



# Site Record Form

**NZAA SITE NUMBER:** M36/336

**SITE TYPE:** Commercial

**SITE NAME(s):** Gladstone Quay wool storage sheds

**DATE RECORDED:**

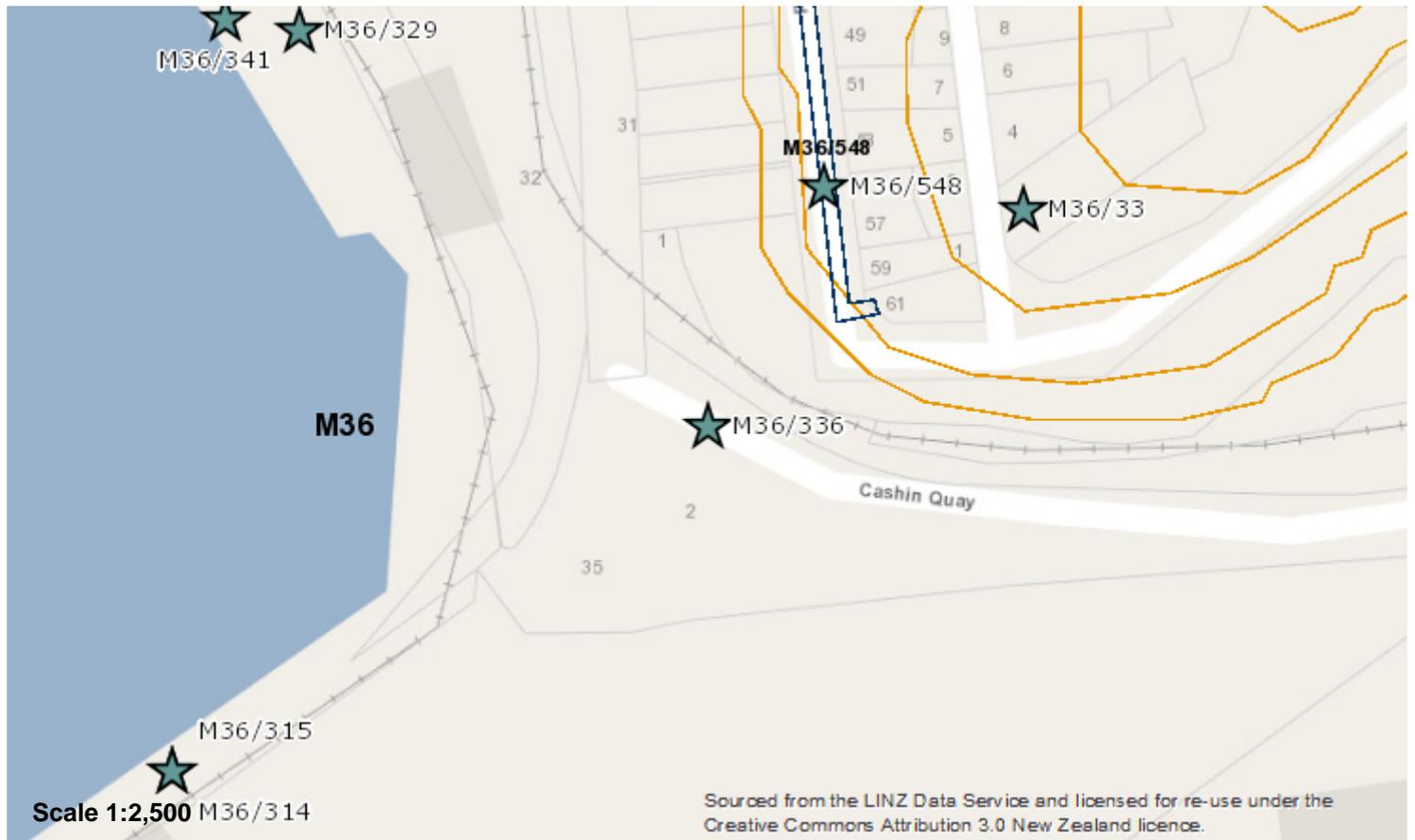
**SITE COORDINATES (NZTM) Easting:** 1577806

**Northing:** 5171695

**Source:** On Screen

**IMPERIAL SITE NUMBER:**

**METRIC SITE NUMBER:** M36/336



**Finding aids to the location of the site**

At the end of Gladstone Quay on what is now the roadway of Cashin Quay.

