



New Zealand Historic Places Trust Pouhere Taonga

Registration Report for a Historic Area

Wellington Harbour Board Historic Area (Volume II)



Wellington Harbour Board crest on the Queens Wharf entrance gate, January 2012. (K. Astwood, NZHPT)

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5.5. Appendix 5: Historic Places Included in the Area

Eligibility Statement

There is sufficient information included in this report to identify these places. These places consist of land, archaeological sites, buildings, and structures that are affixed to land that lies within the territorial limits of New Zealand. These places are therefore physically eligible for consideration as a historic place. Sufficient information has been accessed to support their inclusion in the area as historic places. These places are therefore physically eligible for consideration as historic places. It is considered that these places could qualify as part of New Zealand's historic and cultural heritage. These places should be included in the historic area as historic places.

Note on names of Historic Places in the Historic Area

Throughout the history of Wellington's port the various structures detailed in this section of the Registration Report have undergone changes in primary use under the Wellington Harbour Board (WHB) and have a series of different names as a result. Also, buildings such as the various wharf sheds were renamed as operational requirements dictated. The names of the places within the Wellington Harbour Board Historic Area have been allocated because it is felt that these names best reflect the place's significance within the WHB theme. The various other names, including those by which the place is commonly currently known, are included in the 'Other Names' section.

5.5.1 Pipitea Wharf (Former)

Other Names: Thorndon Container Terminal

Address: Hinemoa Street, Wellington

Additional Location Information

Pipitea Wharf (Former) is part of the Thorndon Container Terminal and is east of and parallel to Kings Wharf. This wharf is part of the working port and access is restricted.

*Current Legal Description*¹

Lot 16 DP 406642 (CT 446669), Wellington Land District

Registration Information

This place is not separately registered.

Summary

World War One broke out as the Wellington Harbour Board (WHB) was advertising for tenders to build the last wharf on the northern side of Lambton Harbour. The war disrupted shipping and trade and the WHB abandoned tendering because of unreliability of, and shortages in, supply of materials. However, in April 1916 WHB staff began work on Pipitea Wharf, and as expected construction was slow.² For example, it was not until 1920 that reinforcing rods arrived from Australia, and April 1921 before cement came from the United Kingdom. Just when the completion of Pipitea Wharf seemed imminent in 1921, the New Zealand Shipping Company's *Remuera* had a collision in the English Channel, with the final consignment of steel for the wharf onboard.

¹ All Current Identifiers for the historic places within the Historic Area are in Appendix 6, Volume III of the report

² David Johnson, *Wellington Harbour*, Wellington 1996, pp.264, 271

It was not until 13 February 1923 that the WHB Chairman, Joseph G. Harkness, was able to put the last pile in place. By July Pipitea Wharf had been completed to the satisfaction of Chief Engineer, James Marchbanks.³

In the early period the HMS *Hood* and HMS *Repulse* berthed at Pipitea Wharf. On 27 November 1942 the *Aquitania* returned to berth at Pipitea Wharf for her fourth visit, with draught 36 foot (11 metre) fore, and 36 feet 9 inches aft (11.2 metres), which was a record for any New Zealand port.⁴ The *Aquitania* was 'the largest of the famous liners that called at Wellington during the war'.⁵

The Molyneux Report 1967 into the future of shipping in New Zealand suggested that the WHB adopt containerisation. The resulting Thorndon Container Terminal completely enveloped Pipitea Wharf. By reclaiming the land to the east and between Fryatt Quay and Pipitea and Kings Wharf, 15.5 hectares of new land was created for port purposes.⁶

Historical Plan and Photograph of Place

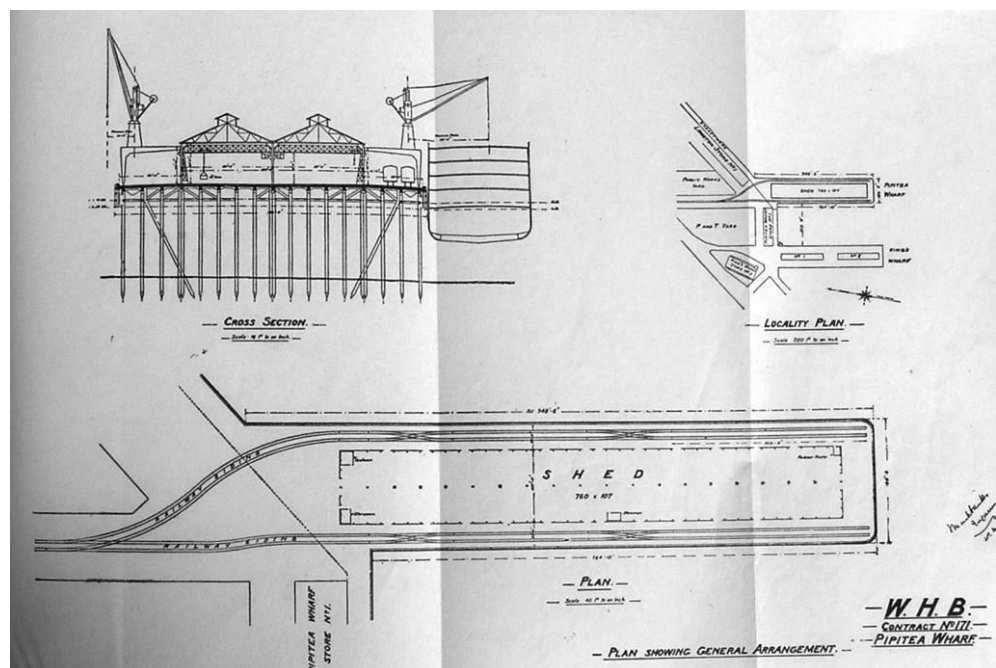


Figure 1: W.H.B. Contract No.171, Pipitea Wharf. Wellington Harbour Board, *Year Book of the Wellington Harbour Board*, 1923, Wellington, 1923, n.p.

³ Ibid. p.273

⁴ Wellington Harbour Board, *Wellington Harbour Board Official Handbook February 1956*, Wellington, 1956, p.70

⁵ Johnson, p.323

⁶ Ibid., p.384

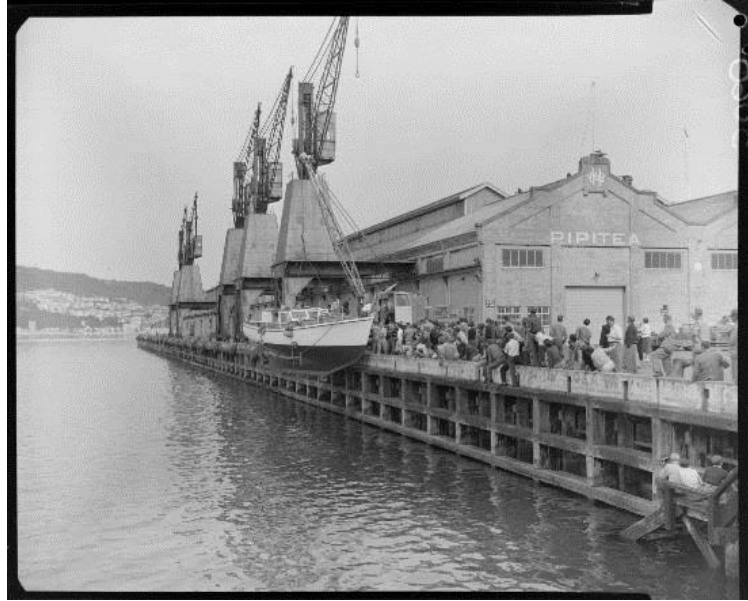


Figure 2: Launching of Oranui, lowering boat into water at Pipitea Wharf, Wellington [n.d.]. ATL, ID 1/2-212088-F. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place

Unless otherwise stated all current photographs in this volume were by Barbara Fill, June 2009



Figure 3: Looking across to the old Pipitea Wharf, with large white building to centre right of picture.

Map of Extent



This map of extent estimates the location of Pipitea Wharf within the reclaimed land of the Container Terminal. Extent refers only to the Pipitea Wharf supports and deck structure and does not refer to structures and buildings situated on top of the Container Terminal

5.5.2 Shed 35

Other Names: Pipitea No.1; Pipitea Wharf Store No. 1

Address: Pipitea Quay, Wellington

Additional Location Information

Shed 35 is situated between Kings Wharf and Pipitea Wharf (Former) which are now both integrated into the Thorndon Container Terminal. In close proximity is the Kings Wharf Office (Former).

Current Legal Description

Lot 12 DP 406642 (CT 446665), Wellington Land District

Registration Information

This place is not separately registered.

Summary

Shed 35 was designed in 1913 by Wellington Harbour Board (WHB) Chief Engineer, James Marchbanks.⁷ The builders were J.H. Meyer and Co.⁸

The Report prepared for Wellington City Council on the proposed listing of the building as part of Plan Change 58 gives the following history and description of the building:

‘Construction of Shed 35, then known as Pipitea No. 1, began in 1913. At this time Pipitea Wharf had not been completed. Shortly thereafter the outbreak of World War I disrupted the supply of building materials and absorbed the labour force that would otherwise have been drawn upon. Despite this, Shed 35 was completed in 1915.

Once completed, Shed 35 was able to house approximately 4,000 tons of general cargo or 14,000 bales of wool. It was initially used to store cargo from England and supplies intended for the forces fighting in World War I.

⁷ Wellington City Council Heritage Building Inventory 2001 Appendix III Volume II

⁸ New Zealand Historic Places Trust Heritage Area Registration Proposal Shed 35 and Maritime House 2003.

One important feature of the building was the overhead electric gantry cranes, which were used to move cargo.

Shed 35 was used as a storage facility until 2003. By this time, vehicles used to transport goods were too big to turn around inside the building, which limited its usefulness to Port of Wellington. The building has not been significantly altered since its construction, though the gantry cranes have been removed. A number of other port buildings, including similar sheds, have been demolished in recent years.

...In overall dimension, it is some 86.5 m long by 24.2 m wide and 9.1 m high at the eave (283'9" x 79'3" x 30'). It is constructed with load-bearing masonry walls, resting on concrete piles on three sides and a former seawall on the fourth side. The walls support steel roof trusses which span across the building to in turn support the vast hipped roof and projecting clerestory. The shed was fitted for two overhead travelling gantry cranes – the rails for these are still in place, although the cranes have been removed.

The building, essentially a large rectangular box, is designed in a functional aesthetic, with some Georgian overtones, and has little in the way of overt ornament. However, it is carefully designed and proportioned and sits well on its site and in the wider area. It has a well-considered and elegant symmetrical composition of basic architectural elements which creates a simple but striking building.

...One of the important features of the building is the quality of the brickwork, which is first rate – sparsely but carefully and elegantly detailed. In areas the brickwork is eroded and requires repair and re-pointing, but is otherwise in good condition.⁹

⁹ Shed 35, King's Wharf, Port of Wellington, Report 2007 by Russell Murray - Wellington City Council Strategy and Policy Committee 9 August 2007 (1215/52/Im) Proposed District Plan Change 58 – Proposed Additions To Listed Heritage Buildings, Areas - Information available as part of Public Notice Proposed District Plan Change 58 & Section 32 Report Additions to current Heritage Listings 11 August 2007, or Alys Mendus, 'Report on the Historic Values of the two remaining Wharf Buildings on the Commercial Port, Wellington. Shed 35 and Maritime House'. New Zealand Historic Places Trust 2003.

Historical Photograph of Place



Figure 4: Aerial view of Wellington Harbour and the wharves, ca 6 April 1951. ATL, ID: 114/277/07-G. Shed 35 is between Pipitea Wharf (left) and Kings Wharf (right). The wedge shaped building at the end of Kings Wharf is Kings Wharf Office (Former). Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 5: Shed 35

Map of Extent



5.5.3 Kings Wharf Office (Former)

Other Names: Kings Wharf Gear Store; Kings Wharf Building; Maritime House

Address: Pipitea Quay, Wellington

Additional Location Information

Kings Wharf Office (Former) is at the north end of Kings Wharf in close proximity to Shed 35 to the east.

Current Legal Description

Lot 12 DP 406642 (CT 446665), Wellington Land District

Registration Information

This place is not separately registered.

Summary

Kings Wharf Office is now commonly known as Maritime House. It was designed in 1926 by the Wellington Harbour Board (WHB) engineering department, the plans showing that it was drawn by J. B. Cromb and signed and dated by James Marchbanks.¹⁰ The builders were the WHB. Marchbanks was also responsible for the design of the adjacent Shed 35, and these two buildings share a number of stylistic similarities.

The Report prepared for Wellington City Council on the proposed listing of the building as part of Plan Change 58 gives the following history and description of the building:

‘The building was primarily designed to house the Wharfinger’s (the manager of the port) staff, however space was provided for the first aid division of the Board, such as an office for ambulance drills, an ambulance garage along with sleeping quarters for the driver, but as the ambulance was transferred to the Free Ambulance, the room was temporarily used to house a fire engine.

¹⁰ Building Permit 00056:25:B2519, 13/1/1927. Wellington City Archives (WCA), URL: <https://apps.wcc.govt.nz/collection/results.do?view=detail&db=object&title=allitems&lastTitle=allitems&lastMenu=simple&menu=simple&id=251906> (Accessed 18 January 2012)

In addition to this, part of the building was leased to shipping companies such as Shaw Saville and Albion Co. Offices. Since its inception, the building has been occupied by a combination of port staff, private firms and public organisations, including port and seamen's unions, and it was leased by the Defence Department from 1939 to 1946. The Wharfinger's office vacated the building in 1981, while the Harbour Board occupied part of it until 1986.

Along with the rest of the port facilities, Maritime House was transferred to what is now CentrePort when the harbour boards throughout the country were dissolved in 1989. The Mechanical Branch of the port company occupied the building after this, and in more recent times it has been leased to the New Zealand Harbour Worker's Union and the Seaman's Union.

Maritime House is a modestly-sized masonry and concrete building, two storeys high and capped with a flat concrete roof. Originally planned to house both the Wharfinger's staff and an ambulance garage, the building was later altered to entirely office use. The building is a symmetrical wedge shape in plan, made to fit in a restricted site located between a railway line and a roadway (a former railway siding). The smallest ends of the wedges are at the south-east and north-west of the building. The structure is concrete foundations, floors, lintels and perimeter beams, supported on load-bearing brick external walls.

The building shares some compositional features and stylistic similarities with Shed 35, an earlier building by Marchbanks. The ground floor of the building is treated as a planar plinth for the upper floor, relieved only by windows – a plastered beam line with a deeply bevelled top delineates the position of the first floor. Above this line, the structure is expressed as a grid of beams and columns with recessed wall panels between; a plaster moulding enlivens the head of each panel. The parapet above is deceptively tall, up to 2.5 m at the front façade, and conceals the flat roof beyond. The brickwork is of high quality and includes gauged scotia trims in the wall panels and flat arched windows with gauged lintels.

The principal façade of Maritime House faces east, to the sea. The main central part of this façade, some three quarters of its length, is brought forward of the corners with heavy square pilasters which rise to a substantial plaster Doric cornice cum entablature and extend above that to anchor the corners of the solid parapet above. At the ground floor, the main entrance is

in the centre of the façade, and is delineated by a small horizontal plastered canopy set on large brackets. To the left side of the entrance, three small timber windows are placed in a panel which infills a larger previous opening (the former ambulance garage); to the right side are two elegantly proportioned double-hung timber windows, centred on those of the first floor above. At the first floor, the wall face is set back from that of the ground floor and divided into panels by square Doric pilasters. Each panel has a pair of double hung timber windows. The main part of this façade is flanked by the smaller side bays which each contain a single double-hung window at each storey.

