sailed via Cape Town where the master, Captain Robertson, had been hospitalised for typhoid fever. Under the command of the chief officer, Captain Arthur Henry Counce, the vessel then made its way to Wellington via Melbourne, Sydney and Auckland.³⁸⁹ Upon arrival at Wellington the *Devon* encountered thick driving rain and a strong southerly. Captain Counce mistook the Falcon Shoal Light for the red sector of the Matiu/Somes lighthouse and set a course too close to the eastern shore of Wellington Harbour. The *Devon* struck the rocks at 8.15 pm. The bottom was torn out of the hull and the vessel became stuck fast on the rocks. Within ten minutes of running aground the wreck had been seen by the lighthouse keeper, who signalled to Wellington for assistance. Attempts to get a line ashore failed several times during the night, but early the next morning a line was retrieved by those on the shore, and the crew were evacuated from the wreck one by one until they were all safely ashore.³⁹⁰

Inspections of the wreck showed it to be a constructive total loss, and salvage operations were commenced by the New Zealand Shipping Co on 30 August, employing the services of the auxiliary scow *Echo* and the ss *Awarua*.³⁹¹ The initial salvage succeeded in recovering about 30 tons of cargo, including

³⁸⁶ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, p.318

³⁸⁷ Laxon, W.A. 1988. 'The name through the years 32: Devon.' *Marine News* 38(2), p.46

³⁸⁸ Ibid.

³⁸⁹ 'Wreck at the Heads' *Dominion* 26 August 1913, p.5

³⁹⁰ Ingram p.356

³⁹¹ 'The Devon Wreck' *Evening Post* 28 August 1913, p.8; 'The Devon' *Evening Post* 29 August 1913, p.7; 'The Devon's cargo' *Evening Post* 30 August 1913, p.6; 'Wreck of the Devon' *Evening Post* 1 September 1913, p.7

motor parts and agricultural machinery.³⁹² A dispute over the rate of pay for those working on the salvage caused temporary delays, but the initial salvage operations were largely completed by 9 September.³⁹³

In the days immediately following the wreck, the *Devon* became something of a local attraction. Steamers like the *Awarua* ran daily excursions for up to 300 sightseers. A film of the wreckage and salvage played at Wellington cinemas.³⁹⁴

The inquiry was held at Wellington on 1-2 September. Captain Caunce was found to be at fault and had his masters certificate suspended for three months.³⁹⁵ This decision was later overturned on appeal and the second inquiry found that the master was not to blame. The stated cause of the wreck was the confusion over the harbour lighting, and went on to recommend that the Matiu/Somes Island light should be made occulting and that a white flashing beacon be placed on Barretts reef to avoid confusion in future.³⁹⁶ Another proposal to arise out of the wreck of the *Devon* was the erection of a beacon on the Hope Shoal.³⁹⁷

A second round of salvage activity occurred in October 1913, with items being transported back to Wellington in the ss *Admiral*.³⁹⁸ By 26 September the underwriters had accepted the abandonment of the *Devon*, and notice had been served on the vessel's owners for its removal.³⁹⁹ Items recovered by the salvage crew of W.C. Price & Co between 11 and 18 October included binnacles, rockets, signals, flags, lifeboats, bells, paints, chronometers and the ships surgical instruments.⁴⁰⁰

The position of the *Devon* posed an additional hazard by obscuring the Pencarrow low light, so when it still had not been removed in April the following year it was proposed that it provide a target for the Fort Dorset

³⁹² 'Wreck of the Devon' *Evening Post* 1 September 1913, p.7

³⁹³ 'Wreck of the Devon' *Evening Post* 2 September 1913, pp.7-8; 'The Devon Dispute' *Evening Post* 3 September 1913, p.8

³⁹⁴ 'Loss of the Devon' *Dominion* 28 August 1913, p.8

³⁹⁵ 'Wreck of the Devon' *Evening Post* 1 September 1913, p.7; 'Wreck of the Devon' *Evening Post* 2 September 1913, pp.7-8; 'The Devon Inquiry' *Dominion* 2 September 1913, p.4

³⁹⁶ 'Devon Wreck' *Evening Post* 17 September 1913, p.10; 'Exonerated' *Evening Post* 18 September 1913, p.7

³⁹⁷ 'Port Lights' *Evening Post* 25 September 1913, p.3

³⁹⁸ 'Local and General' *Dominion* 8 October 1913, p.6

³⁹⁹ 'Causal Employees' *Evening Post* 25 September 1913, p.8; 'The Devon' *Evening Post* 26 September 1913, p.8

⁴⁰⁰ 'Along the Life Line' *Evening Post* 11 October 1913, p.6; 'The Wrecked Devon' *Evening Post* 18 October 1913, p.5

gunners.⁴⁰¹ While it appeared that the guns had been ineffectual, a number of direct hits were made and these along with subsequent storms battered the wreck to pieces. By 23 August 1914, only a small portion of the wreck was still visible.⁴⁰²

Location

Map



Devon wreck site, image from Google Maps, 2012

Legal description

The *Devon* wreck site is located on the seabed southwest of Pencarrow Head approximately 150 metres from the shore on a rocky reef.

NZTM Grid Reference: E1754421 N5419513

⁴⁰¹ 'Devon as Target' *Evening Post* 22 May 1914, p.8; 'Last of the Devon' *Dominion* 6 April 1914, p.6

⁴⁰² 'Last of the Devon' *Evening Post* 23 August 1914, p.8; 'Big Gun Practice' *Dominion* 27 May 1914, p.8

Physical Description

Setting

The *Devon* wreck site is located on the seabed southwest of Pencarrow Head approximately 150 metres from the shore on a rocky reef. The wreck is no longer visible from the shore. Pencarrow Head was the location of the wrecks of at least three vessels between 1885 and 1913. The point is also the location of New Zealand's earliest lighthouse, dating to 1859, and a replacement light closer to sea level which was erected in 1906.

Devon

The *Devon* (No. 108171) was a steel single screw steamer of 5489 tons (3546 tons net register), of dimensions 420 ft. length, 54 ft. beam, and 28.7 ft. depth. It was built at Hebburn-on-Tyne, England by Hawthorne, Leslie & Co in 1897, and owned by the Federal-Houlder-Shire Company.⁴⁰³ The machinery installed at the time of construction was a 505 nhp triple expansion engine fed from three single ended boilers, and she was capable of a top speed of 11 knots.⁴⁰⁴

Wreck site

The *Devon* wrecksite covers a large area, with steel frames and plates dispersed over approximately 0.3 hectares. It can be easily located by lining up rocks visible in historic photos with those still showing above water. The bow is located immediately south of two crescent shaped rocks, and from there, the approximate line of the keel runs in a north-south direction. Few parts of the wreck are readily identifiable, but a large bollard was noted towards the bow.

The *Wreck Book* contains the following description: "The wreck lies 300m north of the Pencarrow pumping station in 5-15m of water, on a rock bottom, with visibility around 7m. The propeller shaft is still intact, supported by the bearing housings and lying on the double bottom tanks. Apart from this 25m long section there is little still recognisable although a large quantity of steel litters the area. The wreck was stripped of everything of value while she was still standing upright, almost on shore, but the odd piece of brass and lead is still recovered and there must be a considerable quantity of scrap still in the vicinity."⁴⁰⁵

⁴⁰³ Ingram, p.318

⁴⁰⁴ Laxon, p.46

⁴⁰⁵ Locker-Lampson, S. and I. Francis, 1994. *The Wreck Book: rediscovered New Zealand shipwrecks*. Halcyon Publishing Ltd, Auckland, pp.31-32

The *NZ Diver's Handbook* reports: “*Devon's* remains are a popular divers' haunt and lie from 3 to 11 metres, 180 metres north [sic] of Pencarrow Head. There is still much steel left, and fittings can still be found by digging in the sand.”⁴⁰⁶

Chronology, modifications

Date	Activity
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1897	<i>Devon</i> constructed in England by Hawthorn, Leslie & Co. ⁴⁰⁷
1902	First visit of <i>Devon</i> to New Zealand, transports volunteers for the Boer War in South Africa. ⁴⁰⁸
1913	<i>Devon</i> wrecked at Pencarrow Head (25.08.1913). ⁴⁰⁹
1914	Wreck of <i>Devon</i> used as target practice for the gunners at Fort Dorset. ⁴¹⁰
1940	Bow reported still visible above water. ⁴¹¹

Evaluation of Significance

The *Devon* wreck site is the largest historic shipwreck still in-situ in the Wellington region. Its location immediately under the Pencarrow low light provides a poignant reminder of the hazards of the coast despite the Marine Department's best efforts to light the harbour entrance. The wreck has high value when considered as part of a rapidly disappearing group of late nineteenth / early twentieth century shipwrecks 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.

Historic Values

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

The wreck of the *Devon* has historical significance as a result of the industrial actions over pay that flared during the salvage of the cargo, and were a

⁴⁰⁶ Rippon, P. 1985. *The New Zealand Diver's Handbook (revised edition)*. Reed Methuen Publishers, Auckland. pp.69-70

⁴⁰⁷ Ingram, p.357

⁴⁰⁸ Laxon, p.46

⁴⁰⁹ Ingram, pp.356-357

⁴¹⁰ Ingram, p.347

⁴¹¹ 'The *Devon* Wreck' *Evening Post* 24 August 1940, p.10

precursor to the waterfront strikes later that year in October 1913.⁴¹² At 5489 tons it was the largest vessel to have gone ashore and become a total wreck at the time. The effect of the wreck on Wellington was considerable. Daily excursions were made by steamers taking sightseers to the wreckage, and Wellington camera shops advertised their products as being suitable for taking photos of the *Devon*. Footage of the wreck and salvage were made into a short film and shown at cinemas. The *Devon* also has historical significance for its association as a troop transport during the South African war, and one of the vessels that subsequently provided a regular service between New Zealand and South Africa. Its wreck in 1913 was the first shipping loss of the Federal Line.⁴¹³

Physical Values

Architectural Values

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

The wreck site has no architectural values in a built heritage sense, but elements of the wreck such as the frames and fittings are able to tell of the vessel's design, construction and function.

Archaeological Values

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

While the *Devon* wreck site has been subject to salvage and modification over time, moderate-high archaeological values still remain. The vessel was constructed in 1897, and surviving fabric can reveal additional information about nineteenth century shipbuilding and design. Sandy deposits about the wreck are likely to have protected artefacts from fossicking, and items of cargo as well as personal effects of the crew and passengers may be present. Such items can contribute new information about the day-to-day lives of those on board.

Technological Values

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

⁴¹² Johnson, D. 1996. *Wellington Harbour*. Wellington Maritime Museum Trust, Wellington, pp.251 ff

⁴¹³ Laxon, pp.46-47

The *Devon* does not have high technological values, but the site is likely to include a number of features which are able to illustrate the progression of nautical technology over time.

Integrity

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

The *Devon* is the largest historic shipwreck in the Wellington region that has not been removed from the site of its loss. A number of elements of the wreck still remain and these can be viewed as a repository of information about the vessel design and construction, and salvage activities following its loss. Pockets of sand about the wreck are also likely to have buried items in their original archaeological context and protected them from removal. Consequently these remains along with the heavier items have a high level of physical integrity.

Age

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

The wreck site is just under 100 years old, and its centenary will occur in 2013. While it is not particularly old in terms of settlement in the Wellington Region, it is notable that it occurred just seven years after the construction of the Pencarrow low light at this location.

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 wreck site can be considered part of a maritime landscape around Pencarrow Head that includes the wrecks of at least three other vessels in the same location. Other vessels known to have wrecked at Pencarrow Head are *Carlotta* (1856-1878), *Vinnie* (1889-1892) and *Maggie Paterson* (1875-1881), but remains of these vessels have not been confirmed. The point is also the location of New Zealand's earliest lighthouse, dating to 1859, and a replacement light closer to sea level which was erected in 1906. Together these sites demonstrate the dangers of the New Zealand coastline to shipping and the efforts expended to protect against its loss.

Social Values

Sentiment

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

The *Devon* is well known to recreational divers, and shortly after the wreck the bell of the *Devon* was salvaged from the wreck and installed in the Church of St Andrew at Reikorangi.⁴¹⁴

Recognition

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

The *Devon* is commonly included in regional and national lists of wreck sites and dive locations. At the time of the wrecking, daily excursions were made by steamers taking sightseers to the wreckage, and footage of the wreck and salvage were made into a short film and shown at cinemas.

Surroundings

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

The location of the *Devon* on an exposed rocky coast contributes to the understanding of the site and demonstrates the dangers of steaming too close to a rocky shore. The wreck is within a few hundred metres of the Pencarrow low light, and original light. It was confusion over the light on the Falcon Shoal being mistaken for the light on Matiu/Somes Island that contributed to the cause of the wreck, and the position of the wreck site in relation to these navigation aids is important for understanding the site. Other wrecks to have occurred in the same place as the *Devon* include the schooner *Maggie Patterson* (1875-1881),⁴¹⁵ and ketch *Felicity* (1885-1910).⁴¹⁶ Another prominent wreck in the area to have been found in recent times is the *Halcione* (1869-1896) which wrecked further to the south.⁴¹⁷

Rarity

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

⁴¹⁴ *Evening Post* 15 April 1995; NZAA Site Record R27/206.

⁴¹⁵ Ingram p.228

⁴¹⁶ Ingram, pp.351-352

⁴¹⁷ Ingram, pp.291-292

Wrecks of steel hulled vessels of the size of the *Devon* are rare both in the Wellington region and nationally, and a number that do survive are located at depths beyond the range of recreational diving. Of the approximately 200 documented shipwrecks in the Wellington region only a small number are known to divers and have been reliably documented.

Representativeness

The place is an excellent example of its type or era.

The *Devon* is a representative example of the wreck of an early twentieth century ocean liner. While the wreck site is broken up and scattered, and has been subject to salvage and fossicking over the years, a large amount of material remains visible above the seabed and archaeological deposits are likely to survive buried in the sandy seabed.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/206

Other:

Photographs



Figure 50: *Bollard from Devon shipwreck*



Figure 51: *Part of Devon machinery*



Figure 52: *Plates from Devon*



Figure 53: *Location of Devon wreckage viewed from shore*

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'Causal Employees' *Evening Post* 25 September 1913, p.8

'The Devon' *Evening Post* 26 September 1913, p.8

'Along the Life Line' *Evening Post* 11 October 1913, p.6

'The Wrecked Devon' *Evening Post* 18 October 1913, p.5

'Devon as Target' *Evening Post* 22 May 1914, p.8

'Last of the Devon' *Evening Post* 23 August 1916, p.8

'The Devon Wreck' *Evening Post* 24 August 1940, p.10

'Wreck at the Heads' *Dominion* 26 August 1913, p.5

'Loss of the Devon' *Dominion* 28 August 1913, p.8

'The Devon Inquiry' *Dominion* 2 September 1913, p.4

'Local and General' *Dominion* 8 October 1913, p.6

'Last of the Devon' *Dominion* 6 April 1914, p.6

'Big Gun Practice' *Dominion* 27 May 1914, p.8



The Defender on fire in Wellington harbour (Wellington Maritime Museum 624)

Defender
Mokopuna Island
1918

Outline History

History

The wooden hulled single screw steamer *Defender* was built by G Frost, of Kincumber, New South Wales in 1901.⁴¹⁸ The vessel's early career was in the Australian coastal trade until it was acquired by the Westland Shipping Co Ltd in July 1904.⁴¹⁹ From this time until its loss in 1918, the *Defender* was used in the New Zealand domestic trade between Foxton, Hokitika, Wellington and Lyttelton.

The loss of the *Defender* occurred in Wellington Harbour on 2 August 1918. Having arrived from Lyttelton the day before, *Defender* and was brought alongside the Kings wharf to ship a cargo of benzine from the *Havre*. At about 11am flames were noticed coming through the decking and the fire brigade immediately summoned. The harbour master, Captain J Dawson, was on hand and summoned the tugs *Karaka* and *Admiral* to tow the fiery vessel clear of other shipping. The Union Co tug *Terawhiti* was also available nearby but not required. As soon as the *Defender* was clear of the wharf it erupted in flames, and was towed by the *Karaka* up the harbour until it was off Matiu/Somes Island around 1pm.⁴²⁰

The *Defender* continued to blaze until after dark accentuated with numerous small explosions, and oil burning in streaming lines on the water pushed along by the wind.⁴²¹ After the flames died down the vessel had burnt to a shell below the water line and the fire had also resulted in the destruction of 1132 cases of motor spirits, the property of the British Imperial Oil Company.⁴²²

A Nautical Inquiry was held on 9 August. The findings attributed the loss to the use of a naked flame in the stokehold while a cargo of benzine was stowed in the adjoining hold. The court found that the hold of the *Defender* was not suited for carrying benzine as the bulkheads were not water or airtight, and that although warned by the Harbourmaster, the master and

⁴¹⁸ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland.p.375

⁴¹⁹ *West Coast Times* 9 July 1904, p.2

⁴²⁰ *Evening Post* 2 August 1918, p.8

⁴²¹ *Evening Post* 3 August 1918, p.8

⁴²² *Ibid. Evening Post* 5 August 1918, p.7

chief officer of the *Defender* failed to take necessary steps to prevent naked lights being used in the hold.⁴²³

The transport of dangerous and highly flammable cargoes was hardly a new issue. Prior to the adoption of electric lighting, the demand for imported kerosene had necessitated specialist port facilities for unloading and storage away from other valuable cargo.⁴²⁴

The widespread adoption of motor vehicles saw a rapid increase in cargoes of motor oil and benzine. In 1917 there had been an explosion on the steamer *Breeze* while loading at Queens wharf, and in February 1918 another explosion occurred on the *Huia*.⁴²⁵ In spite of requests from the Seaman's Union to require ship-owners to ensure bulkheads between holds and seamens quarters were fully airtight, the Harbour Board remained reluctant to deal with problem of transporting flammable goods. This issue remained largely unresolved, and shipments of motor spirits and flammable cargoes continued to be transported in ships' hold until the arrival of the first tanker shipments in 1927.⁴²⁶

Salvage of the bronze propeller, engine, tail shaft and smaller machinery including a pump and brass piping was carried out by Captain Frank Jelley, of Wellington working from the Harbour Board's pile driving pontoon.⁴²⁷

⁴²³ *Dominion* 10 August 1918, p.8; 12 August 1918, p.6

⁴²⁴ Johnson, D. 1996, Wellington Harbour. Wellington Maritime Museum Trust, Wellington, p.269

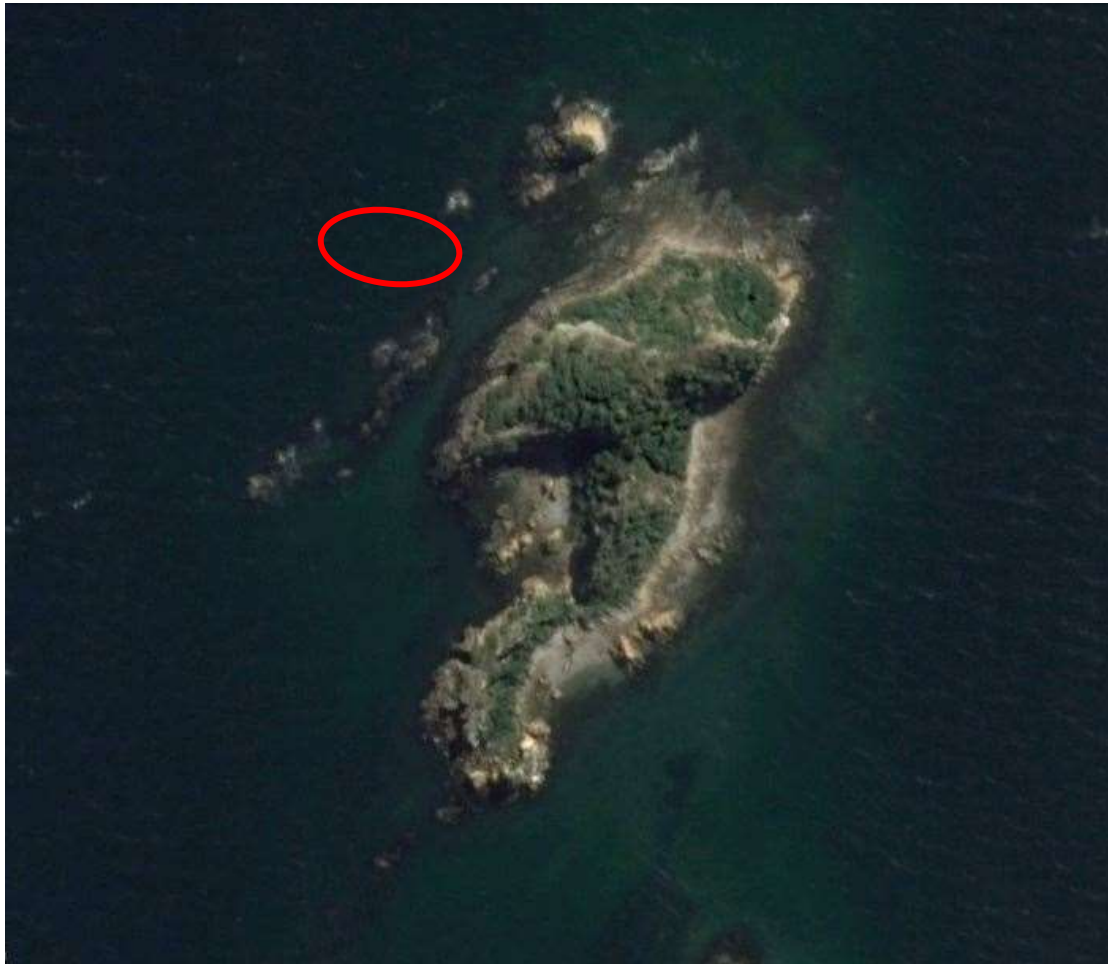
⁴²⁵ *Ibid*, p. 270

⁴²⁶ *Ibid*, p.282

⁴²⁷ *Evening Post* 13 August 1918, p.6; 16 August 1918, p.6; 24 August 1918, p.6; 2 September 1918, p.6; *Dominion* 26 August 1918, p.4

Location

Map



Defender wreck site, image from Google Earth, 2012

Legal description

The *Defender* wreck site is located on the seabed approximately 20 metres off the north western shore of Mokopuna (Leper) Island in Wellington Harbour in 4-7 metres of water.

NZTM Grid Reference: E1756156 N5431675

Physical Description

Setting

The wreckage of the *Defender* lies in 4-7 metres off the northwest end of Matiu/Somes Island approximately 20 metres from the shore. The location is immediately southwest of one of the larger islets with scrub growing on the top, and to the north of a prominent rock outcrop which is awash at high tide,

but part of a larger reef which breaks the surface at low tide. The seabed in this area is a mixture of silt/sand and broken shell with reef outcrops.

Defender

The *Defender* (No. 112520) was a single screw wooden hulled steamer of 185 tons (109 tons net register), of dimensions 118.5 ft. length, 25.4 ft. beam, and 7.4 ft. depth. It was built by G Frost at Kincumber, New South Wales, Australia in 1901, and owned by the Westland Shipping Company Ltd.⁴²⁸

Wreck site

The *Wreck Book* has the following description: '*As the Defender exploded prior to sinking there was considerable damage and yet parts of her hull are still semi-intact, held together by large bronze pins. There is other scattered wreckage including winches, bollards, anchors, a drum of cable and a selection of engine room tools.. Although she sank as late as 1918 there are few wooden hulls of her age still in this condition in shallow water and it is therefore an interesting wreck. Some artefacts have been recovered including the engine room telegraph, the log and a sounding weight.*'⁴²⁹

The *New Zealand Divers' Handbook* notes: '*Defender, or her few remains, lie in 11 metres off the north-west side of Mokopuna Island to the north of Somes Island. Some parts are still semi-intact with scattered wreckage.*'⁴³⁰

In 2013 the wreckage is still largely as described by Locker-Lampson and Francis. The wreck covers an area some 30 x 10 metres. Wooden frames protrude from the sea bed and a number of recognisable elements are present in addition to those listed above including rudder pintles, keel timbers, hull planking, and deck fittings. A few broken bottles were also noted scattered around the site. The *Defender* is probably the best preserved wooden wreck in the Wellington region.

Chronology, modifications

Date Activity

1901 Vessel built by G Frost at Kincumber, NSW, Australia.⁴³¹ Vessel fitted with 36 hp compound engines.

⁴²⁸ Ingram, p.375

⁴²⁹ Locker-Lampson, S. and I. Francis, 1994. *The Wreck Book*. Halcyon Publishing Ltd, Auckland. pp.30-31

⁴³⁰ Rippon, P. 1985. *The New Zealand Divers' Handbook*. Reed Methuen Publishers Ltd, Auckland, pp.69-70

⁴³¹ Ingram, p.375; Diggle, L. 2009. *Shipwrecks of New Zealand. Companion to New Zealand Shipwrecks*. The Author, Titirangi, p.59

- 1910 Went aground at Hokitika on 5 Feb 1910.⁴³²
- 1912 Went ashore at Karamea 18 Nov 1912.⁴³³
- 1917 Repaired on the Evans Bay Patent Slip.⁴³⁴
- 1918 Caught fire while alongside Kings wharf, and towed out into the harbour by tugs *Admiral* and *Karaka* and later drifted ashore at Matiu/Somes Island.⁴³⁵
- 1956 Wreckage discovered by Paul Hunter.⁴³⁶

Evaluation of Significance

The *Defender* is a well preserved wreck site of early twentieth century origin. The wreck has a high level of archaeological integrity for a wooden wreck of this period, and also has some value when considered as part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

The *Defender* is historically significant as an example of the dangers of transporting flammable substances in small ships' holds. The authorities were aware of the inherent danger in transporting fuels in vessels that were not fitted with airtight bulkheads between holds, but did little to regulate this practice. It wasn't until the introduction of specialist tankers in the late 1920s that the issue was resolved.

Physical Values

Architectural Values

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

⁴³² *Grey River Argus* 8 October 1910, p.2

⁴³³ *Evening Post* 19 November 1912, p.8

⁴³⁴ *Evening Post* 30 June 1917, p.6

⁴³⁵ Johnson, p.270

⁴³⁶ Locker-Lampson and Francis, p.30

The wreck site has no architectural values, but elements of the wreck such as the frames and fittings are able to illustrate the vessel's design, construction and function.

Archaeological Values

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

While the *Defender* wreck site has been subject to salvage, moderately high archaeological values still remain. Mud and sand sediment deposits about the wreck are likely to have protected some artefacts from salvage and fossicking, and items on board at the time of the wreck or personal effects of the crew may be present. Such items can contribute new information about the day-to-day lives of those working on small coastal steamers in the early twentieth century.

Technological Values

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

The *Defender* wreck site has been salvaged for engines machinery and propeller, so it is unlikely to have significant technological values. Some features of the design may be able to illustrate the progression of nautical technology over time.

Integrity

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

The vessel suffered significant damage during the fire, and the wreck site was salvaged in weeks following its loss. Despite this, the wreck site is still remarkably intact, and is likely to be the best preserved wooden wreck in the Wellington region still visible above the seabed. Many recognisable elements remain.

Age

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

The wreck site, which dates to 1918, is not particularly old in terms of settlement in the Wellington region, but is nearing its centenary.

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 wreck site is not visible above water so does not contribute to the townscape values of Wellington Harbour. It can be said that it forms part of a historically significant group of maritime sites on Matiu/Somes and Mokopuna Islands which include the lighthouse and tramway, World War II degaussing range and jetty, and an abandoned barge which now functions as a breakwater.

Social Values

Sentiment

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

The site is known to divers and shipwreck enthusiasts, but there is little other community 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 *Defender* wreck site is included in publications dealing with shipwreck and diver sites around New Zealand.⁴³⁷

Surroundings

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

The *Defender* wreck site is in a seldom visited corner of Wellington Harbour where it was left to burn, and this contributes to the understanding of the site. Its relative isolation conveys a sense of the dangers posed by vessels storing flammable goods while moored alongside crowded wharves. The wreckage does not make sense as a site when divorced from this context.

Rarity

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

⁴³⁷ Locker-Lampson, pp.30-31; Rippon, pp.69-70

Wooden wrecks from the early twentieth century are rare in the nationally and in the Wellington region, and preserved remains of such vessels are seldom seen above the seabed. The relatively sheltered position of the *Defender* has contributed to its survival in this sense. Only a few other wrecks inside of Wellington harbour remain accessible to divers. These include the barque *Willie McLaren* of which little remains visible and the HMNZS *South Sea* which has restricted access on account of its position in the shipping channel. Of the approximately 200 documented shipwrecks in the Wellington region only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

The *Defender* was a representative example of a small coastal steamer from the early twentieth century. The wreck site is remarkably intact despite the destructive nature of its loss and subsequent salvage activity.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/480

Other:

Photographs



Figure 54 Admiralty pattern anchor at the landward end of the site. 1 metre scale lying alongside shaft

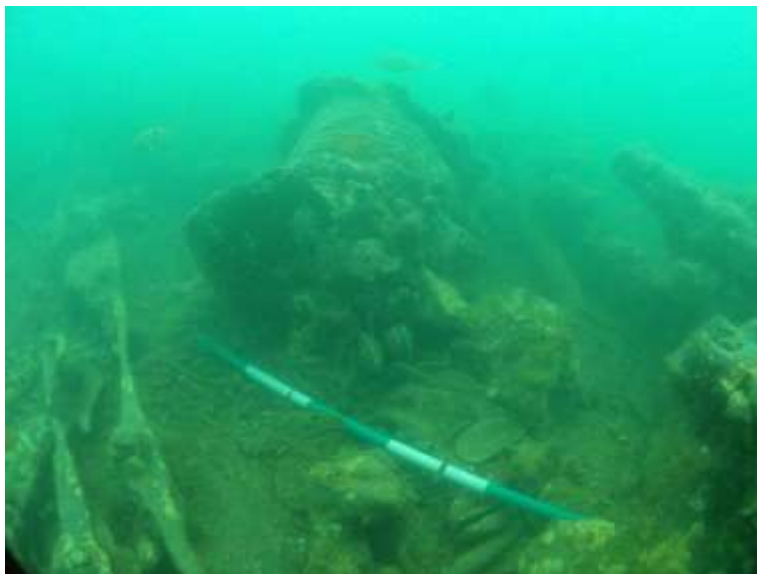


Figure 55 Cable drum with cable wound on.

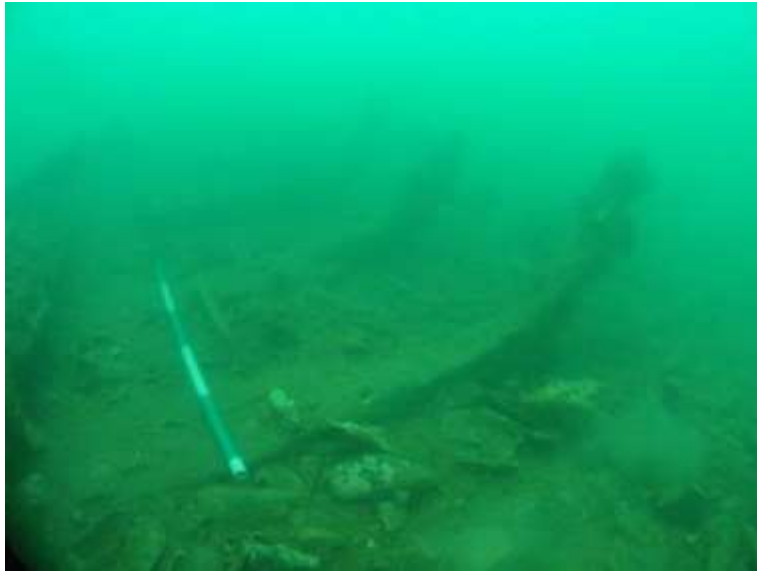


Figure 56 *Wooden frames protruding from the seabed*



Figure 57: The location of the *Defender* wreck site with Mokopuna Island in background

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Grey River Argus 08 October 1910, p.2

West Coast Times 09 July 1904, p.2



Opuā wreck site as viewed from the shore, 2012

Opuā
Tora, South Wairarapa
1926

Outline History

History

The steel twin screw steamer *Opua* was built for the North Coast Steam Navigation Co., and first registered 31/1902 Sydney, as the ss *Ramornie*.⁴³⁸ The vessel was designed for manoeuvrability and its shallow draft made it particularly suitable for shallow harbours and rivers. It operated on the North-east run north of Sydney transporting cargo and passengers until 1920.⁴³⁹ In 1921 the vessel was purchased by Daniel Reese of Christchurch, and renamed *Opua*. The *Opua* was employed in the timber and coal trade, and its shallow draft made it particularly suitable for use on the West coast river ports and at shallow ports such as Castlecliff. The completion of the Otira railway tunnel in 1924 had a significant effect on coastal shipping at Lyttelton, particularly for steamers such as the *Opua*, as it became cheaper to transport coal via rail. After being purchased by the Anchor Foundry & Shipbuilding Company, the *Opua's* registry was transferred to Nelson and her main ports of call were Wellington, Gisborne, and Greymouth.

