

M36/329: NO. 5 GRAIN STORE

The No. 5 grain store was built in 1882, following the completion of the eastern breastwork reclamation. The shed was built as the export grain shed for the Lyttelton Harbour Board by contractors F. McKenzie and Co. for £5113 (*Lyttelton Times* 24/9/1881: 3, *Press* 30/9/1881: 2). It was completed in March 1882 and initially rented to the railway department (*Press* 4/4/1882: 2, Scotter 1968: 175). In September 1882, a concrete floor was laid in the shed (*Lyttelton Times* 29/9/1882: 6).

In June 1950, the Harbour Board decided to demolish half of the No. 5 shed and to build a new amenities block and assembly hall on the site (Rice 2004:45). The remainder of the building has since been demolished.

Trenching for the 11Kv stage 5b project had potential to encounter remains of the No. 5 Grain Store. In accordance with archaeological authority 2015/600, trenching within the vicinity of the site was monitored by an archaeologist. Trenching involved excavation up to 1300 mm wide and to an average depth of 1400 mm.

Earthworks took place within this area from the 6th to 19th of July 2017. No archaeological evidence of the No. 5 Grain Store was found. The stratigraphy exposed in this area comprised layers relating to modern hard fill infilling activity and the 19th century reclamation (Eastern reclamation - recorded as M36/321), which were recorded along the trench. A concrete foundation was exposed at a depth of 1300 m at E1577667 N5171860. The foundation could not be dated but was similar to another section found in conjunction with a 20th century foundation beam exposed previously in the trench. The foundation was left in situ. A concrete floor was exposed from E1577667 N5171860 to E1577718 N5171763 at a depth of 250 mm below the ground surface. The floor was up to 350 mm thick and seemed to be comprised of up to three layers of concrete, suggesting it had been resurfaced over time. It had metal fixtures and square depressions at intervals, many of which had timber planks within them. These may relate to the function of the building. The location of this floor and the appearance of reinforcing suggests that it was a part of the new amenities block and assembly hall built after the demolition of part of the No. 5 shed in 1950. The concrete floor was cut and removed within the extent of the excavation. As it remained evident in the baulks of the trench, the floor remains in situ outside of the excavation area.