The cornice follows the set-back and turns the corner for the first bay of each side wall and meets in to the generally plainer side walls of the building.

The side walls are less ornamented than the main façade but are not without interest, although the northern façade is more consistent than the southern. Both façades have a strong rhythmic composition of large double-hung timber windows set in relation to the expressed structural grid of the upper floor; the columns of the grid extend above the top beam to form part of a strong parapet line which conceals the flat roof. The exterior remains in largely authentic condition.

The building is of some technical interest for its construction with a load-bearing steel frame and concrete floors in conjunction with the brick outer walls.¹¹

Historical Photograph of Place

See Figure 4

¹¹ *Shed 35, King's Wharf, Port of Wellington, Report 2007* by Russell Murray - Wellington City Council Strategy and Policy Committee 9 August 2007 (1215/52/Im) Proposed District Plan Change 58 – Proposed Additions To Listed Heritage Buildings, Areas - Information available as part of Public Notice Proposed District Plan Change 58 & Section 32 Report Additions to current Heritage Listings 11 August 2007; or Alys Mendus, *Report on the Historic Values of the two remaining Wharf Buildings on the Commercial Port, Wellington. Shed 35 and Maritime House*, New Zealand Historic Places Trust 2003. Also see: Building Permit 00056:25:B2519, 13/1/1927. Wellington City Archives (WCA), URL: <https://apps.wcc.govt.nz/collection/results.do?view=detail&db=object&title=allitems&lastTitle=allitems&lastMenu=simple&menu=simple&id=251906> (Accessed 18 January 2012); WCC Archives AC023:57:9

Current Photograph of Place



Figure 6: Kings Wharf Office (Former)

Map of Extent



5.5.4 Kings Wharf

Other Names: King's Wharf; Thorndon Container Terminal

Address: Pipitea Quay, Wellington

Additional Location Information

Kings Wharf abuts the Thorndon Container Terminal to the north of Lambton Harbour. Glasgow Wharf is to the west.

Current Legal Description

No legal description, Pt Harbour Bed

Registration Information

This place is not separately registered.

Summary

No doubt named after King Edward VII (who reigned from 1901-1910), Kings Wharf was designed in 1906 and completed in 1908.¹² The contractors were C.F. Pulley and Co.¹³ It was the last Wellington wharf to be constructed in timber, as all principal wharves and quays built from 1909 were built out of reinforced concrete.¹⁴

Shortly after the wharf was completed, two stores - Sheds 31 and 33 - were constructed down the middle of the wharf.¹⁵ These were used for storage, particularly wool. Early photographs (*circa* 1910) show that railway tracks were laid down on each side of the wharf, for convenient distribution of the cargo by rail. Large mobile cranes on special tracks, which could bridge over the railway cars, operated on either side of the building. This enabled the direct unloading

¹² REGISTRATION PROPOSAL - HISTORIC AREA Shed 35 and Maritime House

¹³ Johnson, p. 232

¹⁴ Wellington Harbour Board Contract Number 138. Kings Wharf Specification 1906 p.1; Anderson, G. *Fresh About Cook Strait*. Wellington. p108

¹⁵ Ref. No. AC016:3:138 Kings Wharf and erect stores [Shed 31 and 33], WCC Archives, URL: <https://apps.wcc.govt.nz/collection/results.do;jsessionid=89FF8EE1D1485D7FF96E32A083B7FDCC?view=detail&db=object&title=allitems&lastTitle=allitems&lastMenu=simple&menu=simple&id=422733> (Accessed 18 January 2012)

of cargo from the ships onto the wharf and into rail wagons, or straight onto the balconies of the building at first floor level.¹⁶

The loading and unloading of goods was often hazardous. For instance, on 2 August 1918, a day after the Harbour Association Conference discussed the dangers of inflammable oils, the Westland Shipping Company boat *Defender* was loading case oil from *Harre* at Kings Wharf. There was an explosion which ignited the cargo and the boat was towed to Matiu/Somes Island by two tugs to avoid any major catastrophe on the wharf.¹⁷

Not only were the goods that the waterside workers handled volatile, but so was the day to day workings of the wharf, with disputes between the shipping lines and the workers not an uncommon occurrence. These disputes were generally over working conditions, wages and unionisation and often erupted into strikes. On 23 October 1913 at the beginning of the 1913 Waterfront Strike the *Rimutaka* which was being unloaded at Kings Wharf by non-union labour was stormed by striking workers and several ships' officers were assaulted. Within days the port had ground to a standstill.¹⁸

Kings Wharf has further historical significance. As well as being used for trade the wharf was also used for the arrival and departure of troop ships. On 2 May 1940 the wharf was packed with family and friends to farewell the men of the Second Echelon 2 NZEF departing to the battlefields of World War Two.¹⁹ Two years later 'on a cold grey morning of 14 June, a large two funnelled liner berthed at Kings Wharf. The decks of *USS Wakefield* were lined with over 6000 marines of the 1st Echelon of the 1st Marine Division.²⁰ Since it was a Sunday morning there were few people about, but there was still a band waiting for them on Kings Wharf, playing the Marine Corps hymn.²¹

In the early 1940's Shed 33 was demolished and a new shed was constructed in 1943.²² In the early 1960's the Wellington Harbour Board (WHB) proposed to convert Kings Wharf to an Overseas Passenger Terminal (OPT), however this

¹⁶ Hunt Davies Architects Shed 31 Report p.3

¹⁷ Johnson, p. 270

¹⁸ *Ibid.*, p. 258

¹⁹ *Ibid.* p. 314

²⁰ 'US Forces 2nd World War,' New Zealand Ship and Marine Society, <http://www.nzshipmarine.com/history/us-forces> (Accessed 18 January 2012)

²¹ 'Waterfront Tales,' Wellington Waterfront, URL: http://www.wellingtonwaterfront.co.nz/history/historical_events/ (Accessed 18 January 2012)

²² WCC Archives Ref. AC016:4:193

never went ahead and instead the OPT was constructed at Clyde Quay Wharf.²³

With the advent of containerisation in the 1960s there was a need for much larger storage space and cargo handling machinery. This led to the major reclamation from Kings Wharf to Pipitea Point which encompassed the old Pipitea Wharf as well as absorbing most of Kings Wharf. This was funded through money provided under the *Wellington Harbour Board Loan and Empowering Act 1967 No 15* (as at 03 September 2007), Local Act. Berth 1 on Kings Wharf is still extant and is used for the loading and unloading of goods.

In the early 2000's CentrePort demolished two large warehouses, exposing the wharf's timber deck to the weather, which hastened the need for the refurbishment.²⁴ A new Coldstore was constructed at this time by Kings Wharf Holdings but the company was later liquidated.

In 2008 the company replaced a number of beams and piles, installed bollards and upgraded the fenders. It also replaced 8000 square metres of deck structure with a post tension concrete slab. At the same time the Strait Shipping offices were moved from the middle of the wharf to its northern end.

In 2008 a new coastal route linking Glasgow Wharf and Kings Wharf to the main operational port, and an all new roll-on/roll-off (roro) berth was constructed. The new berth actually joins the coastal route to Kings Wharf. The roro berth is 20 metres wide, with a deck area of 350 metres squared, and is constructed of driven piles, pre-cast beams and a slab topping. Its size and strength (it is the roro berth with the highest axle load rating at CentrePort) make it particularly suitable for the loading and unloading of heavy machinery. The new berth is primarily used by Strait Shipping.²⁵

²³ Wellington Harbour Board Loan and Empowering Act 1967 No 15 (as at 03 September 2007), Local Act

²⁴ WCC Archives Ref. 00078:349:57418

²⁵ 'Royal Treatment for King's Wharf,' Centreport, URL: http://www.centreport.co.nz/publications/Strait_Talk_Jun08.pdf (Accessed 2009)

Historical Photograph of Place



Figure 7: Ships Empress of Japan and Mauretania at Kings Wharf, Wellington, August or September 1940. ATL, ID:1/1-021750-G. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 8: King's Wharf from Waterloo Quay overbridge

Map of Extent



The extent for this historic place is for the wharf structure and curtilage. It excludes any buildings constructed on the wharf.

5.5.5 Glasgow Wharf

Other Names: N/A

Address: Waterloo Quay, Wellington

Additional Location Information

Glasgow Wharf is situated between Kings Wharf and Railway Wharf at the northern side of Lambton Harbour.

Current Legal Description

Pt Lot 18 DP 406642 (under Section 237(a) Resource Management Act); Pt Lot 15 DP 406642 (CT 446668), Wellington Land District; No legal description, Pt Harbour Bed

Registration Information

This place is not separately registered.

Summary

Glasgow Wharf was built by John McLean and Son and opened for business in 1901. At the same time two large cargo sheds were constructed with hydraulic cranes.²⁶ It is not known when these sheds were demolished but this was prior to 1976. The wharf was serviced by rail and largely handled frozen meat as well as other products requiring cool storage such as cheese.²⁷ For many years it was the main export loading berth, particularly for the meat trade.²⁸

In 1964 the Wellington Harbour Board (WHB) decided to follow recommendations in a report by its Streamlining Committee concerning the reorganizing of its facilities, and set about upgrading Glasgow Wharf as an export wharf. This involved the re-decking of the wharf in concrete, laying six new railway tracks and installing five new Stothert and Pitt electric cranes. Shortly after this work was completed the issue of containerization emerged and within a few years the Thorndon Reclamation was underway for the new

²⁶ WCC Archives Ref. AC016:2:105

²⁷ Johnson, p. 227; Wellington Harbour Board Year Book 1923 p.19

²⁸ Johnson, op.cit. p. 365

container port.²⁹ The Stothert and Pitt cranes were later replaced by nine Tripod Cranes which were in use throughout the world until the advent of container shipping in the 1960s. The last remaining of these cranes was restored and placed on Queens Wharf in 2000.³⁰

In November 1992 the wharf became the base for the *Straitsman*, a roll-on/roll-off vessel that could carry livestock on her upper deck. Initially based at Taranaki Street Wharf the arrival of the *Straitsman* more or less coincided with the introduction of the *Employment Contracts Act*. The vessel became the centre of a bitter dispute with the Seamen's Union as the ship's owners decided to employ non-union crew. After eight months of picketing, arrests and much name calling it was decided to permanently base the ship at Glasgow Wharf where the crew could be more easily protected within the fenced confines of the port. The service proved to be very successful and a second vessel, the *Suilven*, joined the *Straitsman* in October 1995.³¹ Both these vessels have since been replaced. However new ships continue to transport cargo and operate a coastal freight service around New Zealand.

The service was started by Strait Shipping Ltd which also started the Bluebridge Ferry Service in 2003, which operated from the wharf on a daily basis between Picton and Wellington.³² The Bluebridge Ferry Terminal building was designed by Aonui Architecture and completed for port operator CentrePort in 2003, as the Wellington gateway for passengers on this Cook Strait ferry service.³³ The *Straitsman* ferries *Santa Regina* and its sister ship, the *Monte Stello*, operate from Kings Wharf.³⁴

²⁹ Ibid. p371. Also see *New Zealand Marine News*, Vol. 17:2 (1965), pp. 62-4

³⁰ 'Heritage on the Waterfront,' Wellington Waterfront, URL: http://www.wellingtonwaterfront.co.nz/history/heritage_on_the_waterfront/ (Accessed 18 January 2012)

³¹ Johnson, p.446

³² 'About Us,' Bluebridge, URL: www.bluebridge.co.nz/aboutus/ (Accessed 18 January 2012)

³³ 'Bluebridge Ferry Terminal: Environmentally sustainable design aspects,' Aonui Architecture, URL: www.aonui.co.nz/sustain/ESD_projects/bluebridge_esd.htm (Accessed 18 January 2012)

³⁴ Personal Comment Bluebridge Ferries to Barbara Fill 23 June 2009

Historical Photograph of Place



Figure 9: Glasgow Wharf, Wellington, with cranes, 1976. ATL, ID: 35mm-00074-b-F, 1976. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 10: Glasgow Wharf

Map of Extent



The extent for this historic place is for the wharf structure and curtilage. It excludes any buildings constructed on the wharf.

5.5.6 Railway Wharf

Other Names: Inter-Island Wharf; Interisland Wharf

Address: Waterloo Quay, Wellington

Additional Location Information

Railway Wharf is situated between Glasgow Wharf (east) and Wool Jetty (west) at the northern side of Lambton Harbour.

Current Legal Description

Lot 18 DP 406642 (under Sec 237(a) Resource Management Act); No legal description, Pt Harbour Bed

Registration Information

This place is not separately registered.

Summary

Railway Wharf is the second oldest of Wellington's wharves, after Queens Wharf. Wellington City Archives files indicate that a meeting was held in 1879 to discuss the proposed Railway Wharf.³⁵ The resulting wharf and breastwork were completed in 1880, just prior to the establishment of the Wellington Harbour Board (WHB). Therefore, when the *Wellington Harbour Board and Corporation Land Act 1880* came into effect the WHB was to manage the wharf but the government retained ownership.³⁶ While the WHB wanted to promote Railway Wharf as an alternative to the overworked Queens Wharf, problems with the lack of customs controls hindered this until sheds could be provided. The Railway Wharf and breastwork were instead classed as suffrage wharves which allowed goods to be landed so long as the government's revenue was protected.³⁷

³⁵ WCC Archives Ref. No. 00233:3:1879/1506

³⁶ Mary O'Keffe, 'Inter-island, Glasgow & Kings Wharves, Wellington: Archaeological assessment of proposed refurbishment of site,' October 2011, pp.12-13. NZHPT File 2012-078. Wellington Harbour Board and Corporation Land Act 1880 provided for the ownership and management of the wharf to be split between the government and the Harbour Board.

³⁷ Johnson op.cit. p.145

In 1903 extensions and upgrading work were undertaken to cater for increased trade and in 1907 a weighbridge and tolls office were added.³⁸ For a number of years it was primarily used for handling coal and at one time 10 moveable cranes fitted with Priestman grabs were used to load and unload coal directly from the railway trucks.³⁹ The coal trade was a significant part of port activity until World War One with the quantity of coal handled reaching a peak of 569,000 tons in 1914-15.⁴⁰ It was used by the railways as well as for local industry, the gasworks and home consumption. However by the 1920's coal was being replaced by oil and the Miramar wharf and the construction of a new coal facility at Aotea Quay meant that Railway Wharf was no longer required for the coal trade.

In 1953 it was converted and became known as Inter-Island Wharf. This involved the 'widening, lengthening and re-decking of the timber wharf in concrete; the provision of two cargo-handling cranes; a passenger shelter, gangways, mail room and ticket office accommodation' and the construction of Sheds 21A and 21B.⁴¹ Its proximity to the Wellington Railway Station was seen as a bonus. A special *Wellington Harbour Board Loan and Empowering Act* 1952 provided the necessary funds for the work. Initially the WHB proposed to use the wharf for the new Picton-Wellington ro-ro service. However, due to ship movement constraints and a proposal to build a motorway along Waterloo Quay, the ro-ro service was moved to a new development at Thorndon Quay.