On 30 September 1926 the *Opua* departed Gisborne for Wellington and the West Coast, having discharged a cargo of coal. While on route a thick fog settled and at 3.30am on 2 October the *Opua* went ashore at Tora, on the South Wairarapa Coast. The steamer bumped heavily on the rocks and soon flooded. The crew got ashore safely in the lifeboats which were able to be launched from the starboard side in the lee of the vessel, closer to the shore. The master, Captain Fowler, two mates and the chief engineer remained on board in an attempt to save the stricken vessel, but they too were eventually forced to abandon ship. Wellington tugs *Toia* and *Terawhiti* were sent to assist, but were not able to get closer than half a mile from the wreck.⁴⁴⁰

An inquiry was held into the wrecking on 7-8 October at Wellington, and it was found that the cause of the wreck was an error of judgement on the part of the master in setting a course too close to the shore between Castlepoint and Cape Palliser and not having an experienced lookout on deck during the second officer's watch. The certificates of the master and second officer were returned but they were ordered to pay the cost of the inquiry.⁴⁴¹

⁴³⁸ Watt, M.N. 1962. *Index to the New Zealand Section of all British Register of Ships 1840-1950*. NZ Ship and Marine Society, Wellington p.488

⁴³⁹ Win, P.W. 2009. *The Anchor Foundry: a history*. Self-published, Nelson, p.125

⁴⁴⁰ *Evening Post* 4 October 1926, p.10

⁴⁴¹ *Evening Post* 7 October 1926, p.10; *Auckland Star* 8 October 1926, p.9

By 12 October the *Opua* had shifted position slightly and developed a list, but the keel was still substantially intact. The remains were sold by the underwriters at auction on 11 October for £100 to Eric Riddiford, who owned the homestead immediately adjacent to the site of the wreck.⁴⁴²

Location

Map



Opua wreck site, image from Google Maps, 2012

Legal description

The *Opua* wreck site is located on the seabed 50 metres from the shore approximately 1.4 kilometres southwest of the Awhea River mouth at Tora.

NZTM Grid reference: E1808550 N5400025

⁴⁴² *Auckland Star* 14 October 1926, p.6

Physical Description

Setting

The *Opua* wreck site is located approximately 50 metres from the shore, northeast of a small stream approximately 1.4 kilometres southwest of the Awhea River mouth. Elements of the wreck still visible from the shore include the boiler, the bow, and a section of frames and hull plates from towards the stern of the vessel. There are no other shipwrecks in the immediate area but other wrecks on the coast between Castlepoint and Cape Palliser include the motor vessel *Tuvalu* (1946-1967) at Honeycomb Rock⁴⁴³ and the three masted schooner *Delmira* (1864-1896), southwest of White Rocks.⁴⁴⁴

TSS *Opua*

The *Opua* (No. 112563) was a twin screw steel steamer of 575 tons (288 tons net register), of dimensions 184.2 ft. length, 28 ft. beam, and 9.6 ft. depth. It was built as the ss *Ramornie* at Glasgow, Scotland by A. J. Inglis Pointhouse in 1902 (Yard No. 269) for the North Coast Steam Navigation Co, of Sydney. It was first brought to New Zealand in 1921, and at the time of wrecking the vessel was owned by the Anchor Shipping and Foundry Co of Nelson.⁴⁴⁵

Wreck site

The *Wreck Book* includes the following description: "At low tide the water is only 1 m deep and considerable iron is visible above water. The stern of the vessel is 100m off the beach with the bow lying at an angle to it about 20m to the south. Over the past years the wreckage has deteriorated badly and there is little of interest left. The hull plates have now fallen away from the ribs exposing the engine and boiler but it won't be long before the remains of this ship are no longer visible above the water. Steel from the wreck litters the foreshore in the vicinity."⁴⁴⁶

In 2012, the boiler, bow and a section of the stern are still visible above water, but the site remains exposed in the surf. Underwater, the frames and hull plates are prominent up to a metre above the seabed and numerous pieces of

⁴⁴³ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland.

, p.462

⁴⁴⁴ Ingram, pp.293-294

⁴⁴⁵ Win, p.125

⁴⁴⁶ Locker-Lampson, S. and I. Francis. 1994 *The Wreck Book*. Halcyon Publishing Ltd, Auckland. pp.75-76

machinery can still be identified. The site covers and an area approximately 15 by 20 metres and is easily accessed from the shore in calm conditions.

Chronology, modifications

Date	Activity
1902	Vessel constructed in Glasgow Scotland by A & J Inglis Pointhouse. Launched as <i>Ramornie</i> , and registered 31/1902 Sydney ⁴⁴⁷
1919	Purchased by McCorkill, Perth ⁴⁴⁸
1921	Purchased by the Reese brothers of Christchurch and renamed <i>Opua</i> and registered 1/1921 Lyttelton
1924	Stranded at Farewell spit ⁴⁴⁹
1925	Transferred to the Opua Shipping Co., Lyttelton and subsequently sold to the Anchor Shipping & Foundry Co, Nelson and registered 2/1925 Nelson ⁴⁵⁰
1926	Stranded at Manukau ⁴⁵¹
1926	<i>Opua</i> wrecked at Tora, South Wairarapa ⁴⁵²

Evaluation of Significance

The *Opua* wreck site is a well preserved wreck site of an early twentieth century coastal steamer. The wreck has some value when considered as part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

The steamer *Opua* is representative of small steamers which plied the coast of New Zealand in the early twentieth century, providing access to remote

⁴⁴⁷ Ingram pp.391-392

⁴⁴⁸ <http://www.clydesite.co.uk/clydebuilt/viewship.asp?id=1937>

⁴⁴⁹ *Evening Post* 2 October 1926, p.10

⁴⁵⁰ Win 2009, pp.125-126

⁴⁵¹ Watt, p.488

⁴⁵² Ingram pp.391-392

settlements and shallow river ports which precluded the use of larger vessels. It provides a poignant reminder of the dangers faced by the officers and crews of coastal traders even in an age when steamers with shallow drafts and greater manoeuvrability were starting to supplant sailing vessels, which were more prone to being wrecked on a lee shore.

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as the frames and fittings are able to tell of the vessel's design, construction and function.

Archaeological Values

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

While the *Opua* wreck site has been subject to modification over time, moderate archaeological values still remain. The vessel was constructed in 1902, and surviving elements of the machinery as well as the boilers and engines which date from that period are becoming increasingly rare. Sandy deposits about the wreck are likely to have protected some artefacts from fossicking, and items of cargo as well as personal effects of the crew maybe present. Such items can contribute new information about coastal trade and the day-to-day lives of early twentieth century seamen in New Zealand.

Technological Values

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

The *Opua* wreck site includes a number of features such as the engines and boiler which are able to illustrate the progression of nautical technology over time. The design of the vessel itself is also significant in that its shallow draft allowed access to a greater number of smaller river ports, and its twin screw propulsion gave it considerable manoeuvrability. In places such as Christchurch the *Opua* could not compete economically with rail, but coastal traders still provided a vital economic link for smaller more remote ports such as Castlepoint.

Integrity

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

The wreck site has been subject to salvage efforts over time, and while there is limited anecdotal evidence pointing to the removal of material, the visibility of the wreck site suggests it's likely that a degree of amateur fossicking has probably occurred. The comparative remoteness of location and difficulty in terms of diving conditions may mean that more of the wreck survives than what might otherwise have been the case. Steel plates are evident on the shore adjacent to the wreck, and these are likely to have been the result of salvage efforts rather than natural deposition. While it is unclear how much survives archaeologically, it is likely that artefacts remain preserved in context below the cobble seafloor.

Age

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

The wreck site, which dates to 1926, is not particularly old in this context, but still reflects a largely by-gone age of coastal traders.

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 wreck site is fairly isolated from other maritime sites in the wider area, but it is a significant part of the history of Tora Station given the role of locals such as Eric Riddiford who provided information at the time of the wreck, and later purchased the salvage rights from the insurance underwriters. The uplifted platform in the wider area has a significant prehistorical cultural landscape including a number of prominent horticultural features, but this is not directly associated with the wreck of the *Opua*.

Social Values

Sentiment

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

The site is well known on account of its visibility above water and provides an evocative and romantic subject for photography. It is somewhat less attractive to recreational divers on account of its shallowness and the difficulties in diving on an exposed surf coast.

Recognition

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

The *Opua* is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *Opua* on an exposed rocky coast contributes to the understanding of the site and demonstrates the dangers encountered by coastal trading vessels in rough weather. The wreckage does not make sense as a site when divorced from this context.

Rarity

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

Wrecks of steel hulled vessels dating from the early twentieth century can be considered rare, as relatively few have been located around the New Zealand coastline. Of the approximately 200 documented shipwrecks in the Wellington region, only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

While the wreck site is broken up and scattered, and has been subject to salvage and fossicking over the years, a large amount of material remains visible above the seabed and archaeological deposits are likely to survive buried in the sandy seabed. The *Opua* is representative of a small coastal steamer of the early twentieth century, and of wreckage likely to be encountered of steel hulled vessels in a dynamic coastal environment.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: S28/168

Other:

Photographs



Figure 58 *Drum end of winch*



Figure 59 *frames*



Figure 60 *Winch*



Figure 61 *Hull plates and frames*

References

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Evening Post 05 October 1926, p.8

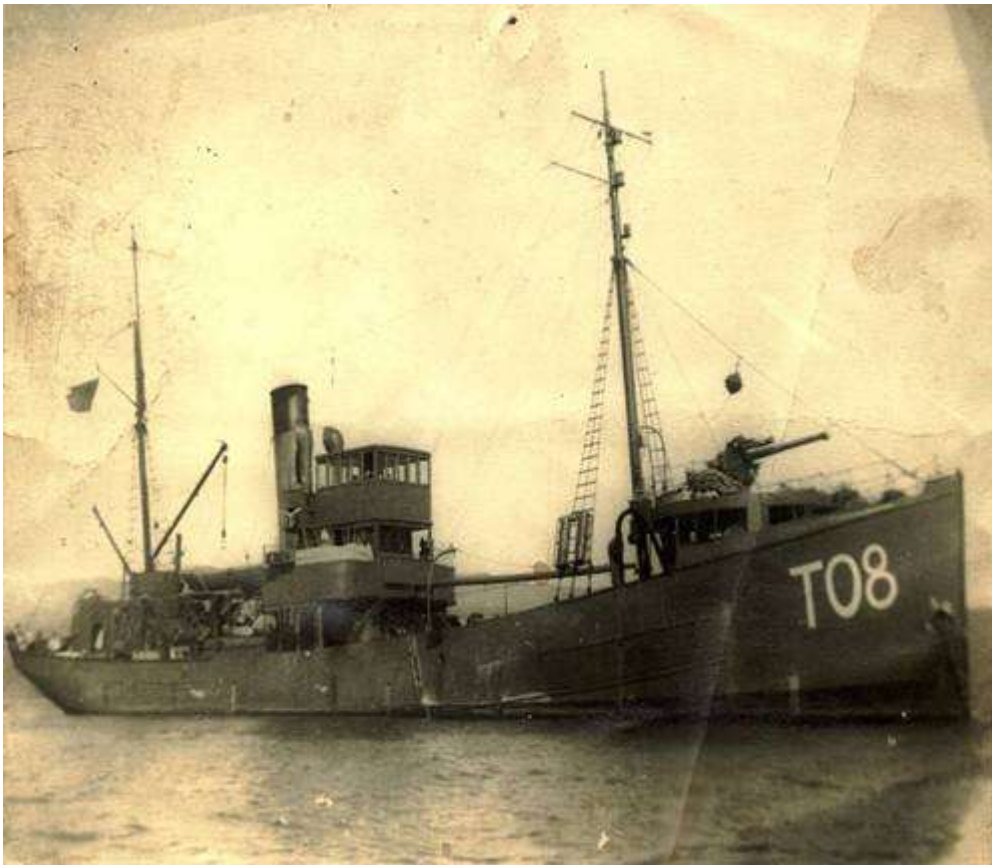
Evening Post 06 October 1926, p.9

Evening Post 07 October 1926, p.10

Evening Post 12 October 1926, p.10

Auckland Star 04 October 1926, p.8

Auckland Star 14 October 1926, p.6



South Sea

HMNZS *South Sea*
Wellington Harbour
1942

Outline History

History

The steel hulled single screw steam trawler *South Sea* was built as *Ferriby* for James Collinson of Hull, by the Goole Shipbuilding and Repairing Co Ltd, Goole, England in 1912-1913.⁴⁵³ The vessel was first registered 3/1913 Hull (No. 133421). Between May 1915 and 1919, *Ferriby* was hired for use as a minesweeper by the Royal Navy, who armed the vessel with a single 12-pounder gun.⁴⁵⁴ In 1932 *Ferriby* was purchased by P.J. Dowell of Christchurch, who subsequently registered the vessel in Lyttelton for use in the Chatham Island fishing industry, and renamed it *South Sea*.

In 1939 *South Sea* was chartered by the New Zealand Division of the Royal Navy for minesweeping trials at Auckland. Following the discovery of recently laid German mines at Wellington, *South Sea* was fitted out for minesweeping duties on the Evans Bay Patent Slip between 25 June and 12 August and commissioned as HMS *South Sea*.⁴⁵⁵

The sinking of the HMNZS *South Sea* occurred on 19 December 1942, when it collided with the Union Steamship Company interisland ferry *Wahine*. The *South Sea* and another minesweeper, *Rata*, had been patrolling between Point Halswell and Matiu/Somes Island, when it failed to give way to the *Wahine* which had just left Wellington for Lyttelton. The vessels collided at 8.34 am, *Wahine's* bow cutting into the starboard side of *South Sea*. One of the crew, Albert Bailey, was knocked unconscious and later drowned, and two men were thrown overboard by the impact. The scow *The Portland* arrived on the scene shortly after the collision and the men in the water were taken onboard. The tug *Toia*, assisted by the *Rata*, attempted to keep the *South Sea* afloat and tow it to Evans Bay, but the vessel had taken on too much water and sank at 9.20 am.⁴⁵⁶

The salvage of the *South Sea* was considered, but the cost was estimated to be significantly in excess of the cost of purchase and refit in 1940. Some salvage was undertaken by the scow *Vesper* between January and March 1943.⁴⁵⁷ Having occurred in wartime, media coverage of the wreck was suppressed,

⁴⁵³ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland.p.423

⁴⁵⁴ McDougall, R.1983. 'The Unfinished Voyage of HMNZS "South Sea"'. *Marine News* 33(3):75

⁴⁵⁵ McDougall p.68, 75. The vessel became HMNZS *South Sea* on 1 October 1941

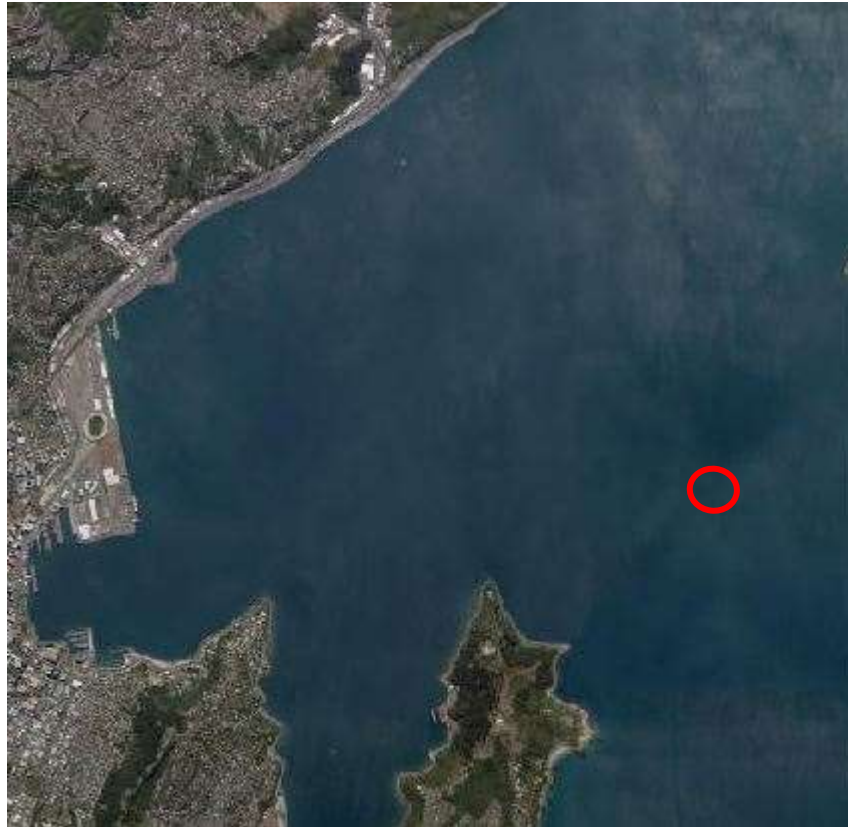
⁴⁵⁶ McDougall p.69

⁴⁵⁷ McDougall p.71

but an inquiry was held by the Navy in December 1942. The findings of the inquiry were that the master of the *South Sea* was at fault for not having taken adequate bearings off the *Wahine*, and not giving way as required under Articles 22 and 23 of the Regulations for Preventing Collisions at Sea.⁴⁵⁸

Location

Map



South Sea wreck site, image from Wellington City Council Webmap, 2012

Legal description

The *South Sea* wreck site is located on the seabed approximately 2.3 kilometres northeast of Point Halswell and 2 kilometres southwest of Matiu/Somes Island in 22 metres of water.

NZTM Grid Reference: E1754384 N5428653

⁴⁵⁸ McDougall, p.72

Physical Description

Setting

The *South Sea* wreck site is located in Wellington Harbour approximately 2.3 kilometres northeast of Point Halswell and 2 kilometres southwest of Matiu/Somes Island. The seabed in this area is a mixture of sand and silt sediment.

HMNZS South Sea

The *South Sea* (No. 133421) was a single screw steel hull steam trawler of 322 tons (127 tons net register), of dimensions 140 ft. length, 23.8 ft. beam, and 12.4 ft. depth. It was built as the *Ferriby* for James Collinson of Hull, and subsequently purchased by the South Sea Fishing Co Ltd of Lyttelton. At the time of wrecking the vessel had been requisitioned by the Navy Department. It had been fitted for use as a minesweeper,⁴⁵⁹ and armed with a 4 inch gun, two machine guns, and depth chargers.⁴⁶⁰

Wreck site

The *Wreck Book* includes the following description: 'This vessel is still almost intact apart from the upper deck superstructure which was demolished by the Navy after salvage operations to remove equipment from her. The gun platform, aft superstructure, engine-room skylights and accommodation hatchways are still in place and little collapse of the hull has taken place as yet. Some artifacts including the binnacle, engine-room clock, navigation lights and all her portholes have been recovered from the wreck. This is one of the few complete hulls within easy reach of divers...'⁴⁶¹

A 1983 article in *Marine News* notes the following: 'After the charges had been detonated, at 1545 hours, there remained a minimum depth at low water of 50 feet over the gun platform on the bow. In this situation she rests today, about seven feet into the mud but still on an even keel and, according to divers, giving the impression of steaming over the seabed on her unfinished voyage towards Evans Bay.'⁴⁶²

⁴⁵⁹ Ingram p.423

⁴⁶⁰ Cooke, P. 2000. *Defending New Zealand. Ramparts on the Sea 1840s - 1950s*. Defence of New Zealand Study Group, Wellington, p.374

⁴⁶¹ Locker-Lampson, S. and I. Francis, 1994. *The Wreck Book*. Halcyon Publishing Ltd, Auckland. pp.93-94

⁴⁶² McDougall p.71

The *SpotX Diving* guide notes: 'Best dived on slack water with no wind. Visibility best after no rain for a week or so. The ship sits upright with only her superstructure removed.'⁴⁶³

The wreck sits intact and upright on the seabed, covering an area 30 x 10 metres. It is in approximately 15 to 22 metres of water, and two kilometres from the closest shoreline at Point Halswell. The hull is intact and lies on an even keel, clearly visible on depth sounders. The wreck is covered in aquatic life which obscures most of what little remains above the deck making individual elements difficult to identify.

Chronology, modifications

Date	Activity
1912	Vessel built as <i>Ferriby</i> at Goole, England by Goole Shipbuilding Co Ltd for James Collinson of Hull. ⁴⁶⁴ Registered 3/1913 Hull. ⁴⁶⁵ Vessel fitted with coal fired triple expansion engine 550 ihp, and ketch rig.
1915	Fitted with 12-pounder gun and used by Royal Navy for minesweeping duties. ⁴⁶⁶
1919	Returned to civilian duties
1923	Transferred to Stanley Collinson, Hull
1932	Purchased by P.J. Dowell of South Seas Fishing Co Ltd. of Christchurch, renamed <i>South Sea</i> and based at Lyttelton. ⁴⁶⁷
1933	Stranded at Wellington (30.4.1933). ⁴⁶⁸
1935	Registered 1/1935 Lyttelton. ⁴⁶⁹ Stranded at Chatham Islands (21.10.1935). ⁴⁷⁰
1939	Chartered by the NZ division of the Royal Navy for minesweeping trials at Auckland
1940	Converted for minesweeping duties at Evans Bay Patent Slip. Armed with a 4-inch fo'c'sle mounted gun, two machine guns and depth

⁴⁶³ Moran, D. 2007. *SpotX Diving New Zealand*. SpotX Publications Ltd, Auckland pp.146-147

⁴⁶⁴ Harker, J. 2000. *The Rockies: New Zealand minesweepers at war*. Silver Owl Press, Wellington, p.56

⁴⁶⁵ Watt, p.606

⁴⁶⁶ McDougall, p.75

⁴⁶⁷ Ibid

⁴⁶⁸ Watt, M.N. 1962. *Index to the New Zealand Section of all British Register of Ships 1840-1950*. NZ Ship and Marine Society, Wellington, p.606

⁴⁶⁹ Ibid

⁴⁷⁰ Ibid

charger release racks.⁴⁷¹ Fish hold converted to mess deck.
Commissioned 25.8.1940 under Lt Peter Bradley.⁴⁷² Pennant No. T
08.⁴⁷³

- 1941 Collided with the Queens wharf at Wellington while berthing (5.2.1941).⁴⁷⁴
- 1942 Sunk following collision with *Wahine* (19.12.1942).
- 1943 Salvage of *South Sea* using scow *Vesper*. 4" gun, and 2 Bren guns and 13 depth charges, trawl winch and radio gear recovered.⁴⁷⁵ Masts removed.
- 1944 Old depth charge and 1¼ pounds of TNT used to blast off upper works, wheelhouse and funnel.⁴⁷⁶
- 1974 Wreck site discovered by Ian Francis.⁴⁷⁷ Cook Strait Divers' Club given salvage rights by NZ Navy.⁴⁷⁸
- 1984 SMS imagery of *South Sea* wreck shows vessel largely intact, sonograph shows masts, gun platform and partially demolished bridge.⁴⁷⁹

Evaluation of Significance

The *South Sea* wreck site is a well preserved wreck site of a World War II era minesweeper. The wreck has high historic value for its association with wartime naval activities, and also has some value when considered as part of a rapidly disappearing group of shipwrecks 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.

Historic Values

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

⁴⁷¹ Cooke 2000, p.374

⁴⁷² Harker, p.56

⁴⁷³ McDougall p.76

⁴⁷⁴ Ibid

⁴⁷⁵ McDougall p.71

⁴⁷⁶ Harker, p.68; McDougall p.71

⁴⁷⁷ Locker-Lampson and Francis, p.93

⁴⁷⁸ McDougall p.71

⁴⁷⁹ Letters to the Editor. *Marine News* 34(2), pp.47-48

The HMNZS *South Sea* is historically significant for its contribution to the defence of New Zealand shipping during World War II. Remains of New Zealand's minesweepers are limited to a few vessels in varying states of preservation, and the wreck is one of only three lost in New Zealand waters during wartime. In the Wellington region the only other shipwrecked vessel to have been used as a minesweeper was the *Phyllis*, wrecked at Waikanae beach.

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as the frames and fittings are able to illustrate the vessel's design, construction and function.

Archaeological Values

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

While the HMNZS *South Sea* wreck site has been subject to salvage and demolition of the superstructure, there still remain moderate archaeological values. The high historic values associated with New Zealand's defence activities during World War II, and degree of preservation below the deck contribute to its archaeological significance. The hole in the starboard side is buried in sediment, but could potentially provide additional insight into the collision event. Muddy sediment deposits about the wreck are likely to have protected some artefacts from fossicking, and items on board at the time of the collision or personal effects of the crew may be present. Such items can contribute new information about the day-to-day lives of the minesweepers in World War II.

Technological Values

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

The HMNZS *South Sea* wreck site has been salvaged for its guns and naval equipment, so it is unlikely to have significant technological values. Some features of the design may be able to illustrate the progression of nautical technology over time.

Integrity

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

The wreck site was salvaged in the years following its loss by the Navy, and in the 1970s for removable fittings. Despite this, the hull is still remarkably intact and the vessel lies in mud on an even keel. The depth of water and location in the shipping channel have assisted in keeping HMNZS *South Sea* one of the most intact shipwrecks in the Wellington Region. The dangers associated with penetrating the wreck have probably assisted in the preservation of archaeological context by deterring divers from venturing inside.

Age

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

The wreck site, which dates to 1942, is not particularly old, so has limited heritage 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 wreck site is 22 metres underwater so does not contribute to the townscape values of Wellington Harbour. It can be said that it forms part of a historically significant group of World War II heritage sites around Wellington that includes coastal defences, observation posts, and anti-aircraft emplacements to name a few.

Social Values

Sentiment

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

The site is known to divers and shipwreck enthusiasts. It is somewhat restricted given its location in the middle of a busy shipping channel.

Recognition

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

The HMNZS *South Sea* is known to divers and the harbour authorities and is commonly included in regional and national lists of wreck sites and dive locations.

Surroundings

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

The location of the *South Sea* in the middle of Wellington harbour, where it was conducting its minesweeping duties, contributes to the understanding of the site. It demonstrates the threat that German mines posed to New Zealand shipping, and the minesweeping activities of the New Zealand naval auxiliaries during World War II. The wreckage does not make sense as a site when divorced from this context.

Rarity

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

HMNZS *South Sea* is the only known wreck of a minesweeper on active duty in the Wellington region. The only other naval patrol vessels wrecked in New Zealand waters during World War II were the HMS *Puriri* (1938-1941) at Bream Head,⁴⁸⁰ and navy patrol launch *Rawea* (1940-1943) at Cape Brett.⁴⁸¹ The only other vessel used as a World War II minesweeper to wreck in the Wellington region was the steam trawler *Phyllis* (1912-1954) which went ashore at Waikanae almost a decade after the end of hostilities.⁴⁸² World War II era shipwrecks can be considered rare as relatively few have been located around the New Zealand coastline. Of the approximately 200 documented shipwrecks in the Wellington region only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

The HMNZS *South Sea* can be considered representative of vessels acquisitioned as minesweepers during World War II. Three minesweepers, the *Moa*, *Kiwi* and *Tui* were built to order for the Navy Department but most were conversions from commercial trawlers or small coastal steamers. The wreck site is remarkably intact despite the use of explosives and salvage activity. It sank to a depth of 20 metres in a relatively calm harbour and is not

⁴⁸⁰ Ingram, p.421

⁴⁸¹ Ingram, p.423

⁴⁸² Ingram, p.436

likely to deteriorate much further in the near future. For this reason it can be said to be an outstanding representative example of a World War II era minesweeper.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/207

Other:

Photographs



Figure 62 *Bow of HMNZS South Sea*



Figure 63 *Superstructure still extant above the deck of vessel*



Figure 64 *Railing on the port side near the bow*



Figure 65: *Diver swimming along the port side of vessel*

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Evening Post 08 April 1995



Square boiler from Phyllis exposed on foreshore, 2012

Phyllis
Waikanae Beach,
1954

Outline History

History

The steel hulled single-screw steam trawler *Phyllis* was built at the Framnaes Mechanical Workshops, Sandefjord, Norway and assembled at the Seattle Construction and Dry Dock Co, Washington, USA in 1912. The vessel was constructed as *Star III* for the Alaskan Star Whaling Company, Seattle and between 1912 and 1923 fished off the western coast of North America.

Between 1923 and 1929 *Star III* was part of the whaling fleet of Rosshavet A/S. of Sandefjord, Norway, operating in the Ross Dependency, and was based at Kaipipi Shipyard, Stewart Island. The vessel was laid up from 1927, and in 1929 was sold to the Canterbury Steam Trawling Co. Ltd and renamed *Phyllis*.

In 1942 *Phyllis* was one of four vessels purchased by the Navy for use as a dan layer. Dan layers were used by the Navy for marking channels cleared by the minesweepers with buoys. *Phyllis* was given the Pennant No. T22, and operated out of Auckland until 1942.⁴⁸³ After the war the *Phyllis* was purchased by Cook Strait Fisheries Ltd and returned to civilian duties as a trawler.

The wreck of *Phyllis* occurred at night on 7-8 June 1954. The vessel had been trawling in heavy seas and blinding rain when it ventured too close to the shore and went aground at 12.40 am.⁴⁸⁴ At first light a rescue party arrived on the beach. A line was floated across to those waiting on the shore, and the crew were able to make it safely off the stricken vessel. By midday the tide had receded and *Phyllis* was stuck fast in the sandy beach. Hopes of re-floating the vessel were abandoned two days later. The inquiry into the wreck held the master accountable for not being sufficiently aware of his position to ensure its safety.⁴⁸⁵

⁴⁸³ Harker, J. 2000. *The Rockies: New Zealand minesweepers at war*. Silver Owl Press, Wellington, p.34

⁴⁸⁴ Ingram, C.W.N. 2007. *New Zealand Shipwrecks: over 200 years of disasters at sea*. (8th edition revised and updated by Diggle, L., Diggle, E. and K. Gordon). Hachette Livre NZ Ltd, Auckland, p.436

⁴⁸⁵ Ibid.

Location

Map



Phyllis wreck site, image from Google Earth, 2012

Legal description

The *Phyllis* wreck site is located on Waikanae Beach approximately 300 metres north of Olliver Grove Beach access.

NZTM Grid Reference: E1771868 N5476105

Physical Description

Setting

The *Phyllis* wreck site is located on Waikanae Beach approximately 300 metres north of Olliver Grove Beach access. The remains of the *Phyllis* are visible at low tide.

Phyllis

The *Phyllis* (No. 132426) was a single screw steel hull steam trawler of 158 tons (65 tons net register), of dimensions 96.1 ft. length, 19.5 ft. beam, and 10 ft. depth. It was built as the *Star III* for the Alaskan Star Whaling Company, of Seattle, and subsequently purchased by the Rosshavet A/S. Sandefjord, Norway and operated as part of a whaling fleet in the Ross Dependency, based at Stewart Island. At the time of wrecking the vessel was owned by Cook Strait Fisheries Ltd.⁴⁸⁶

Wreck site

The wreck is largely buried in the sand and only a small portion of the boiler is currently visible. The lower portion of the hull is likely to be preserved beneath the sand.

Chronology, modifications

Date	Activity
1912	Vessel built as <i>Star III</i> at the Framnâes Mechanical Workshops, Sandefjord, Norway and assembled at the Seattle Construction and Dry Dock Co, Washington, USA. Owned by the Alaskan Star Whaling Company, Seattle. ⁴⁸⁷
1923	Ownership transferred to Rosshavet A/S. Sandefjord, Norway. Refitted at the Winslow Marine Railway and Shipbuilding Co., Eagle Harbour, Washington, USA. Operated in the Ross Dependency, based at Stewart Island. ⁴⁸⁸ Collision with a Schooner in Hobart (29.11.1923). ⁴⁸⁹
1924	Vessel careened and repaired at Glory Cove, masts replaced. ⁴⁹⁰
1927	Dropped from Ross Sea fleet. ⁴⁹¹
1929	Ownership transferred to Canterbury Steam Trawling Co. Ltd. Registered 1/1929 Lyttelton, name changed to <i>Phyllis</i> . ⁴⁹²
1942	Sold for £6750 to New Zealand Government. Transferred to Navy on

⁴⁸⁶ Ibid

⁴⁸⁷ Watt, J.P.C. 1989. *Stewart Island's Kaipipi Shipyard and the Ross Sea Whalers*. Self published, Havelock North.p.198

⁴⁸⁸ Ibid

⁴⁸⁹ Watt, J.P.C. p.30

⁴⁹⁰ Watt, J.P.C. p.44

⁴⁹¹ Watt, J.P.C. p.194

⁴⁹² Watt, M.N. 1962. *Index to the New Zealand Section of all British Register of Ships 1840-1950*. NZ Ship and Marine Society, Wellington, p.516

- 1.9.1942 and refitted at Lyttelton at a cost of £3900.⁴⁹³
- 1943 Commissioned on 11.1.1943, and given pennant No. T22. Operated out of Auckland as a dan layer and tender.⁴⁹⁴ Armed with two machine guns.⁴⁹⁵
- 1944 Decommissioned 28.2.1944 and laid up in Auckland.⁴⁹⁶
- 1945 Purchased by Cook Strait Fisheries, returned to civilian duties and registered 1/1945 Wellington.⁴⁹⁷
- 1954 Wrecked on Waikanae Beach (8.6.1954).⁴⁹⁸
- Cut down to beach level.⁴⁹⁹

Evaluation of Significance

Although it was operating as a fishing trawler at the time it went aground, the *Phyllis* has historical significance being formerly used as a whaling vessel off the coast of Alaska, and in the Ross Dependency based out of Stewart Island. It was also commissioned by the Navy in World War II for use as a dan layer, operating out of Auckland.