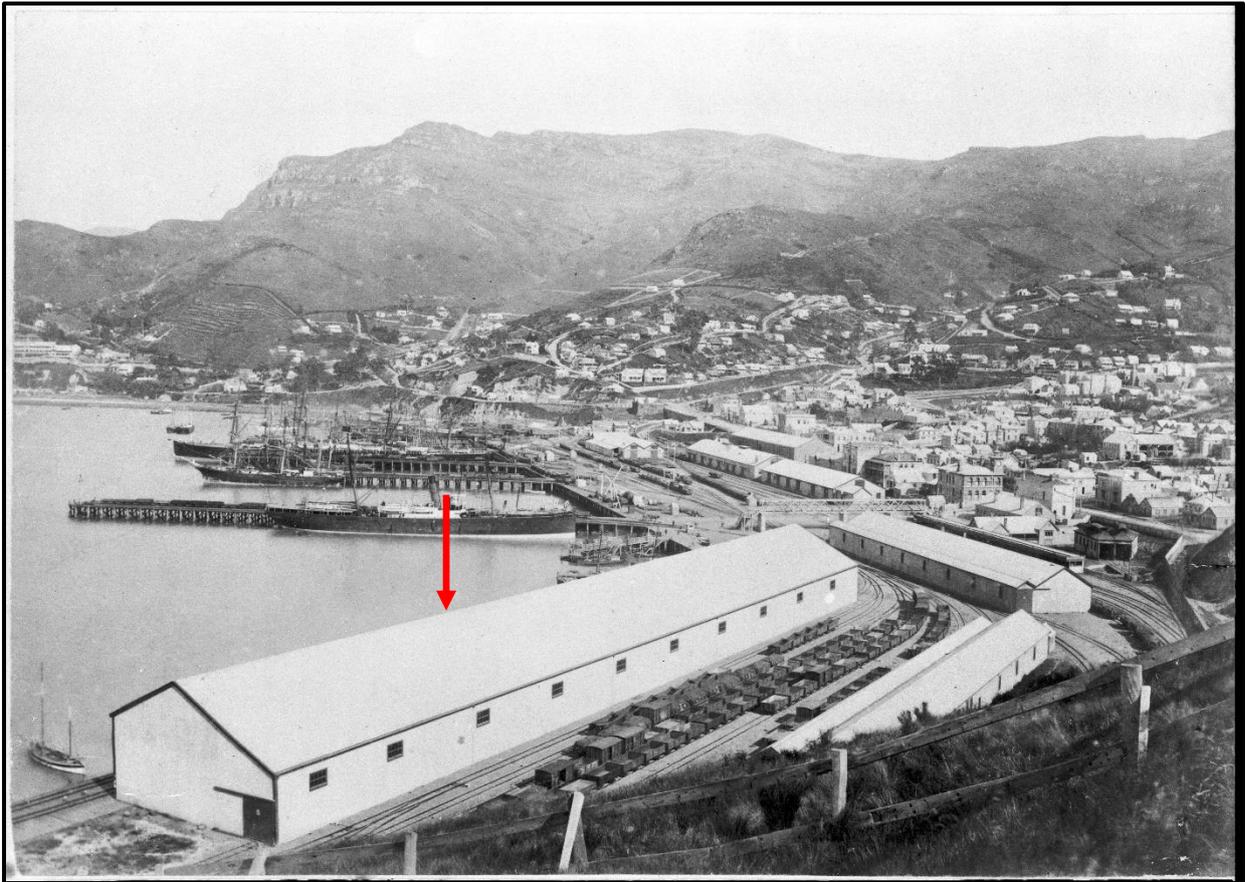


Figure 1. Lyttelton, c.1880s, James Joseph Gibbs photograph, Alexander Turnbull Library, ref: PAColl-0738-1, [/records/22849888](#), showing the No. 5 grain store (red arrow).

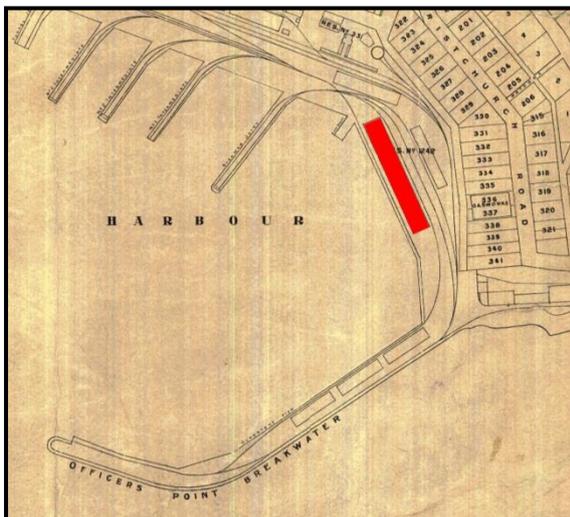


Figure 2. No. 5. grain store. Image: LINZ n.d.