However, in 1965 the Union Steamship Company introduced its own ro-ro service between Lyttelton and Wellington with the conversion of the *Maori*. This was followed by the introduction in July 1966 of the infamous *Wahine*, at that time the largest ro-ro vessel in the world.⁴² Two years later, in April 1968, it foundered and sank at the entrance to Wellington Harbour with the loss of 51 lives. The ro-ro service only lasted another seven years, aided in its final year by government assistance, before it folded unable to compete with increasing air traffic and the Picton-Wellington ferry service operated by New Zealand railways.⁴³ Railway Wharf (Former) is currently (2012) used by Pacifica Transport Group, a New Zealand owned and operated provider of coastal

³⁸WCC Archives Ref. No. AC016:3:118; WCC Archives Ref. No. AC046:53:5

³⁹ Wellington Harbour Board Year Book December 1921 p.10

⁴⁰ Johnson op.cit. p.280

⁴¹ Quote from Wellington Harbour Board Year Book February 1956 p.52; WCC Archives AC016:5:233

⁴² Johnson op.cit. p 361; 'Steamer Express,' New Zealand Coastal Shipping, URL: <http://www.nzcoastalshipping.com/steamerexpress.html> (Accessed 18 January 2012)

⁴³ 'Steamer Express'

shipping and inter-modal transport services. The north berth is also used as the base for Wellington's tugs and pilot launch.

Historical Photograph of Place

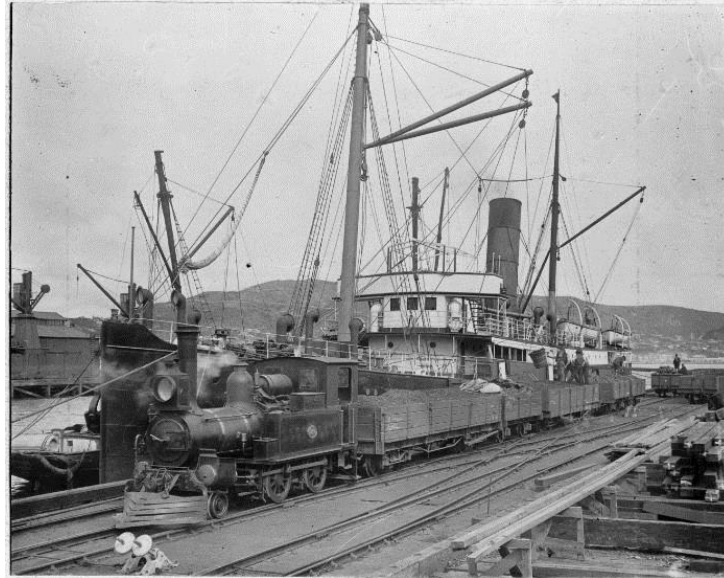


Figure 11: *Mapourika*, Railway Wharf, Wellington, ca 1908. ATL, ID: 1/2-104772-F. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 12: Railway Wharf

5.5.7 Shed 21 (Former)

Other Names: J Store, Waterloo on Quay Apartments

Address: 28 Waterloo Quay, Wellington

Additional Location Information

Shed 21 (Former) is situated on Waterloo Quay on the east side of the intersection with Bunny Street.

GPS information: (southeast corner) E1749091 N5428524

Current Legal Description

Lot 1 DP 309984 (CT 53778, CT WN33C/717); Sec 1 SO 35726 (CT WN37C/993), Wellington Land District.

Note: there are a number of stratum in leasehold titles included in these unit titles. Refer to Appendix 5.6.1 in Volume III of this report.

Registration Information

This place is separately registered: Category 1 historic place (Register No. 237)

Summary

Shed 21 was built in 1910 to store wool and was designed by the Wellington Harbour Board (WHB) Chief Engineer, James Marchbanks. Originally known as J Shed, it replaced an 1880 timber building which had burnt down earlier that year. At three storeys, it is the tallest of the WHB's industrial warehouses, while its Edwardian design makes it possibly the grandest wool store in the country.⁴⁴

Constructed of brick from the Tonks' brick works in Webb Street, it had an upper floor of timber on heavy steel beams supported on concrete columns and lit by south light trusses.⁴⁵ It is a building both functional for its original purpose and attractive in its proportions.

⁴⁴ Wellington Harbour Board Shed 21, Category 1 historic place (Register No. 237), URL: <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=237&m=advanced> (Accessed 18 January 2012)

At the north end of the building an apse-like extension housed an 'accumulator', part of a hydraulic mechanism. Accumulated water pressure was used to drive lifts that moved goods between floors. Hydraulic power was once the main source of power on the waterfront and was used for wool presses, cranes and other equipment until it was finally superseded by electricity in the 1950s.⁴⁶ There are few remnants of this system which remain. However, this building retains the guide rails from the accumulator tower in what is now a staircase.⁴⁷

The semi-circular headed windows on the first floor and the design of the accumulator tower appear to be a more functional interpretation of design elements employed by Frederick de Jersey Clere in the more ornate Shed 7.

Shed 21 sits at the entrance to the Railway Wharf (Former) and is a prominent feature along Waterloo Quay. It is a visual stop to the vista down Bunny Street from Parliament Buildings.

Over the years the large spaces and high roofs with skylights of Shed 21 and other wharf sheds around the waterfront has made them ideal for use for, among other things, exhibitions and concerts. For instance as early as 1911 an Industrial Exhibition was held in Shed 21.

During the 1990s while future uses for the building were being explored it was used for a variety of purposes including social functions such as the third Devotion Party held by the Gay and Lesbian Community, during which drag artiste and musician Arthur Tauhore died of AIDs complications.⁴⁸

In the 1990s part of the building was also used for conservation work on the remains of the *Inconstant* (which is now stored on Queens Wharf) and as a car park.⁴⁹ The building was converted into apartments in 2002 and is now known as Waterloo on Quay Apartments. Athfield Architects designed this major conversion which involved significant changes to the interior and the colonnade on the Waterloo Quay elevation.

⁴⁵ NZHPT File: 12016-034

⁴⁶ *Maritime Heritage Trail*, revised Michael Kelly 2006, Wellington City Council

⁴⁷ K. Astwood to Consultant 9 (NZHPT), 19 December 2011, NZHPT File 12023-275, Vol 2

⁴⁸ 'Lesbian/Gay Historical Walk of Wellington,' Queer History New Zealand, URL: <http://www.queerhistory.net.nz/devotion.html> (Accessed 18 January 2012)

⁴⁹ *Maritime Heritage Trail*

Historical Photograph of Place



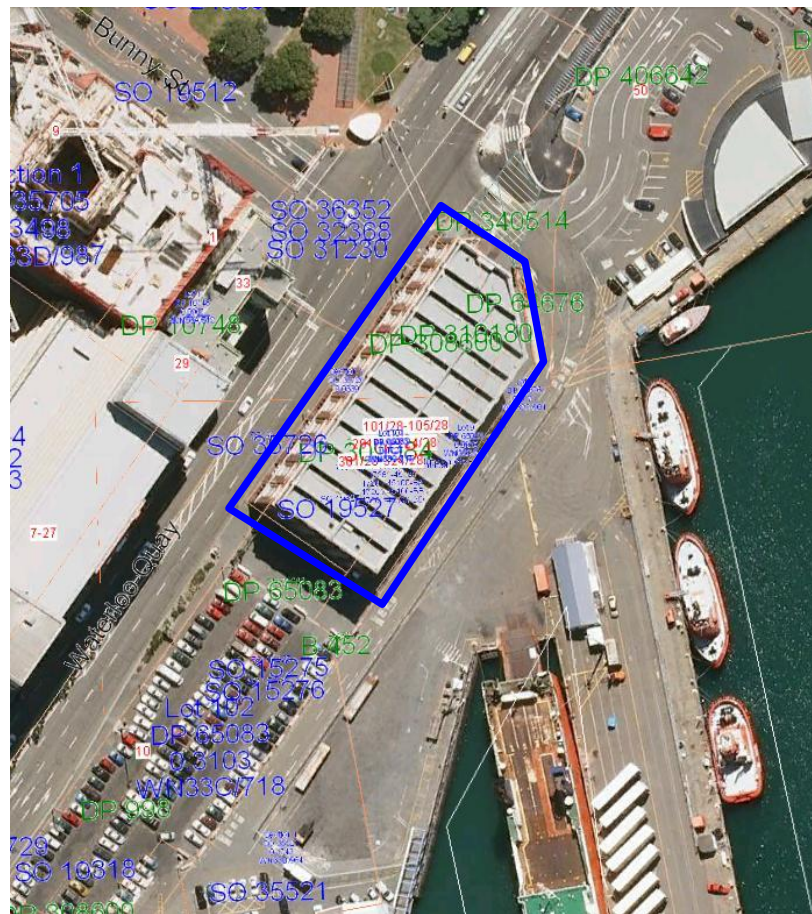
Figure 13: The Pamir at Wellington, ca 1940. ATL, ID: 1/4-020727-F.
Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 14: Shed 21 (Former)

Map of Extent



5.5.8 Wellington Harbour Board Wharf Gates, Posts, and Railings

Other Names: Wharf Gates and Fences; Wellington Harbour Board Gates and Fences; Wellington Harbour Board Iron Gates and Railings; WHB Gates and Railings

Address (from north/Waterloo Quay to south/Taranaki Street):

10 Waterloo Quay; opposite corner Whitmore Street and Customhouse Quay; opposite corner Ballance Street and Customhouse Quay; opposite corner Waring Taylor Street and Customhouse Quay; Queens Wharf; opposite corner Hunter Street and Jervois Quay; Taranaki Street Wharf

Wellington

Additional Location Information

The gates, posts and fences are located intermittently beginning in the north from Waterloo Quay, with the posts and gates at immediately south of Wellington Harbour Board Shed 21/Waterloo on Quay Apartments, to Taranaki Street Wharf in the south. They include the wharf gates at the entrances to Queens Wharf and Taranaki Street Wharf, as well as those opposite the Waring Taylor, Johnston, and Brandon Street intersections with Customhouse Quay, which are either side of and between Sheds 11 and 13. Posts and railings are also located at the entrance to the former Ferry Wharf opposite the intersection of Whitmore Street and Customhouse Quay, as well as immediately south of the Wellington Harbour Board Head Office and Bond Store/Museum of Wellington City and Sea which are opposite the intersection of Hunter Street and Jervois Quay.

GPS information:

Shed 21 posts and gates – (centre of gates) E1749066 N5428534

Ferry Wharf posts and railings – (north fence post) E1748979 N5428408

Shed 13 gates – (centre of gates) E1748951 N5428336

Customhouse Quay gates – (centre of gates) E1748916 N5428271

Shed 11 gates and railings – (south pedestrian gate) E1748890 N5428203

Queens Wharf entrance gates – (centre gatepost) E1748886 N5428087

Jervois Quay gates and railings – (streetfront south lamppost) E1748901
N5427977

Taranaki Street Wharf gates – (roadway centre) E1749064 N5427515

Current Legal Description

[Shed 21 posts and gates] Lot 102 DP 65083 (CT WN33C/718); [Ferry Wharf posts and railings, Shed 13 gates, Customhouse Quay gates, Shed 11 gates and railings] Lot 1 Deposited Plan 363596 (CT 258479); [Shed 11 gates and railings, Queens Wharf entrance gates, Jervois Quay gates and railings] Lot 3 DP 436892 (CT 536984); [Taranaki Street Wharf gates] Legal Road, Wellington Land District

Registration Information

This place is separately registered: Category 2 historic place (Register No. 1447).

Prior to an audit of the Register in 2004, the NZHPT understood that Wellington Harbour Board Taranaki St Gates was registered by the NZHPT Board. The place was given Register Number: 1448. An audit of the Register indicated that there is no confirmation of registration in the NZHPT Board Minutes for this registration. The registration is therefore invalid.

Summary

Originally iron gates and fences were constructed along the waterfront from Waterloo Quay to Taranaki Street (and later along Aotea Quay). The large cast iron gates and posts with lamps and decorative orbs marked the entrances to each of the wharves while fences filled in the gaps between the buildings which abutted the Quays. They effectively separated the waterfront from the town and their construction was not without controversy from the outset. For instance Johnson notes that:

‘When the Board decided to enclose Queens Wharf [in 1898] from Brandon Street to Jervois Quay with wrought-iron fences and gates, there were protests on two grounds: the calling of tenders from British manufacturers – what was wrong with colonial manufacturers? – and the curtailing of civil

liberties – ‘the thin edge of the wedge’ ... First, no right to hold meetings ... then no fishing ... Now ... the public will be fenced off.’⁵⁰

The right to public access to the waterfront was a long held belief by the citizens of Wellington and when the first gates went up on Queens Wharf in 1899 the public were more or less excluded from one of their favourite promenades.⁵¹ Conversely, this was seen by the Wellington Harbour Board (WHB) as a means of protecting the public from the workings of a busy port. Johnson states that Wellingtonians felt aggrieved for decades and in March 1945, following access restrictions imposed during World War Two, the WHB again came under public pressure to open up the wharves. ‘A month later the War Cabinet agreed to the area from the Jervois Quay gate near the Star Boating Club to the Lyttelton Wharf being opened up, but there was to be no loitering, no fishing, and no entry to Queens Wharf.’⁵²

Over the years the gates and fences became identified with political unrest, especially during the waterfront strikes of 1913 and 1951 where they were used to control access to the wharves both by the police and the unionists.

Most of the gates and railings along Jervois Quay (south of the current Events Centre) were taken down, along with the Jervois Quay Sheds, during the mid-1970s as part of further harbour reclamation and the development of Frank Kitts Park. Similarly most of the fences and gates further north along Waterloo Quay have also been removed as the port has been developed in this area for both port and non-port related activities.

The gates and railings that remain include those at the entrance to Queens Wharf, Taranaki Street Wharf, and between Sheds 11 and 13 opposite Brandon Street, with remnants also opposite Bunny Street, Grey Street and alongside the south end of Shed 21.⁵³

Of these, the oldest are those at Queens Wharf. These ornamental gates are ‘fine specimens of late Victorian wrought ironwork, with their cast-iron spandrels and ornaments and matching cast-iron pillars. Made by the British firm of Bayliss Jones & Bayliss, they were shipped out and erected in 1899, in time to

⁵⁰ Johnson pp. 222-23

⁵¹ Ibid. p. 227

⁵² Ibid. pp. 332-33

⁵³ Details on the individual gates and fences can be found in *Some Waterfront Buildings – A Study of Unclassified Buildings and Objects on the Wellington Wharves*, Chris Orsman for Wellington District Committee, NZHPT 1993 in NZHPT File 12016-025 Vol. I

mark the departure of the second New Zealand contingent to the Boer War. Prior to this the wharf was guarded with a small wooden stockade-like arrangement, with two sentry posts.⁵⁴

The remaining gates and enclosing railings were made by J and W Faulkner of Dunedin and were erected between 1901 and 1922.⁵⁵ Since 2000 Wellington Waterfront Limited has refurbished some of the gates and fences and has also added new shelters and signage alongside them. Many however have been removed.