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

Historic Values

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

The wreck of the *Phyllis* has historical significance for its association with the early twentieth century whaling industry in the Ross Sea, based out of Stewart Island, and for its role in World War II as a dan layer in Auckland.

⁴⁹³ Watt, J.P.C. p.198

⁴⁹⁴ Ibid

⁴⁹⁵ Cooke, P. 2000. *Defending New Zealand. Ramparts on the Sea 1840s - 1950s*. Defence of New Zealand Study Group, Wellington, p.374

⁴⁹⁶ Ibid

⁴⁹⁷ Watt, p.516

⁴⁹⁸ Ingram, p.436

⁴⁹⁹ Watt, J.P.C. p.194

Physical Values

Architectural Values

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

The wreck site has no architectural values, but elements of the wreck such as the frames and fittings are able to speak to the vessel's design, construction and function.

Archaeological Values

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

While the *Phyllis* wreck site has been subject to salvage and cut down to beach level, there still remain moderate archaeological values. There is likely to be considerable more structural remains and archaeological deposits buried in the beach than what is currently visible or exposed following storms and high tides.

Technological Values

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

The *Phyllis* is not significant for technological reasons.

Integrity

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

The wreck site was cut down to beach level and many of the removable items were salvaged from the vessel after the wreck. Despite this, the lower part of the hull is still likely to be remarkably intact buried beneath the sand.

Age

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

The wreck site, which dates to 1954, is not particularly old, so has limited heritage values associated with its age. It should be noted that the vessel was constructed some 50 years earlier in 1912.

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 wreck site is largely buried in the Waikanae Beach foreshore, so does not contribute to any townscape values.

Social Values

Sentiment

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

The site has featured periodically in local interest newspaper articles, but has limited associations with the Waikanae Beach 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 *Phyllis* contributes little to the sense of identity for the Waikanae Beach community, and cannot be said to have high public esteem.

Surroundings

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

The location of the *Phyllis* on Waikanae Beach contributes to the understanding of the site. It demonstrates the dangers of vessels coming too close to the shore in heavy weather. The wreckage does not make sense as a site when divorced from this context.

Rarity

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

Phyllis is one of a small group of sites associated with World War II era naval auxiliaries including tenders, minesweepers and dan layers. The only other such known wreck in the Wellington region is that of HMNZS *South Sea* in Wellington Harbour (1912-1942).⁵⁰⁰ Of the other World War II dan layers, the *Nora Niven* (1906-1947) was scuttled off Taiaroa Head, Otago.⁵⁰¹ Of the whale chaser fleet based at Stewart Island in the 1920s, the only other vessel not broken up was that of the *Taratahi* or *Star II* (1912-1936) which is laid up at Green Point in Bluff Harbour.⁵⁰² Of the approximately 200 documented

⁵⁰⁰ Ingram p.423

⁵⁰¹ Makarios E. 1996. *Nets, lines, and pots: A history of New Zealand fishing vessels*. IPL Books, Wellington, p.108-110

⁵⁰² Watt J.P.C. p.220

shipwrecks in the Wellington region only a small number have been found by divers and reliably documented.

Representativeness

The place is an excellent example of its type or era.

The *Phyllis* can be said to be representative of the smaller steam trawlers that were requisitioned by the Navy in World War II for use as dan layers and tenders. Three minesweepers, the *Moa*, *Kiwi* and *Tui* were built to order for the Navy Department but most were conversions from commercial trawlers or small coastal steamers.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R26/457

Other:

Photographs



Figure 66 Boiler of *Phyllis* exposed on Waikanae Beach



Figure 67 Close up showing boiler tubes

References

New Zealand Archaeological Site Record Form R26/457

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Kapiti Observer 02 February 2012, p.5



Lutterworth being towed out into Cook Strait, 1950. ATL 114/163/10-G

Scuttling ground,
Turakirae Head
1905-1952

Outline History

History

At the beginning of the twentieth century a surplus in international shipping led to many vessels being laid up or abandoned in ports around the world. International shipping tonnage had increased by around 45 percent between 1900 and 1910, and fierce competition resulted in many shipping companies operating at a loss.⁵⁰³ Shipping tonnage visiting Wellington harbour showed similar trends, doubling between 1896 and 1917.⁵⁰⁴

At the time, most shipping vessels had an economic life of about twenty years after which extensive repairs were likely to be required if they were to remain in use. Advances in nautical technology made many older wooden sailing vessels obsolete and uneconomical to repair. Since the 1860s it had been relatively common to strip older wooden sailing ships and convert them for use as coal hulks to supply the growing numbers of steamers.⁵⁰⁵ When they deteriorated further there still remained the issue of what to do with them. The options were typically for the vessel to be broken up, laid up and abandoned or scuttled.

The practise of scuttling unwanted vessels off Turakirae Head in Cook Strait commenced in 1905 with the scuttling of the *Ladybird* (1851-1905) and the *Ottolina* (1870-1905). Scuttling of vessels in Cook Strait continued at an average rate of one per year until World War I. With many older hulks being reconditioned to make up for the shipping losses of the war, the trends of abandonment and scuttling were briefly reversed.⁵⁰⁶

The second wave of scuttling was a flow on from the depression of the late 1920s. Cargo tonnages out of Wellington fell by 20 percent in 1930-31 and by another 17 percent in 1931-32.⁵⁰⁷ The expansion of the railway network since the 1870s had diverted some of the domestic trade, causing the closure of many of the smaller, more economically marginal river ports which had been in use prior to World War I.⁵⁰⁸ The introduction of oil burning motor ships in

⁵⁰³ Richards, N. 2008. *Ships' Graveyards: Abandoned Watercraft and the Archaeological Site Formation Process*. University Press of Florida, Tampa, p.72

⁵⁰⁴ Johnson, D. 1996. *Wellington Harbour*. Wellington Maritime Museum Trust, Wellington, p.13

⁵⁰⁵ Johnson 1996, pp.88-89

⁵⁰⁶ 'Home waters - Merchant marine', URL: <http://www.nzhistory.net.nz/war/merchant-marine/home-waters>, (Ministry for Culture and Heritage), updated 30-Aug-2012

⁵⁰⁷ Johnson 1996, pp.295-296

⁵⁰⁸ Johnson 1996 p.298

the 1920s and 1930s had the combined effect of making steamers obsolete, as well as reducing the need for the hulks which supplied them with fuel.

Scuttling continued until 1939 when war intervened to reverse the trend a second time. The last ships to be scuttled off Turakirae Head were in the years 1947-52. After this time the scuttling ground was moved further into Cook Strait in deeper water outside the 12 nautical mile limit, south west of Cape Palliser.⁵⁰⁹ Between 1905 and 1952 29 vessels were scuttled in the area 3-4 miles southwest of Turakirae Head, and over the years these have included some historically and archaeologically significant vessels.⁵¹⁰

The earliest built vessels were the *Woodlark* (1832-1906) and *Gazelle* (1837-1907). The *Woodlark* was reportedly used in the suppression of Chinese pirates, and later for the transport of coolies between China and India. It subsequently entered the whaling trade under the command of Captain Jackson Barry.⁵¹¹ In later years it was purchased by a Wellington coal merchant, W.R. Williams, and converted to a hulk in 1873. Like many of the hulks scuttled in Cook Strait, its last owner was the Union Steamship Company. The *Gazelle* had been built at Cochin on the Malbar Coast and used as a pilot vessel in Calcutta until 1853.⁵¹² The *Gazelle* was converted into a coal hulk in 1874 and was last owned by the Union Steamship Company.⁵¹³

The first vessel to be scuttled at Turakirae Head, the *Ladybird*, was significant as an early iron steamer. Built at Dumbarton, Scotland in 1851, it served as a packet boat in the English Channel, before being relocated to Melbourne in 1853. Before being converted into a hulk at Wellington in 1887, *Ladybird* was well known on the Australian coast for its involvement in the rescue of the survivors from the *Admella* wreck in 1859.⁵¹⁴ The *Ladybird* was gutted and offered to the Royal Navy's HMS *Challenger* for target practice, and the exercise took place on 20 May 1905.⁵¹⁵

Other notable vessels scuttled off Turakirae Head include the hulk of the *Lutterworth* (1868-1950) which had formerly been part of the Shaw Savill Company fleet which transported numerous immigrants to New Zealand between 1872 and 1906,⁵¹⁶ and the twin-screw steamer *Tutanekai* (1896-1931).

⁵⁰⁹ Newton, D. 2010. 'They were scuttled in Cook Strait'. *New Zealand Marine News* 57(3),p.132

⁵¹⁰ Newton, p.132

⁵¹¹ *Wairarapa Daily Times* 24 July 1906, p.5

⁵¹² *Nelson Evening Mail* 22 February 1907, p.1

⁵¹³ Newton 2010:134

⁵¹⁴ Wilkinson, J.D. 1966. *Early New Zealand Steamers*. Maritime Historical Publications, Wellington p.154

⁵¹⁵ Newton 2010, p.133

⁵¹⁶ Brett, H. 1924. *White Wings: Fifty years of sail in the New Zealand trade 1850 to 1900*. Brett Printing Company Ltd, Auckland pp.111-114

Tutanekai was purpose built for the New Zealand government at Greenock, Scotland designed for laying and repairing cables, and for use as a lighthouse tender.⁵¹⁷

Location

Map



Location of scuttling ground, Turakirae Head, image from Google Maps, 2012

Legal description

The Turakirae Head scuttling area is located approximately 3 to 4 miles south east of Turakirae Head.

NZTM Grid Reference: E1761500 N5408000

⁵¹⁷ Martin, E.R. 1969. *Marine Department Centennial History 1866-1966*. Marine Department, Wellington, p.77-82

Physical Description

Setting

At 700 metres deep the scuttling ground is well beyond the range of recreational SCUBA diving. However, the location is not beyond the reach of ROVs, and technology enabling people to access deep water sites is continually improving. RMS *Titanic* at 3700 metres was rediscovered in 1985 and tourists willing to pay for the privilege have been able to visit the site since the early 1990s. The *Bismarck* which lies in 1500 ft of water is also able to be visited. Closer to New Zealand, HMAS *Sydney* (2470m deep 12nm off Kormoran) and the Hospital Ship *Centaur* (2059m deep 30nm off Moreton Island) have recently been discovered and have been afforded heritage protection by the Australian Government.

Turakirae Head scuttling area

The following vessels were scuttled off Turakirae Head between 1905 and 1952: *Ladybird* (1851-1905), *Ottolina* (1870-1905), *Southern Cross* (1873-1906), *Woodlark* (1832-1906), *Gazelle* (1837-1907), *Jean Pierre* (1865-1908), *Charles and Arthur* (1870-1909), *Osceola* (1864-1912), *Devonport* (1878-1913), *Albion* (1866-1913), *Oreti* (1877-1915), *Poherua* (1890-1924), *Kini* (1894-1925), *Takapuna* (1883-1925), *Solgran* (1885-1926), *Admiral* (1883-1926), *Rakanoa* (1896-1923), *Corinna* (1882-1930), *Tutanekai* (1896-1931), *Mararoa* (1885-1931), *Putiki* (1904-1932), *Coromandel* (1875-1933), *Opihi* (1886-1936), *Ilma* (1885-1937), *Waimea* (1909-1939), *Adderley* (1888-1947), *Occident* (1889-1949), *Lutterworth* (1868-1950), and *Arahura* (1905-1952).⁵¹⁸

Chronology, modifications

Date	Activity
1905	<i>Ladybird</i> (20.5.1905); <i>Ottolina</i> (01.11.1905).
1906	<i>Southern Cross</i> (24.04.1906); <i>Woodlark</i> (26.10.1906)
1907	<i>Gazelle</i> (03.12.1907)
1908	<i>Jean Pierre</i> (27.11.1908).
1909	<i>Charles and Arthur</i> (21.01.1909)
1912	<i>Osceola</i> (09.10.1912)
1913	<i>Devonport</i> (14.08.1913); <i>Albion</i> (09.09.1913)

⁵¹⁸ Newton, p.155

- 1915 *Oreti* (11.02.1915)
- 1924 *Poherua* (09.02.1924)
- 1925 *Kini* (11.02.1925); *Takapuna* (18.06.1925)
- 1926 *Solgran* (08.12.1926); *Admiral* (08.12.1926)
- 1928 *Rakanoa* (23.04.1923)
- 1930 *Corinna* (08.11.1930)
- 1931 *Tutanekai* (04.02.1931); *Mararoa* (16.02.1931)
- 1932 *Putiki* (13.06.1932)
- 1933 *Coromandel* (31.03.1933)
- 1936 *Opihi* (28.08.1936)
- 1937 *Ilma* (11.02.1937)
- 1939 *Waimea* (08.08.1939)
- 1947 *Adderley* (28.11.1947)
- 1949 *Occident* (22.03.1949)
- 1950 *Lutterworth* (26.06.1950)
- 1952 *Arahura* (24.01.1952)

Evaluation of Significance

The Turakirae Head scuttling area has historic significance because of its association with events that had profound impacts on the coastal shipping trade and wider New Zealand economy, including the two world wars and the 1930s depression. The location is the final resting place of vessels which have archaeological significance for their early construction dates ranging from 1832-1909.

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

Historic Values

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

The scuttling area at Turakirae Head has historical significance for its indirect association with international events that profoundly shaped New Zealand history. Ship abandonment trends in Cook Strait were influenced by the demand for coastal shipping, and by the technological changes to vessels over time that would eventually render older vessels obsolete. World wars temporarily halted the practice of abandonment, as ships would be required to replace wartime losses and civilian vessels requisitioned by the navy.

Some of the vessels scuttled in Cook Strait have significant historic connections, such as the *Woodlark* which was used in the transport of indentured labour and later in whale fishing, the *Lutterworth* which transported immigrants to New Zealand in the later part of the nineteenth century, and the *Tutanekai* which served as a government steamer and lighthouse tender and was used for transporting New Zealand governors and visiting dignitaries, including the King and Queen in 1901, the Prince of Wales in 1920 and the Duke and Duchess of York in 1927.⁵¹⁹

Physical Values

Architectural Values

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

The scuttling area has no architectural values, but the remains of the vessels abandoned there have potential to contain valuable information pertaining to nineteenth century methods of shipbuilding and repair.

Archaeological Values

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

While the vessels were disposed of in the early twentieth century all but two of them were built in the nineteenth century, with the earliest examples dating from the 1830s. The remains of the earlier vessels are likely to have outstanding archaeological significance for their ability to provide information about early nineteenth century shipbuilding. While the vessels were stripped of most removable fittings, many elements of construction are likely to remain. Deliberately abandoned vessels provide some of the oldest and most intact vessels available for study by maritime archaeologists (Richards 2008:13-14). The depth at which these vessels were sunk means that they are likely to have been deposited below the effects of current and swell,

⁵¹⁹ Ellesmere Guardian 20.1.1931:7

and are therefore likely to be in relatively good condition which enhances their archaeological significance.

Technological Values

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

The scuttling ground at Turakirae Head is significant for the range of vessels abandoned there. It contains examples of vessels built in every decade of the nineteenth century from the 1830s onwards, as well as the first decade of the twentieth century so has considerable potential for illustrating the progression of nautical technology over time. The vessels scuttled at this location include wooden and iron vessels as well as vessels designed to be propelled by sail or steam. It also includes early examples of steamers such as the *Ladybird* which can demonstrate the early application of steam technology in watercraft.

Integrity

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

The scuttling ground is in relatively deep water. At up to 700 metres the effects of current and water movement are considerably less and this is likely to have assisted in the preservation of the vessels scuttled there. The vessels were routinely stripped of any removable fittings prior to sinking and contained no cargo, so the remains are largely limited to the hulls.

Age

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

The vessels were scuttled in the first half of the twentieth century which is not particularly old in the context of human occupation in the Wellington region, but the earliest built vessels, the *Gazelle* and the *Woodlark*, date from the 1830s so are valuable in documenting the progression of shipbuilding technology.

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.

There are no landscape values associated with the scuttled vessels, but they do form a group of sites with heritage values. Many of the vessels were former coal hulks which were once prolific along the Wellington waterfront, and several were used for target practice by the RNZAF.

Social Values

Sentiment

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

There is little known public sentiment for the vessels scuttled off Turakirae Head, although it can be noted that many received tributes to their former history in local newspapers before being towed out into Cook Strait and scuttled.

Recognition

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

There is presently little recognition of the scuttling ground off Turakirae Head.

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 scuttling area is important, being deep water close to Wellington harbour. It was specifically chosen by the Marine Department for these reasons.

Rarity

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

Archaeological remains of vessels constructed in the early nineteenth century can be considered rare, nationally and in the Wellington region. There are also few preserved former hulks in New Zealand, the closest examples being the partially preserved remains of the *Inconstant* in Lambton Quay, and the *Edwin Fox* in Picton.

Representativeness

The place is an excellent example of its type or era.

The condition of these vessels is largely unknown so it is difficult to determine whether they are representative examples of their type.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs

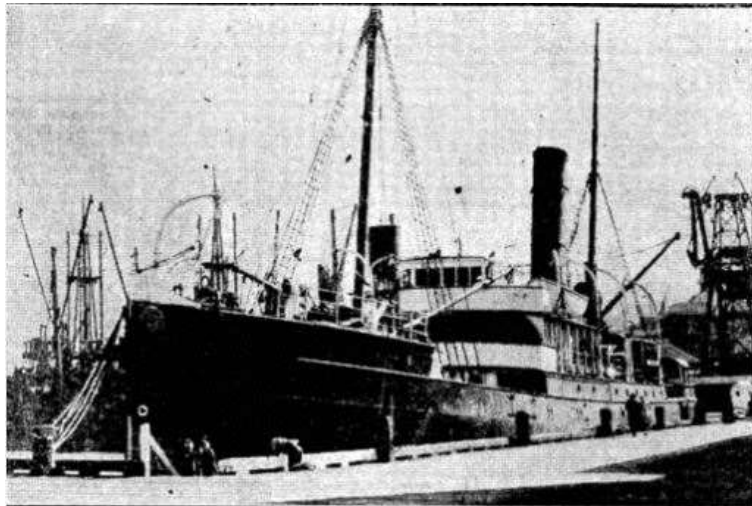


Figure 1: *Tutanekai being prepared for scuttling at Glasgow wharf, 1931 (Ellesmere Guardian 20.1.1931:7)*

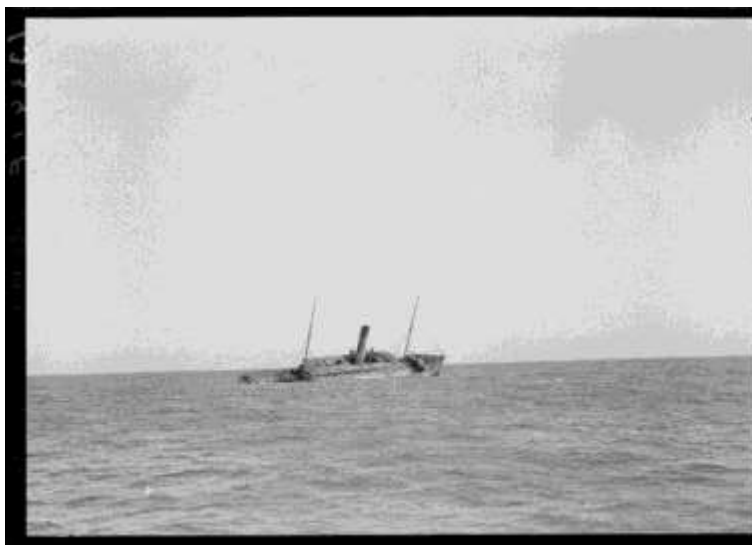


Figure 2: *Takapuna sinking in Cook Strait, Alexander Turnbull Library ½-205216-F*

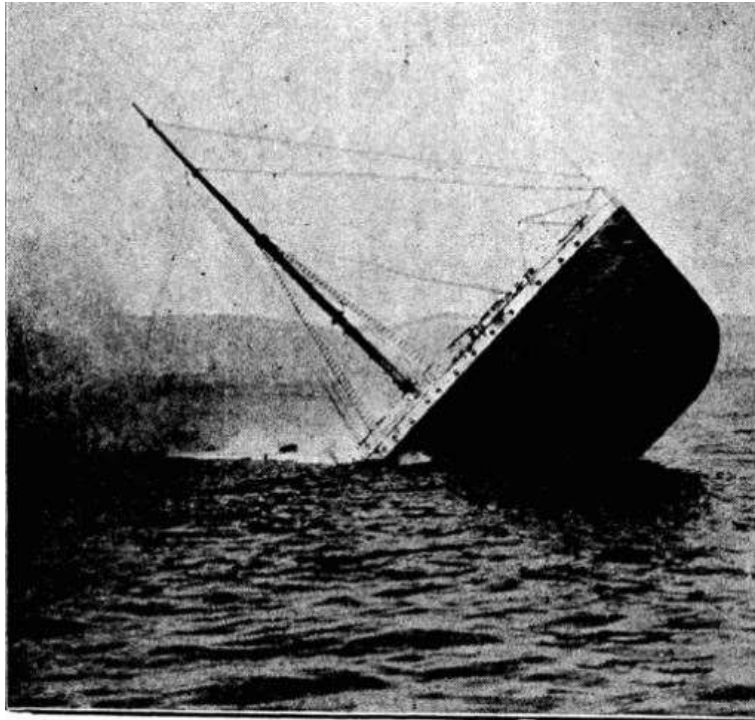


Figure 3: *Mararoa* being scuttled off Turakirae Head (Ellesmere Guardian 24.2.1931)

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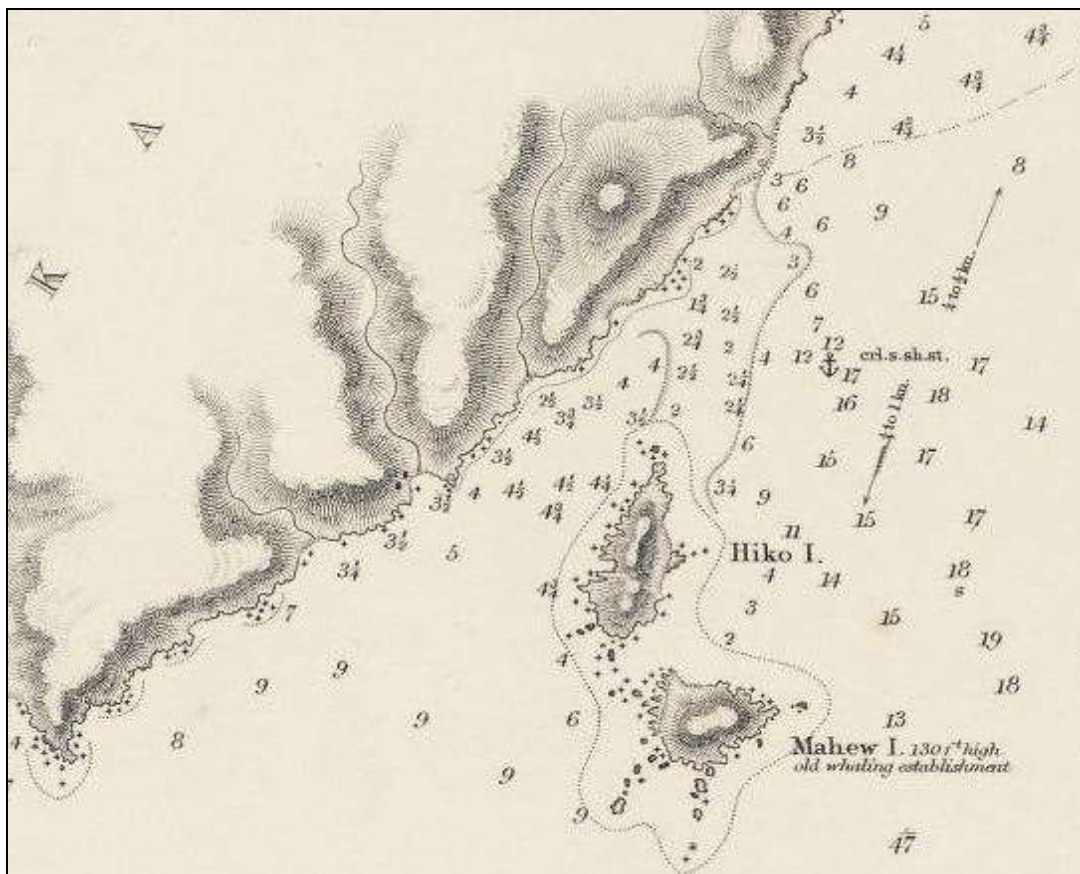
Ellesmere Guardian 20 January 1931, p.7

Ellesmere Guardian 24 February 1931

Nelson Evening Mail 22 February 1907, p.5

Wairarapa Daily Times 20 July 1906, p.5

Alexander Turnbull Library images 1/2-205216-F
114/163/10-G



Detail of British Admiralty chart, 1850 showing position of Entry Island anchorage

Entry Island anchorage

Kapiti Island

1837

Outline History

History

The name alternative name for Kapiti, Entry Island, was bestowed in January 1770 by Captain James Cook. Cook did not visit Kapiti, instead charting a course from south Taranaki across to Golden Bay, but he did note the island's position in relation to the strait separating the North and South Islands.

The first chart of Kapiti Island including the anchorage was drafted in October 1837 by G. Johnston, RN of the HMS *Conway*.⁵²⁰ During this visit the *Conway* anchored off Long Point, NE of Tokomapuna, but referring to the entry anchorage the master, Captain Bethune, noted the following: 'A more convenient berth is betwixt Hummock Island [Tokomapuna] and the Brothers [Tahoramaurea and Motungarara]; both are open to a S.W. swell, which occasionally comes in heavy. It may be approached either from the north or south, the only dangers being around the islets. The tide or current runs chiefly to the southward - we learnt from the whaling party, that they could seldom tow up a whale killed in that quarter.' Bethune continues 'Wood and water plentiful. Pigs, (fishy,) and potatoes can be procured. The most useful articles for barter, are good blankets, calico, white and blue, negro head tobacco, and pipes.'⁵²¹

The New Zealand pilot contained a more lengthy description of the Entry Anchorage in 1840. This entry noted that a number of whaling establishments occupied the islets around the anchorage and reported 'whalers have ridden out the whole winter gales at this anchorage.'⁵²²

Another early description of the anchorage was given by Dieffenbach in 1843: 'By these islands and the southern shore of Kapiti a roadstead is formed, sheltered from the prevailing north-west winds by Kapiti, and from the southeast winds by the three islets, and affording a safe anchorage for vessels. A ship coming from the northward, and passing between the mainland and Kapiti, can approach E Hiko's Island within about half a mile, taking care to keep clear of a reef near Evans's Island; or may enter from the southward between Mayhew's and Evans's Islands in a clear channel.'⁵²³

⁵²⁰ Ross, J.O'C. 1969. *This Stern Coast. The Story of the Charting of the New Zealand Coast*. A.H. & A.W. Reed, Auckland, p.128

⁵²¹ Bethune, R.D. 1840. 'Extracts from the remarks of H.M.S. *Conway*' in *The Nautical Magazine and Naval Chronicle for 1840*. Simpkin, Marshall & Co., London p.681

⁵²² Richards, G.H. and F.J. Evans, 1856, *The New Zealand Pilot. From surveys made in H.M. ships Acheron and Pandora, Captain J. Lort Stokes and Commander Byron Drury*. Hydrographic Office, London, p.111-112

⁵²³ Dieffenbach, E. 1843. *Travels in New Zealand. With Contributions to the Geography Botany and Natural History of that Country, Vol.1* John Murray, London p.112

One wreck is known to have occurred in the anchorage, that of the *Eliza McPhee* in June 1876.⁵²⁴ The vessel was on route from Oamaru to Whanganui and anchored at Kapiti. A leak occurred as a result of a plank in her hull starting and the vessel was driven ashore at Tahoramaurea Island. The master attempted to beach the vessel on the sandy northern point, but instead struck a ledge of rock, losing its rudder in the process.⁵²⁵ Lacking any salvage equipment the vessel was abandoned, but subsequently sold, and refloated later that year.⁵²⁶

The Entry Island anchorage has been continuously marked on charts from the early nineteenth century to present day.

Location

Map



Location of Entry Island anchorage, image Google Earth, 2012

⁵²⁴ Ingram p.228

⁵²⁵ 'Wreck of the Ketch *Eliza McPhee* and Schooner *Kaiuma* at Kapiti' *Wanganui Chronicle* 19 June 1876, p.2; 'Wreck of the *Eliza McPhee*' *Wanganui Chronicle* 29 June 1876, p.2

⁵²⁶ 'Shipping' *Wanganui Chronicle* 8 November 1876, p.2

Legal description

Entry Island Anchorage is located on the east coast of Kapiti Island, and is bounded by the islets of Tokomapuna, Toharamaurea and Motungarara. It encompasses an area with depths up to 35 metres.

NZTM Grid Reference: E1760540 N5472510

Physical Description

Setting

Entry Island Anchorage is located on the east coast of Kapiti Island, and is bounded by the islets of Tokomapuna, Toharamaurea and Motungarara, and encompasses an area with depths up to 35 metres. The anchorage site is surrounded by three islets which contain archaeological remains associated with shore whaling stations dating to the 1830s and 1840s. The Entry Island anchorage is located just outside the southern boundary of the Kapiti Marine Reserve (Eastern).

Entry Anchorage

The Entry Island anchorage covers a large area, some two square kilometres. While the anchorage was large enough for a number of vessels at any one time there are likely to have been some areas which were more attractive, and these locations are also likely to be the places where archaeological deposits accumulate. Watering points are marked on early charts in stream mouths on the adjacent Kapiti Island coastline. The earliest charts from the 1830s and 1840s show the anchorage northeast of Motungarara Island approximately 400 metres from the mainland at a point where deep water is located closest to the land.

The seabed in this reef around the shallower depths dropping away steeply to a sandy bottom further away from the shore. This area was briefly searched in 2012 using sonar to pick up any potential targets such as ballast piles or larger objects protruding from the seabed, but none were located. A small admiralty pattern anchor has been reported by local divers just outside this area on the southern side of Tahoramaurea Island, and could relate to the wreck of the *Eliza McPhee* in 1876.

Chronology, modifications

Date	Activity
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1837	Entry Island Anchorage first charted by George Johnston of HMS <i>Conway</i> .
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-
- 1839 Anchorage described by Dieffenbach who visits Kapiti in the *Tory*.⁵²⁷
- 1856 Published description in *NZ Pilot*.⁵²⁸
- 1876 *Eliza McPhee* wrecked in Entry Island Anchorage (17.6.1876), salvaged later that year in November.

Evaluation of Significance

The anchorage at Entry Island has high historical value as the location where many of the earliest European and North American vessels visiting the Kapiti area anchored. While little evidence of these activities has been found to date, the site still has considerable archaeological potential and age values, and any remains buried beneath the seabed is likely to be relatively unmodified and have high archaeological integrity.

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

Historic Values

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

The anchorage at Entry Island has high historical value as the location where many of the earliest European and North American vessels visiting the Kapiti area anchored. It was first charted in 1837 and described in publications from the early 1840s. It was also an area where vessels associated with shore and bay whaling anchored while trading and provisioning. The reputation of the safe anchorage and trading opportunities were important to Te Rauparaha who needed access to whaling and trading vessels in order to get muskets to further his campaigns against southern iwi, notably Muaupoko and Ngai Tahu. The anchorage is named after the name bestowed to the island by Captain Cook when he sailed past in 1770.

