

M36/308: No. 3 Wharf (No. 1 Intermediate Jetty)

Following the completion of the rail reclamation in 1868, the Canterbury Provincial Government met with pressure from merchants and the public of Lyttelton for improved wharfage facilities at Lyttelton (*Star* 24/6/1870: 2). In November 1870 the Provincial Government voted funds for erection of a new jetty as part of maintenance of the Lyttelton and Christchurch Railway (*Press* 16/11/1870: 2). Work to construct the jetty had commenced by February 1871, although some residents were concerned that this apparently occurred without a public tendering process (*Lyttelton Times* 13/2/1871: 3 & 15/2/1871: 3). Some members of the Provincial Government were opposed to the proposed construction of the jetty, preferring the railway to extend to the Officer's Point Breakwater with a new wharf to be built there instead of erecting a new shallow water wharf (*Lyttelton Times* 15/2/1871: 3 & 18/4/1871: 2). The jetty was erected opposite the Railway Station using government "day labour" (*Lyttelton Times* 15/2/1871: 3 & 17/2/1871: 2). The piles were of iron bark with timber planks from Little River and the original size was 195 feet long by 30 feet wide (*Lyttelton Times* 17/2/1871: 2 & 5/5/1871: 2). The jetty was completed and in use in August 1871 (*Lyttelton Times* 15/8/1871: 2 & 19/8/1871: 2).

In 1876 tenders were called for the extension of the "Intermediate Jetty", the name by which it was then known (*Lyttelton Times* 15/12/1876: 3). The 100 feet extension to the jetty, including the laying of rails, was completed in June 1877 (*Press* 2/6/1877: 3, *Globe* 29/6/1878: 3). However, in July 1877 the Lyttelton Harbour Board heard a recommendation that the Intermediate Jetty be extended to a total length of 400 feet allowing it access to deeper water (*Press* 7/7/1877: 5). In 1881 the Intermediate Jetty was recorded among the Harbour Board's assets and described as being 400 feet with a value of £8,600, so it was presumably extended a second time between 1877 and 1881 (*Star* 18/1/1881: 3).

An inspection of the jetty in 1882 found that the beams were rotten over a length of 205 feet, described as being of "Native timber, placed 5 feet apart". The recommended repair method was to lay additional beams of a smaller size ("15 feet long, say 10 x 10") alongside the original beams (*Star* 3/8/1882: 3). The planks, piles and caps were found to be in sound condition, although a number of wales and braces required renewal (*Star* 3/8/1882: 3). Tenders for repair works were called in May 1884 (*Lyttelton Times* 30/5/1884: 6).

The No.1 Intermediate Jetty, or No. 3. Wharf, as it was later known, was upgraded a number of times subsequently, the most recent and extensive being in 1999-2000 (Brown 2012a:2).

Reinstatement works at 2-3 Breastworks involved the demolition and reconstruction of portions of the breastwork and retaining structure. As this work effected the No 3 Jetty and surrounding area, recording of the structure was required prior to the start of earthworks.

In accordance with archaeological authority 2015/600, recording was carried out to investigate the original parts of the No. 3 Jetty. As no further archaeological material was found during the works and due to the information that already exists about Jetty 3, a photographic record of this area was agreed to sufficiently satisfy recording requirements.

On 8 April and 22 April 2016 the north end of the No. 3 Jetty was recorded before works began by Kurt Bennett and Jessie Garland (Underground Overground Archaeology) as per the conditions set forth in authority 2015/600.

Remnants of the original wharf are clearly visible in the form of wooden piles, pile caps and stringers, in various conditions. Although the timber was not sampled for identification, it is possible that these piles are consistent with the "iron bark" material used in the original piles. Some of these piles have been jacketed in concrete during recent repairs. At least one pile which appears to have been replaced completely with concrete and another had only the pile head replaced with concrete. Parts of the pile caps have been replaced with metal girders in some areas. A concrete filled metal drum, approximately 1 m high, were also observed as part of the base for wood piles near the seawall. Some degraded timbers between piles near the seawall suggest this section may have been constructed with cross bracing. No bracing was visible between the seaward piles. It is possible that the cross-bracing was part of the original 19th century jetty or breastworks construction technique, later removed during 20th century refurbishment. The piles had wrought iron fastenings, including bolts and nails. Bolts and nails were used to join the piles, pile caps and stringers. The removal of the decking from part of the breastwork structure exposed the jetty piles and seawall. Piles located beside the seawall had the stringers set directly on top, without pile caps.

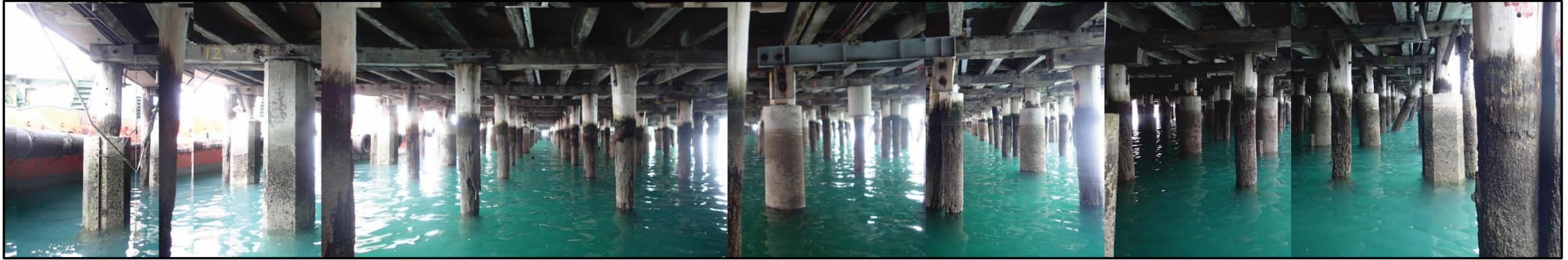


Figure 1. Composite image of Bent 12 of the No. 3 Jetty, looking south, showing modifications such as concrete jackets and metal girders Image: K. Bennett 5 February 2016.



Figure 2. A metal drum used as the base of a wooden pile. Looking southwest. Image: J. Garland 8 April 2016.



Figure 3. Close up of the bolt and nail fasteners used in the piles, piles caps and stringers. Image: J. Garland 8 April 2016.



Figure 4. Looking northwest at the exposed concrete seawall and timber shoring after the removal of the decking. The wooden stringers of the No 3 Jetty are also visible and do not appear to be tied into the wall (highlighted by the red arrows). Image: K. Bennett 22 April 2016.