Historical Photograph of Place



Figure 15: Crowd outside entrance to Queens Wharf Gates, Wellington, during the 1913 Waterfront Strike, 1913. ATL ID: 1/1-019676-G. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

⁵⁴ M. Kelly, *Maritime Heritage Trail*, 2006, Wellington, p.15

⁵⁵ WCC Archives holds some of the plans and/or contracts for the gates and fences

Current Photographs of Place

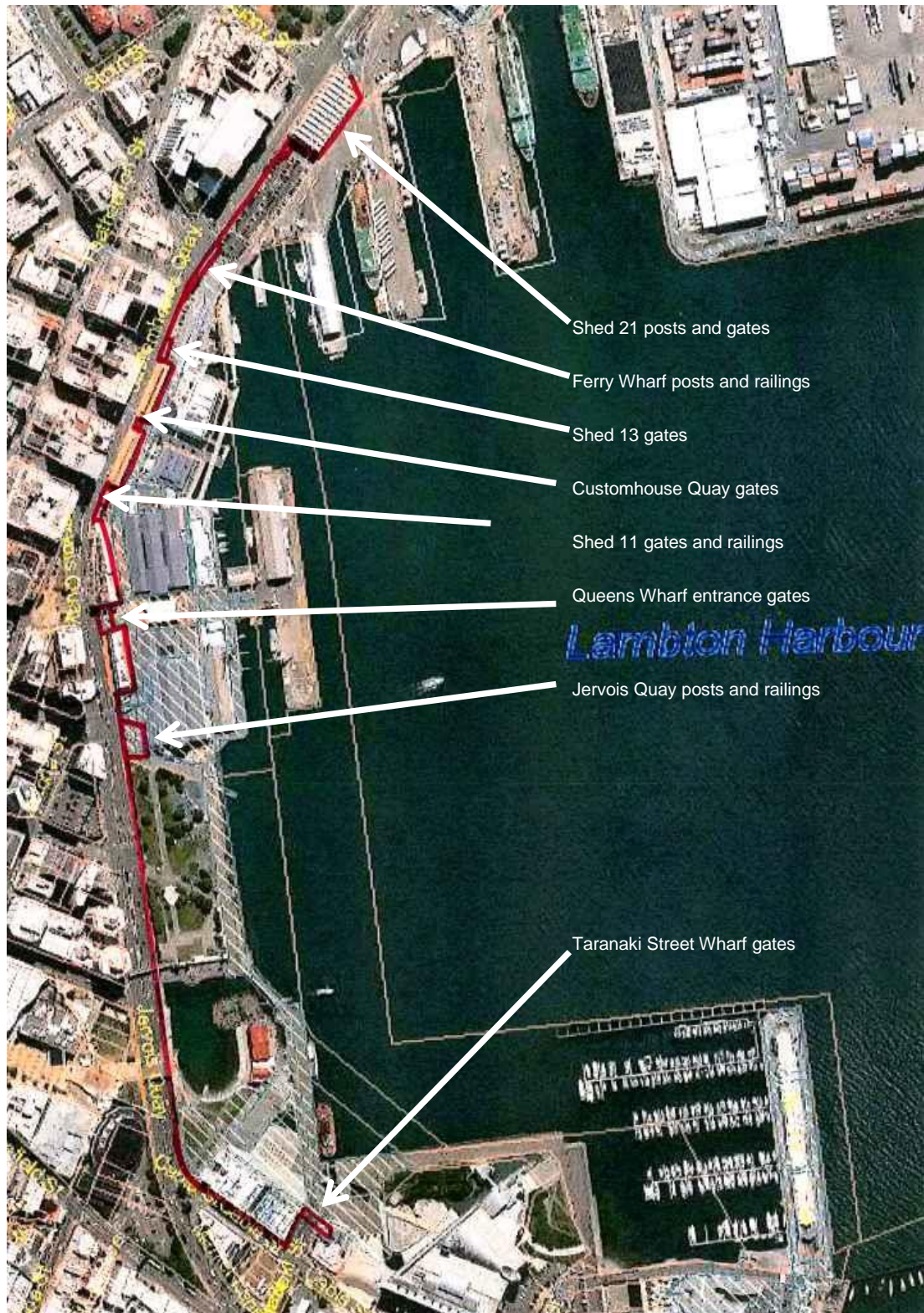


Figure 16: Ferry Wharf fences and posts



Figure 17: Queens Wharf entrance gates

Map of Extent



A more detailed indication of the extent of each set of boundary markers follows.

Individual of Extents

Shed 21 posts and gates



Ferry Wharf posts and railings



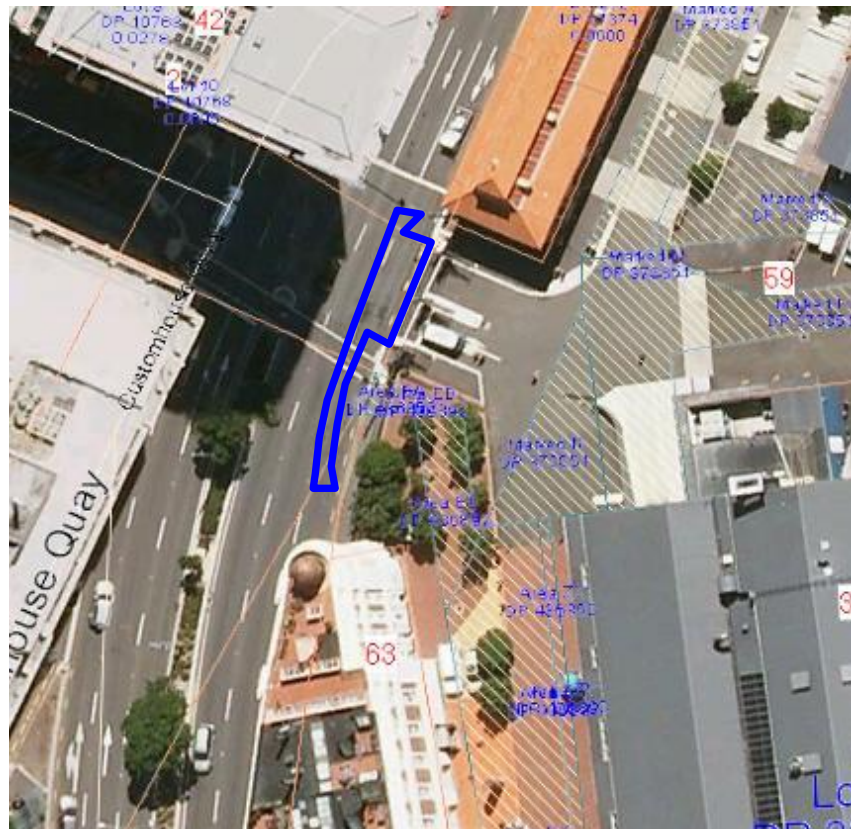
Shed 13 gates



Customhouse Quay gates



Shed 11 gates and railings



Queens Wharf entrance gates



5.5.9 Wool Jetty

Other Names: Lyttelton Ferry Wharf; Waterloo Wharf; Wool Wharf

Address: Waterloo Quay, Wellington

Additional Location Information

Wool Jetty is situated between Railway Wharf and the Ferry Wharf.

Current Legal Description

No legal description, Pt Harbour Bed

Registration Information

This place is not separately registered.

Summary

Now known as Waterloo Wharf, the Wool Jetty was initially constructed of timber in 1882 to service the wool trade. This was the first completely new wharf that the Wellington Harbour Board (WHB) commissioned after its inauguration in 1880. In the early period it was connected to the land by a bridge until reclamation filled in the gaps.⁵⁶ Further additions were made in 1890 and 1912.⁵⁷ As its functions changed and the wharf was extended to meet increasing trade and later passenger services, its name also changed.

In 1916, in the middle of World War One, the WHB managed to convert the Wool Jetty to an inter-island wharf to relieve the pressure on Queens Wharf which was the main berth for inter-island ferries. At this time the old wharf was widened and extended using wooden piles which were readily available (unlike steel which was in short supply because of the War). The contractors were Donald McLean and Co.

The extended and renamed Lyttelton Ferry Wharf was hailed as providing a new gateway to the city being located across the road from the proposed site

⁵⁶ Johnson. p. 215

⁵⁷ WCC Archives Ref. No. AC016:1:55 and AC016:4:173 from WCC Archives on-line search 20/5/2009

for the new central railway station.⁵⁸ On 7 June 1916 the *Maori* berthed at the new wharf for the first time.⁵⁹ In 1931 the wharf was extended to provide for the new turbo-electric powered *Rangatira* which replaced the *Maori* on the Wellington-Lyttelton overnight Steamer Express service.⁶⁰

With the conversion of the Railway Wharf to the Inter-Island Wharf in 1953 the inter-island service transferred from the Wool Jetty to the new wharf. Therefore the wharf underwent another name change, becoming Waterloo Quay Wharf, and was used as berthage for coastal traders.⁶¹

For a number of years, Shed 19 on the wharf was the base for the Wellington Police Maritime Unit. The unit has two vessels - the 17.5 metre launch *Lady Elizabeth III* and a 4.6 metre inflatable which is used for patrolling the inner harbour, under wharves for body recoveries, protest action, to access difficult locations such as rivers and assisting Police National Dive Squad members. The launch service dates back to 1941.⁶² It was only recently, in June 2009, that the police unit moved to the Eastbourne Ferry and Borough Council Offices (Former) as Wool Jetty was closed by CentrePort for major structural repairs. The police launch operates from the Ferry Wharf.

⁵⁸ Johnson op.cit. p. 264

⁵⁹ *ibid* p. 264

⁶⁰ *ibid*. pp. 300-301

⁶¹ *ibid*. p. 346

⁶² <http://www.police.govt.nz/service/maritime/wellington.html> see also Maritime Heritage Trail Shed 17 information.

Historical Photograph of Place



Figure 18: Ships *Pleione* and *Hurunui* at Railway Wharf, Wellington, January or February 1886. ATL, ID: 1/2-230727-G. Wool Jetty (Former) in foreground. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 19: Wool Jetty

Map of Extent



The extent of this historic place refers to the wharf structure and curtilage. It excludes the large building located within extent.

5.5.10 Ferry Wharf and Eastbourne Ferry and Borough Council Offices (Former)

Other Names: Eastbourne Ferry Building; Eastbourne Ferry Jetty; Eastbourne Ferry Service Building; Eastbourne Ferry Ticket Office; Eastbourne Ferry Wharf; Ferry Jetty; Ferry Jetty No.1; Ferry Wharf No.1; Harbour Ferry Wharf; Wellington Ferry Wharf; Former Eastern Bays Ferry Office; Ferry and Council Offices; Ferry Wharf Offices; Maritime Police Building

Address: Waterloo Quay, Wellington

Additional Location Information

Ferry Wharf is between Wool Jetty and Ferry Wharf No.2 (Former), which is now the beginning of the Kumutoto Promenade, at the northwest side of Lambton Harbour. The wharf begins east of the intersection of Waterloo Quay with Whitmore Street. The Eastbourne Ferry and Borough Council Offices (Former) forms the entrance to the wharf.

GPS information: (Building gateway) E1749029 N5428431

Current Legal Description

No legal description, Pt Harbour Bed⁶³

Registration Information

This place is separately registered as part of: Eastbourne Ferry Terminal Building (Former) and Ferry Wharf (Register no. 7807)

Summary

Ferry Wharf was constructed by the Wellington Harbour Board (WHB) and opened for business at the end of the 1896-97 season for day trippers to Days Bay.⁶⁴ Like Wool Jetty (Former) the new wharf was connected to Waterloo Quay by a bridge until reclamations were eventually completed. The ferry service was operated by J.H. Williams who ran the Days Bay ferries. Williams had developed his land at Days Bay on the opposite side of the harbour as a

⁶³ Pers comm. Allan Brown (Property Manager Wellington Waterfront) to Blyss Wagstaff, 5 March 2010. Quickmap suggests Pt Bed Port Nicholson SO Plan 34851.

⁶⁴ Johnson, p. 215

public pleasure ground and the ferries provided a convenient means of transport as well as adding to the 'pleasure' experience.

The huge popularity of the place had put increased pressure on Queens Wharf, which was used as the berthage until the new wharf opened for business. Later suburban wharves were constructed at Eastbourne, Petone (primarily to service the industry there) and at Seatoun mainly for picnickers. However, as the settlements of Days Bay, Eastbourne and Seatoun developed the ferries also became a means of commuter transport.

In March 1912 the WHB proposed that it should build turnstiles and office facilities for the Wellington Ferry Company 'at the head of the ferry wharf.'⁶⁵ This seems to have been completed reasonably promptly, *circa* 1912-1913, with the Eastbourne Borough Council occupying the building soon after. From 1913 until 1948 the Council managed a ferry service, between Eastbourne and Wellington, from the building, which was leased from the WHB. The Council was the first local authority in the country to run a ferry service.⁶⁶ The ferry operated from the WHB's Ferry Wharf, and passengers were admitted to the wharf through the building's tunnel entrance.

However, the Council seem to have taken on the service reluctantly at first, because the WHB refused to take over the service when it was offered for sale by its private owners. Previously the Council had supported the private operator in its battles with the WHB regarding berthage and charges, and in 1909 had advocated that the WHB provide office and storage space for the ferry service on Ferry Wharf. Because the ferry service was valuable to the community, and was in jeopardy, the Council seem to have felt they had no choice but to step in.⁶⁷ Therefore, in the early to mid twentieth century the ferry ticket office became a familiar landmark to thousands of commuters. The building also has local historical significance because the Council had offices in the building until 1952 when it moved to Eastbourne.

Improved roading along the western side of the harbour bays, and alternative forms of public transport including the introduction of a bus service by the

⁶⁵ 'New Works,' *Evening Post*, 19 March 1912, p.3

⁶⁶ 'Harbour Board,' *Evening Post*, 25 September 1913, p.4; Former Eastbourne Ferry Building, Wellington City Council Heritage Building Inventory 2001 www.wellington.govt.nz/services/heritage/details.php?id=294&m=search&building=eastbourne (accessed 16 December 2011)

⁶⁷ 'Eastbourne Borough Harbour Ferry Service,' *Evening Post*, 17 May 1909, p.2; Johnson, p.248

Borough Council in 1927 eventually caused the demise of the ferries.⁶⁸ In the 1980s a new ferry service was revived from Days Bay but Ferry Wharf was in too bad a state of disrepair to be used for this purpose again.

For a number of years the building was used as offices and as a retail outlet selling maritime memorabilia. In 2009 interior modifications were made to the building so that the Maritime Police could move in.⁶⁹

While the architect of the building is unknown its design is somewhat quirky with its inventive roof structure, with interlocking hip and hipped-gable tiled roofs, and square entrance tunnel with wrought iron gate. Perched at the entrance to the Ferry Wharf the building is a small, narrow, two-storey shiplap weatherboard structure which originally had a small ticket window to the right of the tunnel, now filled in, and later an opening shop window built on the south corner. The first floor features a bell-cast dado below window sill level. Windows are plain double-hung sashes.⁷⁰

Historical Photographs of Place



Figure 20: View over Customhouse Quay to the Lyttelton ferry berth, Wellington, [193?]. ATL,1/2-045632-G. Ferry Wharf No.2 (Former) is closest to the foreground, with Ferry Wharf immediately next to it. Shed 13 is in the foreground. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

⁶⁸ Johnson, p.308

⁶⁹ Personal Comment Wharf Police Officer to Barbara Fill Wednesday 3 June 2009

⁷⁰ 'Former Eastbourne Ferry Building,' Wellington City Council, URL: <http://www.wellington.govt.nz/services/heritage/printview.php?id=294> (Accessed 18 January 2012)



Figure 22: Moving to new premises - Eastbourne Borough Council truck in front of Eastbourne Ferry Service building, Wellington, 1952. ATL, ID: 50181 1/1. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photographs of Place

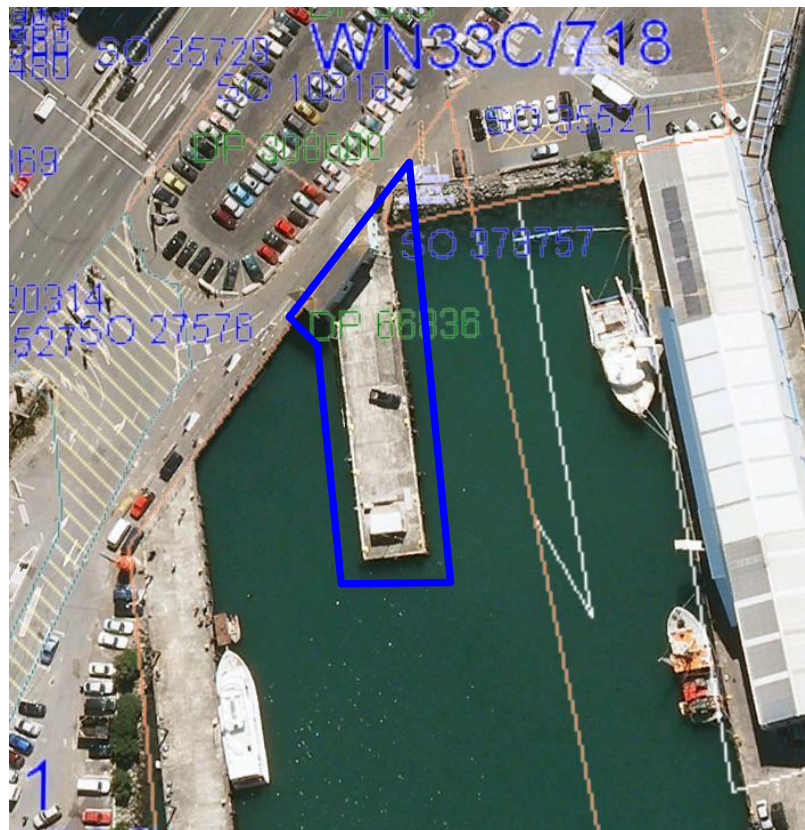


Figure 21: Ferry Wharf



Figure 23: Eastbourne Ferry and Borough Council Offices (Former)

Map of Extent



The extent of this historic place is for the wharf structure, the former ferry building and curtilage.