Physical Values

Architectural Values

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

⁵²⁷ Dieffenbach, p.112

⁵²⁸ Richards, G.H. and F.J. Evans, 1856, *The New Zealand Pilot*. From surveys made in H.M. ships *Acheron* and *Pandora*, Captain J. Lort Stokes and Commander Byron Drury. Hydrographic Office, London

There are no architectural values associated with the anchorage.

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 1830s era anchorage in close proximity to a number of shore whaling stations the Entry Anchorage has considerable archaeological potential. Archaeological features associated with anchorages can include ballast mounds, refuse from visiting vessels, and any items dropped over board. Archaeological remains such as whale bone fragments from activities on the surrounding islets are also likely to have been dumped in the water as a convenient means of disposal. Few records pertaining to the activities of whalers exist today, and investigations at this site have potential to shed light on the material culture of shore and bay whaling, as well as that of any early trading vessels that used the anchorage.

Technological Values

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

The site has no technological values.

Integrity

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

The Entry Anchorage as a geographical feature has changed little over time. The seabed in this stretch of the coastline comprises a gravel beach which slopes away steeply underwater. The area has never been dredged or heavily fossicked and archaeological deposits may be present below the seabed.

Age

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

The Entry Anchorage was in use from at least as early as 1837, and as such predates the signing of the Treaty of Waitangi and the European settlement of Wellington. This makes it of outstanding significance in terms of its age in relation to the settlement of the Wellington 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 site is unimposing in the wider landscape, but is an important feature associated with the whaling and early contact history. Other early anchorages marked on charts in this area include those at Mana Island and Porirua.

Social Values

Sentiment

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

The site of the Entry Island Anchorage has been marked on charts since 1837 and is still marked on modern charts of Kapiti Island and the Rauoterangi channel. It is therefore well known to recreational fisherman and boaties.

Recognition

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

Other than the name which has remained in use for well over 170 years, the site has no formal recognition for its heritage value.

Surroundings

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

The positioning of Entry Anchorage is crucial for the understanding of the activity that took place there. The surrounding islets provided shelter from swells and wind and were also the locations of whaling settlements which attracted trading vessels to the area. The stream mouths on the main island also provided convenient watering places for ships.

Rarity

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

Early anchorage sites are not rare in New Zealand.

Representativeness

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

Entry Anchorage can be said to be a representative example of many anchorages marked on early charts of New Zealand. Deep water, shelter and readily access to settlements or resources all played a part in making this a suitable location.

Schedule information

Regional plan reference:

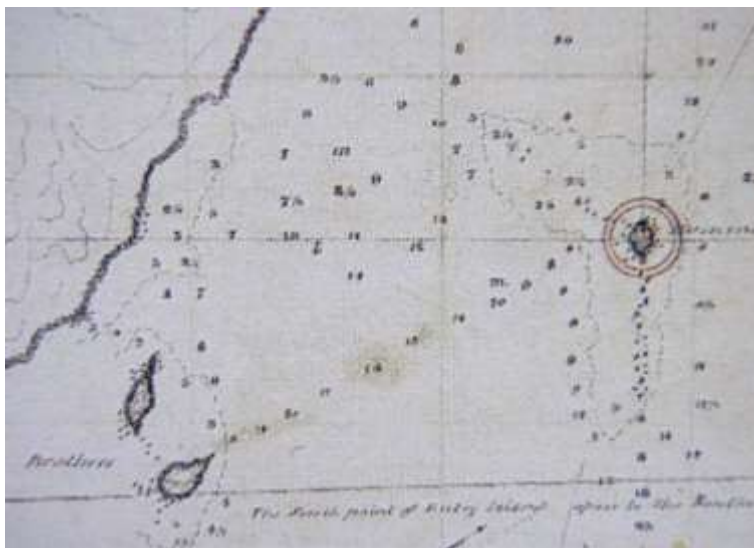
NZHPT Register:

District Plan listing:

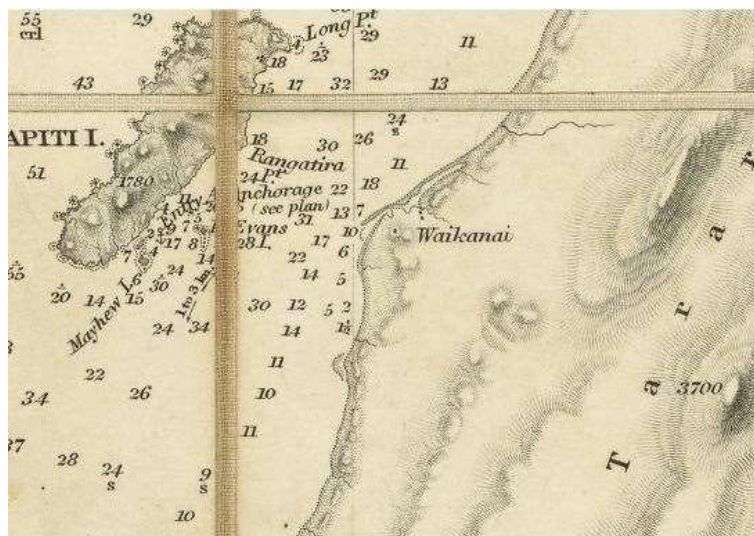
NZAA Site Record:

Other:

Images and photographs



Detail of chart showing anchorage, George Johnston, HMS Conway, 1837



Detail of 1858 Admiralty chart of Cook Strait to Cape Egmont, Hydrographic Office



Anchorage adjacent to Kapiti Island coastline in vicinity of small stream.

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- 'Wreck of the Ketch Eliza McPhee and Schooner Kaiuma at Kapiti' *Wanganui Chronicle* 19 June 1876, p.2

'Wreck of the Eliza McPhee' *Wanganui Chronicle* 29 June 1876, p.2

'Shipping' *Wanganui Chronicle* 8 November 1876, p.2

British Admiralty charts Entry Island 1850
 Cook Strait to Cape Egmont 1858



Detail of Barnett's 1826 chart showing position of Kau Bay anchorage

Kau Bay anchorage Wellington Harbour 1826

Outline History

History

Prior to the arrival of European settlers in Wellington Harbour, Kau Bay was the location of a Ngati Ira fishing settlement known as Kau-whakaarawaru.⁵²⁹ The site was uninhabited at the time of European arrival, but archaeological evidence has been reported on the seaward side of the road in recent times.⁵³⁰

The first European vessel to enter Wellington harbour has been a matter for debate. In 1826 two charts of the harbour were produced independently by James Herd of the *Rosanna*, and by Captain Thomas Barnett of the *Lambton*. Both these early charts depict anchorages at Kau Bay. However subsequent charts, including Captain Chaffer's chart published in 1839, and the British Admiralty charts of 1841 and 1858 do not show anchorages in this location.

In 1840 the peninsula was subdivided into 18 lots including a military reserve at Point Halswell, and the two lots at the northern end including Kau Bay were granted to C.H. Luxford.⁵³¹ These sections were later amalgamated into James Crawford's land holdings on the peninsula.

Kau Bay was also known as Helens Bay, and was a preferred place for the landing of cattle on to the peninsula; the animals being dropped off in shallow water and made to swim ashore.⁵³² In his 1872 account of the history of the peninsula Crawford refers to the location as Cow Bay.⁵³³ In 1845 the lots at the northern end of the peninsula were advertised for lease as grazing land, "possessing the best landing places near the town."⁵³⁴ However uplift caused by the 1848 and 1855 earthquakes altered the geography of the harbour in this area, making the bay significantly shallower.

The acquisition of the land at the northern end of the Miramar Peninsula by the Defence Department in 1886 saw the end of Kau Bay as an anchorage and stock landing location.⁵³⁵

⁵²⁹ Adkins, G.L. 1959. *The Great Harbour of Tara*. Whitcombe & Tombs Ltd, Wellington, p.27-28

⁵³⁰ R27/94 & R27/95

⁵³¹ Struthers, J. 1975. *Miramar Peninsula*. Wright & Corman Ltd, Wellington, p.29

⁵³² Struthers p.71

⁵³³ Crawford, J.C. 1872. Notes on Miramar Peninsula Wellington Harbour. *Transactions of the Royal Society of New Zealand*, p.306

⁵³⁴ NZ Spectator and Cook Strait Guardian 18 January 1845

⁵³⁵ NZ Gazette 1886, p.694

Location

Map



Location of Kau Bay anchorage, image Google Earth, 2012

Legal description

The Kau Bay anchorage is located east of Point Halswell and northwest of Kau Point and has depths of 17-20 metres.

NZTM Grid Reference: E1753100 N5428150

Physical Description

Setting

The Kau Bay anchorage is located east of Point Halswell on the northern end of the Miramar peninsula. The northern end of the Miramar Peninsula, including Kau Bay, remains one of the last undeveloped areas in close proximity to the Wellington CBD, and this contributes to the setting for the anchorage. The site forms part of a rich cultural heritage landscape on the northern end of the Miramar Peninsula.⁵³⁶ This landscape encompasses a

⁵³⁶ See Naus 2008 for a summary of these features.

range of archaeological and built heritage features, from early Maori archaeological deposits at Kau Bay, largely unmodified pa sites and terracing. The military landscape includes sites which range from the 1880s to the 1940s and include coastal defence gun emplacements, magazines, search lights, observation posts, anti-aircraft gun emplacements, military roads, and tramway remains. Another maritime heritage feature in close proximity to the anchorage is the Point Halswell light, first constructed in 1913.⁵³⁷

Kau Bay Anchorage

The Kau Bay anchorage has been positioned differently on the two 1826 charts, that shown on Herd's chart being slightly further to the northwest. Close to shore, Kau Bay is deepest towards the northwestern end, and this would have allowed vessels to get closer to the shore without running the risk of stranding.

Chronology, modifications

Date	Activity
1826	Kau Bay anchorage included on charts by Barnett of the <i>Lambton</i> and Herd of the <i>Rosanna</i> .
1845	Grazing land offered for lease advertisement notes suitability for landing cattle.
1886	Kau Bay acquired by the Defence Department under the <i>Public Works Act</i> , wharf constructed at Mahanga Bay. Anchorage ceases to be used.

Evaluation of Significance

The anchorage at Kau Bay has high historical value as one of a number of locations around Wellington Harbour shown on charts from the time of the earliest European arrivals in the area as suitable for anchoring. It is also significant for its links with early agriculture in the newly established settlement of Wellington in the 1840s and is likely to have been among the first places where cattle were landed 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.

⁵³⁷ Churchman, G.B. 1989. *New Zealand Lighthouses*. GP Books, Wellington, pp.104-105

Historic Values

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

The anchorage at Kau Bay has significant associations with the earliest European visitors to Wellington Harbour including Captain James Herd of the *Rosanna* and Captain T Barnett of the *Lambton* who both called there in 1826. Along with smaller bays on the western side of the Miramar Peninsula, Kau Bay was also one of the earliest locations where cattle were driven ashore in the Wellington Region.

Physical Values

Architectural Values

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

There are no architectural values associated with the anchorage.

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 anchorage marked on charts dating from 1826, the Kau Bay anchorage has considerable archaeological potential. Deposits commonly found at early anchorage sites can include ballast mounds or refuse from visiting vessels. It is possible that items were dropped overboard or discarded when landing cattle at this location from the 1840s up until the 1880s.

Technological Values

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

The site has no technological values.

Integrity

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

The Kau Bay anchorage as a geographical feature has changed little over time. The seabed in this stretch of the coastline comprises a coarse sand beach with rocky outcrops which slopes away steeply underwater. The area has never been dredged or heavily fossicked and archaeological deposits may be present below the seabed.

Age

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

The Kau Bay anchorage was marked on charts from as early as 1826, and as such predates the signing of the Treaty of Waitangi and the New Zealand Company settlement of Wellington. This makes it of high significance in terms of its age in relation to the settlement of the Wellington region by Europeans.

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 site is unimposing in the wider landscape. It is however part of a significant historic and archaeological landscape that includes a number of early anchorages around Wellington harbour. Other maritime heritage features in the immediate vicinity are the Point Halswell lighthouse and the wreck of the *South Seas*. The northern Miramar Peninsula which forms a backdrop to Kau Bay is part of a nationally significant heritage landscape which includes early Maori occupation sites, and military features dating from the 1880s to the second World War.

Social Values

Sentiment

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

The site of the Kau Bay anchorage has no known public sentiment, but the northern end of Kau Bay near Point Halswell is the location of twin rocks which are known as Rukutoa, or 'heroic diving' which suggest the area was significant for the gathering of seafood.⁵³⁸ These rocks are listed in the Wellington City Council Plan and the cultural values may extend over the area encompassed by the anchorage.

Recognition

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

The Kau Bay anchorage has no formal recognition for its heritage value.

⁵³⁸ Adkin 1959, p.78; Wellington District Plan M91

Surroundings

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

The positioning of Kau Bay anchorage is crucial for the understanding of the activity that took place there. The anchorage is located where deeper water runs close to shore allowing vessels a safe location to drop anchor while still having reasonable landing access. This was important for the landing of cattle which could not swim long distances.

Rarity

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

Anchorage marked on early charts sites are not rare in New Zealand. Herd's chart shows eight anchorages in Wellington Harbour, although some of these, particularly those in Lambton Harbour, are likely to have been subject to channel dredging which will have compromised their integrity as an archaeological site.

Representativeness

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

Kau Bay anchorage can be said to be a representative example of many anchorages marked on early charts of New Zealand. A number of these are marked on the early charts of Wellington harbour, but several are likely to have been modified during channel dredging operations.

Schedule information

Regional plan reference:

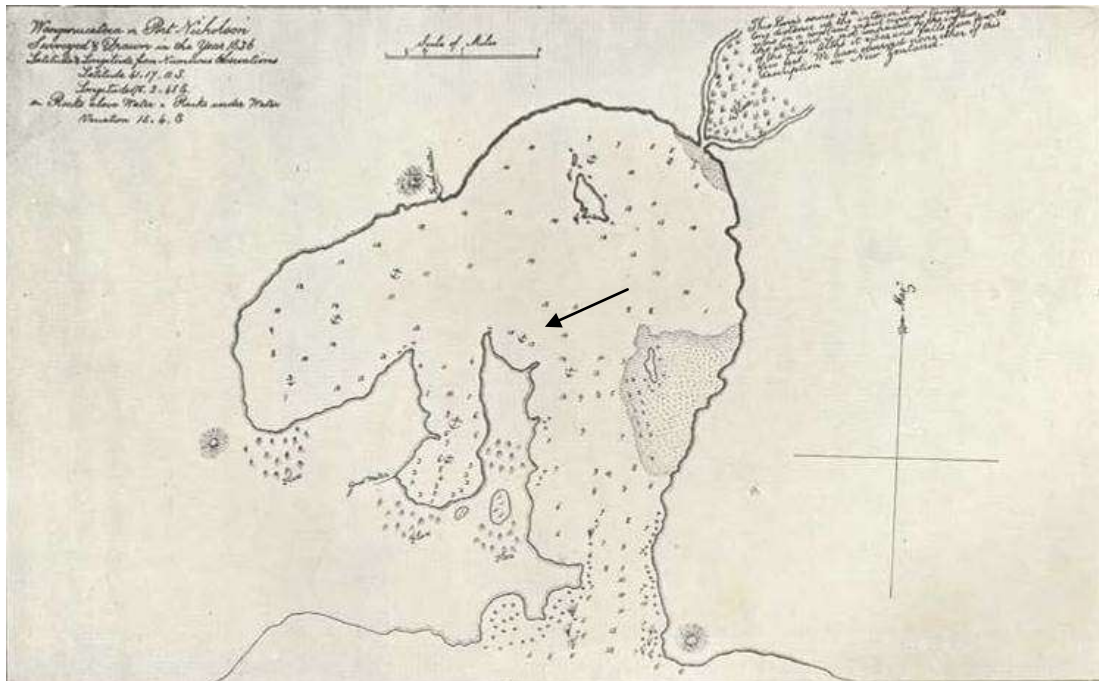
NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Images and photographs



Herd's 1826 chart of Wellington Harbour. Kau Bay anchorage marked with arrow.



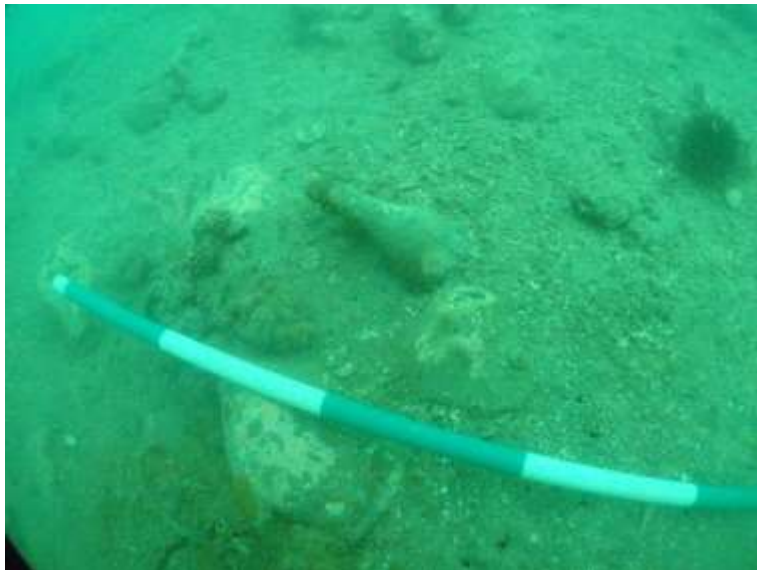
Detail of Chaffer's chart of Wellington Harbour, dated 1839. Kau Bay anchorage not shown



Detail of Stoke's chart of Wellington Harbour, dated 1858. Kau Bay anchorage not shown



Hollow cylindrical metal item noted during dive



Occasional bottles present on the seabed before it drops away to the north

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Stokes, J.L. 1849. *Port Nicholson surveyed by Captain J. L. Stokes, Commander G. H. Richards, Messers. F. J. Evans, J. W. Smith, R. Bradshaw, R. Burnett, J. M. Pridham. H.M.S. Acheron*. Sir George Grey Special Collections, Auckland Libraries NZ Map 864a



Te Kahuoterangi whaling station viewed from the north, 2012

Te Kahuoterangi whaling station
Kapiti Island
1834

Outline History

History

Te Kahuoterangi was initially a Maori settlement which was occupied by Te Ati Awa and Ngati Tama before they moved back to the mainland at Waikanae. Chiefs including Tungia, Te Tahua, Mohi and others of Ngati Koata lived there prior to the battle of Waiorua.⁵³⁹

It is unknown exactly when the first Europeans arrived on Kapiti and settled with Maori, but James Heberley was apparently living on Kapiti as early as 1826.⁵⁴⁰ Having European traders living on the island was encouraged by Te Rauparaha, as it facilitated trade with ships passing through Cook Strait. By 1830 there were an estimated 30 Europeans living permanently on Kapiti Island.⁵⁴¹ Dressed flax was traded for European goods, in particular muskets which were used to further Te Rauparaha's campaigns against southern iwi.

The advent of whaling in the area was encouraged by significant reductions in tariffs on right whale oil in 1823-24,⁵⁴² and the lifting of a ban on American whaling vessels in Australian ports in 1831.⁵⁴³ The earliest recorded bay whaling at Kapiti was that carried out by the *William Stoveld* and the *Hind* in May 1830,⁵⁴⁴ and American vessels *Roslyn Castle* and *Cheviot* were reported as sailing for Kapiti in 1836.⁵⁴⁵ Bay whaling around Kapiti and Mana Islands declined from around 1839.⁵⁴⁶ In 1834 William Jenkins was working at Te Kahuoterangi; Jenkins later moved to Waiorua and established a whaling settlement there.⁵⁴⁷

At Rangatira Point a shore whaling station was set up by Alexander Fraser between 1840 and 1842.⁵⁴⁸ The station had five longboats, and produced 44

⁵³⁹ Carkeek, W. 1967. *The Kapiti Coast. Maori History and Placenames of the Paekakariki-Otaki District*. Caper Press, Auckland. p.218

⁵⁴⁰ Ballara, A. *Taua. 'Musket wars', 'land wars' or tikanga? Warfare in Maori society in the early nineteenth century*. Penguin Books, Auckland, p.388

⁵⁴¹ Bently, T. 1999. *Pakeha Maori. The extraordinary story of the Europeans who lived as Maori in early New Zealand*. Penguin Books, Auckland

⁵⁴² Prickett, N. 2002 *The Archaeology of New Zealand Shore Whaling*. Department of Conservation, Wellington, p.3

⁵⁴³ Grady, D. 1986. *Sealers and Whalers in New Zealand Waters*. Reed Methuen, Auckland, p.56

⁵⁴⁴ McNab, R. 1913. *The Old Whaling Days: A History of Southern New Zealand from 1830 to 1840*. Golden Press, Auckland, p.5

⁵⁴⁵ Macmorran, B. 1977. *In View of Kapiti*. Dunmore Press, Palmerston North, p.27

⁵⁴⁶ Richards, R. 2002. *Pakeha around Porirua before 1840*. Paramata Press, Porirua, p. 43

⁵⁴⁷ Maclean, C. 1999. *Kapiti*. The Whitcombe Press, Wellington, p.139

⁵⁴⁸ Fraser ms as cited by Prickett, p.86.

tuns of oil in 1840,⁵⁴⁹ 172 tuns of oil in 1841, and 7 tuns of oil in 1842.⁵⁵⁰ Headsmen at the station included Thomas Evans, formerly of Tokomapuna station, and Robert 'Jellit' who later moved to Waiorua. Alexander Fraser was shore whaling at Mana Island by 1844.⁵⁵¹

In 1840 the Treaty of Waitangi arrived in the Kapiti area and signing took place at Otaki, Waikanae and Kapiti. Among the signatories of the Treaty at Kapiti was the chieftainess Rauoterangi. The Treaty initially brought a measure of security to the area and many Ngati Toa moved back to the mainland. The whaling station at Te Kahuoterangi ceased operating shortly after in 1843,⁵⁵² and by 1847 only one whaling station remained operational on the island.⁵⁵³ By 1850 there were no permanent settlements left on Kapiti, but regular visits were still made to the island by Maori.

Location

Map



⁵⁴⁹ A tun is a measure of volume equal to 252 gallons, or 1/8 of a barrel

⁵⁵⁰ Prickett, p.86

⁵⁵¹ Prickett, p.87

⁵⁵² Prickett, p.97

⁵⁵³ Wakefield, E.J. 1845. *Adventure in New Zealand*. John Murray, London, p.143

Te Kahuoterangi shore whaling station, area searched underwater in 2012 indicated in red. image Google Earth, 2012

Legal description

Te Kahuoterangi is located on the east coast of Kapiti Island, midway between Waiorua and Long Point. Archaeological remains may be present on land and in the adjacent coastal marine area.

NZTM Grid Reference: E1763560 N5477180

Physical Description

Setting

Te Kahuoterangi is located on the east coast of Kapiti Island, midway between Waiorua and Long Point. The whaling settlement was located either side of a small stream gully. The coastline is predominantly gravel beaches with rock points. The site is located in an area with a number of other shore whaling stations of similar period including Waiorua (R26/4), Te Korohiwa (R27/147), Long Point, Motungarara (R26/27), Tokomapuna (R26/236), Tahoramaurea (R26/28) and Mana Island.⁵⁵⁴

Te Kahuoterangi shore whaling station

Te Kahuoterangi contains some of the best preserved archaeological remnants of a shore whaling station anywhere in New Zealand. Numerous terraces with collapsed stone hearths and chimney bases are present on the northern side of the stream, and a whalers' try pot stand with cavities for two try pots has been partially restored by the Department of Conservation. The site also contains a grave marked with a stone alignment around the edge.

On the coast immediately south of the stream mouth is a rocky promontory which was used for spotting by whalers, and subsequently given the name Yankee lookout. A cave on the southern side of this promontory was reportedly used as a food safe at this time, and may have formerly been a burial cave. The foreshore comprises a steep gravel beach terminating in a low escarpment, and contains little visible evidence of whaling activity. Previous surveys have reported whale skeletal remains on the beach.⁵⁵⁵

The seabed drops away steeply in front of the whaling station, and much of the shallower area immediately adjacent to Te Kahuoterangi and the stream

⁵⁵⁴ Prickett, p.150

⁵⁵⁵ Barton, P. 1974. Kapiti Island site survey: part 1. *New Zealand Archaeological Association Newsletter* 17(3):117

mouth is characterized as reef with patches of gravel, and is largely obscured by dense seaweed. No underwater archaeological remains were seen in the water, but the sea adjacent to whaling stations was frequently used by whalers as a convenient location for the disposal of any unusable waste products, such as any whale bone which was not able to be exported as a trade item.⁵⁵⁶ There is potential for remains such as discarded whalebone to be present below the seabed.

Chronology, modifications

Date	Activity
1833	Shore whalers arrive in Kapiti area.
1834	William Jenkins noted as working at Te Kahuoterangi. ⁵⁵⁷
1843	Te Kahuoterangi reported to have several boats in operation. ⁵⁵⁸
1844	Te Kahuoterangi not listed in return of Cook Strait whaling stations, presumed abandoned at this time. ⁵⁵⁹

Evaluation of Significance

The shore whaling station at Te Kahuoterangi has outstanding historical and archaeological significance to the Kapiti area, as a shore whaling station and one of the earliest European settlements in the region. It has high value nationally when considered as part of the wider group of shore whaling sites of which 87 have been identified, and of which only 10 are located 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.

Historic Values

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

The shore whaling station at Te Kahuoterangi has outstanding historic values as one of the earliest European settlements in the Kapiti area. It dates to at least as early as 1834, and was occupied in the years immediately preceding the signing of the Treaty of Waitangi. Its occupation closely followed the

⁵⁵⁶ Mark Staniforth pers. com. May 2012

⁵⁵⁷ Maclean 1999:139

⁵⁵⁸ Prickett, p.85

⁵⁵⁹ 'Port of Wellington, New Zealand' *Wellington Independent* 01 January 1848, p.3

massive upheaval of the early nineteenth century Musket Wars which saw substantial changes in tribal distribution around New Zealand. Te Kahuoterangi derives its name from the Maori chieftainess who gained fame for swimming between Kapiti and the Mainland, and the stream mouth was the location of a Maori village of the same name prior to it becoming a whaling settlement in the 1830s. Access to European trade was critical to Te Rauparaha's strategy for his conquests in the lower North Island and upper South Island, and the whaling settlements provided a means to attract trade and procure muskets. It is an important site for early interaction between Maori and Paheka in the Wellington region.

Physical Values

Architectural Values

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

The features visible on land comprise terraces, remnants of try pot stands and house sites, so in their current form have limited architectural value. However the remains of structures and archaeological deposits on land at Te Kahuoterangi are of considerable value in documenting 1830s construction methods and architectural forms used by early European settlers.

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 1830s to 1840s era whaling station with numerous archaeological features still visible above ground, the archaeological significance of Te Kahuoterangi is outstanding. Few records pertaining to the activities of whalers exist today, and investigations at this site have potential to shed light on the material culture of shore whaling and early interactions between Maori and Europeans. The remains on land or underwater have considerable potential to illustrate aspects of day to day life at a mainland shore whaling station. The site has been recorded as an archaeological site in the NZAA Site Recording Scheme as R26/6.

Technological Values

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

The site on land has some potential for technological significance in terms of the methods used to try the whale oil, and the methods of construction of the

whalers' huts. The archaeological remains likely to be present in the water are likely to be smaller artefacts and broken items and are unlikely to have high technological significance.

Integrity

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

Te Kahuoterangi is regarded as one of the most intact shore whaling stations anywhere in New Zealand, and remains one of the few shore whaling sites of outstanding archaeological significance which has not been subject to archaeological investigation. Numerous archaeological features for this site are visible on land, but little in the way of evidence of whaling activities was visible in the water immediately adjacent. The seabed in this stretch of the coastline comprises a gravel beach which slopes away steeply underwater. Archaeological remains such as whale bone fragments and refuse from the settlement are likely to have been dumped in the water as a convenient means of disposal. Archaeological deposits may be present below the seabed.

Age

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

The whaling station at Te Kahuoterangi dates from at least as early as 1834, and occupies an earlier Maori settlement at the same location. This makes it of outstanding significance in terms of its age in relation to the settlement of the Wellington region by Europeans. It dates to a period when the musket wars of the 1820s had caused significant changes in tribal distribution around the lower North Island and the years immediately before and after the signing of the Treaty of Waitangi and the establishment of permanent European settlement at 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 site is unimposing in the wider landscape, and with the exception of the point known as Yankee lookout, it is not apparent until the viewer is standing on site. Te Kahuoterangi is, however, one of about a dozen shore whaling stations which have high archaeological values. Other significant whaling stations of the 1830s and 1840s in the immediate area include Waiorua, Te Kahuoterangi, Long Point, Motungarara, Tokomapuna, Tahoramaurea and Mana Island.

Social Values

Sentiment

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

The site is known to Department of Conservation staff, and residents on the island who have taken visitors there in the past. The track to Te Kahuoterangi is presently closed which limits accessibility. The Deed of settlement between Ngati Toa and Rangatira and the Crown notes "The whaling stations were of great economic benefit to Ngati Toa Rangatira, providing them with a continuous source of trade-goods, Te Rauparaha particularly encouraged their occupation."⁵⁶⁰ Te Kahuoterangi is listed in a schedule of sites on Kapiti Island of significance to Ngati Toa.

Recognition

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

The site is registered as a Category 1 historic place with the New Zealand Historic Places Trust (No. 7662) and is a recorded archaeological site (R26/6). A conservation plan and work specifications have been prepared for the try pot stands and some work has been carried out in recent years to stabilise these structures.⁵⁶¹

Surroundings

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

The positioning of Te Kahuoterangi is crucial for the understanding of the activity that took place there. Kapiti was the island fortress of Te Rauparaha, and the whaling settlements on Kapiti Island brought traders to the area, who in turn provided Te Rauparaha with muskets. Kapiti Island is also located in the path of the annual whale migration route which passes through Cook Strait and continues north to the Pacific Islands. The site is positioned for its access to fresh water and a headland which functioned as a lookout for whale spouts. The stream mouth would have also provided a useful break in the coastal escarpment where longboats and whales could be hauled out of the water.

⁵⁶⁰ Ngati Toa Deed of Settlement 2012, p.5

⁵⁶¹ Bowman, I. 1993. *Te Kahuoterangi Kapiti Island*. Conservation Plan. Unpublished report to the Department of Conservation

Rarity

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

Shore whaling stations are a relatively rare site type, and only 87 have been documented in a national thematic study carried out in 2002.⁵⁶² Ten sites have been documented in the Wellington region clustering around Kapiti and Palliser Bay, and a further six are recorded historically but the specific locations remain unknown.⁵⁶³ The preservation of above ground features at this site, make Te Kahuoterangi one of three shore whaling sites on Kapiti Island that have been identified by Prickett as nationally outstanding.⁵⁶⁴

Representativeness

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

Te Kahuoterangi is representative of a number of shore whaling stations that operated around Kapiti and Porirua in the 1830s and 1840s. The preservation of archaeological features on land make it an outstanding example of this type of site. Archaeological remains in the sea adjacent to shore whaling stations are likely to include whale processing and domestic refuse, and are often buried beneath the seabed as is likely the case at Te Kahuoterangi.

Schedule information

Regional plan reference:

NZHPT Register: Category 1, Register No.7662

District Plan listing:

NZAA Site Record: R27/6

Other:

⁵⁶² Prickett 2002, pp.149-151

⁵⁶³ Prickett, pp.83-99

⁵⁶⁴ Prickett, p.150

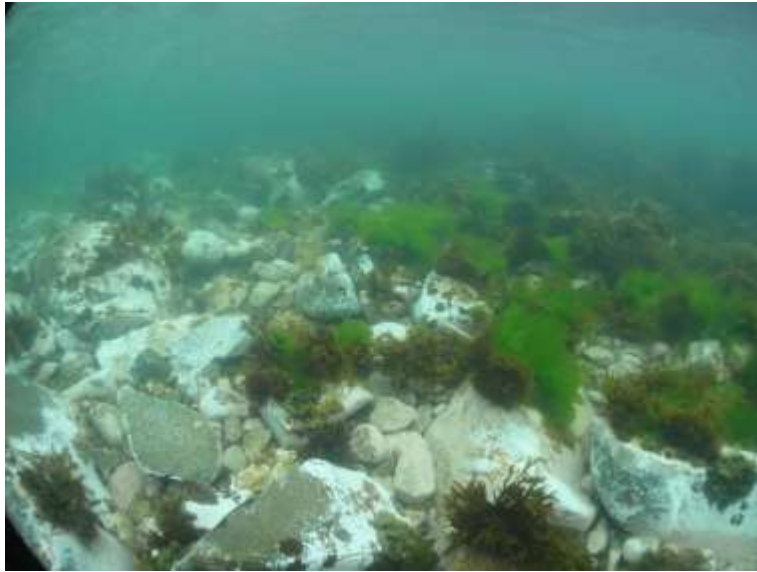
Photographs



Gravel beach in front of Te Kahuoterangi view looking north from Yankee lookout



Rocky point at Te Kahuoterangi known as the Yankee lookout



Seabed immediately adjacent to Te Kahuoterangi.