**Brief description**

Wool storage sheds constructed in the 1890s but no longer standing. Brick footings or foundations still present in at least part.

**Recorded features**

Building - commercial, Foundations, Building - wool shed

**Other sites associated with this site**

## SITE RECORD HISTORY

NZAA SITE NUMBER: M36/336

**Site description**

Updated 09/08/2016 (Field visit), submitted by luketremlett , visited 13/06/2016 by Tremlett, Luke  
Grid reference (E1577806 / N5171695)

**INTRODUCTION**

The earthworks carried out here involved one stage of service trenching of an 11kV infrastructure roll-out at Lyttelton Port. This stage, stage 2, involved excavating a 420 m long trench to the southeast of Lyttelton Port adjacent to Cashin Quay between May and July 2016 under authority 2015/600. Although most of this land excavated here was reclaimed in the late twentieth century, the western most end was reclaimed in the late nineteenth century and was occupied from the 1880s by the Gladstone Quay stores. Archaeological involvement for this stage of works involved monitoring trenching near these stores - all other works during this stage of trenching were under an on-call procedure.

**HISTORICAL BACKGROUND**

A breakwater at Officers Point at Erskine Bay in Lyttelton Port was proposed by the Lyttelton Wharf Commission in the early 1860s (Scotter 1968:71). Work was undertaken on building the breakwater from Officers Point through the use of prison labour (Scotter 1968:75). The need for breakwaters was confirmed when a tsunami hit the port in August 1868 (Rice 2004:38).

With the completion of the railway tunnel in 1867 and an increase in grain production in Canterbury in the 1870s, the port was forced to deal with a high volume of exports (Scotter 1968:80). The Provincial Council was urged to consider additional storage accommodation for goods sent to the port by railway (Press 3/8/1871:2). It was also proposed at this time that land at the port be leased to private parties to erect storage buildings for containing goods at the port for later export (Press 3/8/1871:2). A report on harbour development was produced in 1872, by John Carruthers, the engineer in chief for the New Zealand government, and his assistant, John Blackett. The report they produced outlined the need for the harbour to be dredged, that the Officers Point breakwater be extended, that another wharf capable of carrying railway lines and another breakwater be constructed and a jetty for lighterage be erected at the tunnel mouth (Scotter 1968:84).

In December 1873 the firm Hawkins, Stock and Company signed the contracts for the Officers Point mole and wharf and the Naval Point breakwater. Another company, Connor and McKay, oversaw the construction of the lighterage jetty. The contracts were eventually taken over by a newly formed firm, that of Hawkins and Martindale (Scotter 1968:84).

The Officers Point breakwater wharf was formally opened in February 1874 and was named Gladstone pier after the first ship to dock there, W.E. Gladstone. The breakwaters were finally completed in 1876 (Scotter 1968:84). The dredge, Erskine, started its work deepening the harbour in August of that year, accompanied by the hopper barges, Sumner and Heathcote (Rice 2004:42). Apart from sporadic work in 1887 and 1890 the dredge and barges were made redundant in 1886 (Rice 2004:51). As a result of this dredging the need for lightering steadily began to decline (Scotter 1968:87). These developments led to an increase in shipping, both domestic and international (Rice 2004:42).

In 1876 the Provincial Government was disestablished and the Lyttelton Harbour Board took over the management of the port. The composition of the board represented the two groups that had vested interests in the growth of the port, businessmen and farmers (Rice 2004:43).

Pressure on storage accommodation remained an issue at the port. In 1874 three sheds were erected on the Gladstone pier by the Canterbury Provincial Council, known as the "Government Sheds" or "Gladstone Goods Shed" (Carter 2014:87, Scotter 1968:93, Star 17/4/1878:2). In 1877 the Harbour Board decided it would be "unwise" to erect any further storage accommodation on the Officers Point breakwater "owing to weakness in that part of the breakwater" (Press 7/7/1877:5). In 1879 the Chairman of the Harbour Board, on advice from the Collector of Customs, expressed the "absolute necessity" for additional storage accommodation at Lyttelton due to a large increase in exports and imports (Press 30/5/1879:3). The expense of this was anticipated to be incurred by merchants and traders (Press 30/5/1879:3).