5.5.11 Ferry Wharf No.2 (Former)

Other Names: Ferry Jetty No.2; Ferry Wharf Number 2; Ferry Wharf Number Two; Kumutoto Wharf; Kumutoto Promenade; Tug Wharf; Tug Wharf Promenade

Address: Kumutoto Promenade, Wellington

Additional Location Information

Ferry Wharf No.2 (Former) constitutes the northern-most part of Kumutoto Promenade, beginning opposite/east of the intersections of Customhouse Quay and Ballance Streets. This wharf is west of, and parallel to, Ferry Wharf on the northwest side of Lambton Harbour.

GPS information: (north end of wharf) E1748999 N5428379

Current Legal Description

No legal description, Pt Harbour Bed

Registration Information

This place is not separately registered

Summary

As the name suggests, Ferry Wharf No. 2 was constructed to complement the berthage available at its close neighbour, the Ferry Wharf. In 1911 it was noted that '...there was a great deal of congestion at the Wellington Ferry Wharf, six boats requiring accommodation. Provision would have to be made for a new ferry wharf.'⁷¹ Indeed, the contract for the building of Ferry Wharf No.2 also included the extension of the existing ferry wharf, which suggests that harbour ferry services were in great demand in the period immediately prior to World War One.⁷²

Donald McLean and Company signed the contract for the project in June 1912. However, the construction of Ferry Wharf No.2 was immediately delayed due to

⁷¹ *Evening Post*, 27 October 1911, p.9

⁷² 'Works on the Water-front,' *Evening Post*, 21 June 1912, p.7

difficulties sourcing the requisite timber.⁷³ As such, construction work only began in mid 1913 and in October of that year the Wellington Harbour Board (WHB) Engineer, Marchbanks, reported that work was progressing nicely.⁷⁴ However, further delays beset the project because of the waterfront strike of late 1913. Therefore, the contract for Ferry Wharf No.2 and the additions to the Ferry Wharf was only completed on March 1914.⁷⁵

From the outset the wharf was 'useful in providing accommodation for tug boats and for small steamers which attend on the hulks...'⁷⁶ The continued references to it as Ferry Wharf No.2 seem to suggest that its main function for the first decade or so continued to be that of an auxiliary to the Ferry Wharf. However, by the 1930s Ferry Wharf No.2 was more commonly known as the Tug Wharf.⁷⁷

In 2007 Ferry Wharf No.2 (Former) became part of the retail and public space re-development known as the Kumutoto Precinct. The project was designed by Studio of Pacific Architecture and Isthmus Group for Wellington Waterfront, as was part of the on-going conversion of former WHB spaces into recreational and leisure areas. A pedestrian bridge now links the wharf to the rest of the Kumutoto Promenade.⁷⁸ The wharf was also recently recorded as an archaeological site (R27/253).

Historical Photograph of Place

See Figure 20

⁷³ Wellington Harbour Board, *Statement of Accounts with Annual Report and Other Statistics of the Wellington Harbour Board for the period ended 30th September 1912*, Wellington, 1913, p.19

⁷⁴ Wellington Harbour Board, *Statement of Accounts with Annual Report and Other Statistics of the Wellington Harbour Board for the period ended 30th September 1913*, Wellington, 1913, p.19

⁷⁵ Wellington Harbour Board, *Statement of Accounts with Annual Report and Other Statistics of the Wellington Harbour Board for the period ended 30th September 1914*, Wellington, 1915, p.20

⁷⁶ Wellington Harbour Board, 1915, p.20

⁷⁷ Lindsay Buick, *Jubilee of Port of Wellington, 1880-1930*, Wellington, 1930, p.82. In 1923 Ferry Wharf No.2 was still referred to by that name. Wellington Harbour Board, *Yearbook of the Wellington Harbour Board*, 1923, Wellington, 1923

⁷⁸ 'Waterfront's holiday atmosphere extended,' Wellington Waterfront, January 2007. URL: http://www.wellingtonwaterfront.co.nz/docs/kumutot_advertorial_jan07.pdf (accessed 14 December 2011)

Current Photograph of Place



Figure 24: Ferry Wharf No.2 (Former), December 2011. (K. Astwood, NZHPT)

Map of extent



5.5.12 Shed 11

Other Names: Shed V

Address: 41 Customhouse Quay, Wellington

Additional Location Information

Shed 11 is located south of Shed 13, on the seaward/east side of Customhouse Quay, north of this road's intersection with Jervois Quay. It is part of the Kumutoto Precinct on the Wellington Waterfront.

GPS information: (south entrance) E1748899 N5428213

Current Legal Descriptions

Lot 202 DP 67374 (CT WN36D/596, CT 532207), Wellington Land District

Registration Information

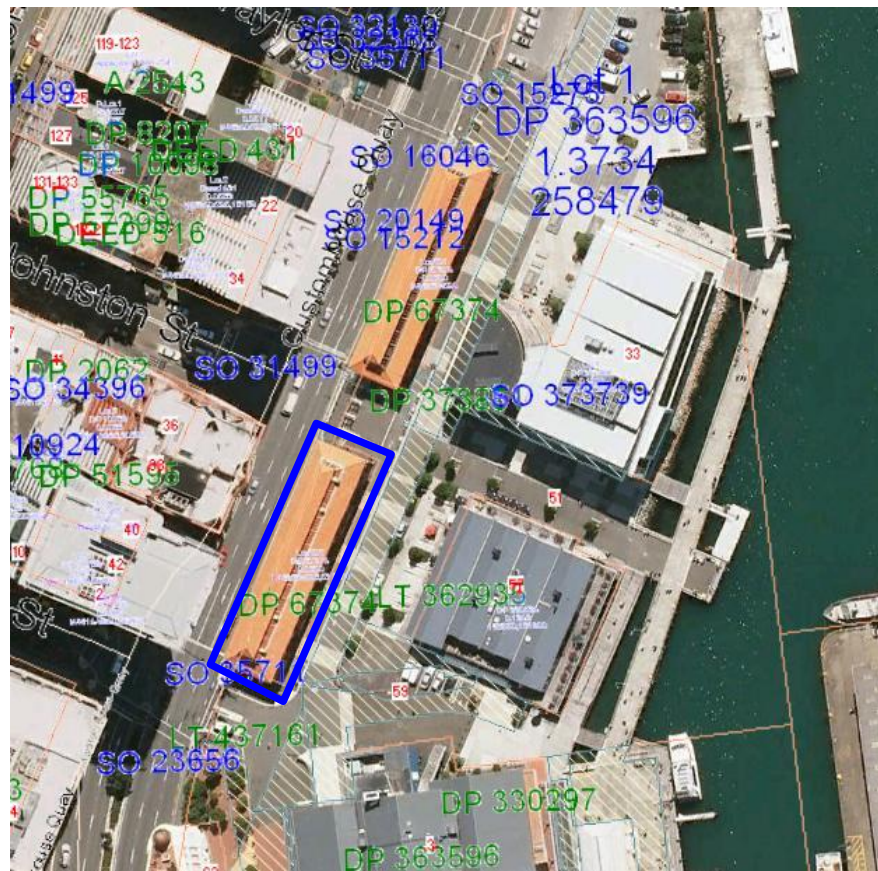
This place is separately registered:

Category 1 historic place (Register No. 235)

Summary

See 5.5.12 Shed 13 for summary

Map of Extent



Shed 13 is to the north (top of image), with Shed 11 to the south.

5.5.13 Shed 13

Other Names: Shed W; Mojo Coffee Store

Address: 37 Customhouse Quay, Wellington

Additional Location Information

Shed 13 is located north of Shed 11, on the seaward/east side of Customhouse Quay, north of this road's intersection with Jervois Quay. It is part of the Kumutoto Precinct on the Wellington Waterfront.

GPS information: (south entrance) E1748933 N5428275

Current Legal Descriptions

Lot 201 DP 67374 (CT WN36D/595), Wellington Land District

Registration Information

This place is separately registered:

Category 1 historic place (Register No. 236)

Summary for Sheds 11 and 13

The land on which Sheds 11 and 13 stand was reclaimed in 1901-03 and ran alongside Customhouse Quay, between Queens Wharf and Railway Wharf. The two new sheds were first known as Sheds V and W and were identical. They replaced facilities provided by F store, for left luggage and as a room for Customs examination of overseas luggage. The Wellington City Council heritage buildings inventory contains the following information about the buildings:

'The buildings were designed by William Ferguson, Wellington Harbour Board (WHB) chief engineer and they were constructed by Hunt and MacDonald for a tendered price of £8,519. The work was completed in 1905.

The following year a fence between the sheds and the Te Aro railway line was removed, allowing the buildings to be seen from the city. Shed

V (11) hosted the Industrial Exhibition in 1911.

When the WHB's letter naming system reached Z, they changed to numbering the sheds and so, in 1922, V and W became 11 and 13. One of the biggest single changes to both sheds was the replacement of Marseilles roof tiles with 'russet-coloured' corrugated asbestos sheets in 1938. Shed 13 was strengthened and some minor changes made to the exterior. Other work conducted at this time was the removal of offices at the south end of Shed 11 and the cutting of a door in the south wall.

With the arrival of container shipping and the reduction of coastal trade in the 1970s, these sheds became redundant. In 1985, Shed 11 was converted into an art gallery by the National Art Gallery to designs by the Ministry of Works and Development. It is still used for exhibitions. Shed 13 was strengthened in 2007-2008 and in 2009 Mojo Coffee opened a coffee roasting business in the building. The new Mojo includes two new structures, the size and shape of shipping containers, suspended above the warehouse floor.

The two sheds were built as a matching pair of industrial warehouses. Each shed is 51.9 metres long by 10.3 metres wide and has ten large doors, one at either end and four on both harbour and city elevations. The end doors are hinged, the others sliding. The interior was one large storage space, although originally there were timber-framed partitions for several stores and offices. Shed 11 had a Waterman's Store, Tolls Office and Fireman's Hose Store. These have been replaced with toilets and service rooms at either end of the building. It appears from the specifications that Shed 13 had a Scavenger's Room.

The main construction material is load-bearing brickwork laid with a cement mortar and reinforced with galvanised hoop iron laid between courses. The brickwork rests on a composite concrete/steel foundation beam, itself supported on totara piles with wrought-iron caps driven into the seabed.

The roof is supported on 14 timber scissor trusses spanning the width of the building. The skylight extends almost the full length of each building, stopping short of the main walls to allow for the hips of the main roof. A broad coved eave to the main roof is tinted stucco plaster on steel mesh. Timbers used in the building include totara, Baltic pine, matai, rimu and

Oregon. Decorative finishes to the exterior take the form of lintels over doors, window surrounds and column capitals and are in ochre-tinted plaster. Medallions of the WHB crest are in tinted 'pressed cement' and have been painted.

Sheds 11 and 13 are an integral part of the line of wharf buildings that define the harbour/city interface. The high architectural value of the buildings makes them important elements in the wharf setting. They have high townscape and group value as they are an integral part of the line of wharf buildings that define the harbour/city interface, and of the cluster of heritage buildings centred on Queen's Wharf. They have a robust industrial character deriving from their form and the solidity of their brick construction; this is highlighted by decorative motifs, most particularly the Dutch-style lintels over the main doors.⁷⁹

Between 2005 and 2009 the asbestos roofs that had replaced the original tiles in the 1930s were replaced on both buildings with tiles reminiscent of the original.

Shed 13 also features two 'very complete whims with all the associated suspension systems, wooden single sheave pulleys and ropes.'⁸⁰ These are rare remnants of the hydraulic system which was the main power source for the entire port up until the mid twentieth century.

Historical Photographs of Place

See Figure 20

⁷⁹ 'Sheds 11,' Wellington City Council, URL: www.wellington.govt.nz/services/heritage/details.php?id=287&m=search&building=shed%2011 (Accessed 18 January 2012)

⁸⁰ K. Astwood to Consultant 9 (NZHPT), 19 December 2011. NZHPT File 12023-275



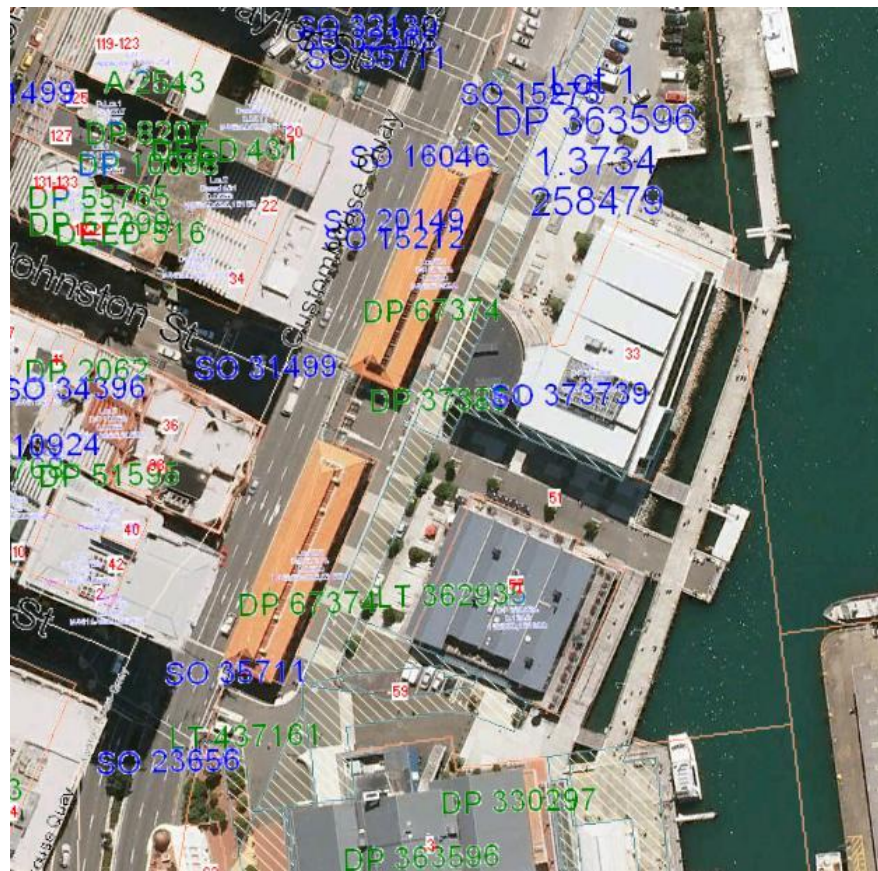
Figure 25: Harbour Board shed, wharf and shipping, on Customhouse Quay, Wellington, 1904. ATL, 1/1-023375-G. Shed 11 is under construction in the foreground. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 26: Shed 11 in foreground with Shed 13 behind

Map of Extent



5.5.14 Queens Wharf

Other Names: Deepwater Wharf; Queen's Wharf

Address: Queens Wharf, Wellington

Additional Location Information

Queens Wharf extends into the west side of Lambton Harbour either side of the intersection of Customhouse and Jervois Quays. The main entrance to the wharf is opposite/east of Post Office Square.