Seabed immediately adjacent to Te Kahuoterangi.

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- 'Port of Wellington, New Zealand' *Wellington Independent* 01 January 1848, p.3



Korohiwa whaling station viewed from the east, 2012

Korohiwa whaling station
Titahi Bay
1837

Outline History

History

The whaling station at Korohiwa was established in 1837.⁵⁶⁵ The name of the station was derived from the Ngati Ira pa on the spur overlooking the bay, but was known variously as Koroheva, Koroiwa or 'Coalheaver'.⁵⁶⁶

The advent of whaling in the Cook Strait and Kapiti area was encouraged by significant reductions in tariffs on right whale oil in 1823-24,⁵⁶⁷ and the lifting of a ban on American whaling vessels in Australian ports in 1831.⁵⁶⁸ The earliest recorded bay whaling at Kapiti was that carried out by the *William Stoveld* and the *Hind* in May 1830,⁵⁶⁹ and American vessels *Roslyn Castle* and *Cheviot* were reported as sailing for Kapiti in 1836.⁵⁷⁰ Bay whaling around Kapiti and Mana Islands declined from around 1839.⁵⁷¹ Shore whaling stations had been established on Kapiti Island in the early 1830s.⁵⁷²

Relatively little is known about Korohiwa, but it appears to have been worked in conjunction with the shore whaling station on Mana Island. Depending on the weather, whale oil would be processed at either site with Korohiwa being the favoured spot in a southerly.⁵⁷³

James Crawford visited the station in 1839, and noted that the management had much improved a man by the name of Shearer.⁵⁷⁴ In 1840, the whaling station was visited by Edward Jerningham Wakefield, who noted that the headsman had been recently drowned, and there was some consternation over what would happen to his property.⁵⁷⁵ Land around Korohiwa was originally allocated as a crown grant to Thomas Ellison, formerly of the trading vessel *Caroline* which had called at Kapiti Island.⁵⁷⁶ The station was

⁵⁶⁵ Fordyce, L. and K. MacLehn, 2000. *Titahi Bay. A history of community at Titahi Bay*. Titahi Bay Residents & Ratepayers Progressive Association Inc, Titahi Bay p.35

⁵⁶⁶ Prickett, N. 2002. *The Archaeology of New Zealand Shore Whaling*. Department of Conservation, Wellington., p.85

⁵⁶⁷ Prickett 2002:3

⁵⁶⁸ Grady, D. 1986. *Sealers and Whalers in New Zealand Waters*. Reed Methuen, Auckland, p.56

⁵⁶⁹ McNab, R. 1913. *The Old Whaling Days: A History of Southern New Zealand from 1830 to 1840*. Golden Press, Auckland p.5

⁵⁷⁰ Macmorran, B. 1977. *In View of Kapiti*. Dunmore Press, Palmerston North, p.27

⁵⁷¹ Richards, R. 2002. *Pakeha around Porirua before 1840*. Paramata Press, Porirua, p. 43

⁵⁷² Maclean, C. 1999. *Kapiti*. The Whitcombe Press, Wellington p.139

⁵⁷³ Fordyce and MacLehn p.35

⁵⁷⁴ Fordyce and MacLehn p.36

⁵⁷⁵ Wakefield, E.J. 1845 *Adventure in New Zealand*. John Murray, London p.309

⁵⁷⁶ Fordyce and MacLehn p.35

apparently offered for sale to John Guard in 1842 by Wellington merchant John Wade.⁵⁷⁷

By 1847 the station was being run by a Mr. Wilson, and the station was noted as having one boat, eight men, and produced 10 tuns of whale oil and 8 cwt of bone.⁵⁷⁸ Wilson eventually left the station and opened a hotel with Edward Boulton in Pauatahanui.⁵⁷⁹

Location

Map



Korohiwa shore whaling station, image Google Earth, 2012

Legal description

Korohiwa is located in a small north facing bay, just over a kilometre west of Titahi Bay in the coastal reserve owned by Porirua City Council (Lot 5 DP

⁵⁷⁷ Prickett, pp.84-85

⁵⁷⁸ 'Port of Wellington, New Zealand' *Wellington Independent* 01 January 1848, p.3

⁵⁷⁹ Fordyce and MacLehn p.36

62407). Archaeological remains may be present on land and in the adjacent coastal marine area.

NZTM Grid Reference: E1752575 N5447670

Physical Description

Setting

Korohiwa is located in a small north facing bay which slopes gently back from the beach for about 40 metres before ascending more steeply to the ridge behind. The site on land is in grass and low scrubby vegetation. The coastline is predominantly rocky reef with pebble beaches in small bays grading to larger cobbles on the seafloor. The site is within view of a number of other shore whaling stations of similar period including Waiorua (R26/4), Te Kahuoterangi (R26/6), Long Point, Motungarara (R26/27), Tokomapuna (R26/236), Tahoramaurea (R26/28) and Mana Island.⁵⁸⁰

Korohiwa shore whaling station

Korohiwa has a number of visible archaeological features on land, including terraces and the remains of a whalers hut. Elsdon Best described it in 1914 as 'what probably remains of a whalers hut, of about some 28 ft in length, with the remains of an old fireplace.' and also noted the presence of a stone-lined storage pit.⁵⁸¹ A later addition of a chimney was also present and described in 2002 as 'not whalers' work, although the building it was a part of may have made use of an older whalers' terrace.'⁵⁸² These features are now obscured beneath low lying vegetation.

Features in the coastal marine area included a naturally occurring channel about 20 metres wide and 40 metres long which would have been used for launching and retrieving whale boats. A brief search of this area failed to identify any visible archaeological remains above the sea floor, but deposits may be present buried beneath the cobbles and obscured by weeds.

⁵⁸⁰ Prickett, p.150

⁵⁸¹ Best, E. Porirua and they who settled it. *Canterbury Times*, p.8

⁵⁸² Prickett p.85

Chronology, modifications

Date	Activity
1837	Shore whaling station established at Korohiwa. ⁵⁸³
1840	Korohiwa visited by E.J.Wakefield. ⁵⁸⁴
1842	Korohiwa deserted. ⁵⁸⁵
1847	Korohiwa listed as having one boat, eight men and producing 10 tuns oil and 8 cwt of whalebone. ⁵⁸⁶

Evaluation of Significance

The shore whaling station at Korohiwa has outstanding historical and archaeological significance to the Porirua area, as a shore whaling station and one of the earliest mainland European settlements. It has high value nationally when considered as part of the wider group of shore whaling sites, of which 87 have been identified, and of which only 10 are located 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.

Historic Values

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

The shore whaling station at Korohiwa has outstanding historic values as one of the earliest European settlements in the Porirua area. It dates to 1837, and was occupied in the years immediately preceding the signing of the Treaty of Waitangi and closely following the massive upheaval of the 1820s Musket Wars, which saw substantial changes in tribal distribution around New Zealand. While their occupation was not contemporary, the whaling station has associations with the Ngati Ira pa on the headland above the bay, Te Korohiwa, and the name 'Coalheaver' is a derivative of this. Korohiwa is also significant as being one of the Kapiti whaling stations visited by Edward Jerningham Wakefield in 1840. The site also has associations with Te Rangihaeata, whom Wakefield notes as being involved in the reallocation of the Korohiwa headsman's property after his drowning at that time.

⁵⁸³ Fordyce and Maclehn p.85

⁵⁸⁴ Wakefield, E.J. 1845. *Adventure in New Zealand*, John Murray, London, p.309

⁵⁸⁵ Prickett, p.85

⁵⁸⁶ 'Port of Wellington, New Zealand' *Wellington Independent* 01 January 1848, p.3

Physical Values

Architectural Values

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

The features visible on land comprise terraces and collapsed buried remains of houses, so have limited architectural value. However the remains of structures on land at Korohiwa would be of considerable value in documenting building methods of early European settlers if excavated. The remains in the Coastal Marine Area are unlikely to have any architectural 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.

As an 1830s to 1840s era whaling station with archaeological features still visible above ground, the archaeological significance of Korohiwa is high. Few records pertaining to the activities of whalers exist today, and any remains on land or underwater have considerable potential to illustrate aspects of day to day life at a mainland shore whaling station. The site was subject to a brief archaeological excavation in 1968 which uncovered what was interpreted as the base of a try pot stand,⁵⁸⁷ and has been recorded as an archaeological site in the NZAA Site Recording Scheme as R27/147. Archaeological remains underwater are likely to comprise refuse from whale processing and potentially broken or discarded artefacts.

Technological Values

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

The site on land has some potential for technological significance in terms of the methods used to try the whale oil, and the methods of construction of the whalers' huts. The archaeological remains likely to be present in the water are likely to be smaller artefacts and broken items and are unlikely to have high technological significance.

Integrity

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

⁵⁸⁷ New Zealand Archaeological Association Site Record Form R27/147

A few archaeological features for this site are visible on land, but little in the way of evidence of whaling activities is visible in the water immediately adjacent. The seabed in this bay comprises a cobble and reef bottom and archaeological remains such as whale bone fragments and refuse from the settlement is likely to have been dumped in the water as a convenient means of disposal. Archaeological deposits may be present below the seabed.

Age

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

The whaling station at Korohiwa dates from the late 1830s to the late 1840s. This makes it of outstanding significance in terms of its age in relation to the settlement of the Wellington region by Europeans. It dates to a period when the musket wars of the 1820s had caused significant changes in tribal distribution around the lower North Island and the years immediately before and after the signing of the Treaty of Waitangi and the establishment of permanent European settlement at 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 site is unimposing in the wider landscape, and without the interpretative plaque and remnant archaeological features on land appears similar to many of the small but attractive bays along this section of the coastline. Korohiwa is however, one of ten shore whaling stations in the Wellington region and these sites as a group have high archaeological values. Other significant whaling stations of the 1830s and 1840s in the immediate area include Waiorua, Te Kahuoterangi, Long Point, Motungarara, Tokomapuna, Tahoramaurea and Mana Island.

Social Values

Sentiment

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

There is limited known public sentiment for Korohiwa. It was the location of a Ngati Ira pa which was deserted after the arrival of Ngati Toa and other iwi

in the 1820s. cursory archaeological investigations were undertaken here by the Wellington Archaeological Society, but with limited results.⁵⁸⁸

Recognition

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

An interpretative plaque has been installed at the site by the Porirua City Council, but otherwise the heritage of Korohiwa is not well known.

Surroundings

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

The positioning of Korohiwa is crucial for the understanding of the activity that took place there. Korohiwa is located in the path of the annual whale migration route which passes through Cook Strait and continues north to the Pacific Islands. The small bay provides sheltered access to the water in most conditions except for in a northerly swell. The headlands would have provided good positions for lookouts, and the station was also in sight of other shore whaling stations of the 1830s and 1840s on Kapiti and Mana Islands.

Rarity

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

Shore whaling stations are a relatively rare site type, and only 87 have been documented in a national thematic study carried out in 2002.⁵⁸⁹ Ten sites have been documented in the Wellington region clustering around Kapiti and Palliser Bay, and a further six are recorded historically but the specific locations remain unknown.⁵⁹⁰ Most of the shore whaling stations in these areas were located on islands, so Korohiwa is a rare example of a mainland shore whaling station in the Wellington region.

Representativeness

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

Korohiwa is representative of a number of shore whaling stations that operated around Kapiti and Porirua in the 1830s and 1840s. Many of the other mainland shore whaling sites in the Kapiti area, such as Te Uruhi at

⁵⁸⁸ Prickett p.85

⁵⁸⁹ Prickett 2002, pp.149-151

⁵⁹⁰ Prickett, pp.83-99

Paraparaumu and Wharemauku at Raumati, have not been able to be located in recent times.⁵⁹¹

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/147

Other:

Photographs



Porirua City Council interpretative plaque for Korohiwa, Mana Island in background

⁵⁹¹ Prickett, pp.98-99



Coastline at front of Korohiwa shore whaling station



Seabed immediately adjacent to Korohiwa.

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'Port of Wellington New Zealand' *Wellington Independent* 01 January 1848, p.3



Tahoramaurea Island viewed from the east, 2012

Tahoramaurea whaling station
Kapiti Island
1839

Outline History

History

The three smaller islets off the southeast coast of Kapiti Island, including Tahoramaurea, were used by shore whaling parties in the late 1830s and early 1840s.

The advent of whaling in the Cook Strait area had been encouraged by significant reductions in tariffs on right whale oil in 1823-24,⁵⁹² and the lifting of a ban on American whaling vessels in Australian ports in 1831.⁵⁹³ The earliest recorded ship-based bay whaling at Kapiti was that carried out by the *William Stoveld* and the *Hind* in May 1830,⁵⁹⁴ and American vessels *Roslyn Castle* and *Cheviot* were reported as sailing for Kapiti in 1836.⁵⁹⁵ Bay whaling around Kapiti and Mana Islands declined from around 1839.⁵⁹⁶ European settlements on Kapiti and its smaller nearby islets were encouraged by Te Rauparaha because they attracted trading vessels. Dressed flax was traded for European goods, in particular muskets which were used to further Ngati Toa's campaigns against southern iwi.

As with most of the other locations occupied by shore whaling parties in the Kapiti area, Tahoramaurea was occupied by Maori before the arrival of Europeans. Te Rauparaha lived on the northern side of the island, and following the sale of the island to William Mayhew in 1838 he continued to reside there, while the American whalers occupied the southern side.⁵⁹⁷ A few years later when Te Rauparaha left the island, the whalers moved to the northern side of the island.⁵⁹⁸ When Ernest Dieffenbach visited Kapiti onboard the *Tory* in 1839, he noted that there was a crew of whalers with two boats on Tahoramaurea.⁵⁹⁹ After Mayhew left Tahoramaurea, the station was run by a man by the name of Andrew Brown, who ran a store on the island until 1846.⁶⁰⁰

⁵⁹² Prickett, N. 2002. *The Archaeology of New Zealand Shore Whaling*. Department of Conservation, Wellington, p.3

⁵⁹³ Grady, D. 1986. *Sealers and Whalers in New Zealand Waters*. Reed Methuen, Auckland, p.56

⁵⁹⁴ McNab, R. 1913. *The Old Whaling Days: A History of Southern New Zealand from 1830 to 1840*. Golden Press, Auckland, p.5

⁵⁹⁵ Macmorran, B. 1977. *In View of Kapiti*. Dunmore Press, Palmerston North, p.27

⁵⁹⁶ Richards, R. 2002. *Pakeha around Porirua before 1840*. Paramata Press, Porirua, p. 43

⁵⁹⁷ Maclean, C. 1999. *Kapiti*. The Whitcombe Press, Wellington, p.160

⁵⁹⁸ Prickett, 2002, p.91

⁵⁹⁹ Dieffenbach, E. 1843. *Travels in New Zealand*. John Murray, London, p.109

⁶⁰⁰ Maclean, pp.160-162

In 1840 the Treaty of Waitangi arrived in the Kapiti area and signing took place at Otaki, Waikanae and Kapiti. The Treaty initially brought a measure of security to the area and many Ngati Toa moved back to the mainland. Many of the whaling stations ceased operating shortly after and by 1847, only one whaling station remained operational at Kapiti.⁶⁰¹ Tahoramaurea was abandoned by April 1849, as evidenced by William Swainson's sketch entitled 'Brown's deserted whaling station, Kapiti Island'.⁶⁰² By 1850 there were no permanent settlements left on Kapiti, but regular visits were still made to the island by Maori.

Location

Map



Tahoramaurea and Motungarara, red circle indicates area searched during site assessment, image Google Earth, 2012

⁶⁰¹ Wakefield, E.J. 1845. *Adventure in New Zealand*. John Murray, London, p.143

⁶⁰² Prickett, N. 1983. 'An archaeological reconnaissance of the shore whaling industry on Kapiti Island.' *Records of the Auckland Institute and Museum* 20:41-63, p.58

Legal description

Tahoramaurea is a small islet off the southeast coast of Kapiti Island, and forms the western extent of the Entry Island Anchorage. Archaeological remains may be present on land and in the adjacent coastal marine area.

NZTM Grid Reference (of area searched): E1760280 N5471960

Physical Description

Setting

Tahoramaurea is a small islet located off the southeast coast of Kapiti Island, with a land area of just under 3 hectares. The whaling settlements were located on the northern and southern sides of the island. The coastline is predominantly gravel beaches with rock points. The site is located in an area with a number of other shore whaling stations of similar period including Waiorua (R26/4), Te Korohiwa (R27/147), Long Point, Motungarara (R26/27), Tokomapuna (R26/236), Te Kahuoterangi (R26/6) and Mana Island.⁶⁰³

Tahoramaurea shore whaling station

Tahoramaurea contains well-preserved archaeological remnants of a shore whaling station. Remains of stone walls indicate the locations of former whalers' houses on the raised beaches on the northern and south eastern sides of the island.

The water on the northern side of Tahoramaurea is relatively shallow, and sheltered, and this would have been of benefit when launching boats. The sea adjacent to whaling stations was frequently used by whalers as a convenient location for the disposal of any unusable waste products, such as any whale bone which was not able to be exported as a trade item.⁶⁰⁴

The area between Tahoramaurea and Motungarara has a sandy bottom, grading to larger gravels closer in shore. Patches of reef are mostly obscured with seaweed and marine growth which can make searching difficult. The water in this area is up to 6 metres deep, and is frequented by paua divers. A few glass bottle fragments were noted, but little else of historical interest was seen during the site visit. Any extant underwater remains are likely to be buried in sediment or obscured by marine growth. An anchor has been reported by local divers on the reef in shallow water on the western side of the island.

⁶⁰³ Prickett, 2002, p.150

⁶⁰⁴ Mark Staniforth pers. com. May 2012

Chronology, modifications

Date Activity

- 1839 *Tory* visits Kapiti Island, and reports that William Mayhew is operating a two-boat whaling station on the island.
- 1849 Sketch by William Swainson of Tahoramaurea shows Brown's whaling station deserted.⁶⁰⁵
- 1972 Tahoramaurea first recorded in NZAA site recording scheme.⁶⁰⁶

Evaluation of Significance

The shore whaling station at Tahoramaurea has outstanding historical and archaeological significance to the Kapiti area, as a shore whaling station and one of the earliest European settlements in the region. It has high value nationally when considered as part of the wider group of shore whaling sites of which 87 have been identified, and of which only 10 are located 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.

Historic Values

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

The shore whaling station on Tahoramaurea has outstanding historic values as one of the earliest European settlements in the Kapiti area. It dates to at least as early as 1839, and was occupied in the years immediately preceding the signing of the Treaty of Waitangi. It was on Tahoramaurea that the missionaries Octavius Hadfield and Henry Williams first met with Te Rauparaha, having been taken there by Mayhew in 1839.⁶⁰⁷ Its occupation closely followed the massive upheaval of the early nineteenth century musket wars, which saw substantial changes in tribal distribution around New Zealand. Access to European trade was critical to Te Rauparaha's strategy for his conquests in the lower North Island and upper South Island, and the whaling settlements provided a means to attract trade and procure muskets. Tahoramaurea was also significant as the island occupied by Te Rauparaha until the early 1840s.

⁶⁰⁵ Prickett, 1983, p.58

⁶⁰⁶ Prickett, 2002, p.89

⁶⁰⁷ Macmorran, B. 1969. *Octavius Hadfield*. Wellington, p.16-17

Physical Values

Architectural Values

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

The features visible on land comprise stone-walled house foundations on the raised beach terraces, so have limited architectural value. However the remains of structures on land on Tahoramaurea would be of considerable value in documenting building methods of early European settlers if excavated.

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 1830s to 1840s era whaling station with numerous archaeological features still visible above ground, the archaeological significance of Tahoramaurea is outstanding. Archaeological features associated with the site have protection under the archaeological provisions of the *Historic Places Act* 1993. Few records pertaining to the activities of whalers exist today, and investigations at this site have potential to shed light on the material culture of shore whaling and early interactions between Maori and Europeans. The remains on land or underwater have considerable potential to illustrate aspects of day to day life at an island shore whaling station. The sites have been recorded as an archaeological site in the NZAA Site Recording Scheme as R26/28; R26/29 and R26/185.

Technological Values

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

The site on land has some potential for technological significance in terms of the methods used to try the whale oil, and the methods of construction of the whalers' huts. The archaeological remains likely to be present in the water are likely to be smaller artefacts and broken items and are unlikely to have high technological significance.

Integrity

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

Tahoramaurea is one of a small number of relatively intact shore whaling stations in New Zealand with visible above ground features. Numerous archaeological features for this site are visible on land, but little in the way of

evidence of whaling activities was visible in the water immediately adjacent. The seabed in this stretch of the coastline comprises a gravel beach which slopes away steeply underwater, and archaeological remains such as whale bone fragments and refuse from the settlement is likely to have been dumped in the water as a convenient means of disposal. Archaeological deposits may be present below the seabed.

Age

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

The whaling station at Tahoramaurea dates from at least as early as 1839, and occupies an earlier Maori settlement at the same location. This makes it of outstanding significance in terms of its age in relation to the settlement of the Wellington region by Europeans. It dates to a period when the musket wars of the 1820s had caused significant changes in tribal distribution around the lower North Island, and the years immediately before and after the signing of the Treaty of Waitangi and the establishment of permanent European settlement at 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 site is unimposing in the wider landscape, and is for the most part not apparent until the viewer is standing on site. Tahoramaurea is however one of about a dozen shore whaling stations which have high archaeological values. Other significant whaling stations of the 1830s and 1840s in the immediate area include Waiorua, Te Kahuoterangi, Long Point, Motungarara, Tokomapuna, and Mana Island.

Social Values

Sentiment

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

The site is known to Department of Conservation staff, and residents on Kapiti Island. Landing on the island is restricted to permitted visitors. Tahoramaurea is likely to be special significance to Ngati Toa and others with early family links to the Kapiti Coast.

Recognition

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

The archaeological features on Tahoramaurea have been recorded as three separate archaeological sites in The New Zealand Archaeological Association Site Recording Scheme (R26/28; 29; 185). The site is also listed by Prickett as one of a few shore whaling sites in New Zealand of outstanding significance.⁶⁰⁸

Surroundings

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

The positioning of Tahoramaurea is crucial for the understanding of the activity that took place there. Kapiti was the island fortress of Te Rauparaha, and the whaling settlements on Kapiti Island brought traders to the area, who in turn provided Te Rauparaha with muskets. Kapiti Island is also located in the path of the annual whale migration route which passes through Cook Strait and continues north to the Pacific Islands. The site is positioned for its access to fresh water and a headland which functioned as a lookout for whale spouts. The stream mouth would have also provided a useful break in the coastal escarpment where longboats and whales could be hauled out of the water.

Rarity

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

Shore whaling stations are a relatively rare site type, and only 87 have been documented in a national thematic study carried out in 2002.⁶⁰⁹ Ten sites have been documented in the Wellington region clustering around Kapiti and Palliser, and a further six are recorded historically but the specific locations remain unknown.⁶¹⁰ The preservation of above ground features at this site make Tahoramaurea one of three shore whaling sites on Kapiti Island that have been identified by Prickett as nationally outstanding.⁶¹¹

Representativeness

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

⁶⁰⁸ Prickett 2022, p.150

⁶⁰⁹ Prickett 2002, pp.149-151

⁶¹⁰ Prickett, pp.83-99

⁶¹¹ Prickett, p.150

Tahoramaurea is representative of a number of shore whaling stations that operated around Kapiti and Porirua in the 1830s and 1840s. The preservation of archaeological features on land make it an outstanding example of this type of site. Archaeological remains in the sea adjacent to shore whaling stations are likely to include whale processing and domestic refuse, and are often buried beneath the seabed, as is the case at Tahoramaurea.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R26/28; 29; 185

Other:

Photographs



Seabed to the northeast of Tahoramaurea Island



Seabed to the northeast of Tahoramaurea Island



Tahoramaurea Island from the east showing the area searched in 2012.

References

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Tokomapuna Island viewed from the northeast, 2012

Tokomapuna whaling station
Kapiti Island
1830s

Outline History

History

The three smaller islets off the southeast coast of Kapiti Island, including Tokomapuna, were used by shore whaling parties in the late 1830s and early 1840s.

The advent of whaling in the Cook Strait area had been encouraged by significant reductions in tariffs on right whale oil in 1823-24,⁶¹² and the lifting of a ban on American whaling vessels in Australian ports in 1831.⁶¹³ The earliest recorded ship-based bay whaling at Kapiti was that carried out by the *William Stoveld* and the *Hind* in May 1830,⁶¹⁴ and American vessels *Roslyn Castle* and *Cheviot* were reported as sailing for Kapiti in 1836.⁶¹⁵ Bay whaling around Kapiti and Mana Islands declined from around 1839.⁶¹⁶ European settlements on Kapiti and its smaller nearby islets were encouraged by Te Rauparaha because they attracted trading vessels. Dressed flax was traded for European goods, in particular muskets which were used to further Ngati Toa's campaigns against southern iwi.

As with most of the other locations occupied by shore whaling parties in the Kapiti area, Tokomapuna was occupied by Maori before the arrival of Europeans. A small group of Ngati Koata lived there in the 1830s and Te Rauparaha had also stayed there on occasion.⁶¹⁷ The shore whaling station on Tokomapuna was associated with the whaler, Tommy Evans. Evans was one of the most successful whalers in the area, and ran his station according to naval discipline.⁶¹⁸ When Ernest Dieffenbach visited Kapiti on board the *Tory* in 1839 he noted that there was a crew of whalers with six boats on Tokomapuna.⁶¹⁹ The station there produced half of Kapiti's tannage of whale oil for that season.⁶²⁰

In 1840 the Treaty of Waitangi arrived in the Kapiti area and signing took place at Otaki, Waikanae and Kapiti. The Treaty initially brought a measure

⁶¹² Prickett, N. 2002. *The Archaeology of New Zealand Shore Whaling*. Department of Conservation, Wellington, p.3

⁶¹³ Grady, D. 1986. *Sealers and Whalers in New Zealand Waters*. Reed Methuen, Auckland, p.56

⁶¹⁴ McNab, R. 1913. *The Old Whaling Days: A History of Southern New Zealand from 1830 to 1840*. Golden Press, Auckland, p.5

⁶¹⁵ Macmorran, B. 1977. *In View of Kapiti*. Dunmore Press, Palmerston North, p.27

⁶¹⁶ Richards, R. 2002. *Pakeha around Porirua before 1840*. Paramata Press, Porirua, p. 43

⁶¹⁷ Carkeek, W. 1967. *The Kapiti Coast: Maori History and Place Names of the Paekakariki-Otaki District*. Caper Press, Auckland, p.224

⁶¹⁸ Maclean 1999. *Kapiti*. The Whitcombe Press, Wellington, p.140

⁶¹⁹ Dieffenbach, E. 1843. *Travels in New Zealand*. John Murray, London, p.109

⁶²⁰ *New Zealand Gazette and Wellington Spectator* 09 May 1840, p.3

of security to the area and many Ngati Toa moved back to the mainland. Tommy Evans moved to Long Point in 1841, so it is likely that 1840 was the last year that the Tokomapuna station was operating.⁶²¹ By 1847, only one whaling station remained operational at Kapiti, and this too closed down by about 1850.⁶²² After that time there were no permanent settlements left on Kapiti, but regular visits were still made to the island by Maori.

Location

Map



Tokomapuna shore whaling station, red circle indicates area searched during site assessment, Location of trypot stand indicated with NZAA site record number, image Google Earth, 2012

⁶²¹ Prickett, 2002, p.95

⁶²² Wakefield, E.J. 1845. *Adventure in New Zealand*. John Murray, London, p.143

Legal description

Tokomapuna is a small islet off the southeast coast of Kapiti Island, and forms the eastern extent of the Entry Island Anchorage. Archaeological remains may be present on land and in the adjacent coastal marine area.

NZTM Grid Reference (of area searched): E1762430 N5472840

Physical Description

Setting

Tokomapuna is a small islet located off the southeast coast of Kapiti Island, with a land area of just under 3 hectares. The coastline is predominantly gravel beaches with rock points. The site is located in an area with a number of other shore whaling stations of similar period including Waiorua (R26/4), Te Korohiwa (R27/147), Long Point, Motungarara (R26/27), Tahoramaurea (R26/28; 29; 185), Te Kahuoterangi (R26/6) and Mana Island.⁶²³

Tokomapuna shore whaling station

Visible archaeological remains associated with the whaling station are located on both sides of the main ridge, evenly spread over the island. In 1982 these included a trypot stand and a number of stone hearths, as well as a grave at the southern end of the island. In 1938 it was reported that a cannon, a broken trypot and a few whalebones were still present on the island.⁶²⁴

The sea adjacent to whaling stations was frequently used by whalers as a convenient location for the disposal of any unusable waste products, such as any whale bone which was not able to be exported as a trade item.⁶²⁵ Previous surveys have reported whale skeletal remains on the beach.⁶²⁶

The seabed to the northeast of the pebble beach where the trypot stands were reported was searched in 2012. The water in this area is relatively shallow, up to 6 metres deep, and characterized by reef largely obscured with marine growth and patches of sandy bottom. No archaeological remains were seen during the site assessment, but there is potential for remains to exist closer to shore buried in the gravel and sand.

⁶²³ Prickett, p.150

⁶²⁴ Taylor, T.D. and A.S. Wilkinson. 1938. An Island Sanctuary: Historic Kapiti: Its Interesting Flora and Fauna. *The New Zealand Railways Magazine*. 13(9):38-39

⁶²⁵ Mark Staniforth pers. com. May 2012

⁶²⁶ Barton, P. 1974. Kapiti Island site survey: part 1. *New Zealand Archaeological Association Newsletter* 17(3):117

Chronology, modifications

Date	Activity
1833	Shore whalers arrive in Kapiti area.
1839	Tommy Evans whaling on Tokomapuna with six boats. ⁶²⁷
1840	Final year of whaling at Tokomapuna before Tommy Evans moves his operation to Long Point, Kapiti Island.

Evaluation of Significance

The shore whaling station at Tokomapuna has outstanding historical and archaeological significance to the Kapiti area, as a shore whaling station and one of the earliest European settlements in the region. It has high value nationally when considered as part of the wider group of shore whaling sites of which 87 have been identified, and of which only 10 are located 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.

Historic Values

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

The shore whaling station on Tokomapuna has outstanding historic values as one of the earliest European settlements in the Kapiti area. It dates to at least as early as 1839, and was occupied in the years immediately preceding the signing of the Treaty of Waitangi. The headman at Tokomapuna was Tommy Evans, who was one of the most successful whalers in the Kapiti area. Its occupation closely followed the massive upheaval of the early nineteenth century musket wars, which saw substantial changes in tribal distribution around New Zealand. Access to European trade was critical to Te Rauparaha's strategy for his conquests in the lower North Island and upper South Island, and the whaling settlements provided a means to attract trade and procure muskets.

⁶²⁷ Deiffenbach, p.109

Physical Values

Architectural Values

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

The features visible on land comprise partially collapsed stone walled house foundations and a trypot stand. As ruins these have limited architectural value, but would be of considerable value in documenting building methods of early European settlers if subject to further investigation.

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 1830s to 1840s era whaling station with numerous archaeological features still visible above ground, the archaeological significance of Tokomapuna is outstanding. Archaeological features associated with the site have protection under the archaeological provisions of the *Historic Places Act* 1993. Few records pertaining to the activities of whalers exist today, and investigations at this site have potential to shed light on the material culture of shore whaling and early interactions between Maori and Europeans. The remains on land or underwater have considerable potential to illustrate aspects of day to day life at a mainland shore whaling station. The site has been recorded as an archaeological site in the NZAA Site Recording Scheme as R26/236.

Technological Values

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

The site on land has some potential for technological significance in terms of the methods used to try the whale oil, and the methods of construction of the whalers' huts. The archaeological remains likely to be present in the water are likely to be smaller artefacts and broken items and are unlikely to have high technological significance.

Integrity

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

Tokomapuna is one of a small number of relatively intact shore whaling stations in New Zealand with visible above ground features. Numerous archaeological features for this site are visible on land, but nothing in the way of evidence of whaling activities was visible in the water immediately

adjacent. The seabed in this stretch of the coastline comprises a gravel beach which slopes away gradually underwater, with seaweed covering areas of exposed reef. Archaeological remains such as whalebone fragments and refuse from the settlement is likely to have been dumped in the water as a convenient means of disposal. Archaeological deposits may be present below the seabed.

