

## M36/316: SHORT WHARF

The “short wharf” was the eastern jetty of the watermen’s boatways (or boatmen’s jetty), built on the eastern reclamation in 1873 to serve licensed watermen’s boats (*Press* 8/12/1873: 2, M36/312). The eastern jetty ran at a right angle from the reclamation for a length of 90 feet then turned at a 45-degree angle for a length of another 90 feet (Figure 1, *Lyttelton Times* 13/2/1873: 2). This design allowed protection from the southwest swell, as the jetty was boarded from two landing stages on the west side (*Lyttelton Times* 13/2/1873: 2, *Press* 8/12/1873: 2).

An additional 45 feet (13.72 metres) was added in 1875 to allow an extra three bays for easier boarding (*Lyttelton Times* 24/9/1874: 2, *Press* 19/11/1874: 1 & 27/2/1875: 2). This was a specific request of passengers of the steamer *Halcyon*, which served peninsula traffic (*Lyttelton Times* 24/9/1874: 2). The *Halcyon* berthed here from 1875 and the first steam tug *Lyttelton* from 1876 (*Press* 2/9/1876: 1, *Globe* 11/9/1880: 2).

The watermen’s boatways was among the assets was taken over by the newly formed Lyttelton Harbour Board in 1877 (*Press* 16/12/1927: 16, *Scotter* 1968: 130). Part of the jetty was removed in the 1880s for further land reclamation with part of the angled portion retained as the watermen’s steps (LINZ n.d. [c.1880], LHB n.d., LHB 1890). It may have been from this time that the jetty was known as the “short wharf” or “short jetty” (*Press* 29/9/1882: 3).

Trenching for the 11Kv stage 5b project had potential to encounter remains of the Short Wharf. 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 22 to the 23 June 2017. No archaeological evidence of the Short Wharf was found. The stratigraphy exposed in this area comprised layers relating to modern hard fill infilling activity and the 19<sup>th</sup> century reclamation (Eastern reclamation - recorded as M36/321), which were recorded along the trench.



Figure 1. “Lyttelton from Sumner Road”, c.1880s, Daniel Mundy photograph. Te Papa Tongarewa Museum of New Zealand (O.042783).



Figure 2. The location of the 11kV stage 5b trench through Lyttelton Port. Image based on aerial view from Canterbury Maps n.d.

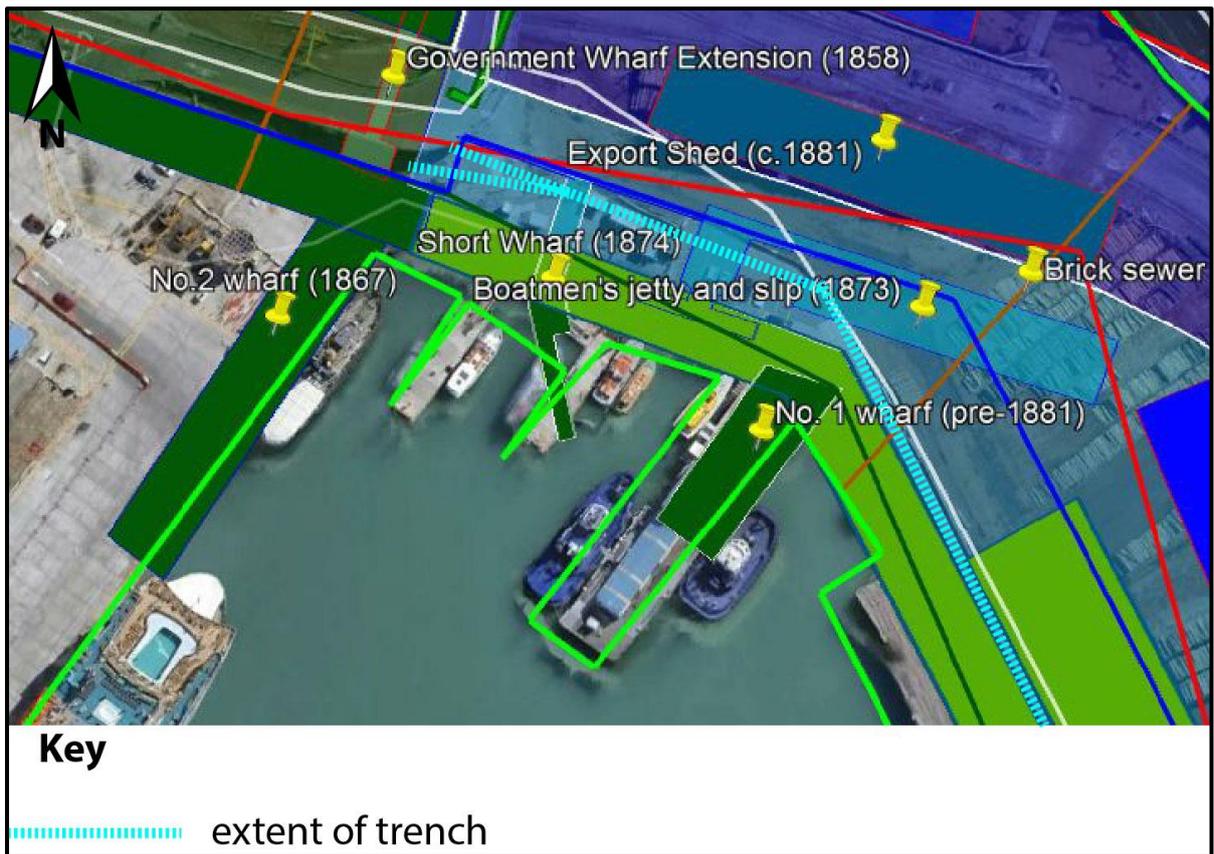


Figure 3. The location of the trench through the recorded archaeological sites, including the Short Wharf.



**Figure 4.** The stratigraphy exposed in the northeast baulk of the trench, comprising asphalt, aggregate and black silt fill layers and reclamation layers, within the vicinity of the Short Wharf. Image: M Hickey 22 June 2017.