GPS information: (centre) E1749013 N5428099

Current Legal Description

Lot 1 DP 66187 (CT 321403); Lot 3 DP 436892 (CT 536984); Lot 1 DP 330297 (CT 124466); Lot 2 DP 330297 (CT 124467); Lot 3 DP 330297 (CT 124468); Lot 1 DP 77229 (Unit Title SRS WN43D/246); Lot 207 DP 67374, Sec 1 SO 37951 (CT 466232), Wellington Land District

Note: Unit Title SRS WN43D/246 includes a number of stratum in leasehold, and freehold titles. See Appendix 5.5.16

Registration Information

This place is not separately registered.

Summary

Prior to the construction of Queens Wharf ships arriving at the fledgling port of Wellington were served by a variety of privately owned small jetties assisted by lighters. However, with the increase in steam vessels the Wellington Provincial Council finally succumbed to pressure from the Chamber Of Commerce for better wharfage and the first pile for the Deepwater Wharf, as it was first known, was driven home on 28 April 1862. What was to be the first stage of the wharf was constructed of totara from the Wairarapa and was to be 122 metres long and nearly 11 metres wide with two cross tees. The successful tenderers for the work were McGlaggan and Thompson Bros. at a cost of £15,420. By the time it

was completed it was known as Queen's Wharf with the apostrophe dropped at a later stage. At the time Queen Victoria was on the throne. This earliest part of the wharf was later incorporated into Wellington Harbour Board (WHB) reclamations in the late nineteenth century.⁸¹ Queens Wharf is a recorded archaeological site.⁸²

It was soon realised that the wharf was too short and after it was first completed the first of a number of extensions was added between 1865 and 1898. All these extensions were of timber with the first ironwork substructure being used in 1909.⁸³

Queens Wharf was the first base for the WHB when it took charge of Wellington's port facilities from 1880. It remained the hub of the WHB's domain and soon offices, sheds, cargo handling facilities, and other essential wharf structures, were soon erected and continued to be developed.

The wharf also witnessed a number of events including the departure of troop ships dating from the first contingent that left for the Boer War in 1899. A plaque in the middle of the Outer T commemorates this event. It also has seen the arrival and departure of dignitaries with the wharf and its buildings dressed for the occasion. It has been the stage for a number of major disputes on the wharf including the 1913 and 1951 waterfront strikes.⁸⁴

While maintenance continued on the wharf under the WHB, it was not until the late 1960s that extensive alterations were made. According to Thornton, 'between 1964 and 1968 the northern end was made wider by 30 foot (9 metres), the southern end was shortened by 150 foot (45 metres) and three wharf sheds (Nos. 1, 2 & 4) were demolished. All the sub-wharf braces and wales were removed, as they had largely rotted away. Piles were replaced (the Chief Engineer recommended 390) and the deck structure was entirely rebuilt (some timber beams were reused but the entire deck was reconstructed in concrete, where previously it had been timber).'⁸⁵ Other significant changes to the wharf were made as part of the reclamation between Queens Wharf and

⁸¹ Mary O'Keffe, 'Queens Wharf, Wellington: Archaeological assessment of proposed refurbishment of site,' June 2011, pp.1, 19. NZHPT File 2012-078

⁸² O'Keffe, October 2011, p.18

⁸³ Johnson, pp. 282-287

⁸⁴ BRIEF OF EVIDENCE OF LAURA PAYNTER IN SUPPORT OF NEW ZEALAND PLACES TRUST/POUHERE TAONGA SUBMISSION TO APPLICATION FOR RESOURCE CONSENT, WATERFRONT INVESTMENTS LTD, WELLINGTON (FILE NO: WGN060184) Wednesday, 19 July 2006 HP 12023-007

Taranaki Street Wharf in the late 1960s early 1970s and again during the construction of the Events Centre and Retail facility in the mid 1990s.

In more recent years, as port activities have moved to the north the wharf has been gradually developed for a wide range of recreational and commercial purposes which may or may not correlate with its harbour-side location. While still used for the berthing of naval vessels and some other maritime trade and passenger activities, the wharf has generally become a focus for more leisure related activities. The reinstatement of the East by West Wellington harbour ferry service between Wellington and Petone, Days Bay and Seatoun from Queens Wharf has brought the ferry back to where it started from in the late nineteenth century. Cafes, apartments, indoor sports facilities, an art gallery and a museum have replaced the offices and store houses. The Paddy the Wanderer Memorial and the Wharf Gates and Fences remain as symbols of those that worked there during its heyday as a port.

The wharfingers and the watersiders have become more or less invisible with only the two remaining cranes and straddle carrier giving some indication of earlier wharf activities. The two cranes present on the wharf include the level luffing crane made by Stothert & Pitt Ltd of England in 1951; this is the only one left in Wellington and probably the last surviving example of its kind in the country. These cranes were once commonplace on the waterfront, from Queens Wharf to Aotea Quay. The other crane is the Tripod Crane, which was in use throughout the world until the advent of container shipping in the 1960s. There were once nine of these cranes on Glasgow Wharf and this is the last remaining on the waterfront. The Series 520 Straddle Carrier was one of the carriers in use during the early years of container shipping. The carrier sits astride a 40ft shipping container through which the public can view a static display of the history of Wellington's waterfront.

Late twentieth century buildings, not included as historic places in the historic area, include the utilitarian Wharf Sheds 1 (1964) and 6 (*circa* 1959). The large Events Centre and the Retail Complex was built in the 1990s.⁸⁶

Queens Wharf is of particular historical importance and some archaeological significance as one of the earliest remnants of European settlement in Wellington. Queens Wharf also was essential to the economic development of

⁸⁵ Salmond Reed Architects and Heritage Solutions Limited, 'Queens Wharf Wellington Conservation Plan,' May 2007, p. 24

the city from this early period until its central importance to one of the busiest ports in New Zealand began to diminish in the late twentieth century.⁸⁷

Historical Photograph of Place



Figure 27: Creator Unknown: Photograph of Queens Wharf, Wellington 1925
ATL, ID: PAColl-9014. Permission of the Alexander Turnbull Library, Wellington,
New Zealand, must be obtained before any re-use of this image.

⁸⁶ 'Latest news – August 2008,' Save Our Sport, URL:
www.saveoursport.wellington.net.nz/index.html (Accessed 18 January 2012)

⁸⁷ O'Keffe, June 2011, p.38

Current Photograph of Place



Figure 28: Queens Wharf looking north from under the sails, Shed 3 on the left and Shed 6 on the right



Figure 29: Straddle Carrier and Tripod Crane, Outer southern Tee Queens Wharf



Figure 30: Luffing crane on inner southern tee with Sheds 3 and 1 and the straddle carrier in background, note yellow bollards in foreground

Map of Extent



The extent of this historic place is for the wharf structure and curtilage. It does not include buildings on the structure. Wellington Harbour Board Wharf Gates, Posts, and Railings (5.5.8), Wellington Harbour Board Wharf Office Building (Shed 7) (5.5.16), Paddy the Wanderer Memorial Drinking Fountain (5.5.17), Wellington Harbour Board Head Office and Bond Store (5.5.18), Shed 5 (5.5.19), and Shed 3 (Former) (5.5.20) have separate extents detailed in their respective sections.

5.5.15 Wellington Harbour Board Wharf Office Building (Shed 7)

Other Names: Shed 7; New Zealand Academy of Fine Arts; WHB Wharf Office Building

Address: Corner, 1 Queens Wharf and 63 Customhouse Quay, Wellington

Additional Location Information

Wellington Harbour Board Wharf Office Building is located at the southern entrance to Queens Wharf.

GPS information: E1748087 NN5428098

Current Legal Description

Lot 1 DP 77229 (Unit Title SRS WN43D/246); Wellington Land District

Note: Unit Title SRS WN43D/246 includes a number of stratum in leasehold, and freehold titles. See Appendix 6.3.16 in Volume III of this report

Registration Information

This place is separately registered: Category 1 historic place (Register No. 1446)

Summary

In 1894, architect Frederick de Jersey Clere was invited to prepare plans for the Wellington Harbour Board (WHB), for an office building at the entrance to Queens Wharf. His design differed significantly from his earlier Wellington Harbour Board Head Office and Bond Store. The new building called for the use of Oamaru stone or brick, but the WHB was concerned about the cost of stone so it was decided to use plastered brick instead. Tenders were called in November 1894 and the WHB accepted the lowest tender of £12,680 from R.J. Carmichael and Son of Christchurch, who had also built the earlier building.

Part way through the work the WHB decided it wanted an extra storey, to exhibit wool for local sale. The contractors presented an amended quote of £15,794. With the extra storey and a two month extension granted to the contractors, the

building was finally completed in 1896. One striking feature was the wharfinger's office in the oriel window, from where he could survey wharf activity.⁸⁸

Cleverly designed to follow the curve of Jervois Quay on its west side, the design of the building is Victorian Neo-Classical.⁸⁹ The building has typical Classical decorative features such as pilasters of various orders flanking the windows which become less ornate as the levels ascend.

Over the years the building underwent a number of modifications. In 1902 it was discovered that five rows of totara piles had been buried in the reclamation work on which the Wharf Office was built and remedial work had to be undertaken. In 1911 the public conveniences in the building were removed to the south end of the building to provide space for transhipping and Assistant Wharfingers offices. In the same year, the existing offices were improved to give better accommodation for the accounts staff. Accommodations were again improved in 1919 and on several subsequent occasions. The external appearance of the building has also changed with the parapet ornamentation, which was a potential earthquake hazard, being removed in 1936.⁹⁰

After the building was handed over to Lambton Harbour Management in 1989 for commercial development it was decided to convert it to inner-city apartments. A row of timber sheds that ran along the seaward side of the building was removed and the building was reopened, complete with new copper domes, in 1994.

In 2000 a large part of the ground floor was converted to gallery space for the Academy of Fine Arts. This fit-out was designed by Herriot+Melhuish, Architects. The Academy of Fine Arts was founded in 1882 with the well known artist Charles Barraud as its first president. Over the years the Academy was housed in a number of buildings around the city, the most recent being at the former National Museum and Art Gallery in Buckle Street.⁹¹

⁸⁸ 'Wharf Offices (Shed 7),' Wellington City Council, URL: <http://www.wellington.govt.nz/services/heritage/details.php?id=83&m=search&building=wharf%20office> (Accessed 18 January 2012)

⁸⁹ Personal communication Chris Cochran to Barbara Fill 15 June 2009

⁹⁰ Wellington Harbour Board Wharf Office Building (Shed 7), Category 1 historic place (Register no. 1446), URL: <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=1446&m=advanced> (Accessed 18 January 2012)

⁹¹ 'History of the Academy,' New Zealand Academy of Fine Arts, URL: <http://www.nzafa.com/web/history-academy> (Accessed 18 January 2012)

As with its neighbour the Wellington Harbour Board Head Office and Bond Store, the building has witnessed a number of historical events and the changing face of the waterfront over the last 100 years. The 1913 and 1951 Waterfront Strikes were disputed on its doorstep. On the other hand 'it has been visited by members of the Royal Family, visiting foreign dignitaries, Governors-General arriving and departing, and the commanders of overseas navies. Sometimes the gifts presented to visitors were of historical interest. In 1927, the Duke and Duchess of York were presented with an illuminated address in a miniature sea-chest, made by the WHB's workmen, fashioned from the original totara timber and muntz metal in the first Queens Wharf in 1862.⁹²

The Paddy the Wanderer Memorial Fountain adjoins the southern wall of the building, as does an additional plaque to the Airedale terrier which was created in 1995.⁹³

Historical Photograph of Place



Figure 31: Wellington Harbour Board head office, Jervis Quay, Wellington, ca 1892. ATL, ID: PA1-o-100-18. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

⁹² Wellington Harbour Board Wharf Office Building (Shed 7)
<http://www.historic.org.nz/Register/ListingDetail.asp?RID=1446&rm=Full&sm=>

⁹³ Plaque in memory of Paddy the Wanderer - Photograph taken by Craig Simcox, 23 May 1995.
ATL, ID: EP/1995/1477/15-F

Current Photograph of Place



Figure 32: Wellington Harbour Board Wharf Office Building (Former) southern and eastern facades. The Paddy the Wanderer Memorial Fountain and plaque can be seen on the lower level to the left of the oriel window

Map of Extent



Image courtesy of Wellington City Council

5.5.16 Paddy the Wanderer Memorial Drinking Fountain

Other Names: Dog Memorial Drinking Fountain; Paddy the Wanderer Memorial; Paddy the Wanderer Memorial Water Fountain; Queen's Wharf Drinking Fountain

Address: 1 Queens Wharf, Wellington

Additional Location Information

The memorial fountain is located on the right hand side of the main entrance to The Academy of Fine Arts, Shed 7, at the entrance to Queens Wharf.

GPS information: E1748895 N5428090

Current Legal Description

See Appendix 5.5.16

Registration Information

This place is not separately registered.

Summary

Paddy the Wanderer was an Airedale terrier who for a number of years was a canine feature on the Wellington waterfront. The dog belonged to the Leitch family and used to follow its owner Jock, a seaman, down to the wharves. The monument includes a separate brass plaque with an image of Paddy and below that a white stone base with a stainless steel drinking fountain and two drinking bowls for dogs.

The following information on the history of Paddy the Wanderer is taken from the New Zealand History website and is also recorded on the brass plaque beside the fountain:

'Paddy, a ginger and brown Airedale terrier, achieved national celebrity status due to his exploits on the Wellington waterfront (and beyond) during the 1930s. He was remembered as a 'little light in the dark days of the Depression.'

Paddy probably began life as Dash, the pet of a young girl who died in 1928. The girl's father was a seaman and the dog spent a lot of time on the Wellington wharves when the family came to meet the father's ships. When the little girl died, Paddy, as he became known, began to wander the wharves. Some say Paddy wandered in search of his lost playmate.

Paddy became a much-loved identity on the Wellington waterfront during the Depression years. Watersiders and harbour board workers, seamen and taxi drivers took turns at paying his annual dog licence. Wellingtonians got to know him well as he travelled throughout the city on trams and taxis. His national fame grew as he journeyed by sea to other New Zealand ports, as well as Australia. In December 1935 he took to the air in a Gypsy Moth biplane. All of these adventures saw Paddy achieve extensive media attention and his popularity with the public grew.

The Wellington City Council awarded Paddy the 'Freedom of the City'. The Harbour Board made him 'Assistant Night Watchman responsible for pirates, smugglers and rodents'.

As he aged Paddy wandered less. He was usually to be found on the Tally Clerks' stand inside the Queen's Wharf gates. As his health deteriorated he was given a sickbed in a shed on the wharves; many people called by to enquire about his health.