Age

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

The whaling station at Tokomapuna dates from at least as early as 1839, and occupies an earlier Maori settlement at the same location. This makes it of outstanding significance in terms of its age in relation to the settlement of the Wellington region by Europeans. It dates to a period when the musket wars of the 1820s had caused significant changes in tribal distribution around the lower North Island and the years immediately before and after the signing of the Treaty of Waitangi and the establishment of permanent European settlement at 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 site is unimposing in the wider landscape, and for the most part features are not apparent until the viewer is standing on site. Tokomapuna is however one of about a dozen shore whaling stations which have high archaeological values. Other significant whaling stations of the 1830s and 1840s in the immediate area include Waiorua, Te Kahuoterangi, Long Point, Motungarara, Tahoramaurea, and Mana Island.

Social Values

Sentiment

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

The site is known to Department of Conservation staff, and residents on Kapiti Island. Landing on the island is restricted to permitted visitors. Along with Tahoramaurea and Motungarara, Tokomapuna is likely to be of significance to Ngati Toa and others with early family links to the Kapiti Coast.

Recognition

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

The archaeological features on Tokomapuna have been recorded in the New Zealand Archaeological Association Site Recording Scheme (R26/236). The site is also listed by Prickett as one of a few shore whaling sites in New Zealand of outstanding significance.⁶²⁸

Surroundings

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

The positioning of Tokomapuna is crucial for the understanding of the activity that took place there. Kapiti was the island fortress of Te Rauparaha, and the whaling settlements on Kapiti Island brought traders to the area, who in turn provided Te Rauparaha with muskets. Kapiti Island is also located in the path of the annual whale migration route which passes through Cook Strait and continues north to the Pacific Islands. The site is positioned for its access to fresh water and a headland which functioned as a lookout for whale spouts. The stream mouth would have also provided a useful break in the coastal escarpment where longboats and whales could be hauled out of the water.

Rarity

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

Shore whaling stations are a relatively rare site type, and only 87 have been documented in national thematic study carried out in 2002.⁶²⁹ Ten sites have been documented in the Wellington region clustering around Kapiti and Palliser, and a further six are recorded historically but the specific locations remain unknown.⁶³⁰ The preservation of above ground features at this site make Tokomapuna one of three shore whaling sites on Kapiti Island that have been identified by Prickett as nationally outstanding.⁶³¹

Representativeness

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

⁶²⁸ Prickett 2022, p.150

⁶²⁹ Prickett 2002, pp.149-151

⁶³⁰ Prickett, pp.83-99

⁶³¹ Prickett, p.150

Tokomapuna is representative of a number of shore whaling stations that operated around Kapiti and Porirua in the 1830s and 1840s. The preservation of archaeological features on land make it an outstanding example of this type of site. Archaeological remains in the sea adjacent to shore whaling stations are likely to include whale processing and domestic refuse, and are often buried beneath the seabed as is the case at Tokomapuna.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R26/236

Other:

Photographs



Seabed to the northeast of Tokomapuna



Seabed to the northeast of Tokomapuna



Tokomapuna Island from the northeast showing the area searched in 2012.

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Detail of Bowring's watercolour depiction of Jillett's whaling station at Waiorua, Kapiti Island

Jillett's whaling station
Waiorua, Kapiti Island
1836-1847

Outline History

History

Waiorua, on Kapiti Island, had a long history of Maori settlement prior to the establishment of a shore whaling station there in the mid-1830s. It was initially the site of a Ngati Apa pa, and following the conquest of Kapiti Island by Te Pahi Kupe in 1823, it was the site of a significant engagement between Ngati Toa and their allies, against a considerably larger force comprised principally of Muaupoko, Ngati Apa and Rangitane.⁶³² A flotilla of canoes attempted a landing in rough weather on the steeply sloping stony beach at Waiorua, and a battle ensued on the shore, sometimes referred to as Whakapae-a-tai which has been translated as 'overturned on shore'.⁶³³ For many years after the battle, broken canoes and bones of the fallen warriors remained visible on the shore.⁶³⁴ Waiorua is said to have been one of the residences of Te Rauparaha, and Te Ati Awa and Ngati Tama are also reported to have had a settlement there before they moved back to the mainland at Waikanae.⁶³⁵

It is unknown exactly when the first Europeans arrived on Kapiti and settled with Maori, but in 1831 a man by the name of Samuel Ashmore reportedly purchased land at Waiorua to establish a trading station.⁶³⁶ In 1834 William Jenkins was working at Te Kahuoterangi; Jenkins later moved to Waiorua and established a whaling settlement there.⁶³⁷ He was joined by another whaler, Robert Jillett.⁶³⁸ Production figures for Jillett's station at Waiorua were published between 1844 and 1847.⁶³⁹

Having European traders living on the island was encouraged by Te Rauparaha, as it facilitated trade with ships passing through Cook Strait. By 1830 there were an estimated 30 Europeans living permanently on Kapiti

⁶³² Ballara, A. 2003. *Taua: 'Musket wars' 'land wars' or tikanga? Warfare in Maori Society in the early nineteenth century*. Penguin Books, Auckland p.335-338

⁶³³ Collins, H. 2010. *Ka Mate Ka Ora! The Spirit of Te Rauparaha*. Steele Roberts Ltd, Wellington, p.69

⁶³⁴ Collins p.71

⁶³⁵ Carkeek, W. 1967. *The Kapiti Coast: Maori History and Place Names of the Paekakariki-Otaki District*. Caper Press, Auckland, p.225

⁶³⁶ Prickett, p.97

⁶³⁷ Maclean, C. 1999. *Kapiti*. The Whitcombe Press, Wellington, p.139

⁶³⁸ Prickett, N. 2002, *The Archaeology of New Zealand Shore Whaling*. Department of Conservation, Wellington, p.87

⁶³⁹ *Wellington Independent*

Island.⁶⁴⁰ Dressed flax was traded for European goods, in particular muskets which were used to further Te Rauparaha's campaigns against southern iwi.

The advent of whaling in the area was encouraged by significant reductions in tariffs on right whale oil in 1823-24,⁶⁴¹ and the lifting of a ban on American whaling vessels in Australian ports in 1831.⁶⁴² The earliest recorded bay whaling at Kapiti was that carried out by the *William Stoveld* and the *Hind* in May 1830,⁶⁴³ and American vessels *Roslyn Castle* and *Cheviot* were reported as sailing for Kapiti in 1836.⁶⁴⁴ Bay whaling around Kapiti and Mana Islands declined from around 1839.⁶⁴⁵

In 1840 the Treaty of Waitangi arrived in the Kapiti area and signing took place at Otaki, Waikanae and Kapiti. The Treaty initially brought a measure of security to the area and many Ngati Toa moved back to the mainland. In 1846 Waiorua was reportedly the largest whaling station in New Zealand, employing up to 50-60 men.⁶⁴⁶ However, by 1847, Waiorua was the only whaling station remaining operational on the island,⁶⁴⁷ and by 1850 there were no permanent settlements left on Kapiti. Regular visits were still made to the island by Maori.

⁶⁴⁰ Bently, T. 1999. *Pakeha Maori. The extraordinary story of the Europeans who lived as Maori in early New Zealand*. Penguin Books, Auckland

⁶⁴¹ Prickett, p.3

⁶⁴² Grady, D. 1986. *Sealers and Whalers in New Zealand Waters*. Reed Methuen, Auckland, p.56

⁶⁴³ McNab, R. 1913. *The Old Whaling Days: A History of Southern New Zealand from 1830 to 1840*. Golden Press, Auckland, p.5

⁶⁴⁴ Macmorran, B. 1977. *In View of Kapiti*. Dunmore Press, Palmerston North, p.27

⁶⁴⁵ Richards, R. 2002. *Pakeha around Porirua before 1840*. Paramata Press, Porirua, p. 43

⁶⁴⁶ Power, W.T. 1849. *Sketches in New Zealand*. Longman, Brown, Green and Longmans, London.p.10

⁶⁴⁷ Wakefield, E.J. 1845. *Adventure in New Zealand*. John Murray, London, p.143

Location

Map



Waiorua shore whaling station, area circled in red shows underwater search area, approximate terrestrial site location indicated in white. image Google Earth, 2012

Legal description

The Waiorua whaling station site is located on the east coast of Kapiti Island at the southern end of the comparatively flat land at Kurukohatu Point. The terrestrial elements of the whaling station are on privately owned land Waiorua Kapiti 6; Waiorua Kapiti 5A1; and Waiorua Kapiti 5A2.

Archaeological remains may be present on land and in the adjacent coastal marine area.

NZTM Grid Reference (area searched): E1763876 N5478071

Physical Description

Setting

Waiorua is located on the east coast of Kapiti Island, at the southern end of Kurukohatu Point. The whaling settlement was located at the mouth of a small stream where the comparatively flat land at the northeastern end of the island meets the steeply sloping ridges and spurs which form the backbone of the island. The Waiorua pa was located on the elevated land at the head of the

gully. The coastline is predominantly gravel beaches with rock points. The site is located in an area with a number of other shore whaling stations of similar period including Te Kahuoterangi (R26/6), Te Korohiwa (R27/147), Long Point, Motungarara (R26/27), Tokomapuna (R26/236), Tahoramaurea (R26/28) and Mana Island.⁶⁴⁸

Waiorua shore whaling station

Waiorua was initially recorded as the site of a whalers' trypot in 1972 during a Wellington Archaeological Society survey of the island.⁶⁴⁹ A contemporary illustration dated to 1844 by J.A. Gilfillan shows whalers' huts covering an area approximately 5 hectares on both sides of the stream.⁶⁵⁰ When Prickett visited the site in 1982 he described old iron, stone revetting, boat slipways and other remains on the foreshore, but also noted that 150 years of occupation in this area made it difficult to decipher the original elements from more modern activity.⁶⁵¹ The archaeological site records also mention large copper spikes and a musket have been found at this location.⁶⁵² To the northeast is a small urupa which reportedly contains the grave of Rangihiroa who died in 1842.⁶⁵³

Cowan noted a trypot in an intact stone furnace at Waiorua in 1905.⁶⁵⁴

The foreshore comprises a steep gravel beach terminating in a low escarpment, and a number of ovens are exposed in profile along its length from just south of the Nature Reserve boundary to the Waiorua Stream mouth.⁶⁵⁵

The seabed opposite Waiorua is a mixture of small gravel and reef bottom and for the most part is obscured by dense seaweed making searching difficult. A small stockless anchor and chain were noted to the east-southeast of the present day slipways and a gear wheel believed to have been from the *Maanaki* slipway and redeposited as a mooring was noted in 4 metres of water to the east-northeast of the slipways. No evidence of earlier whaling activities was noted during the site visit, but sea adjacent to whaling stations was frequently used by whalers as a convenient location for the disposal of any

⁶⁴⁸ Prickett, p.150

⁶⁴⁹ Barton, P.L. 1974. 'Kapiti Island site survey.' *New Zealand Archaeological Association Newsletter* 17:104-127, pp.116-117.

⁶⁵⁰ Bowring, Walter Armiger, 1874-1931 [Jillett's whaling station on Kapiti Island, 1844] - [1907?]. *Alexander Turnbull Library D-018-012*

⁶⁵¹ Prickett, p. 96

⁶⁵² R26/4

⁶⁵³ R26/2

⁶⁵⁴ Cowan, J. 1907. Kapiti Island. *Appendices to the Journal of the House of Representatives* 8A:3

⁶⁵⁵ R26/3, R26/4, R26/349

unusable waste products, such as any whale bone which was not able to be exported as a trade item.⁶⁵⁶ Archaeological remains may be present buried below the seabed.

Chronology, modifications

Date	Activity
1823	Ngati Toa captures pa at Waiorua and takes control of Kapiti. ⁶⁵⁷
1824	Battle of Waiorua. ⁶⁵⁸
1831	Samuel Ashmore claims to have purchased land at Waiorua. ⁶⁵⁹
1836	Jillett moves to Waiorua from Te Kahuoterangi and establishes whaling station. ⁶⁶⁰
1846	Waiorua purported to be the largest whaling station in New Zealand. ⁶⁶¹
1847	Final year of production figures for Waiorua. ⁶⁶²

Evaluation of Significance

The shore whaling station at Waiorua has outstanding historical and archaeological significance to the Kapiti area, as a shore whaling station and one of the earliest European settlements in the region. It has high value nationally when considered as part of the wider group of shore whaling sites of which 87 have been identified, and of which only 10 are located 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.

Historic Values

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

⁶⁵⁶ Mark Staniforth pers. com. May 2012; When describing Te Awaiti in Cloudy Bay Dieffenbach noted that the beach "was covered with the remains of whales – skulls vertebrae, huge shoulder blades and fins...". Whale bone has been reported in front of other former whaling sites on Kapiti (refer NZAA site record R26/6).

⁶⁵⁷ Collins, p.66

⁶⁵⁸ Ballara pp.335-338

⁶⁵⁹ Maclean, pp.120-121

⁶⁶⁰ Maclean, p.139

⁶⁶¹ Power, p.10

⁶⁶² *Wellington Independent*

The shore whaling station at Waiorua has outstanding historic values as one of the earliest European settlements in the Kapiti area. European settlement at the site dates to at least as early as 1831, when Samuel Ashmore purchased land for a trading post there. It was also the last whaling station still operating on Kapiti Island, closing down sometime after 1847. The station shares its name with the pa located on the slopes behind the stream mouth, and the battle which cemented Ngati Toa's claim to Kapiti Island. Access to European trade was critical to Te Rauparaha's strategy for his conquests in the lower North Island and upper South Island, and the whaling settlements provided a means to attract trade and procure muskets.

Physical Values

Architectural Values

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

There are no nineteenth century structures which survive in the coastal marine area, so this part of the site has no known architectural value. However the subsurface remains of structures on land at Waiorua would be of considerable value in documenting building methods of early European settlers if excavated.

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 subsurface archaeological remains pertaining to the whaling station at Waiorua would have outstanding archaeological value on account of their associations with some of the earliest settlement in the Wellington region. Few records pertaining to the activities of whalers exist today, and investigations at this site have potential to shed light on the material culture of shore whaling and early interactions between Maori and Europeans. The remains on land or underwater have considerable potential to illustrate aspects of day to day life at a mainland shore whaling station. Records for archaeological features at this site have been submitted to the NZAA Site Recording Scheme as R26/3, R26/4, R26/349.

Technological Values

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

The site on land has some potential for technological significance in terms of the methods used to try the whale oil, and the methods of construction of the whalers' huts. The archaeological remains likely to be present in the water are likely to be smaller artefacts and broken items and are unlikely to have high technological significance.

Integrity

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

The terrestrial remains of Waiorua have been reported as being in relatively poor condition on account of on-going modification of the area over the last 150 years.⁶⁶³ Little in the way of evidence of whaling activities was visible in the water immediately adjacent. The seabed in this stretch of the coastline comprises a gravel beach with patches of reef which slopes away gradually underwater. Much of the seabed is obscured by dense seaweed.

Archaeological remains such as whale bone fragments and refuse from the settlement is likely to have been dumped in the water as a convenient means of disposal. Archaeological deposits may be present below the seabed.

Age

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

The trading station at Waiorua dates from at least as early as 1831, and the whaling station there was operating from c.1834. Waiorua was also the location of an earlier Maori settlement. This makes it of outstanding significance in terms of its age in relation to the settlement of the Wellington region by Europeans. It dates to a period when the musket wars of the 1820s had caused significant changes in tribal distribution around the lower North Island and the years immediately before and after the signing of the Treaty of Waitangi and the establishment of permanent European settlement at 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 site is unimposing in the wider landscape, but it is still possible to gain a sense of the same location depicted in early nineteenth century renditions of the settlement. Other significant whaling stations of the 1830s and 1840s on

⁶⁶³ Prickett p.96

Kapiti Island include Te Kahuoterangi, Long Point, Motungarara, Tokomapuna, and Tahoramaurea. Other sites present in the immediate area include the Waiorua pa and an urupa reported to contain graves dating from as early as the 1840s.

Social Values

Sentiment

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

The site is known to Department of Conservation staff, and residents on the island who operate a nature tourism venture on the island. The site is likely to be of special significance to Ngati Toa and potentially others with early family links to the Kapiti Coast.

Recognition

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

The site is a recorded archaeological site (R26/4), but has no formal recognition of heritage values.

Surroundings

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

The positioning of Waiorua is crucial for the understanding of the activity that took place there. Kapiti was the island fortress of Te Rauparaha, and the whaling settlements on Kapiti Island brought traders to the area, who in turn provided Te Rauparaha with muskets. Kapiti Island is also located in the path of the annual whale migration route which passes through Cook Strait and continues north to the Pacific Islands. The site is positioned for its access to freshwater and a headland which functioned as a lookout for whale spouts. The stream mouth would have also provided a useful break in the coastal escarpment where longboats and whales could be hauled out of the water.

Rarity

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

Shore whaling stations are a relatively rare site type, and only 87 have been documented in a national thematic study carried out in 2002.⁶⁶⁴ Ten sites have been documented in the Wellington region clustering around Kapiti and Palliser, and a further six are recorded historically but the specific locations remain unknown.⁶⁶⁵

Representativeness

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

Waiorua is representative of a number of shore whaling stations that operated around Kapiti and Porirua in the 1830s and 1840s. Archaeological remains in the sea adjacent to shore whaling stations are likely to include whale processing and domestic refuse, and are often buried beneath the seabed as is the case at Waiorua.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R26/3; R26/4; R26/349

Other:

Photographs



⁶⁶⁴ Prickett 2002, pp.149-151

⁶⁶⁵ Prickett, pp.83-99

*Bowring, Walter Armiger, 1874-1931 [Jillett's whaling station on Kapiti Island, 1844] - [1907?]. Ref: D-018-012. Alexander Turnbull Library, Wellington, New Zealand.*⁶⁶⁶



*Kapiti Island n.d. , showing the site of Jillett's whaling station and Webber's house. Ref: 1/2-032147-F. Alexander Turnbull Library, Wellington, New Zealand.*⁶⁶⁷



Gear wheel east-northeast of the present slipways, likely to have been put there for use as a mooring. Possibly from the slipway for the launch Maanki

⁶⁶⁶ <http://beta.natlib.govt.nz/records/23234924>

⁶⁶⁷ <http://beta.natlib.govt.nz/records/23245593>



Stockless anchor and chain seen to the east-southeast of the present slipways

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Shingle Point location of the whaling settlement, Mana Island

Mana Island, shore whaling station 1832

Outline History

History

The advent of whaling in the Cook Strait area around Mana and Kapiti Islands in the early 1830s was facilitated by a combination of external and local factors. Significant reductions in tariffs on right whale oil were made in 1823-24,⁶⁶⁸ and the lifting of a ban on American whaling vessels in Australian ports in 1831 removed an impediment to whaling in New Zealand waters.⁶⁶⁹

Having recently established Ngati Toa settlements on Kapiti and Mana Island in the 1820s, the Ngati Toa chief, Te Rauparaha also openly encouraged shore whaling stations on the islands because of the improved access this gave to visiting foreign vessels. Dressed flax was exchanged for European goods, in particular muskets which were used to further Ngati Toa's campaigns against southern iwi.

In 1832, Sydney merchants Alexander Davidson, John Bell and Archibald Mossman negotiated with Ngati Toa chiefs Te Rauparaha, Te Rangihaeata and Nohorua for the sale of the island.⁶⁷⁰ An American by the name of George Ross was later employed to set up a shore whaling station on the raised beach ridge behind the foreshore.⁶⁷¹ In addition to the shore whaling station, Bell moved to the island with his family in 1834 and set up a trading post.

In 1837, Mossman's share of Mana Island was purchased by Frederick Peterson, and the whaling station was taken over by Alexander and Thomas Fraser in 1839.⁶⁷² At this time the station appears to have been worked in conjunction with the shore whaling station at Korohiwa. Depending on the weather, whale oil would be processed at either site with Mana being the favoured spot in a northerly.⁶⁷³

Ship based bay whaling as also practiced around Mana in the 1830s. In July 1836 the whaling vessels *Marianne* and *Navy* took sixteen whales from around Mana, and when one of the *Marianne's* boats was stove it was taken onto the

⁶⁶⁸ Prickett 2002:3

⁶⁶⁹ Grady, D. 1986. *Sealers and Whalers in New Zealand Waters*. Reed Methuen, Auckland, p.56

⁶⁷⁰ Horwood, M. 1991. Prehistoric and Nineteenth Century Maori Settlement on Mana Island, Cook Strait: Excavations at Site R26/141. *New Zealand Journal of Archaeology* Vol. 13, pp.9-10

⁶⁷¹ Maysmor, B. 2009. *Mana Island. Te Mana o Kupe ki Aotearoa*. Pataka Museum, Porirua, p.28

⁶⁷² Richards, R. 2002. *Pakehas around Porirua before 1840*. Paramata Press, Porirua, p. 42

⁶⁷³ Maysmor, B 2009 p.28

island for repair.⁶⁷⁴ In 1838 the New Bedford whaler *Adeline* was based at Mana.⁶⁷⁵

When Wakefield visited Mana Island in 1839, he described the establishment there as a 'sort of half farm, half whaling station.'⁶⁷⁶ While living on Mana the Fraser Brothers were also involved in ship construction, and built two schooners, the *Mana* in 1841 and *The Twins* in 1849.⁶⁷⁷ Shore whaling production figures for Mana are listed for 1844-46, and record a two boat station employing around 15 men.⁶⁷⁸

It is not clear when whaling operations ceased on Mana, but it is likely to have been some time in the late 1840s. When the HMS *Fantome* visited the island in 1852, the paymaster, Edmond Malone noted the island was almost deserted.⁶⁷⁹ Captain J L Stokes 1858 Admiralty chart of Porirua Harbour and Mana Island depicts an 'Old whaling establishment' at the mouth of the stream on the eastern side of the island,⁶⁸⁰ and an 1862 plan of Mana Island by George Swainson indicates 'Old Try Works' on the northern end of the shingle point.⁶⁸¹

In the 1860s land at the northern end of the island was acquired for a lighthouse reserve and the landing was located on the foreshore adjacent to the low lying land on the eastern side of the island near the former whaling station. Due to confusion with the Pencarrow light, the Mana lighthouse was extinguished in 1877 and moved to Cape Egmont.

⁶⁷⁴ Maysmor, p.30

⁶⁷⁵ Maysmor, p.28

⁶⁷⁶ Wakefield, E.J. 1845. *Adventures in New Zealand*. John Murray, London, pp.133-134

⁶⁷⁷ Maysmor, p.47

⁶⁷⁸ *Cooks Strait Guardian and Wellington Independent*

⁶⁷⁹ Maysmor, 47

⁶⁸⁰ Porirua Harbour and Mana Island

⁶⁸¹ Plan of Mana Island 1862. Archives New Zealand IA 36 48

Map



Mana Island shore whaling station, red circle indicates area where underwater archaeological deposits maybe present associated with the old tryworks, image Google Earth, 2012

Legal description

The Mana Island shore whaling station was located at the northern end of Shingle Point, on the east coast of Mana Island. The lighthouse landing and boat shed are shown on maps from 1862 (Swainsons) and 1873 (Wrights) as being about 30 metres to the north of the present day slipway

NZTM Grid Reference: E1750245 E5449900 (tryworks)

Physical Description

Setting

The eastern side of Mana is the only viable landing place with immediate access to flat land and it was in this location that most of the settlement of the island was focused. A shingle point extends from the flat to the north of a small stream. The foreshore in this area is characterised by cobble banks and the seabed is relatively shallow around the point with patches of sand alternating with small cobbles and weed. There has been considerable

changes to the foreshore on Mana Island since the mid nineteenth century. Swainson's 1862 plan of the island shows a boat shed just above the water, but this location is now some 15 metres from the high tide mark. The site is located in an area with a number of other shore whaling stations of similar period including Waiorua (R26/4), Te Korohiwa (R27/147), Long Point, Motungarara (R26/27), Tahoramaurea (R26/28; 29; 185), Te Kahuoterangi (R26/6) and Tokomapuna (R26/236).⁶⁸²

Mana shore whaling station

Elsdon Best visited Mana Island in 1916 and reported an old trypot was visible on the flat and a stone fireplace on the raised beach to the north.⁶⁸³ No evidence of whaling activities was visible during a survey in 1985,⁶⁸⁴ and an underwater search of the area around shingle point also failed to locate any debris or features associated with the shore whaling station.

Chronology, modifications

Date	Activity
1832	Davidson, Bell and Mossman negotiate with Ngati Toa chiefs for the sale of the island
1834	Bell moves onto island
1839	Fraser brothers farming and whaling on Mana
1852	Malone notes the island is almost deserted

Evaluation of Significance

No features associated with the shore whaling station at Mana Island remain visible above ground, but any subsurface deposits will have outstanding historical and archaeological significance, as a shore whaling station and one of the earliest European settlements in the region.

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

⁶⁸² Prickett, p.150

⁶⁸³ Maysmor, p.29

⁶⁸⁴ Jones, K. 1985. *Mana Island; an archaeological survey and management evaluation*. New Zealand Historic Places Trust, Wellington

Historic Values

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

The shore whaling station at Mana Island has outstanding historic values as one of the earliest European settlements in the Porirua area. It dates to 1832, and was occupied in the years immediately preceding the signing of the Treaty of Waitangi and closely following the massive upheaval of the 1820s Musket Wars, which saw substantial changes in tribal distribution around New Zealand. The site is also significant as being one of the Kapiti whaling stations visited by Edward Jerningham Wakefield in 1840, and the site has associations with Te Rangihaeata, who was resident on the island until 1843.

Physical Values

Architectural Values

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

No above ground features survive so the site can not be said to have any architectural values. However the remains of structures on land at Korohiwa would be of considerable value in documenting building methods of early European settlers if excavated.

Archaeological Values

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

Although no features survive above ground or on the seabed, the whaling station still has high archaeological value as an 1830s to 1840s era whaling station site. Few records pertaining to the activities of whalers exist today, and any remains on land or underwater have considerable potential to illustrate aspects of day to day life at a mainland shore whaling station. Archaeological remains underwater are likely to comprise refuse from whale processing and potentially broken or discarded artefacts.

Technological Values

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

The site on land has some potential for technological significance in terms of the methods used to try the whale oil, and the methods of construction of the whalers' huts. The archaeological remains likely to be present in the water are

likely to be smaller artefacts and broken items and are unlikely to have high technological significance.

Integrity

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

Elsdon Best reported seeing remains of a try pot in 1916, but in recent years no evidence of whaling activities is visible on land or in the water immediately adjacent. The seabed in this bay comprises a cobble and sandy bottom and archaeological remains such as whale bone fragments and refuse from the settlement is likely to have been dumped in the water as a convenient means of disposal. Archaeological deposits may be present below the seabed..

Age

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

The whaling station at Mana Island dates from the early 1830s to the 1840s. This makes it of outstanding significance in terms of its age in relation to the settlement of the Wellington region by Europeans. It dates to a period when the musket wars of the 1820s had caused significant changes in tribal distribution around the lower North Island and the years immediately before and after the signing of the Treaty of Waitangi and the establishment of permanent European settlement at 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 site has no presence in the wider landscape, but is one of ten shore whaling stations in the Wellington region and these sites as a group have high archaeological values. Other significant whaling stations of the 1830s and 1840s in the immediate area include Waiorua, Te Kahuoterangi, Long Point, Motungarara, Tokomapuna, Tahoramaurea and Korohiwa.

Social Values

Sentiment

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

There is little public sentiment for the whaling site on Mana Island There is no other known special association with any particular cultural group.

Recognition

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

Mana Island is listed in Nigel Prickett's thematic review of shore based whaling sites, and some of the history is detailed in Bob Maysmor's book on Mana. The site is not recorded in the NZ Archaeological Association site recording scheme and is not otherwise recognised.

Surroundings

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

The positioning of the Mana Island shore whaling station is crucial for the understanding of the activity that took place there. Mana is located in the path of the annual whale migration route which passes through Cook Strait and continues north to the Pacific Islands. The small bay provides sheltered access to the water in most conditions except for in an easterly swell. The spurs either side of the bay would have provided good positions for lookouts, and the station was also in sight of other shore whaling stations of the 1830s and 1840s on Kapiti and the mainland.

Rarity

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

Shore whaling stations are a relatively rare site type, and only 87 have been documented in a national thematic study carried out in 2002.⁶⁸⁵ Ten sites have been documented in the Wellington region clustering around Kapiti and Mana, and a further six are recorded historically but the specific locations remain unknown.⁶⁸⁶

Representativeness

The place is an excellent example of its type or era.

Although there are no visible surface remains, as a archaeological site the whaling station on Mana is likely to be representative of a number of shore

⁶⁸⁵ Prickett 2002, pp.149-151

⁶⁸⁶ Prickett, pp.83-99

whaling stations that operated around Kapiti and Porirua in the 1830s and 1840s.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs



Figure 68: *Typical seabed around Shingle Point, Mana Island*



Figure 69: Stokes 1858 chart of Mana and Porirua showing 'Old whaling establishment'

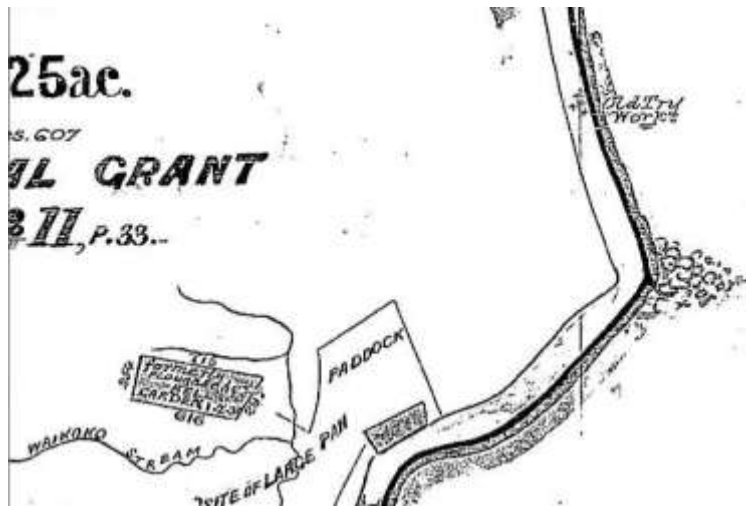


Figure 70: Detail of SO10378 derived from Swainson's 1862 survey showing 'Old try works'

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Homeguard position, Makara, 2012

Home guard defensive works Makara 1942

Outline History

History

The home guard in New Zealand was created in mid-1940, and largely mirrored the British home guard formed only a few months earlier in May that year.⁶⁸⁷ Its functions were assisting in the construction of defensive works, providing beach patrols in remote areas, mapping sections of the coastlines and opposing enemy landings until the arrival of the Army. The home guard came under the formal control of the Army in August 1941, and by early 1942 enrolment was compulsory for able-bodied men. At its height, over 123,000 men were involved.⁶⁸⁸ The Wellington District of the home guard included 9 battalions, one of which was at Makara.

The need for a defensive position at Makara was partially driven by the construction of Fort Opau (Ohariu Battery), located 605 feet above sea level, 1.5 kilometres to the west of Makara. Works were completed on the emplacements in December 1941 and two 6-inch BL MkVII guns were mounted by January 1942.

The concrete-lined trenches at Makara Beach were built by a platoon of the Home guard on two consecutive Sundays in March 1941.⁶⁸⁹ The trenches were intended to provide a first line of defence against a beach landing at Makara.

The home guard was wound down in the later part of 1943. Fort Opau itself was in service for only a brief period, and the guns were dismantled in June 1944.

⁶⁸⁷ Cooke, P. 2000. *Defending New Zealand. Ramparts on the Sea 1840-1945*. Defence of New Zealand Study Group, Wellington, pp.571-573

⁶⁸⁸ Ibid

⁶⁸⁹ New Zealand Archaeological Association Site Record R27/258

Location

Map



Home guard trench, image from Wellington City Council Webmaps, 2012

Legal description

The home guard trench is located on the shingle foreshore c.150 metres west of the end of Makara Road.

NZTM Grid Reference: E1743399 N5435416 ±4m

Physical Description

Setting

The home guard trench has been constructed on the beach against the foreshore escarpment west of Makara township. It sits below the walking track. The broken concrete blends into the surroundings and is not immediately apparent to anyone walking along the track. It is a relatively small feature in an expansive coastal landscape.

Home guard trench

The trench was constructed by the Makara home guard between 1 and 8 March 1941. The surviving outer wall on the western side shows the impressions left by sandbags which detail the method of construction, and the date of construction is incised in the concrete on the top of this wall and on the fallen concrete wall on the eastern side.