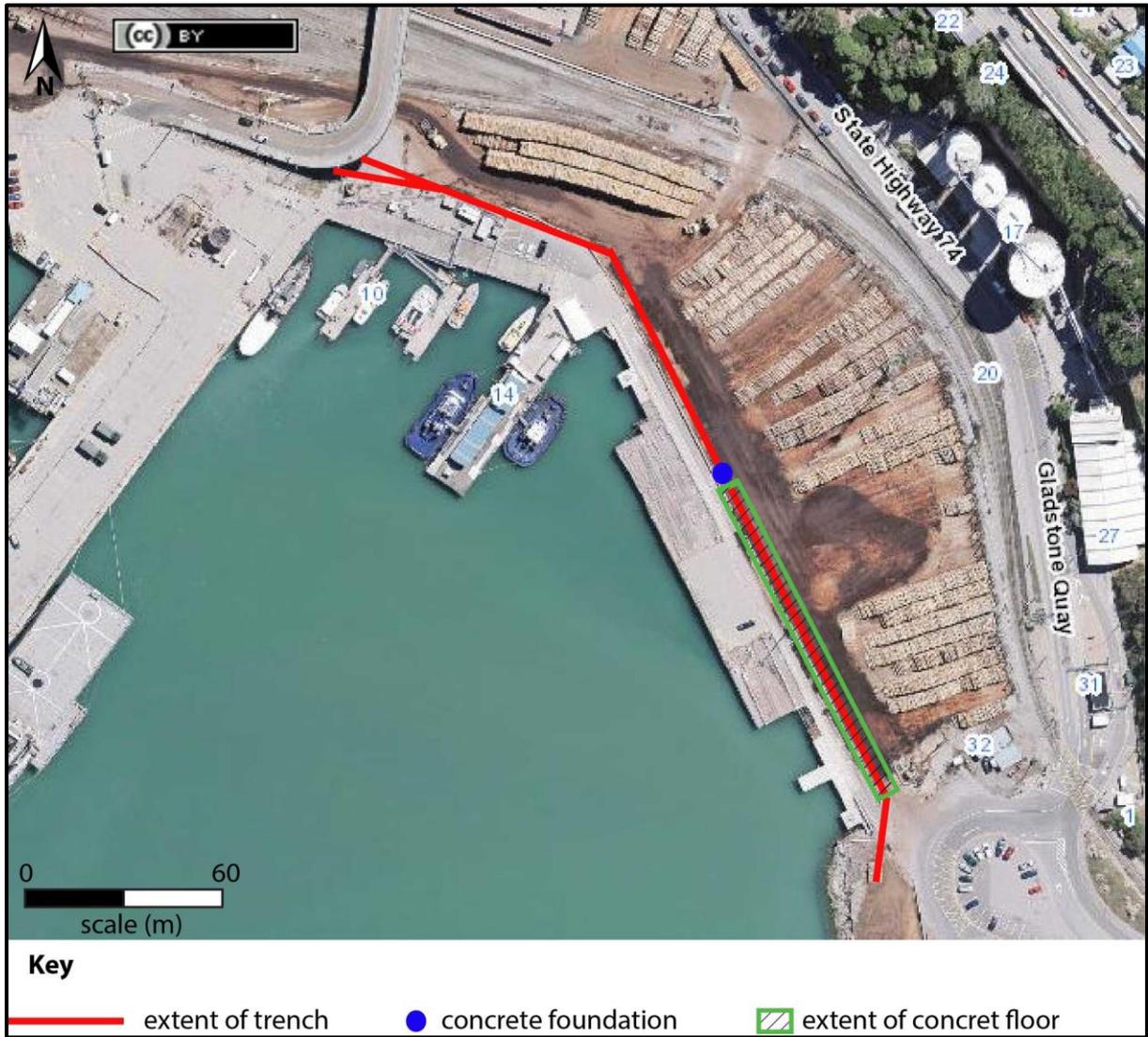


Figure 3. The location of the 11kV stage 5b trench through Lyttelton Port and the concrete foundation and floor exposed during the works. Image based on aerial view from Canterbury Maps n.d.



Figure 4. The location of the trench through the recorded archaeological sites, including No. 5 Grain Store.



Figure 5. The stratigraphy exposed in the northeast baulk, comprising layers of asphalt, hard fill, black stained fill and volcanic reclamation, within the vicinity of the No. 5 Grain Store. Image: M. Hickey 5 July 2017.



Figure 6. The concrete platform exposed at 1300 mm depth. Looking southwest. Image: M. Hickey 6 July 2017.