When Paddy died on 17 July 1939 obituary notices were placed in the local papers. A fleet of black taxis formed a funeral cortege to escort his coffin from Queen's Wharf to the city council yards for cremation. It was a scene more in keeping with the death of a high-profile public figure. A drinking fountain near the Queen's Wharf gates commemorates Paddy's life. It was built in 1945 using stones taken from Waterloo Bridge in London and paid for with funds raised by the many friends of Paddy the Wanderer.⁹⁴

Appropriately the drinking fountain has two levels of basin: the higher is for humans, with the lower basins which flank the central column being intended for thirsty dogs.

⁹⁴ 'Death of Paddy the Wanderer,' New Zealand History Online, URL: <http://www.nzhistory.net.nz/page/death-paddy-wanderer> (Accessed 18 January 2012). Also see Dianne Haworth, *Paddy the wanderer* HarperCollins, 2008

Historical Photograph of Place



Figure 33: Memorial to Paddy the Wanderer, Queen's Wharf, Wellington, ca 1969. ATL, ID: DW-3792-F. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 34: Paddy the Wanderer Memorial Drinking Fountain

Map of Extent



Image courtesy of Wellington City Council

5.5.17 Wellington Harbour Board Head Office and Bond Store

Other Names: Bond Store; Museum of Wellington City and Sea; Museum of Wellington; Queen's Wharf Bond Store; Wellington Maritime Museum; WHB Head Office and Bond Store

Address: Corner, 3 Jervois Quay and 2 Queens Wharf, Wellington

Additional Location Information

The building is located parallel to Jervois Quay immediately south of the entrance to Queen's Wharf.

GPS information: E1748888 N5428080

Current Legal Description

Lot 207 DP 67374, Sec 1 SO 37951 (CT 466232), Wellington Land District

Registration Information

This place is separately registered: Category 1 historic place (Register No. 234)

Summary

The Wellington Harbour Board Head Office and Bond Store is of historical significance as a symbol of the success of the Wellington Harbour Board (WHB).

In 1890 the WHB commissioned 'the renowned, Wellington-based architect Frederick de Jersey Clere to design an impressive head office on the waterfront. Incorporated into the building would be a new, larger bond store, a stronghold where the goods transferred from the ships were stored until importers had paid a duty tax to the Harbour Board.'⁹⁵

The building was completed for £11,264 in 1892 by Robert Carmichael and Son, on land reclaimed from the harbour just three years earlier. Unlike most of the original wharf buildings, the Wellington Harbour Board Head Office and

⁹⁵ Wellington Harbour Board Head Office and Bond Store, Category 1 historic place (Register no.234), URL <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=234&m=advanced> (Accessed 18 January 2012)

Bond Store (Former) is constructed in concrete. This minimised the risk of fire and prevented enterprising thieves from drilling up into the floor to steal liquor, as had happened at the timber 'Queen's Bond' building that the new store was to replace.

Clere's design for the building was inspired by the French Second Empire style then popular in Britain. The mansard roof typical of the style allowed the attic space of the Bond Store to be used as a third storey. The building lacks the lavish ornamentation commonly associated with the style, giving it the appearance of a more modern building.

The Queens Wharf end of the building was used as office space by the WHB. Designed to give an appearance of strength and wealth, it includes an elegant entrance and a masterfully carved staircase. The bond store took up the remainder of the 57 metre long building. Goods were brought into the store through three large cart entrances and transported to various floors by hydraulic lifts and jiggers installed by the engineering company, Luke and Sons. At almost twice the size of the original Queen's Bond, the WHB building demonstrated the extent to which trade had expanded under their administration of the port.

WHB staff moved into the building in late 1892. In 1925 the growing WHB commissioned Chief Engineer James Marchbanks to design a larger, more imposing, boardroom to replace the one designed by Clere. This was completed in 1926.

The importance of the WHB was reflected in the highly influential men who both appointed and elected to serve upon it, including future prime ministers Peter Fraser (1884-1950) and Walter Nash (1882-1968). Portraits of the leaders of the WHB are displayed around the walls of the boardroom, now part of the Museum of Wellington City and Sea (opened in 1999).

The Bond Store ceased to be used from 1954 and was eventually converted into a maritime museum. In 1989, the WHB ceased to exist after a substantial restructuring of the local government. Their building was saved by the popularity of its museum.⁹⁶

⁹⁶ Ibid.; Also see 'About the Museum,' Museum of Wellington City & Sea, URL: <http://www.museumswellington.org.nz/museum-of-wellington-city-and-sea/about-the-museum/> (Accessed 18 January 2012)

Historical Photograph of Place



Figure 35: Crowd outside entrance to Queens Wharf, Wellington, during the 1913 Waterfront Strike, 1913. ATL, 1/2-048971-G. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 36: Museum of Wellington City and Sea

Map of Extent



5.5.18 Shed 5

Other Names: Shed 5 Restaurant and Bar, Shed A

Address: 5 Queens Wharf, Wellington

Additional Location Information

Shed 5 is located on the northern side of the middle 'T' on Queen's Wharf. It is in close proximity to Shed 3.

GPS information: (south entrance) E1748981 N5428114

Current Legal Description

Lot 3 DP 436892 (CT 536984), Wellington Land District

Registration Information

This place is not separately registered.

Summary

Shed 5 was designed by the Wellington Harbour Board's (WHB) Chief Engineer William Ferguson and built on the north side of Queens Wharf. Work on the building began in 1886 and it was finished the following year.⁹⁷ In 1964, the WHB cleared two of the Queens Wharf sheds and then another in 1973 when it also removed the line of sheds along Jervois Quay. This left Shed 5 as the oldest remaining WHB building, with Shed 3 a close second.

Later:

'Lambton Harbour Management was established in 1989 to develop the waterfront for a mixture of commercial and public uses and one of the first projects pursued was the conversion of Sheds 3 and 5 into restaurants and bars.'⁹⁸ Since 1992 when the building was converted to a restaurant and also a fishmarket in 1995 (this only lasted a few years) many changes were made, including a glazed addition to the east when it was converted to a

⁹⁷ Note WCC Archives Records show plans for Shed A as 1887 AC0:16:1:37

restaurant. The building has been operating as a restaurant since 1992 under the name Shed 5.

Shed 5 is one of the few timber wharf buildings which remain. A striking feature of this typical Victorian utilitarian building is the original 'long gabled lantern that runs the length of the roof and acts as a clerestory.'⁹⁹

Historical Photograph of Place



Figure 37: New Zealand Contingent to the South African War, on Queens Wharf, January 1900. ATL, ID: 1/2-077255-F. Shed 5 to the right in the middle, with the single story Shed 3 in the foreground. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

⁹⁸ The information in this section is largely taken directly from *Shed 3, Wellington City Council Heritage Building Inventory 2001*
www.wellington.govt.nz/services/heritage/details.php?id=51&m=search&building=shed%203

⁹⁹ 'Shed 5,' Wellington City Council, URL:
<http://wellington.govt.nz/services/heritage/details.php?id=52&m=search&building=shed%205> (Accessed 18 January 2012)

Current Photograph of Place



Figure 38: Shed 5

Map of Extent



5.5.19 Shed 3 (Former)

Other Names: Dockside Restaurant; Shed I

Address: 5 Queens Wharf, Wellington

Additional Location Information

Shed 3 is located on the northern side of the middle axis on Queens Wharf. It is in close proximity to Shed 5.

GPS information: (main entrance) E1749004 N5428113

Current Legal Description

Lot 3 DP 436892 (CT 536984); Lot 1 DP 66187 (CT 321403), Wellington Land District

Registration Information

This place is not separately registered.

Summary

Shed 3 was designed by Wellington Harbour Board (WHB) Chief Engineer William Ferguson and constructed in 1887.¹⁰⁰ In 1905 alterations were made to allow a new cylinder for a wool press to be installed, which would indicate the building was initially used for the wool trade. Originally a single storey building, an extra storey was added in the early 1900s to house WHB tug and pilot staff.¹⁰¹ Shed 3 is the second oldest remaining original WHB building.

Under Lambton Harbour Management the building was converted and reopened in October 1991 as Dockside Restaurant. Dockside has been in operation for the last 18 years.¹⁰²

The Wellington City Council Heritage Inventory describes the building as ‘a simple yet handsome maritime building—an elegant shed that represents a tradition of functional, yet distinctive, utilitarian building in New Zealand...In

¹⁰⁰ WCC Archives Ref. No. AC016:1:138

¹⁰¹ Maritime Heritage Trail revised by Michael Kelly 2006, Wellington City Council

¹⁰² WCC Archives Ref. No. AC046:26:4

general, however, the nautical flavour of the building has been preserved.¹⁰³

Historical Photographs of Place

See Figure 37



Figure 39: Queen's Wharf, Wellington, ca 1920. ATL, ID: 1/2-046578-G. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 40: Looking south toward Shed 3

¹⁰³ 'Shed 3 – the Dockside,' Wellington City Council, URL: <http://www.wellington.govt.nz/services/heritage/details.php?id=51&m=search&building=shed%203> (Accessed 19 January 2012)

Map of Extent



5.5.20 Frank Kitts Park

Other Names: N/A

Address: 15 Jervois Quay, Wellington

Additional Location Information

Frank Kitts Park is located towards the middle of Jervois Quay, between Queens Wharf and the Lagoon.

GPS information: (*Wahine* memorial mast) E1748982 N5427827

Current Legal Description

Lot 2 DP 436892 (CT 539683), Wellington Land District

Registration Information

This place is not separately registered.

Summary

Work began on what was to become the first stage of Frank Kitts Park in the late 1960s and early 1970s when the Wellington Harbour Board (WHB) decided to create a new reclamation that was to extend from the new roro facility at Taranaki Street Wharf in the south, to Queens Wharf in the north.¹⁰⁴ As part of this reclamation the wharf sheds that lined the waterfront along this stretch of Jervois Quay were demolished.¹⁰⁵ Dating from the early twentieth century, these were privately owned warehouses with the head offices more or less on the other side of the street and were directly accessible to the wharves.

The first stage of the park opened in 1976 and was named after Frank Kitts, Wellington's longest serving mayor (1956-1974). In 1985 the WHB and Wellington City Council joined forces, creating the Lambton Harbour Group, in order to create a framework for development of the area. While assets were still owned by the WHB and Council, they were managed and administered by two companies: Lambton Harbour Overview Limited and Lambton Harbour

¹⁰⁴ See Figure 45

¹⁰⁵ *Maritime Heritage Trail*

Management. However, when the WHB was disestablished in 1989 their assets subject to the agreement were transferred to the Council.¹⁰⁶

Under this arrangement Frank Kitts Park was extended in the late 1980s and an underground carpark constructed. The design of the second stage of the park was influenced by an annual street car race that ran around the waterfront at that time (the last race was staged in 1997). The area to the seaward side of the park, designed as a public promenade, was also the start grid for the race and was flanked by a high wall on its city side to ensure spectator safety.

The wall has, over the years, become a site for commemorative plaques which mark significant harbour-related Wellington events, including: the arrival of 731 Polish children refugees during World War Two; the arrival and departure of the US Marines who came to New Zealand during World War Two, the *Wahine* 40th Anniversary; 25 Infantry Battalion 2 N.Z.E.F.; those who served on the Arctic Convoys during World War Two; the merchant seamen who died during World War Two; those who trained on the *TS Vindicatrix*; the 150th Anniversary of the Shaw Savill Line; the departures from Wellington of *HMNZS Endeavour* to Antarctica in 1956 and 1958; Irish Immigrants; the four masted barque *Pamir* which arrived in Wellington in 1941; LT Nobu Shirase Antarctic explorer; and New Zealand Personnel who served in the Korean Campaign.

On 27 July 1989 former Mayor Jim Belich and the head of the newly formed Lambton Harbour Development, Nigel Gould, planted a Norfolk pine in the park to mark the start of the new Lambton Harbour Development.¹⁰⁷ This new development was to see the complete transformation of Wellington's waterfront from a port to a proposed public area with new commercial buildings to fund the public space. A public opening for the newly extended park was held on 7 October 1990 and 15,000 people attended a festival of dancing food and music.¹⁰⁸ The park has continued to be a major outdoor event space for a range of cultural and sporting events.

The total area of the park is approximately two hectares and its landscaped areas contain a children's play area, and one of the masts from the *Wahine*. Also in the park is a sculpture by renowned sculptor Paul Dibble, *Fruits of the Garden*, installed in 2002. Other significant artworks on the periphery of the

¹⁰⁶ 'The Wellington Waterfront Framework: Report of the Waterfront Leadership Group,' April 2001, Wellington City Council, pp.7-8

¹⁰⁷ Johnson p. 458

park are Len Lye's *Water Whirler* and Tanya Ashken's *Albatross*. The neighbouring lagoon was developed subsequent to the disbandment of the WHB.

Historical Photograph of Place



Figure 41: Frank Kitts Park, circa 1979. *Wellington Harbour Board Annual Report and Accounts for Year Ended September 30 1979*, Wellington, 1979, inside cover.

¹⁰⁸ *ibid* p. 458



Figure 42: Frank Kitts Park, circa 1996. *Lambton Harbour Development Annual Review 1996*, Wellington, 1996, p.1

Current Photographs of Place



Figure 43: Frank Kitts Park looking north



Figure 44: *Wahine* mast

Map of Extent



5.5.21 Taranaki Street Wharf

Other Names: N/A

Address: Taranaki Street Wharf, Wellington

Additional Location Information: Taranaki Street Wharf is located at the northern end of Taranaki Street.

GPS information: (north end) E1749059 N5427707

Current Legal Description:

Lot 2 DP 436892 (CT 539683), Wellington Land District

Registration Information

This place is not separately registered.

Summary

In 1898, Wellington Harbour Board (WHB) Chief Engineer William Ferguson approached the WHB about constructing a wharf at Te Aro. The resulting wharf was intended to be used for the coal and timber trade and to provide lay-up berths for vessels under repair.¹⁰⁹

The plans for the Taranaki Street Wharf were drawn up in 1901 by the Engineering office. However construction did not commence until about 1905 as major reclamation work was being undertaken between the site and Clyde Quay Wharf as part of the site preparation for a new graving dock (dry dock) to the east of the proposed wharf.¹¹⁰

With the Westport Coal Company offices (which was formed in 1885 and was at the time one of the country's biggest coal suppliers) in close proximity, a wharf serving the coal trade was deemed advantageous. The Odlin Timber Company later built its head office and warehouse more or less alongside the new wharf. The port was a major domestic redistribution centre and the Taranaki Street

¹⁰⁹ Johnson, p. 224

¹¹⁰ WCC Archives Ref. No.AC016:2:111 from WCC Archives on-line search 20/5/2009

Wharf, coupled with Shed 24 (*circa* 1906) were used for the handling and storage of fruit.¹¹¹

In 1969 the wharf was extended and remodelled in order to create a new ro-ro terminal. The wharf re-opened on 29 May 1969 with the arrival of the *Maheno*, which began a fortnightly trans-Tasman seatainer service. This new service was controlled by the Union Steamship Company, not the WHB. It was at this time that the new Customs Post building was constructed.¹¹²

However, within a week of the ro-ro terminal opening it appeared that its days were numbered with the WHB announcing that it was going to enlarge its Thorndon reclamation. This decision followed the Transport Commission's decision to adopt the Molyneux Report and develop Wellington (along with Auckland) as a container port.

In the early 1990s the wharf was again proposed for a new service - the shipment of live sheep. This was to prove not only controversial but also short-lived, at least as far as Taranaki Street Wharf was concerned. On 16 April 1992 the first shipment of livestock on the *Straitsman* was blocked by a picket of seamen and watersiders who were opposed to the use of non-union seamen. Within two days the service moved to Glasgow Wharf, where any protests could be better controlled by police.

For a number of years in the 1990s the wharf area, especially to the east of the wharf, was used for car parking. The *Hikitia* floating steam crane and the *Wellesley* cruise ship are the main vessels that berth at the wharf.