The trench is 0.9 metres wide in the surviving portion and the inside shows the scars from the 100 mm wide timber boxing, against which the concrete was poured. The whole structure is roughly trapezoid and just over 6 metres long. The trench has fallen in on its seaward and western sides, and the pieces are scattered nearby.

Chronology, modifications

Date	Activity
1942	Home guard trenches constructed on two consecutive Sundays in March 1942

Evaluation of Significance

The home guard trench at Makara Beach is a rare and historically interesting remnant of the coastal defences put up around the country in the early 1940s. It has 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.

Historic Values

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

The trench at Makara is a rare surviving example of home guard defensive position which was built to guard against beach landings during World War II. They form part of the defences of Fort Opau which was operational between 1942 and 1944. The home guard itself was short-lived, established in 1940 and disbanded by 1943. Works by the home guard at various locations around New Zealand have been poorly documented and few are known to survive in the Wellington region.

Physical Values

Architectural Values

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

The trenches have some architectural value as an example of hurriedly built short term coastal defensive works. They do not appear to have been built to any established pattern, and reflect the largely amateur nature of the home guard.

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 home guard trench can be studied using archaeological methods to provide information pertinent to the coastal defence works of the 1940s.

Technological Values

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

The trenches do not demonstrate any technological innovation, but do display a certain level of ingenuity and self-sufficiency on the part of the Makara home guard.

Integrity

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

The trench has fallen in on two sides and will continue to be eroded in heavy seas. Further archaeological evidence of construction methods may be preserved behind the structure where it is buried in the escarpment.

Age

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

The trench is not particularly old in this context and has no 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 trench does not have notable townscape or landscape values; due to its position on the beach below the track, it is not very visible in the wider landscape. In a broader context, the trench can be considered to have very high group values, in the relation to the other remains of the coastal defences built around the Wellington coastline, where it forms part of a very small surviving group of related objects.

Social Values

Sentiment

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

There is little known sentiment for this trench.

Recognition

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

The trench is not well-known or widely recognised.

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 trench was to provide a covered firing position to prevent landing by enemy watercraft on the beach at Makara, the context of its placement is crucial. The trench is impossible to understand outside of its location.

Rarity

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

As far as is known, this is the only home guard defensive position of this kind in the Wellington region and the only such defence remaining in a tidal zone.

The trench is 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.

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. However it should be noted that many of the coastal works of World War II have since been removed, and few home guard features are recorded in the New Zealand Archaeological Site Recording Scheme elsewhere in New Zealand.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/258

Other:

Photographs



Home guard position viewed from northeast. Note date incised into concrete 1/3/42



Western side of position shows sandbag construction method prior to pouring concrete, also note steel reinforcing



Intact portion of 'trench' on western side as viewed from walking track above.

References

New Zealand Archaeological Site Record Form R27/258

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



Tangle of cable on the seabed off Point Gordon likely to be from either the 1890 minefield linked to Point Gordon or the WWII minefield controlled from Worsler Bay

Minefield and foreshore defence structures, Point Gordon, Wellington Harbour 1890-1944

Outline History

History

Defensive submarine mining to restrict enemy access to harbours had been used successfully in the Crimean and American Civil wars, and in the mid-1880s was recommended for New Zealand's principal ports of Auckland, Wellington, Lyttelton and Dunedin.⁶⁹⁰ By 1886 a submarine minefield had been planned for Wellington harbour. This was originally recommended for the mouth of the harbour, but the swell was considered too strong in this area and the field was laid between Point Gordon and Ward Island in the 1890s.⁶⁹¹ The minefield control post and engine room were located beneath Fort Ballance and completed by 1904.⁶⁹² Observers used a telescope and plotting board to determine the position of enemy targets and mines were able to be detonated manually as a ship passed over the top. The minefield was only partly laid at this time. A 'see saw' electric search light was erected in 1891 and illuminated the minefield and carried out general sweeping of the harbour.

A plan of Wellington's defensive submarine mining, shows a minefield which extended from Point Gordon to Ward Island with 26 clusters of five mines linked to Point Gordon by at least 11 cables.⁶⁹³

The 'see saw' searchlight was supplemented with two additional lights for Fort Balance in 1893, and another two lights and an engine house were ordered for the Point Gordon foreshore in 1898. The botched demolition of the 'see saw' emplacement in August 1899 resulted in the deaths of three sappers and as a result only the superstructure of the search light was destroyed.⁶⁹⁴

A second minefield laid between Ward Island and Scorching Bay in the second half of November 1942 using the mine depot ship HMS *Atreus*, and mine layer HMS *Alsey*.⁶⁹⁵ The minefield was known as JL5 and was made up of 8 mine loops, with 2 guard loops positioned in front and was sites in the area bounded by Point Gordon, Ward Island, Karaka Bay Wharf and Point

⁶⁹⁰ Cooke, P. 2000. *Defending New Zealand: Ramparts on the Sea 1840-1950s*. Defence of New Zealand Study Group, Wellington., pp.116ff

⁶⁹¹ Cooke, P. and M. Love, 2009. *Military Heritage on North Miramar Peninsula*. Enterprise Miramar Peninsula, p.26

⁶⁹² Cooke 2000, p.51

⁶⁹³ Archives NZ AD66 Z22

⁶⁹⁴ Cooke 2000, pp.51-52

⁶⁹⁵ Cooke, P. 2010. 'Anatomy of a shore 'Naval Station' - WorsersBay's Controlled Mining Relic.' *Forts & Works* 27:5

Arthur.⁶⁹⁶ Each loop had 16 type L MkII mines.⁶⁹⁷ Indicator loops were monitored from a Control Mine Station (CMS) and Anti-Submarine Fixed Defence Station (ASFDS) at Worser Bay.⁶⁹⁸ The minefield was in force from December 1942 until they were detonated on 12 July 1944.⁶⁹⁹

Location

Map



Location of submarine cable remains indicated in red, Point Gordon, image from Google Maps, 2012

Legal description

The submarine cable remains are located on the seabed in approximately 13 metres of water opposite Point Gordon, and in line with Ward Island. A number of other structural remains are located on the rocky reef fronting Point Gordon including attachment points, a set of tram rails and the foundations for 1898 search light emplacements.

Approximate NZTM Grid Reference: 5426760 1753925

⁶⁹⁶ Ibid

⁶⁹⁷ Ibid

⁶⁹⁸ Ibid.

⁶⁹⁹ Ibid, p.7

Physical Description

Setting

The mine loop remains at Point Gordon form part of a rich cultural heritage landscape on the northern end of the Miramar Peninsula.⁷⁰⁰ This landscape encompasses a range of archaeological and built heritage features, from early Maori archaeological deposits at Kau Bay, largely unmodified pa sites and terracing. The military landscape includes sites which range from 1880s to the 1940s and include coastal defence gun emplacements, magazines, search lights, observation posts, anti-aircraft gun emplacements, military roads, and tramway remains.

Point Gordon foreshore and minefields

The Point Gordon foreshore was opposite the Low Battery from 1891-1907, and the rocky shore contains the structural remains of a tramway, concrete footings, and engine shed for the searchlights erected in 1898. As the road continues around into Scorching Bay there are additional concrete pads for search lights.

Chronology, modifications

Date	Activity
1890s	Defensive minefield laid between Point Gordon and Ward Island Eight standard mine loops deployed between Scorching Bay and Point Arthur
1898	New search lights and engine shed erected on Point Gordon foreshore
1904	Minefield control post beneath Fort Balance completed
1907	Submarine minefield disestablished
1922	Eight standard mine loops deployed between Scorching Bay and Point Arthur designated JL5
1944	WII minefield detonated

⁷⁰⁰ See Naus, N. 2008. *New Zealand Historic Places Trust Heritage Assessment – Defence Force Land, Miramar*. Unpublished report held on file at NZHPT, for a summary of these features.

Evaluation of Significance

The submarine cable remains at Point Gordon are a unique surviving feature associated with the submarine mining of Wellington harbour from the 1890s. They formed part of an important coastal defence landscape which centred around the northern end of the Miramar peninsula.

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

Historic Values

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

The submarine cable remains at Point Gordon have historical significance due to their association with the defensive mining of Wellington harbour which commenced from the 1890s, and continued until the mid-1940s. The establishment of the 1890s minefield was designed and overseen by prominent military engineers Major Henry Cautley RE and Lieutenant Colonel Edmund Tudor Boddam RE. While there was no real threat at this time, the coastal defences built during the Russian scares of the 1880s were a precursor to those of the great wars of the twentieth century. The two world wars were times of global upheaval which profoundly shaped New Zealand history.

Physical Values

Architectural Values

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

As detonated mine loops the cables have no architectural values, but recognisable architectural elements still exist in the features visible on the foreshore at Point Gordon. The tram rails, and concrete foundations can provide insights into the structures that were located on the point.

Archaeological Values

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

What remains of the original fabric and form of the submarine cables can offer insights into the defensive minefields which were located around New Zealand's principal harbours, and provide information relevant to the submarine mining technology used during the late nineteenth and mid

twentieth centuries. Archaeological remains are also likely to be buried in the seabed and are likely to be more extensive than those identified opposite Point Gordon.

Technological Values

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

The submarine cable remains were an element of defensive mining technology in New Zealand which was used in Wellington harbour during the 1890s and 1940s. The archaeological remains can therefore be considered a repository of information about submarine mining technology in New Zealand.

Integrity

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

The submarine minefields between Point Gordon and Ward Island were detonated in 1907 and in 1944, and the twisted cables on the sea are likely to be the remains of the loops that held the mines together on the seabed and connected them to the fire command post at Fort Balance. Since their detonation the cables appear to have remained largely unmodified in this condition, with the exception of the cables remains in shallower water closer to the point which appear to have been removed completely. Concrete footings and the stumps of timber piles are visible above water, and the rails for a tramline are visible at low tide in this location.

Age

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

The submarine cables are likely to date to either the 1890s or the 1940s further research may assist with their identification and dating.

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 submarine cables are part of a network of coastal defence installations around Wellington which date from the 1840s to 1950. The foreshore immediately adjacent at Point Gordon includes the remains of a tramway, the search light engine shed and several concrete foundations. In World War II the harbour defences of Wellington included nets, pile defences, controlled mine fields, ASDICS, indicator loops, as well as a flotilla of defence craft

which included minesweepers, dan layers, and patrol craft. The submarine cables are located in close proximity to other important coastal defence sites including the Mahanga Bay complex, Fort Gordon, Low Battery, Kau Point Battery and Fort Ballance.

Social Values

Sentiment

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

The remains of the submarine cables have been known to local divers and fishermen (as an artificial reef). There is no other known special association with any particular cultural group.

Recognition

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

There is little recognition of the heritage significance of these cables, but they have been previously identified and reported by local divers.⁷⁰¹

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 site is fundamental to its existence. The minefield covered the entrance to Wellington harbour to control enemy shipping and allow domestic shipping through. In the 1890s the minefield was part of a larger coastal defence system which was controlled remotely from Fort Balance and included searchlight emplacements on the spurs and foreshore of Point Gordon. In WWII the minefield was controlled from Worsler Bay and worked in conjunction with the anti-submarine nets and pile defences, and indicator loops positioned on the seabed in front of the minefield allowed for the detection of enemy submarines. The wire cable remains would therefore be meaningless if removed from their location on the seabed near Point Gordon. The low battery established at Point Gordon in 1891 provided artillery cover for the minefield, which was otherwise located in the dead zone below Fort Ballance.

⁷⁰¹ [http://wdg.rexedra.gen.nz/sites/harbour.htm#Point Gordon](http://wdg.rexedra.gen.nz/sites/harbour.htm#Point%20Gordon)

Rarity

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

Minefields were laid in each of New Zealand's four principal harbours, Auckland, Wellington, Lyttelton and Dunedin in the 1890s, and a number of harbours around New Zealand had minefields established during WWII. Other minefields have been recorded elsewhere in New Zealand, but the Point Gordon submarine cables appear to be uniquely recorded as visible features protruding above the seabed.

Representativeness

The place is an excellent example of its type or era.

The cables are twisted and contorted on the seabed and so are no longer a functioning example of their type, but as all of New Zealand's defensive minefields were destroyed in the 1940s, the archaeological remains can be considered representative of this type of feature.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs



Figure 71: *Remains of anti-submarine nets on sea bed off Point Gordon*



Figure 72: *Remains of anti-submarine nets on sea bed off Point Gordon*



Figure 73: Remains of anti-submarine nets on sea bed off Point Gordon

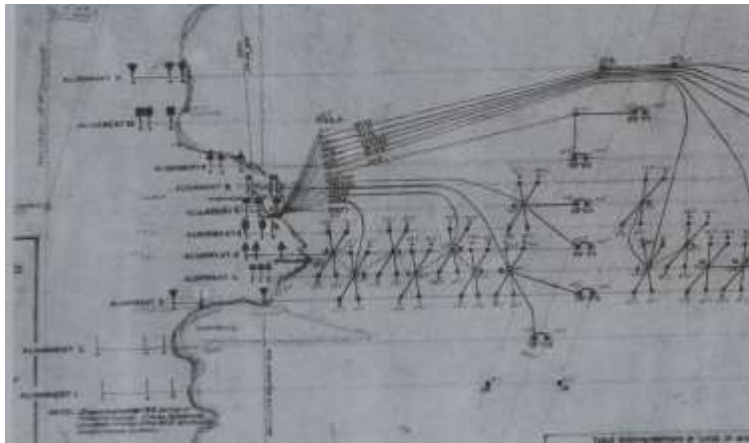


Figure 74: Detail of plan showing Wellington's defensive minefield c.1890s between Point Gordon and Ward Island. Archives NZ AD66 Z22

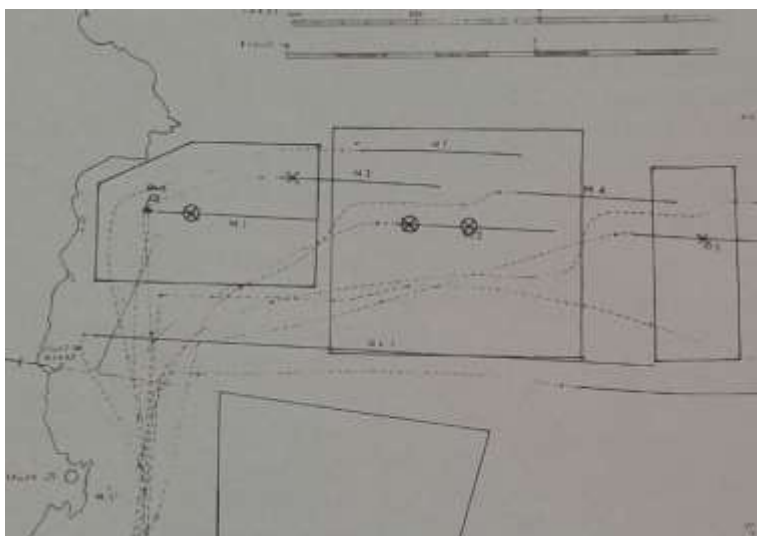


Figure 75: Detail around Point Gordon of Wellington harbour's WWII defensive minefield in June 1944 prior to being cleared. The WWII minefield was located to the south of the 1890s minefield.



Figure 76: *Tram rails on Point Gordon beach at low tide*



Figure 77: *Concrete and timber remains on rocky outcrop at Point Gordon*

References

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

Cooke, P. and M. Love, 2009. *Military Heritage on North Miramar Peninsula*.
Enterprise Miramar Peninsula

Cooke, P. 2010. 'Anatomy of a shore 'Naval Station' – Worsers Bay's Controlled
Mining Relic.' *Forts & Works* 27:9

Naus, N. 2008. *New Zealand Historic Places Trust Heritage Assessment – Defence
Force Land, Miramar*. Unpublished report held on file at NZHPT.



Truncated wharf pile on seabed at Mahanga Bay, 2012

Mahanga Bay wharf 1886

Outline History

History

The Mahanga Bay wharf was constructed as part of the response to the perceived Russian scare of the 1870s and 1880s.⁷⁰² Russia had developed a new sea port at Vladivostok, giving them a naval presence in the North Pacific. In 1871 a Russian warship, the *Hayamack*, was reported to have disappeared after calling at Melbourne, prompting speculation by members of the public that it was lying in wait off the coast of New Zealand.⁷⁰³ In 1873 a hoax article was published by an Auckland newspaper reporter who described the *Kaskowski* [Case of Whisky] entering Auckland harbour and capturing a British warship.⁷⁰⁴

The tension that ensued was largely a product of public hysteria, but it was sufficient to generate a series of defence reviews into New Zealand's susceptibility to attack. These in turn led to the construction of harbour defence works at Auckland, Wellington, Lyttelton and Port Chalmers. Defence works commenced in Wellington in 1885 at Fort Buckley (above Kaiwharawhara)⁷⁰⁵ and in 1886 at Fort Ballance on Point Gordon, which overlooked Mahanga Bay.⁷⁰⁶

The Mahanga Bay wharf was constructed in 1886 and played an important role in the transport of materials for the construction of Fort Ballance.⁷⁰⁷ Prior to this the materials for the fort were landed using a punt.⁷⁰⁸ The wharf was extended in 1905, and additional works carried out in 1945.

Four torpedo boats were built for New Zealand by John I Thorneycraft & Co Chiswick London. The Wellington boat, *Poneke* was Yard No.171. Each boat was armed with spar torpedo, but by the time the boats arrived in New Zealand they were effectively obsolete. The *Poneke* was upgraded to Whitehead Locomotive Torpedoes.⁷⁰⁹ In 1880 a Torpedo Corps was formed on the Thorndon Reclamation, and this was transferred to Shelly Bay in 1888. A

⁷⁰² See Maritime Archaeological Association of New Zealand (MAANZ). 2005. *Mahanga Bay Wharf Archaeological Survey*. Maritime Archaeological Association of New Zealand, Wellington.

⁷⁰³ Cooke, P. 2000. *Defending New Zealand: Ramparts on the Sea 1840-1950s*. Defence of New Zealand Study Group, Wellington. p.32

⁷⁰⁴ Cooke, pp.36-38

⁷⁰⁵ Cooke, pp.68-69

⁷⁰⁶ MAANZ, p.12, Cooke, pp.50-52

⁷⁰⁷ Naus, N. 2008. New Zealand Historic Places Trust Heritage Assessment – Defence Force Land, Miramar. Unpublished report held on file at NZHPT. p.21-22

⁷⁰⁸ *New Zealand Mail* 5 March 1886, p.15

⁷⁰⁹ MAANZ, p.42

boatshed and slipway were built at Mahanga Bay for the *Poneke*, which was launched and retrieved on a cradle that ran on a rail slipway. The torpedo boats could only be launched effectively at high tide and were ineffective in rough seas, and the impracticality of this led to them being taken out of service around 1901.⁷¹⁰

Over time the wharf fell into disrepair, and by 1962 the decision was made by the Navy and Army Departments to demolish the structure. The first attempt occurred on 13 July 1962. Navy divers deployed 1500 feet of cortex and a magazine of bulk explosives and detonators to destroy the wharf. This attempt only partially succeeded, and many piles remained visible above the seabed by 3-4 feet. Lengths of timber and beams were left on the seabed about 40 feet from the shore. A second attempt on 16 October 1962 largely completed the job of demolishing the seaward portion of the wharf.⁷¹¹

Location

Map



⁷¹⁰ MAANZ, pp.42-43

⁷¹¹ MAANZ, p.19

Location of piles from Mahanga Bay wharf, image from Google Maps, 2012

Legal description

The Mahanga Bay wharf remains are located on the seabed 5 metres from the shore at Mahanga Bay on the eastern side of the Miramar Peninsula, Wellington. The piles are located immediately southeast of the landing opposite the NIWA facility.

NZTM Grid Reference: E1753490 E5427200

Physical Description

Setting

The Mahanga Bay wharf remains form part of a rich cultural heritage landscape on the northern end of the Miramar Peninsula.⁷¹² This landscape encompasses a range of archaeological and built heritage features, from early Maori archaeological deposits at Kau Bay, largely unmodified pa sites and terracing. The military landscape includes sites which range from 1880s to the 1940s and include coastal defence gun emplacements, magazines, search lights, observation posts, anti-aircraft gun emplacements, military roads, and tramway remains. Mahanga Bay contains the remains of the Fort Ballance tramway and military road, and the concrete slipway and seawall dating to the period of wharf construction in 1886.

Mahanga Bay itself is a secluded bay away from the suburbs of the eastern coast of the Miramar peninsula, and has views across to the Eastern Bays. Any shipping entering Wellington harbour must pass close by Mahanga Bay, which was significant in terms of the placement of the torpedo boat facilities in 1888.

Mahanga Bay wharf

The remains of the Mahanga Bay wharf are limited to the slipway, the seawall and reclamation, and the 20 or so truncated wharf piles below the water. Scattered around the site on the seabed are a number of artefacts, including bottles and ceramic plates, but the majority of those visible on the seabed appear to be of mid-twentieth century origin or later.

The original wharf itself formed an L-shape with a tramway which ran out onto the reclamation terminating at the wharf which was at a perpendicular angle, extending southwards back into the bay. The outer end of the wharf

⁷¹² See Naus 2008 for a summary of these features.

supported a tide gauge, which was necessary for the submarine mining operations that were conducted from the observation post at Fort Ballance.⁷¹³ By 1905 it was decided to extend the wharf further into the bay, and an additional arm was added giving the wharf a distinctive F-shape.

The wharf remains today include 20 piles ranging in height from 0 to 570 mm above the seabed in two roughly north south orientated alignments. These alignments form the inner arm of the wharf, and a single dolphin pile is located at the southern end for tying off vessels that could not come alongside the wharf.⁷¹⁴ During an archaeological survey carried out by the Maritime Archaeological Association in 1993 a number of artefacts were recovered from the site including tin snips, 1940s glass bottles, a 1947 half penny, a socket, wood screw, and clear glass bottle.⁷¹⁵

Chronology, modifications

Date	Activity
1886	Wharf constructed at Mahanga Bay.
1906	Wharf extended, outer arm added. ⁷¹⁶
1916	Repairs to wharf undertaken using prison labour. ⁷¹⁷
1917	Electric lighting installed on the wharf. ⁷¹⁸
1945	Alterations and repairs to wharf. ⁷¹⁹
1962	Wharf demolished by Army and Navy using explosives.
1993	Survey of wharf remains undertaken by Maritime Archaeological Association. ⁷²⁰

Evaluation of Significance

The Mahanga Bay wharf remains are a unique site associated with the construction of Fort Ballance in 1886. They have high historic value due to the range of coastal defence related activities that took place there, and form an important part of a military heritage landscape. Only the seawall, reclamation

⁷¹³ MAANZ, pp.15-16

⁷¹⁴ MAANZ, pp.27-28

⁷¹⁵ MAANZ, p.39

⁷¹⁶ Naus 2008:22

⁷¹⁷ MAANZ, p.16 citing PWD 23/118

⁷¹⁸ Ibid

⁷¹⁹ Naus 2008:22

⁷²⁰ MAANZ 2005

and slipway remain visible above water, but the underwater remains constitute a significant archaeological resource important in understanding the coastal defence works of the late nineteenth and early twentieth centuries.

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

Historic Values

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

The Mahanga Bay wharf archaeological survey report notes the following: “The wharf reflects the turbulent period in New Zealand history where national defence was deemed a priority in light of a perceived threat. It is a direct link to the Russian scare era and subsequent war eras in New Zealand and was built for and functioned during these times.”⁷²¹

The wharf remains have a strong association with the construction and supply of Fort Ballance from 1886, and continued use of the site well into the twentieth century. A variety of activities integral to Wellington’s coastal defence were carried out at Mahanga Bay, including obtaining tide readings to assist with submarine mining activities, and the bay was the location of the torpedo boat facilities from 1888.

Physical Values

Architectural Values

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

The wharf has limited architectural values as a demolished structure, but recognisable architectural elements still exist in the features visible on the seabed. The slipway, seawall and reclamation also date from the 1880s and are likely to have built heritage 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.

What remains of 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,

⁷²¹ MAANZ p.30

and sediments beneath wharves and jetties commonly contain artefacts dropped from the wharf or from visiting vessels, such as bottles, ceramics and metal items. Archaeological remains are also likely to be present behind the seawall in the reclamation. Reclamations were a convenient way of disposing of unwanted debris and commonly contain archaeological deposits which include anything that was on the foreshore at the time of the reclamation.

Technological Values

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

The MAANZ report notes: "The wharf was constructed at a time when underwater construction techniques were not well developed. The rigor of the piles and their continued existence is testament to the excellence of the construction techniques."⁷²² The archaeological remains can be considered a repository of information about timber building technology and engineering in late nineteenth century in New Zealand.

Integrity

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

While the wharf itself has been demolished, the archaeological integrity of deposits associated with the wharf below the seabed and behind the reclamation is likely to be excellent. Mahanga Bay has not been subject to dredging, and the accumulation of seabed sediments is likely to have preserved archaeological deposits. Any archaeological deposits buried behind the reclamation have not been disturbed over the last 120 years and are likely to be in good condition.

Age

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

The wharf dates to 1886, and the remains are now over 120 years old. It is not particularly old in the context of human occupation in the Wellington 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.

⁷²² MAANZ, p.30

The MAANZ report notes: "The wharf is an important element of a wider cultural landscape of sites and features associated with Wellington's defence, including the various forts and defences located throughout Wellington."⁷²³

The Mahanga Bay wharf remains are located within a rich cultural heritage landscape on the northern end of the Miramar Peninsula, which encompasses archaeological and built heritage features from early Maori archaeological deposits to defensive works of the 1880s and 1890s, through to those associated with both World Wars. Mahanga Bay contains the remains of the Fort Ballance tramway and military road, and the concrete slipway and seawall dating to the period of wharf construction in 1886.

Social Values

Sentiment

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

The Mahanga Bay wharf is recognised by the Maritime Archaeological Association as being an important heritage site. Other than this, the site is not well known on account of only a limited portion being visible above water. The seawall and reclamation are used as a fishing spot by locals.

Recognition

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

The significance of Mahanga Bay to maritime archaeology was recognised by the Maritime Archaeological Association in 1993, and this resulted in a survey project that had numerous stakeholders amongst the Wellington maritime community. The importance of the Mahanga Bay has also been recognised by the New Zealand Historic Places Trust as part of a highly significant cultural heritage landscape.⁷²⁴

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, providing a sea link for the defence works at Fort Ballance and a locale for the torpedo boat facilities of the late 1880s. With the exception of the NIWA facility at the back

⁷²³ MAANZ, p.30

⁷²⁴ Naus 2008

of the bay, the setting has changed little from the time when the wharf was built.

Rarity

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

Archaeological wharf remains from the 1880s that have high physical integrity can be considered rare nationally and in the Wellington region. Most of Wellington's nineteenth century wharves are now buried beneath the numerous reclamations of the waterfront, and as a result few are as accessible as those at Mahanga Bay.

Representativeness

The place is an excellent example of its type or era.

The wharf itself has been demolished but the underwater remains provide a good representative example of archaeological remains associated with a military wharf.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/269

Other:

Photographs

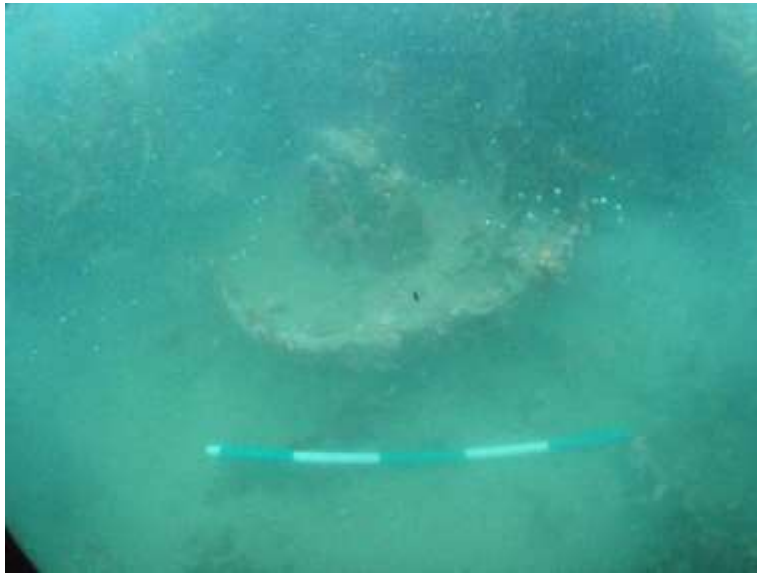


Figure 78: *Circular metal object to north of the wharf near seawall*

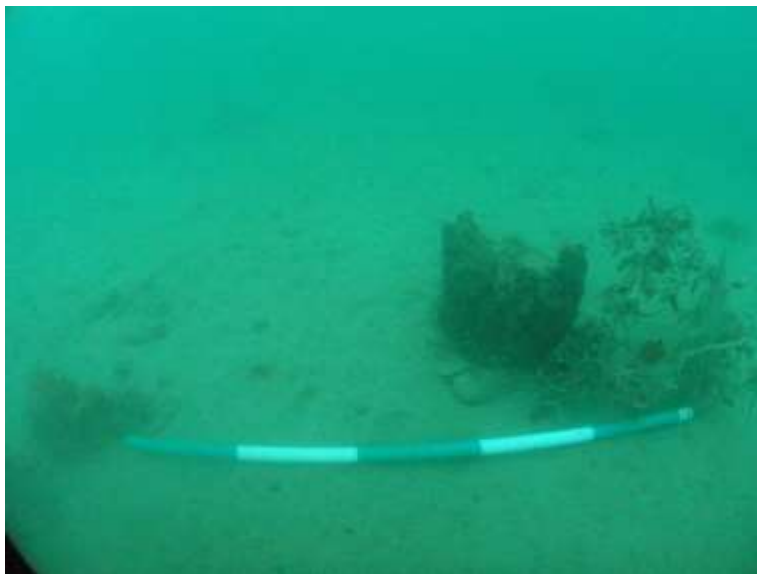


Figure 79: *Wharf pile*

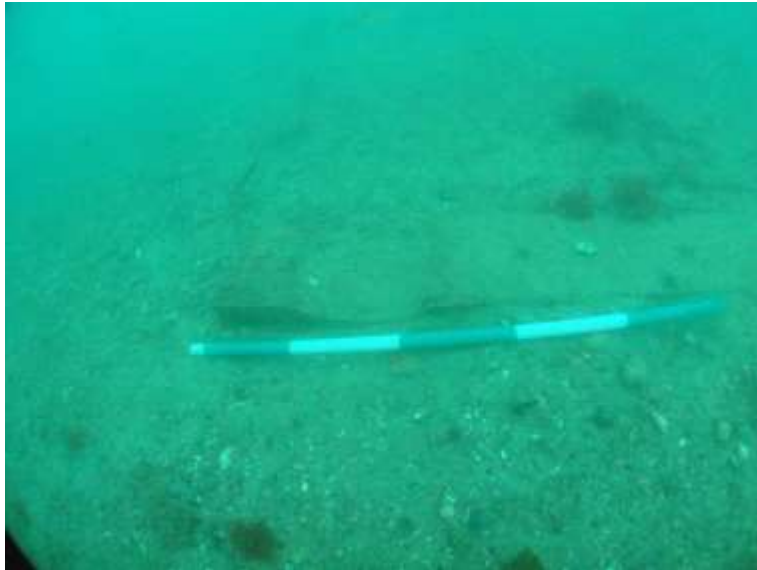


Figure 80: *Fallen wharf cross timbers – note circular recess at one end for fitting against pile*



Figure 81: *Wharf pile*



Figure 82: *Location of Mahanga Bay wharf as viewed from the shore*

References

New Zealand Archaeological Site Record Form R27/269

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New Zealand Mail, 5 March 1886, p.15



Matiu Somes lighthouse tramway landing bay

Matiu Somes lighthouse
tramway and landing
1866

Outline History

History

Shortly after the erection of the Pencarrow lighthouse in 1859, it was decided that an additional light would be necessary to guide vessels once they had entered Wellington harbour. Point Gordon was suggested as the site for the new inner harbour light, but the Marine Board ultimately decided in favour of a site on Matiu/Somes Island. The lighthouse, erected in 1865 and first lit on 17 February 1866, making it the first harbour light in New Zealand.⁷²⁵ Supplies for the lighthouse and keepers were landed in a rocky cove on the south coast of the island and transported to the lighthouse via a tramway.