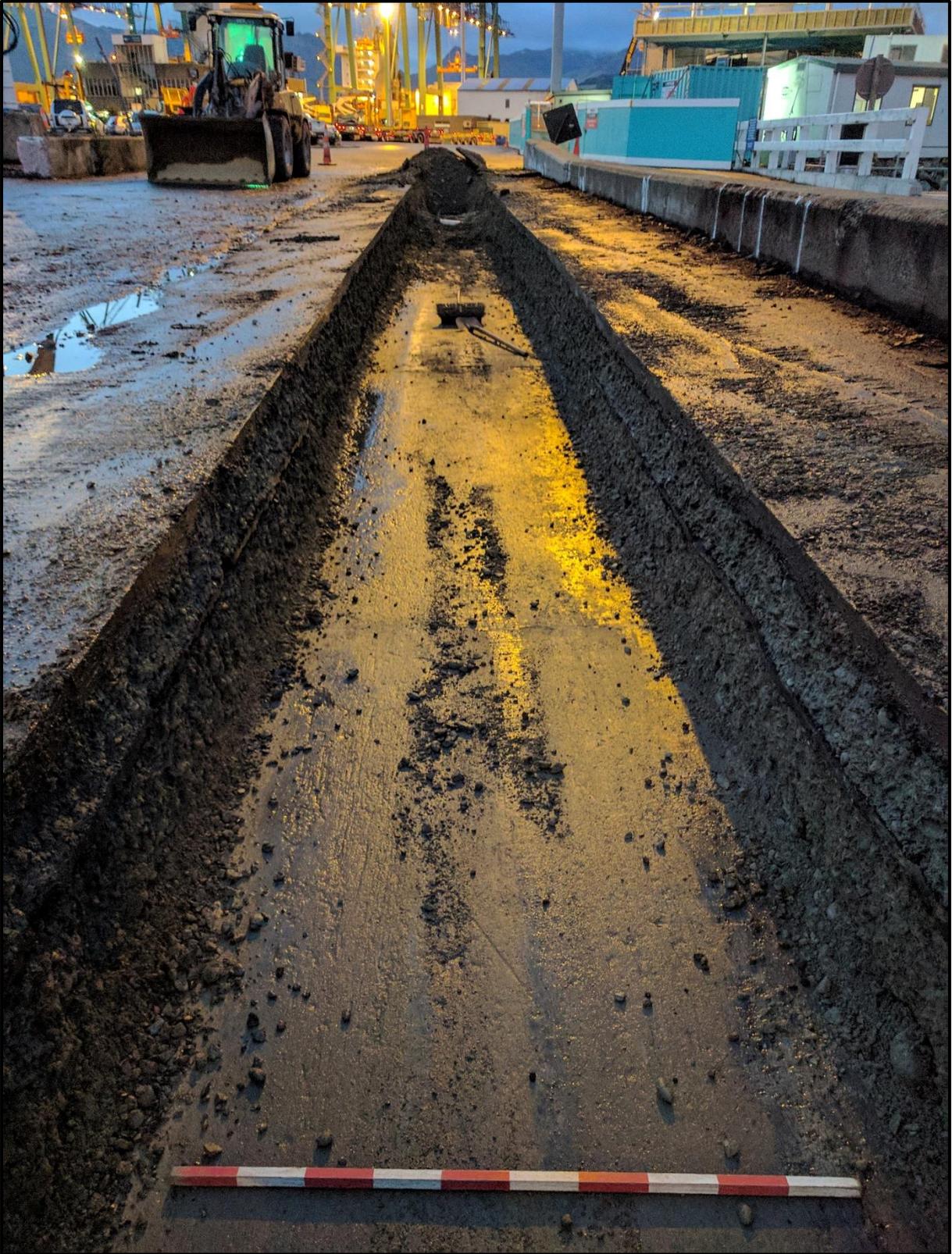


Figure 7. A section of the 20th century concrete floor, as exposed prior to removal. Looking east 18 July 2017.



Figure 8. The cross section of part of the concrete floor after cutting, showing three layers of concrete. Image: M. Hickey 14 July 2017.



Figure 9. Looking southwest at a depression in the concrete with a metal rod (exposed near the bottom of the image). Image: M. Hickey 10 July 2017.



Figure 10. Close up view of a square cut depression in the concrete with a wooden beam in part of the depression. Image: M. Hickey 10 July 2017.