In 2002 work commenced on the redesign of the public space in the Taranaki Street Wharf area. This included two wharf cut-outs at the southern end of the wharf. Other features included light balls which are meant to represent wharf bollards, and the lagoon bridge which connects the wharf with Frank Kitts Park. There is also a new Link Span bridge which connects the wharf with the promenade in front of Te Papa Tongarewa Museum of New Zealand (Te Papa). Overall design for this redevelopment was undertaken by Athfield Architects with Megan Wraight Landscape Architects Limited. Construction of the first two stages was by Downer Construction Company and the third stage by Juno Civil

¹¹¹ Johnson, p294

¹¹² 'Taranaki Street Terminal,' *Evening Post*, 29 May 1969, p.25

Limited.¹¹³ In 2004 the design won both the Supreme Award of the New Zealand Institute of Landscape Architects as well as winning an international award from the International Federation of Landscape Architects.¹¹⁴

An important feature in this area is the bronze statue of Kupe Raiatea, the great Maori explorer and discoverer of Wellington harbour, his wife Te Aparangi and tohunga Pekaourangi. The original plaster and bronze painted version of this statue was designed in 1939 by Christchurch sculptor William Trethewey for the 1940 New Zealand Centennial Exhibition held at Rongotai, Wellington. 'Following the exhibition, the statue sat for 40 years at the Wellington Railway Station and ten at the Wellington Show and Sports Centre before being stored at Te Papa, in 1997, as a national treasure. Subsequently, the Kupe Group Trust successfully fundraised to have the statue cast in bronze and given a permanent location on the waterfront in 2000.'¹¹⁵

Another key feature around the Taranaki Street Wharf area as well as other parts of the waterfront is the Wellington Writers Walk, which was initiated in 2002. It comprises a series of 19 markers including 15 large-scale, three dimensional concrete text sculptures honouring significant New Zealand writers who have strong associations with Wellington.¹¹⁶

¹¹³ Wellington City Council, URL: www.wellington.govt.nz/news/display-item.php?id=1733 (Accessed 2009)

¹¹⁴ 'Taranaki Street Wharf wins international design award,' Wellington Waterfront, URL: www.wellingtonwaterfront.co.nz/newsletter/newsletter.htm?m=41 (Accessed 18 January 2012)

¹¹⁵ 'Art and Design,' Wellington Waterfront, URL: http://www.wellingtonwaterfront.co.nz/experience/art_and_design/ (Accessed 18 January 2012)

¹¹⁶ 'Wellington's Writers Walk,' New Zealand Book Council, URL: http://www.bookcouncil.org.nz/Readers/Book_Lovers_Guide_to_New_Zealand/Literary%20Sights#WellingtonWalk (Accessed 18 January 2012)

Historical Photograph of Place



Figure 45: Rows of imported second-hand cars delayed on Taranaki Street wharf, Wellington, 1974. ATL, ID: EP/1974/3995/10a-F. The newly reclaimed land for Frank Kitts Park is visible top left of image. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photographs of Place



Figure 46: Looking west towards Taranaki Street Wharf with fendering system on the left and *Hikitia* at the berth

5.5.22 Customs Post (Former)

Other Names: Customs Office; Former Customs Post Building; Linkspan Response Post; Tollhouse; Wellington Free Ambulance Emergency Post

Address: Taranaki Street Wharf, Wellington

Additional Location Information

Customs Post (Former) is located at Taranaki Street Wharf, adjacent to the Linkspan bridge and in close proximity to the berth of the *Hikitia*, as well as near Shed 22.

Current Legal Description

Lot 2 DP 436892 (CT 539683), Wellington Land District

Registration Information

This place is not separately registered.

Summary

Customs Post (Former) was designed in 1968 by Roger Walker of Morton, Calder, Fowler and Styles. The builders were Parsons and Capper Ltd. This diminutive modernist building was commissioned by the Wellington Harbour Board (WHB) and housed a customs search room upstairs, with toilet and changing room, and electrical substation, below. The building was part of a complex of three buildings which included an Amenities building, also designed by Roger Walker, and Shed 26.¹¹⁷ They were used to manage roro trans-Tasman freight operations on Taranaki Wharf for the Union Steamship Company. Both the latter buildings have been demolished.

Constructed of unplastered concrete block with a steeply pitched profiled steel roof, the building is a marked visual contrast to the earlier brick and concrete or wooden buildings in the vicinity. It has been said that the Customs Post ‘...brilliantly captured the traditional marine virtues of being both functional and decorative.’¹¹⁸ The quirky form of the building, with its ‘...clear-cut forms and colour, and the careful selection of materials responsive to the play of light,

¹¹⁷ M. Fowler, *Buildings of New Zealanders*, Auckland, 1984, p.31

have produced a perfectly judged solution to a problem less simple than at first appear. Not least among its felicities is the differentiation between the two windows – the one for walking into is visibly supported, the other cuts neatly back into the wall surface.¹¹⁹

Gerald Melling claims that the porthole window in the toilet was Walker's first-ever use of what was to become a trademark Walker design feature. 'Its purpose in this building was an attempt to create privacy without resorting to the banality of obscure glass. To the casual passer-by, the extended cheeks of the pipe successfully conceal any inadvertent exposure of cheeks of another kind ...¹²⁰

Following the closure of the Taranaki Street Wharf for commercial use the building lay derelict for many years. It was integrated into the new landscape plan for the Taranaki Street Wharf that was developed, initially by Lambton Harbour Limited, and continued by Wellington Waterfront Limited.

In 2008 the Wellington Free Ambulance took over responsibility for the building and following renovations designed by Roger Walker it was officially opened as a standby ambulance base on 25 November 2008. The standby ambulance base is known as the Linkspan Response Post. The use of the building by the Wellington Free Ambulance continues its close ties with Taranaki Street Wharf.

The Wellington Free Ambulance Service was founded by Sir Charles Norwood in 1927.¹²¹ Sir Charles was at that time the Mayor of Wellington and upon finding an injured man in the street was distressed that there was no free ambulance service available to help. The service was inaugurated in November 1927, and operated out of the Old Navals boatshed, which later became the Wellington Rowing Club clubhouse.¹²² Over the next five years the building was found unsatisfactory and in 1932, the Governor General, Lord Bledisloe laid the foundation stone for a new building in Cable Street.¹²³ The service operated from these premises for over 60 years eventually closing down in 1993 and relocating to Thorndon. The current use of Customs Post (Former) is intended

¹¹⁸ J. Stacpole and P. Beaven, *Architecture, 1820-1970*, Wellington, 1972, p.102

¹¹⁹ Ibid.

¹²⁰ Melling. p.30

¹²¹ 'History of the Wellington Free Ambulance,' Wellington Free Ambulance, URL: www.wellingtonfreeambulance.org.nz/History.htm (Accessed 18 January 2012)

¹²² Wellington Rowing Club Building, Category 1 historic place (Register no. 1453)

¹²³ Wellington Free Ambulance Building (former), Category 1 historic place (Register no. 3644)

to enable paramedic crews prompt access to emergencies in central Wellington.¹²⁴

Historical Photograph of Place



Figure 48: Customs Office, ca Feb 1969. ATL, ID: DW-3737-F. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.



Figure 49: Taranaki Street Wharf, Wellington, 1974. ATL, ID:1/4-021901-F. Customs Post (Former) is in the foreground to the left. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

¹²⁴ 'Ambulance is coming back to the Wellington Waterfront,' Friday 21 November 2008, Press Release: Wellington Free Ambulance, URL: <http://www.scoop.co.nz/stories/AK0811/S00207.htm> (Accessed 19 January 2012)

5.5.23 Shed 22 (Former)

Other Names: Mac's Brewery; Wellington Brewing Company

Address: Corner, 23-33 Cable Street and 4-6 Taranaki Street, Wellington

Additional Location Information

Shed 22 is located on the corner of Cable Street, and the northern end of Taranaki Street, at the entrance to the Taranaki Street Wharf.

GPS information: (east corner) E1749059 N5427523

Current Legal Description

Lot 10-12 DP 1660 (CT 15901, CT 25454), Wellington Land District

Registration Information

This place is separately registered: Category 2 historic place (Register No. 7417)

Summary

Shed 22:

'...was designed by the Chief Engineer's office, under the aegis of James Marchbanks, just prior to his appointment as General Manager of the Board. The contractor was P.C. Watt and the building cost £14,485. It was expected to be ready by March 1920 but delays, caused by a shortage of materials, meant the building was not completed until February 1921. At the time it was built the warehouse stood much closer to the water and was used to store goods loaded from coastal and trans-Tasman shipping at the Taranaki Street wharf. With the arrival of container shipping, structures such as Shed 22 were rendered largely redundant.'¹²⁵

¹²⁵ 'Shed 22; The Brewery,' Wellington City Council, URL: www.wellington.govt.nz/services/heritage/details.php?id=91&m=search&building=shed%2022 (Accessed 19 January 2012)

Shed 22 was the last store to be built at the south end of Lambton Harbour. Like the other port sheds, Shed 22 has an appearance which reflected its utilitarian purpose.

‘It is a good example of a building in the functional tradition with emphasized base, regular arches and piers. The plain face brickwork is also a feature of the style, as is the marked rectangularity of the facade which is further emphasized by the plain parapet and cornice (although the parapet is not the original)...One particularly innovative feature of the interior is the overhead travelling winch system which is electrically, rather than hydraulically, driven. This is still in good condition.’¹²⁶

Special features of the design are the Romanesque arches above the windows, thought to have been influenced by the Marshall Field’s Wholesale Store in Chicago (1886).¹²⁷

Following the cessation of its role as a warehouse facility for the wharf it had a variety of uses including for retail outlets and markets. In 1989 Lambton Harbour Management announced plans to demolish it along with adjacent buildings and construct a Casino and hotel on the site. This became a highly controversial project with many in the community opposing it. The project was eventually shelved and in 2001 the building was purchased by Willis Bond & Co. The following year the building was refurbished and the property was leased for 15 years to Lion Breweries in 2002 as their regional headquarters and also as working brewery and bar/restaurant.¹²⁸ In that year Mac’s Brewery took over the premises and established a brewery, restaurant, bar and offices.¹²⁹

¹²⁶ Ibid.

¹²⁷ *Maritime Heritage Trail*

¹²⁸ ‘Wellington Brewing Company, Wellington – Mixed use,’ Willis Bond and Co., URL: www.willisbond.co.nz/projects-mixed-wellington-brewing.php (Accessed 19 January 2012)

¹²⁹ ‘Shed 22 - A history,’ Shed 22 Brewing Company, URL: www.shed22brewingco.co.nz/ (Accessed 19 January 2012)

Historical Photograph of Place



Figure 51: Cable Street, Wellington city, 1953. ATL, ID: PAColl-6407-44.
Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 52: Shed 22

Map of Extent



Image courtesy of Wellington City Council

5.5.24 Clyde Quay Wharf

Other Names: N/A

Address: Clyde Quay Wharf, Wellington

Additional Location Information

Clyde Quay Wharf is the easternmost wharf on the southern side of Lambton Harbour, and it joins land close to the west end of Herd Street.

GPS information: (south end) E1749423 N5427448

Current Legal Description

Lot 2 DP 400563 (CT 400770); Lot 1 DP 400563 (CT 400769), Wellington Land District

Registration Information

This place is not separately registered.

Summary

Clyde Quay Wharf is a finger wharf and was constructed between 1907 and 1910. The wharf was intended to be used for the servicing of vessels in the coal and timber trades and for hulks and vessels requiring repairs, as well as to act as a screen or breakwater from easterly winds and seas for the proposed Graving Dock entrance nearby.¹³⁰ It was the first wharf built of reinforced concrete in Wellington.¹³¹ It measured 550 feet by 58 feet (168 by 18 metres) with berths on both sides of the wharf. It had ironbark spring pile fendering so that it could be used in all weathers. It included a weighbridge, a gantry system for loading and discharging cargo and electric lighting.

The contractors were John McLean and Son and it cost £30,755, 11s 0d to build. The three year time frame for construction was largely due to concerns about the long term durability of reinforced concrete, as there had been difficulties in getting the concrete to set properly in some areas of the

¹³⁰ Wellington Harbour Board Annual Report 1907, p 10.

¹³¹ 'Scadden, Ken and Adlam, Wendy. History of the Overseas Passenger Terminal - A report commissioned by developers Willis Bond & Co. Ltd. for the Environment Court,' July 2007

construction.¹³² The contract was completed on 20 May 1910. Due to its isolation from the rest of the port, Clyde Quay Wharf received very little cargo traffic and instead was utilised more for visiting warships.

By the 1960s with the advent of containerisation there was little need for the wharf for cargo purposes and a decision was made by the Wellington Harbour Board (WHB) in March 1961 to redevelop it for the arrival and departure by sea of overseas visitors. The new work required extensions to the wharf from 550 feet to 850 feet (168 to 259 metres), widening it from 58 feet to 116 feet (18 to 35 metres), and dredging to give a depth of 34 feet (10.4 metres) at low water on both sides, as well as the construction of an Overseas Passenger Terminal (OPT) with function facilities and a cargo shed. The wharf extensions included timber turpentine and Australian hardwood piles, cap and beams with a concrete deck as well as repairs to the original structure. Some concrete piles were also driven under the lift shaft and escalator areas. The construction work was financed by a special *Loan and Empowering Act* 1961. Work on the wharf commenced in 1963 and was carried out by Fletcher Construction Co Ltd. It took several months to complete during which time the necessary dredging work to increase the depth of the berth was undertaken by the WHB's dredge *Kerimoana* and later by the Timaru Harbour Board dredge *W H Orbell*, hired for that purpose from July to October 1964. The dredging work made the area noisy for workers and inhabitants, and also caused quite a stench from disturbed sewerage. Work on the wharf was finally completed in 1965.

The use of the wharf for overseas passenger ships was not the great success envisaged by the WHB as its construction coincided with the increasing use of air transport for overseas travel. The wharf has however continued to be used for an array of visiting vessels including navy boats as well as fishing vessels. From time to time it is also used for the Cook Strait ferries as emergency berthage.

One of the more prominent vessels that have berthed there was the Royal Yacht *Britannia* during the visit of Queen Elizabeth II and the Duke of Edinburgh in 1963.¹³³ The positioning of the wharf and OPT make them a significant landmark feature in Wellington harbour.

In 2009 the Environment Court approved an application to demolish the OPT to enable the construction of a large apartment building with major modifications to

¹³² Ibid.

the wharf, including the construction of a carpark suspended underneath the wharf. The OPT was demolished in early 2012.¹³⁴

Historical Photograph of Place



Figure 53: Wellington Harbour area with the Overseas Passenger Terminal, the royal yacht *Britannia*, and Herd Street, fl 1960s. ATL, ID: DW-0538-F.

Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

¹³³ Wellington City Council Heritage Inventory Assessment Overseas Passenger Terminal, 1 Herd Street Russell Murray 2006

¹³⁴ Environment Court Decision W 43/2009 Wellington Waterfront Watch and the Wellington Regional Council; 'Mosaics found during demolition of terminal, *Dominion Post*, 1 March 2012, p.A7



Figure 54: Overseas terminal, Wellington, with the ships Rangatira and Southern Cross, ca 13-15 April 1965. ATL, ID: DW-1465-F. Permission of the Alexander Turnbull Library, Wellington, New Zealand, must be obtained before any re-use of this image.

Current Photograph of Place



Figure 55: Clyde Quay Wharf and OPT, March 2009

Map of Extent



The extent of this historic place is for the wharf structure and curtilage. It does not include the building on the structure.