The sinking of the *Zuleika* at Palliser Bay in 1897 led the Shipmasters Association to lobby the Marine Department for a more powerful light that could be seen from outside the Heads.⁷²⁶ It was suggested by the Association that the Matiu/Somes light be transferred to Ward Island, but this was deemed too expensive. A cheaper solution was adopted which involved upgrading the light in its existing location, with the Wellington Harbour Board agreeing to subsidise the cost.⁷²⁷ The new lighthouse was constructed alongside the old lighthouse tower which was subsequently transported to Jack's Point, Timaru.

The tramway and landing provided direct access to the lighthouse and keepers' cottages until 1924 when the Marine Department replaced the light with an unwatched occulting acetone gas light, and control was vested in the Wellington Harbour Board.⁷²⁸

⁷²⁵ McGill, D., 2001, *Island of Secrets: Matiu/Somes Island in Wellington Harbour*. Steele Roberts & Silver Owl Press, Wellington, pp.29-31

⁷²⁶ McGill, pp.29-30

⁷²⁷ Martin, E.R., *Marine Department Centennial History 1866-1966*. Marine Department, Wellington, p.61, McGill, p.30

⁷²⁸ Walton, T. 2001, Matiu/Somes Island lighthouse. Department of Conservation Science & Research Unit, Wellington

Location

Map



Location of Matiu Somes lighthouse tramway landing, image from Google Maps, 2012

Legal description

The archaeological remains of the Matiu Somes lighthouse tramway and landing are located at the southern end of Matiu Somes Island (Sec 3 SO 20946, Wellington Land District). The landing extends into the Coastal Marine Area, approximately 50 metres southeast of the lighthouse.

NZTM Grid Reference: E1756172 N5430706

Physical Description

Setting

The archaeological remains of the landing are located on the foreshore in Lighthouse Bay and extend into the Coastal Marine Area. A tramway set at a 90 degree angle to the landing extends up the steep slope some 50 metres northwest to the lighthouse. The original lighthouse was removed shortly after the installation of the new lighthouse in 1900, and the keepers cottages were removed sometime between the automation of the lighthouse in 1924 and 1941.

Matiu Somes lighthouse landing

The visible archaeological remains of the landing in the coastal marine area are limited to iron rails and timber planking supported on concrete mounts. The seabed has been searched for artefacts associated with the lighthouse and landing, but none has been noted. It is likely that additional archaeological deposits may be buried in the gravel seabed in the vicinity of the lighthouse bay.

Chronology, modifications

Date	Activity
1865	Construction of Matiu Somes lighthouse commences
1866	Construction completed, lighthouse lit for first time on 17 Feb 1866. Lighthouse administered by Wellington Provincial Government.
1874	Control of the lighthouse vested in the Marine Department
1900	Lighthouse upgraded using former Farewell Spit light on a new brick tower
1923	Lighthouse converted to open flame gas-burning KME 240 light. Responsibility vested in Wellington Harbour Board
1924	Keepers cottages vacated, and subsequently removed by 1942

Evaluation of Significance

The archaeological deposits associated with the Matiu Somes Island lighthouse landing have high historical significance because of their association with New Zealand's first harbour light, and high group value as

part of a lighthouse complex at that location with a number of surviving elements.

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

Historic Values

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

The lighthouse complex on Matiu Somes has outstanding historical significance as the site of New Zealand's first harbour light. The tramway and landing would have been used to transport construction materials and supplies to the lighthouse and for the removal of the old tower in 1900.

Physical Values

Architectural Values

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

The landing has limited architectural values as a derelict structure, but recognisable architectural elements still exist in the features visible on the seabed and can illustrate techniques used in nineteenth century tramway and slipway construction.

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 remains of the lighthouse landing are able to offer insights into the construction methods for nineteenth century foreshore structures. While no artefacts were reported following archaeological surveys in 2002, it is probable that remains such as bottles, ceramics and metal items exist buried in the seabed in the vicinity.

Technological Values

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

The landing displays characteristics of nineteenth century slipway construction used in the nineteenth and early twentieth centuries. The archaeological remains can therefore be considered a repository of information about slipway construction in nineteenth century New Zealand.

Integrity

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

Even though no artefactual remains were reported during earlier archaeological surveys of the landing, the archaeological integrity of deposits associated with the landing below the seabed is likely to be well preserved. The seabed immediately adjacent to the lighthouse landing has not been subject to dredging, and the accumulation of seabed sediments is likely to have preserved archaeological deposits.

Age

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

The bay immediately below the lighthouse to the southeast has been used for the landing of supplies and materials since the construction of the lighthouse in 1865. It is not immediately apparent whether the archaeological remains of the landing are those from the original landing, or are the remains of a subsequently upgraded version. The top of the tramway and a landing shed in the bay below the lighthouse are visible in a photograph of the keepers cottages dated 1886,⁷²⁹ and a Survey Office plan, dated 1942,⁷³⁰ shows the location of the lighthouse, tramway, and keepers cottage site with track leading to the lighthouse. The use of the bay for a landing can therefore be considered old in terms of the European settlement of the Wellington 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 archaeological remains of the landing have high group values as part of a lighthouse complex which also includes the second lighthouse built on the site and the tramway. Archaeological remains associated with the keepers' cottages and gardens are also likely to be present. The location is also significant as part of a wider maritime heritage landscape which includes the first lighthouse at Pencarrow which was contemporary with the first lighthouse on Matiu Somes Island.

⁷²⁹ Alexander Turnbull Library G-25715-1/1-3

⁷³⁰ SO 27776, Wellington Land District

Social Values

Sentiment

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

The Matiu Somes lighthouse is an iconic maritime feature associated with Wellington harbour, and being located on DOC land, public access is freely available. The landing was the subject of a Maritime Archaeological Association survey in 2002.⁷³¹

Recognition

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

The lighthouse and tramway are the focus of on-site interpretation and feature in publications on the island.⁷³²

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 landing on the coast below the lighthouse is fundamental to its understanding. It provided a direct link to the sea for construction materials and supplies for the lighthouse settlement.

Rarity

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

Archaeological remains from nineteenth century landings and jetties can be considered rare in the Wellington region. Most of Wellington harbour's nineteenth century wharves and jetties are now buried beneath the numerous reclamations of the waterfront, and there were few others constructed in the wider region.

Representativeness

The place is an excellent example of its type or era.

⁷³¹ O'Keeffe, M., 2002, *Maritime Archaeological Survey: South end of Matiu Somes Island 10-11 November 2001*. Unpublished Report to Department of Conservation

⁷³² Walton; McGill, pp.29-30

The landing and slipway is in a derelict state, but still provides a good representative example of archaeological remains associated with a nineteenth century landing and slipway.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: R27/301

Other:

Photographs



Figure 83: *Matiu/Somes lighthouse and landing bay*



Figure 84: *Visible extent of rails and concrete supports in landing bay*



Figure 85: *Close up of remains of landing*



Figure 86: *Tramway rails leading to lighthouse*

References

New Zealand Archaeological Site Record Forms R27/301, R27/208

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McGill, D. 2001. *Island of Secrets: Matiu Somes in Wellington Harbour*. Steele Roberts & Silver Owl Press, Wellington

O'Keeffe, M., 2002, *Maritime Archaeological Survey: South end of Matiu Somes Island 10-11 November 2001*. Unpublished Report to Department of Conservation

Walton, T. 2001, *Matiu/Somes Island lighthouse*. Department of Conservation Science & Research Unit, Wellington

SO 27776, Wellington Land District (1942)

Alexander Turnbull Library G-25715-1/1-3



Remains of landing below the Castlepoint lighthouse

Castlepoint jetties 1883, 1910, 1912

Outline History

History

Castlepoint's reputation as a haven for shipping in an otherwise exposed stretch of the East Coast dates to as early as 1843. While beating against a southerly on board the schooner *Columbine*, William Colenso sheltered in the anchorage on the south side of Castlepoint and gave it the name Deliverance Cove.⁷³³ The Castlepoint Station was established in 1848, and in the early years its proprietor, Thomas Guthrie, used a small cutter, the *Kitty Clover*, to transport supplies from Wellington.⁷³⁴

Steamers replaced sailing ships in the 1860s, and Castlepoint was one of 76 landings between Cape Terawhiti and the Bay of Plenty serviced by the Richardsons of Napier.⁷³⁵ Steamers such as the *Kiwi* and *Kahu* anchored off shore and surfboats were used to transfer goods. These steamers would anchor in the bay and give a blast on the ship's horn. Goods were then deposited on the beach above the high water mark, although occasionally they were not placed high enough on the beach and were ruined by the incoming tide if the owners were not there to collect them.⁷³⁶ By 1865, a boat shed had been erected on the beach.⁷³⁷ A survey plan dated 1881 (SO 11888) shows the landing shed at the end of present day Jetty Street, and a flagstaff, but no jetty or wharf.

In 1876 the local road board at Castlepoint applied for Harbour Board status and was granted it.⁷³⁸ The Harbour Board constructed a jetty in 1883, and it was subsequently replaced in 1910.⁷³⁹

The Castlepoint lighthouse was constructed in 1912 and first lit in 1913. It was the last manned lighthouse to be established in New Zealand, and the jetty would have been important for landing supplies. The wharf was still marked on survey plans dated 1911 (SO 18291) and 1926 (SO 165338), but by 1949

⁷³³ Day, L. 2011. *Castlepoint: The story of life on an iconic New Zealand sheep and cattle station*. Harper Collins Publishers, Auckland, p.62

⁷³⁴ Day, pp.62-66

⁷³⁵ Waters, S.D. 1959. *Richardsons of Napier: A Century of Coastal Shipping 1859-1959*. Richardson and Company Ltd, Napier, pp.58-61

⁷³⁶ Day, p.66

⁷³⁷ Bagnall, A.G. 1976. *Wairarapa: An historical excursion*. Hedleys Bookshop Ltd, Masterton p.331

⁷³⁸ Castlepoint Historical Committee, 1948. *Early Castlepoint: First Years in a Pioneer Settlement*. The Masterton Printing Co Ltd, Masterton, p.27

⁷³⁹ Ross, J. O'C. 1977. *Pride in their Ports: The Story of the Minor Ports*. Dunmore Press, Palmerston North, p.103

aerial photographs show the wharf removed.⁷⁴⁰ The lighthouse continued to be manned until 1988.⁷⁴¹ A timber and concrete landing was constructed below the lighthouse on the western side. It is unclear when this was erected, but is likely to have been contemporary with the lighthouse, and was probably built at the same time as the lighthouse was being constructed to assist with the landing of the precast tower in 1912.

Location

Map



Location of jetties and landings at Castlepoint image from Google Maps, 2012

Legal description

The original Castlepoint jetty was located at the eastern end of Jetty Road, Castlepoint on the foreshore approximately 350 metres southwest of the

⁷⁴⁰ Whites Aviation photograph of Castlepoint, 1949 WA-23336-G ATL

⁷⁴¹ Beaglehole 2006, p.271

lighthouse. The remains of the landing are in the coastal marine area, immediately southwest of the lighthouse, approximately 50 metres from the main beach

NZTM Grid Reference: E1872110 N5467210

Physical Description

Setting

The archaeological remains of the Castlepoint jetties are located in the foreshore at Castlepoint. The earlier jetties associated with the port were located near the eastern end of the beach, and the lighthouse landing was sited below the lighthouse on the western side of the headland. Castlepoint has sandy bays to the north and south, which has made it an attractive anchorage in an otherwise exposed stretch of coastline with few natural harbours. The most prominent heritage feature in the bay is the Castlepoint lighthouse, first lit in 1913 and contemporary with the remains of the remains of the landing.

Castlepoint jetty

The archaeological remains of the Castlepoint lighthouse landing comprise a few timber piles with metal brackets, and some tapering concrete bollards with recesses for timber near the base. The original jetty comprised a narrow finger jetty supported on paired piles, with a narrow gauge rail alignment for a small bogey used to assist with the loading and unloading of supplies. Any remains of the earlier jetties are likely to be limited to accumulated deposits buried in the sandy seabed either side of the alignment, and truncated piles if these have not been removed entirely.

Chronology, modifications

Date	Activity
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1883	Jetty constructed at Castlepoint by Harbour Board. ⁷⁴²
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1910	Jetty replaced. ⁷⁴³
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1913	Lighthouse constructed. ⁷⁴⁴
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1940s	Jetty removed.
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⁷⁴² Ross, p.103

⁷⁴³ Ibid

⁷⁴⁴ Beaglehole, H. 2006. *Lighting the Coast. A history of New Zealand's lighthouse system*. Canterbury University Press, Christchurch p.291

Evaluation of Significance

The archaeological features associated with the Castlepoint lighthouse landing are significant for their association with one of the last manned lighthouses built in New Zealand. Any remains associated with the earlier jetties would be significant as nineteenth century structures associated with one of the smaller and more remote ports of entry on the North Island coast, and help illustrate and inform the history of the Castlepoint area.

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

Historic Values

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

The first jetty was erected by the Castlepoint Harbour Board in 1883, and subsequently replaced in 1910. Along with the two goods shed sites on the beach, these features illustrate the nineteenth and early twentieth activities associated with the transportation of wool and provision of goods to an otherwise remote part of the New Zealand coastline. The landing is likely to have been constructed to assist with the construction of the lighthouse in 1912. Castlepoint lighthouse was one of the last manned lighthouses constructed in New Zealand, and one of the last to be automated in 1988. The landing would have been useful in the conveyance of materials and supplies to the lighthouse.

Physical Values

Architectural Values

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

The landing has limited architectural values as a demolished structure, but recognisable architectural elements still exist in the features visible on the seabed and can illustrate techniques used in the construction of early twentieth century lighthouse landings.

Archaeological Values

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

What remains of the original fabric and form of the landing can offer insights into early twentieth century construction methods. The seabed around jetties and landings accumulate archaeological deposits in the same way as sites form on land, and sediments around landings and jetties commonly contain artefacts dropped from 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 jetties and landing have little technological values in their own right other than to illustrate construction methods used on coastal structures in the late-nineteenth and early twentieth centuries. The construction of a landing below the lighthouse can also be viewed as an engineering solution to the problem of landing and installing a pre-cast iron lighthouse tower in a remote location.

Integrity

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

While the earlier jetties have since been demolished and largely removed, the archaeological integrity of deposits associated with the jetty in the beach and below the seabed may be well preserved. While it was gazetted as a port of entry with its own Harbour Board, Castlepoint has not been subject to dredging, and the accumulation of seabed sediments is likely to have preserved archaeological deposits. The lighthouse landing has collapsed but many of the original elements are still present.

Age

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

The first wharf dates to 1883, and any remains would be over 120 years old. The lighthouse and the landing are 100 years old, which is significant for Castlepoint but not particularly old in the context of human occupation in the Wellington 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 archaeological remains of the Castlepoint jetty are located in the northern bay at Castlepoint. The immediate area also includes the former locations of goods sheds, a causeway and the 1913 lighthouse and landing, all of which combine to tell the story of the activities of the Castlepoint Harbour Board and earlier beach landing services. Castlepoint and nearby Deliverance Cove were two of only a few sheltered anchorages along the east coast between Napier and Wellington.

Social Values

Sentiment

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

The Castlepoint lighthouse celebrated its 100th anniversary on 16-17 February 2013, and is a well-known and appreciated heritage structure that attracts large numbers of visitors.⁷⁴⁵ The landing is not covered by on-site interpretation, and not well known. The port and earlier jetties at Castlepoint are covered in most general histories of the area.

Recognition

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

The jetty features in the Te Ara Encyclopaedia of New Zealand entry for Castlepoint, but otherwise there are no visible remains and there is little formal recognition of the site.

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 jetties and landing any associated archaeological remains is fundamental to its understanding. It facilitated the transportation of goods to and from a remote east coast settlement.

Rarity

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

Archaeological jetty remains from the 1880s can be considered rare in the Wellington region. Most of Wellington's nineteenth century wharves and

⁷⁴⁵ Kelly, M. 2003. *New Zealand Lighthouses: A National Identification Study*. Unpublished report [draft], prepared for the Department of Conservation, p.41

jetties are now buried beneath the numerous reclamations of the waterfront, and there were few others constructed in the wider region. The archaeological remains associated with lighthouse landings are also comparatively rare.

Representativeness

The place is an excellent example of its type or era.

The remains of the lighthouse landing, while derelict, can be considered representative of early twentieth century lighthouse facilities.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record: U26/39 (landing), U26/40 (lighthouse); U26/41 (jetty)

Other:

Photographs



Figure 87: *Castlepoint, c.1930. Wairarapa Archives 01-187/59*



Figure 88: *Transferring goods between jetty and long boat (reproduced from Castlepoint historical committee publication, 1948)*



Figure 89: *Location of former Castlepoint jetty*



Figure 90: Location of beach in vicinity of earlier jetty and landing below the lighthouse in background



Figure 91: Archaeological remains of the lighthouse landing

References

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Bagnall, A.G. 1976. *Wairarapa: An historical excursion*. Hedleys Bookshop Ltd, Masterton.

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SO 11888, Wellington Land District

SO 16538, Wellington Land District

SO 18291, Wellington Land District

Wellington Independent 5 December 1868, p.1



Balaena Bay, Wellington, with James Bringins' boatyard. Smith, Sydney Charles, 1888-1972 :Photographs of New Zealand. Ref: 1/1-019613-G. Alexander Turnbull Library, Wellington, New Zealand

Balaena Bay shipbuilding 1905

Outline History

History

Boat building in Wellington in the mid-nineteenth century had been largely focused around the Hutt River and at Te Aro, but reclamations in these areas and development along the foreshore forced the industry away from the main commercial town centres. By the turn of the century most of Wellington's commercial boatbuilding had shifted to Clyde Quay and Balaena Bay.

One of the earlier boat building partnerships to relocate to Balaena Bay was Briggins and Bailey who moved there from Clyde Quay in 1906. The pair built a number of vessels including a 56 foot motor launch in 1907, a 40 foot oil engine vessel for the New Zealand government in 1908, and the 32 foot yacht *Wylo* in 1909.⁷⁴⁶

Joe Jukes also established his boatbuilding yard there about the same time, and his yard was located at the northern end of the bay.⁷⁴⁷ Juke built a number of vessels while based at Balaena Bay including *Norma*, *River Nile*, *Raukawa* and yachts *Nerides* and *Vagbond*.⁷⁴⁸ By the 1930s Juke's apprentice Rex Rix was doing most of the construction, with Juke concentrating on design.⁷⁴⁹ In 1939 Rix took over the yard and vessels built during his time included the *Southern Cross*, and *The Islander*.⁷⁵⁰ During World War II Juke and Rix were called to Auckland to assist with the wartime shipbuilding effort, and the yard at Balaena Bay bought by Barney Daniel.⁷⁵¹ After the war, Daniel took over the wharf at Shelly Bay.

By the late 1950s boatbuilding had ceased at Balaena Bay, and many of the slipways and buildings had been removed from the northern end of the bay. The beaches were replenished with sand for recreational use in 1945 and 1958.⁷⁵² Photographs taken by the *Evening Post* in November 1958 shows this previously busy area free from boatbuilding structures.⁷⁵³

Licences for slipways and cradles were not renewed after the 1970s, and by 1973 only four small slipways remained at the southern end of the Bay.

⁷⁴⁶ *Evening Post* 19 July 1907, p.4; *Dominion* 13 October 1908, p.10.

⁷⁴⁷ *Evening Post* 26 April 1945, p.9

⁷⁴⁸ McGill, D. 1984. *Pioneers of Port Nicholson*. . A.H. & A.W. Reed Ltd, Wellington, p.118

⁷⁴⁹ Ibid

⁷⁵⁰ Ibid; Anderson, G. 1984 *Fresh About Cook Strait: An appreciation of Wellington Harbour*. Methuen Publications, Auckland, p.181

⁷⁵¹ McGill p.120

⁷⁵² *Evening Post* 24 April 1945, p.8

⁷⁵³ Alexander Turnbull Library EP/1958/4016; National Library EP/1958/3959-F

Complaints from the local residents prompted the harbour board not to renew licences which were due to end in the next couple of years.⁷⁵⁴ Further beach replenishment was carried out in February and October of 1982.⁷⁵⁵

Location

Map



Extent of Balaena Bay shipbuilding area, image from Google Maps, 2012

Legal description

Balaena Bay is located in Evans Bay, Wellington harbour between Weka Bay and Point Jerminham. The area used by boat builders at the turn of the century was the foreshore (coastal marine area) between the reclamation and the groin at the southern end of the bay. The legal description of the reclamation at the northern end of the bay is Pt Reserve A Evans Bay, Wellington Land District.⁷⁵⁶

NZTM Grid Reference: E1755915 E5422764

⁷⁵⁴ *Evening Post* 6 September 1973

⁷⁵⁵ Carter, L and J.S. Mitchell 1985 Stability of an artificially nourished beach, Balaena Bay, Wellington Harbour, New Zealand. *NZ Journal of marine and freshwater research* 19(4):535-552

⁷⁵⁶ *Pleasure Ground NZGZ* 1958, p.322

Physical Description

Setting

The foreshore at Balaena Bay is characterised by a sandy beach, and a reclamation at the northern end of the bay faced with stone and brick rubble. A boatshed occupies the centre of the bay, and across the road is reserve land and residential properties.

Boatbuilding

Any archaeological remains of the boat building industry are likely to be buried beneath the reclamation or the sandy beach which was replenished in the 1950s and 1980s. The groin at the southern end of the bay is shown on survey plans from the 1950s and is contemporary with the foreshore licences granted immediately to the north. A single piece of dressed timber was visible in the water, near the centre of the bay where bathing sheds were previously located.

Chronology, modifications

Date	Activity
1906	Brigins and Bailey move to Balaena Bay to commence boat building. ⁷⁵⁷
1923	Road widened and seawall constructed between Point Jerningham and Greta Point.
1939	Rex Rix takes over Joe Jukes boat building yard at Balaena Bay, shortly after this Rix and Jukes relocate to Auckland to assist with the war effort, and the yard is bought by Barney Daniels. ⁷⁵⁸
1945	First beach replenishment at Balaena Bay.
1946	Reclamation at northern end of Balaena Bay established. ⁷⁵⁹
1958	Beach replenishment. ⁷⁶⁰ Balaena Bay no longer used for commercial boat building, although foreshore licences for slipways remain valid at the southern end of the bay.
1982	Beach replenishment. ⁷⁶¹

⁷⁵⁷ McGill, p.118

⁷⁵⁸ Ibid

⁷⁵⁹ McGill, pp.66-67

⁷⁶⁰ Alexander Turnbull Library image EP/1958/4016

⁷⁶¹ Carter and Mitchell

Evaluation of Significance

Any archaeological remains associated with the Balaena Bay boatbuilding industry will be significant as examples of early twentieth maritime enterprise, and deposits buried beneath reclamation and sand replenishment is likely to have a high level of archaeological integrity. Such sites can be considered rare 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.

Historic Values

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

The Balaena Bay boat building industry has local historic significance, and along with Clyde Quay represents one of the last locations where small scale commercial boat manufacture and repair were being undertaken in Wellington. The site has associations with prominent local boat builders Briggins and Bailey, Joe Jukes, and Rex Rix.

Physical Values

Architectural Values

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

Little structural evidence remains visible above ground, so the site cannot be said to have significant architectural 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 Balaena Bay foreshore is likely to have significant archaeological values associated with small scale early twentieth century maritime industry in Wellington. It is probable that the slipways themselves have been removed but there is still potential for archaeological remains to have been buried beneath the reclamation and by the beach replenishments. With the exception of brief summaries in histories of Wellington harbour little has been written about the Balaena Bay boat building industry so any surviving archaeological evidence will be able to shed light on the activities that took place there during the early twentieth century.

Technological Values

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

The slipways and boat building industries at Balaena Bay were not notable for any technological accomplishments, but the remains can be considered a repository of information about small-scale boat building in early twentieth century Wellington.

Integrity

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

The slipways are likely to have been removed prior to the 1950s, but the beach replenishment and the reclamation are likely to have preserved archaeological deposits.

Age

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

Boat building at Balaena Bay commenced from at least as early as 1906, and any archaeological deposits associated with this are now over 100 years old. Later remains dating up to the 1940s may also be present. These are not particularly old in the context of human occupation in the Wellington 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.

Balaena Bay is located just north of Greta Point, in Evans Bay which has been the principle shipbuilding and repair base in Wellington harbour since the 1870s. The scale of maritime industry in Balaena Bay was considerably smaller, and two sites can be considered complimentary. Evans Bay was also the location used by flying boat services by Imperial Airways and the Union Company in 1939, and by TEAL in 1948.⁷⁶² in theof Wellington's flying boat moorings

⁷⁶² Johnson, D. 1996. *Wellington Harbour*. Wellington Maritime Museum Trust, Wellington, pp.307,349

Social Values

Sentiment

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

Balaena Bay is a significant location for Wellington yachting and boatbuilding but otherwise it has no known special associations with any particular 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.

Sites associated with the Balaena Bay boat building industry have no formal recognition as heritage places.

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 site in Balaena Bay is important to its understanding as it retains its link with the harbour, and is located in Evans Bay which was also the location of Wellington's principal shipbuilding and repair bases. The area is now largely residential and this reflects the changing patterns of development in this part of Wellington during the twentieth century.

Rarity

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

Archaeological deposits associated with boatbuilding can be considered rare nationally, but this probably represents under recording of this type of site. Early twentieth century boat building sites can be considered rare in the Wellington region as by this time most of New Zealand's small boat builders were located in Auckland and Northland.

Representativeness

The place is an excellent example of its type or era.

Little evidence of the boatbuilding industry is visible above ground or above the seabed in Balaena Bay, so it is unclear to what extent the site can be considered representative of its type.

Schedule information

Regional plan reference:

NZHPT Register:

District Plan listing:

NZAA Site Record:

Other:

Photographs

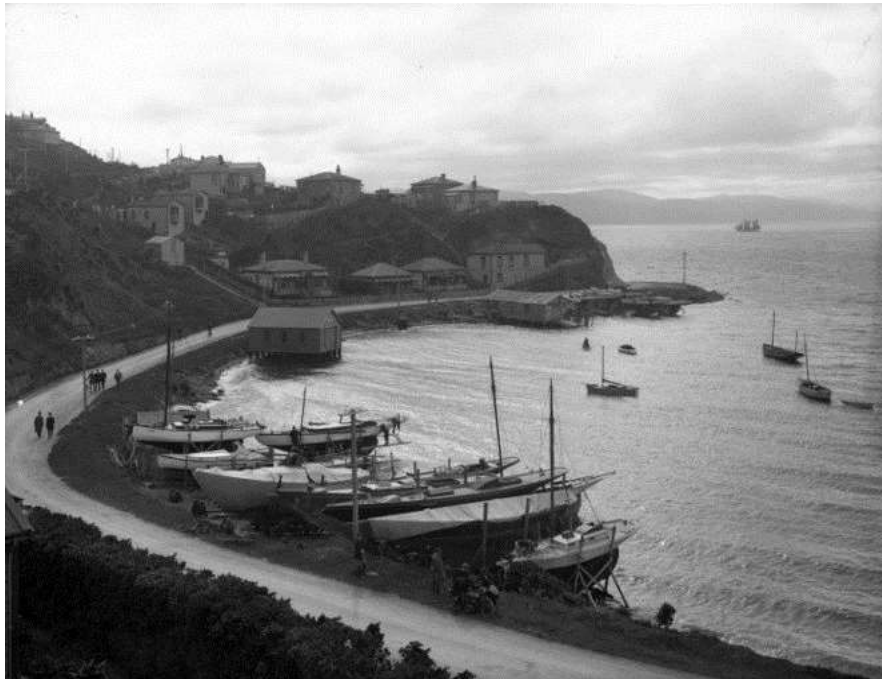


Figure 92: *Balaena Bay, Wellington c.1912 or 1914. Smith, Sydney Charles, 1888-1972: Photographs of New Zealand. Ref: 1/1-022705-G. Alexander Turnbull Library, Wellington.*



Figure 93: *Balaena Bay, c.1910. Ref: 1/2-068892-F. Alexander Turnbull Library, Wellington. c.1910*



Figure 94: *Balaena Bay, c.1910. Wellington. Ref: 1/2-068894-F. Alexander Turnbull Library, Wellington.*



Figure 95: Houses and boats on Balaena Bay, Wellington. Dominion post 1973. Ref: EP/1973/3983/5. Alexander Turnbull Library, Wellington.



Figure 96: Concrete groins constructed for beach protection at southern end of Balaena Bay



Figure 97: *Balaena Bay at low tide looking towards reclamation at northern end of bay*



Figure 98: *Wooden timber visible on seabed at low tide just north of present day shed. Possibly remnant of wooden bathing sheds in this area.*



Figure 99: *Brick rubble used in reclamation at northern end of Balaena Bay. Looking south across bay.*

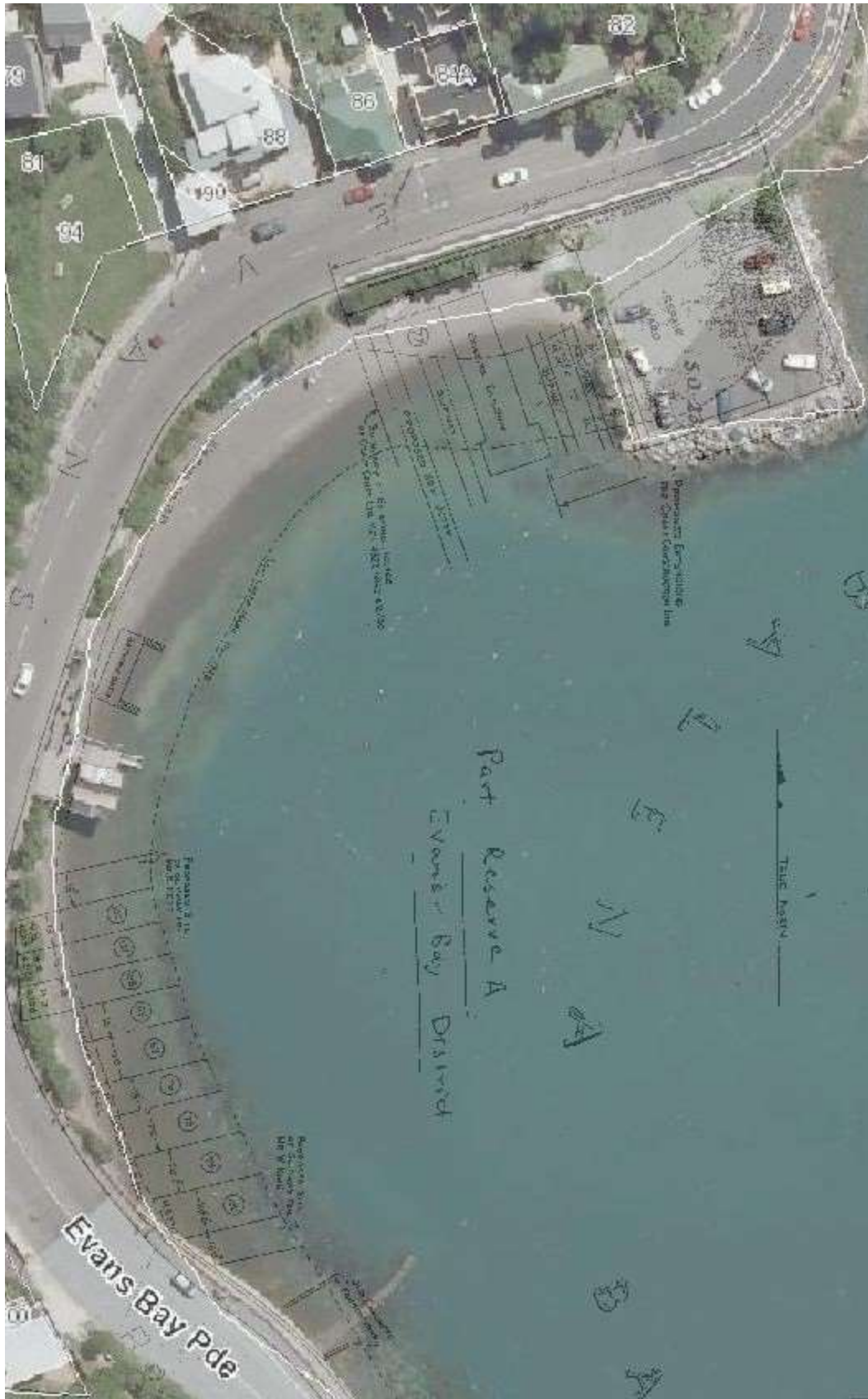


Figure 100: Plan of Balaena Bay showing locations of slipways, bathing sheds, foreshore allotments and groins at southern end of bay

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- Evening Post* 24 April 1945, p.9
- Evening Post* 26 April 1945, p.9
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- Dominion* 13 October 1908, p.10
- New Zealand Gazette* 1956, p.304
- New Zealand Gazette* 1958, pp.322, 327