Work on the breastwork along the newly reclaimed eastern foreshore of Erskine Bay, extending to the Gladstone pier, commenced in 1880 and was intended to provide sufficient strength to carry the weight of storage buildings (Carter 2014:96, Rice 2004:45, Scotter 1968, Star 14/5/1880:3). A large grain export shed was erected at this location, vested in the Harbour Board (Carter 2014:95).

In 1883 the Lyttelton Borough Council invited tenders for leasing sites for storage at Officers Point, on the eastern side of the breakwater (Press 9/5/1883:3). Applications were invited from "Grain, Coal, Timber Merchants, Frozen Meat Companies and others" for either yard storage or building sites. For building sites, it was stated that there was "no expense necessary for foundations, the whole area being on solid rock" (Press 9/5/1883:3). The land was further described as "unequalled, being at the butt of the Gladstone Pier and in close proximity to the ship's side. A railway siding was arranged and in the process of being laid, and water and gas was supplied close to the property. In September 1883 three warehouse sites at this location were leased at auction for a period of 21 years (Press 28/9/1883:2). The lessees were Shaw, Savill and Albion

Company, Lyttelton merchant Harvey Hawkins and Roberts, Paxton and Co. (Press 17/10/1883:3).

The terms of each lease required buildings to be erected on these sites, at the approval of the Borough Council, within nine months (Press 29 May 1884:3). In April 1884 Shaw, Savill and Albion presented plans to the Borough Council for a 110 x 60 feet (33.5 x 18 metre) store (Star 29/4/1884:3). Roberts, Paxton and Company had erected their shed by May 1884 (Press 29/5/1884:3). Hawkins, however, delayed construction of his building, but by May 1885 had instructed architect Samuel Farr to prepare plans for a warehouse at Officers Point (Press 29 May 1884:3, Star 18/2/1885:3 & 14/5/1885:3). By 1890 the Officers Point site was occupied by five connected buildings (Figure 1). A photograph from the 1880s shows the stores as a complex of separate, but connected buildings, probably timber with corrugated iron roofs (Figure 2).

Shipping, grain, and seed merchants, Kaye and Carter, leased part of the complex by 1894, at which time the building was damaged by rockfall from a slip from the cliff above (Press 31/5/1894:5). By 1911 Shaw, Savill and Albion occupied the western end of the building with much of the remainder leased to Kaye and Carter (Figure 3). Shaw, Savill and Albion and Kaye and Carter retained their leases of the sheds until the 1920s (Press 25/7/1925:21 & 18/11/1925:1). In 1927 the Council advertised for tenders for removal of the buildings and a single, smaller shed was subsequently erected on the site (Press 30/9/1927:14, Lyttelton Harbour Board, 1936).

### ARCHAEOLOGICAL MONITORING OF EARTHWORKS

The Stage 2 11kV trenching works carried near the Gladstone Quay wool stores occurred on 13 and 14 June 2016 by Higgins Contracting Ltd, using a mechanical excavator, with Luke Tremlett (Underground Overground Archaeology) monitoring the work. The trench excavated here was approximately 1 m deep and 1 m wide. Two brick features (Feature 1 and 2) were found during the works at approximately 700 mm deep (Figure 4). The top 300 mm (or the top four courses of the brickwork) were removed during the works. However, the remainder of the brickworks remain in situ to at least 1.3 m.

#### Feature 1

Feature 1 was constructed using hand-made slop/pallet moulded bricks with bevelled rectangular frogs which date to the late nineteenth century. Feature 1 was aligned east-west and had a return which angled south towards Feature 2 – it did not continue right through the trench (Figure 5). This feature appeared to be constructed using an English bond pattern (Figure 6). Sitting on top of Feature 1 was a black ashy layer (Figure 6, Figure 7 and Figure 8).

#### Feature 2

Feature 2 was also constructed using hand-made slop/pallet moulded bricks with bevelled rectangular frogs and was on the same alignment and depth as Feature 1. However, this continued right through the exposed trench (Figure 9 and Figure 10). This feature was constructed using an English garden wall bond that had three courses of stringers and one course of headers (Figure 11).

### INTERPRETATION

Feature 1 and 2 were found to align with the known location of the Gladstone Quay wool stores and were constructed using bricks consistent with the time period. As such, these are believed to have been the footings or perhaps the walls of part of the Gladstone Quay stores. Based on Figure 2 and Figure 3 it appears that the brickwork encountered here belongs to the Shaw, Savill and Albion Company building, which was constructed sometime in the mid-late 1880s. Figure 2 also shows that this building had a lean-to to the north and it is believed that the remains of this lean-to and the main exterior wall of the building are what are encountered here.

Found between Feature 1 and 2 was a black ashy rubble fill, potentially resulting from the use of this lean-to as a coal store. The black layer on top of the Feature 1 brickwork could then have been a created during demolition by disturbing the fill between the features. However, it is also possible that the black layer on top of the brickwork was caused by debris accumulated across the site during demolition – it is difficult to say where exactly this fill sitting on top of the feature came from.

It is interesting that Feature 1 and 2, which are almost certainly associated with one another, have different brick bond patterns. Perhaps these parts of the structure were constructed at different times during the nineteenth century by different contractors. The early photographs of this building show that corrugated iron clad the buildings, at least initially. It could also be possible that the brick work found here was a foundation that supported a timber wall clad in corrugated iron.

Please see the attached for all relevant plans and photographs.

No report was submitted for this stage of 11kV trenching – this site record form was agreed upon to be the final documentation of these specific earthworks by Heritage New Zealand, Underground Overground Archaeology and Lyttelton Port Company.

### REFERENCES

- Beaumont, L., M. Carter and J. Wilson, 2014. "Banks Peninsula: contextual historical overview and thematic framework." Unpublished report for Christchurch City Council. June.
- Burgess, R., 2009. 'Lyttelton Township Historic Area'. Unpublished report for New Zealand Historic Places Trust
- Carter, M., 2014. "Lyttelton Port of Christchurch (LPC) Reconstruction: An Archaeological

## NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Assessment". Unpublished report for Lyttelton Port of Christchurch, August.  
Canterbury Maps [online], Environment Canterbury. Available at <http://canterburymaps.govt.nz/>  
Johnson, J., 1952. The Story of Lyttelton 1849-1949. Lyttelton Borough Council, Lyttelton.  
LINZ, 1921. SO 5670, Canterbury. Landonline.  
Lyttelton Harbour Board, 1877. 2/537: Sketch plan of Lyttelton Harbour. Lyttelton Port of Christchurch, Lyttelton.  
Lyttelton Harbour Board, c.1890. 2/535: Plan shewing [sic] additional land taken by proclamation at Lyttelton for railway purposes. Lyttelton Port of Christchurch, Lyttelton.  
Lyttelton Harbour Board, 1911. 1/407-A: Lyttelton Harbour: Inner Harbour and Entrance. Lyttelton Port of Christchurch, Lyttelton.  
Lyttelton Harbour Board, 1936. 1/407: [Plan of Lyttelton Harbour: Inner Harbour and Entrance]. Lyttelton Port of Christchurch, Lyttelton.  
Lyttelton Times [online]. Available at <http://paperspast.natlib.govt.nz>.  
Press [online]. Available at <http://paperspast.natlib.govt.nz>.  
Rice, G. W., 2004. Lyttelton: Port and Town. An Illustrated History. Christchurch: Canterbury University Press.  
Star [online]. Available at <http://paperspast.natlib.govt.nz>.

Updated 29/08/2014 (other), submitted by matthewcarter  
Grid reference (E1577806 / N5171695)

Around 1890, five connected wool storage sheds were built on Gladstone Quay. The sheds were divided into partitions, which were leased by different companies. The sheds covered an area of approximately 160 m in length with a maximum width of around 35 m (LHB c.1890).

### Condition of the site

Updated 29/08/2014 (other), submitted by matthewcarter

Low – buried below surface or destroyed.

### Statement of condition

Updated: 09/08/2016, Visited: 13/06/2016 - Below surface - Surface evidence has been obliterated, however, there is likely to be subsurface material present. Note that this is different from a destroyed site.

### Current land use:

Updated: 08/08/2016 - Coastal margins, Industrial/ commercial

### Threats:

Updated: 09/08/2016, Visited: 13/06/2016 - Property development, Services/ utilities

Updated: 08/08/2016 - Property development

**SITE RECORD INVENTORY**

**NZAA SITE NUMBER: M36/336**

Supporting documentation held in ArchSite

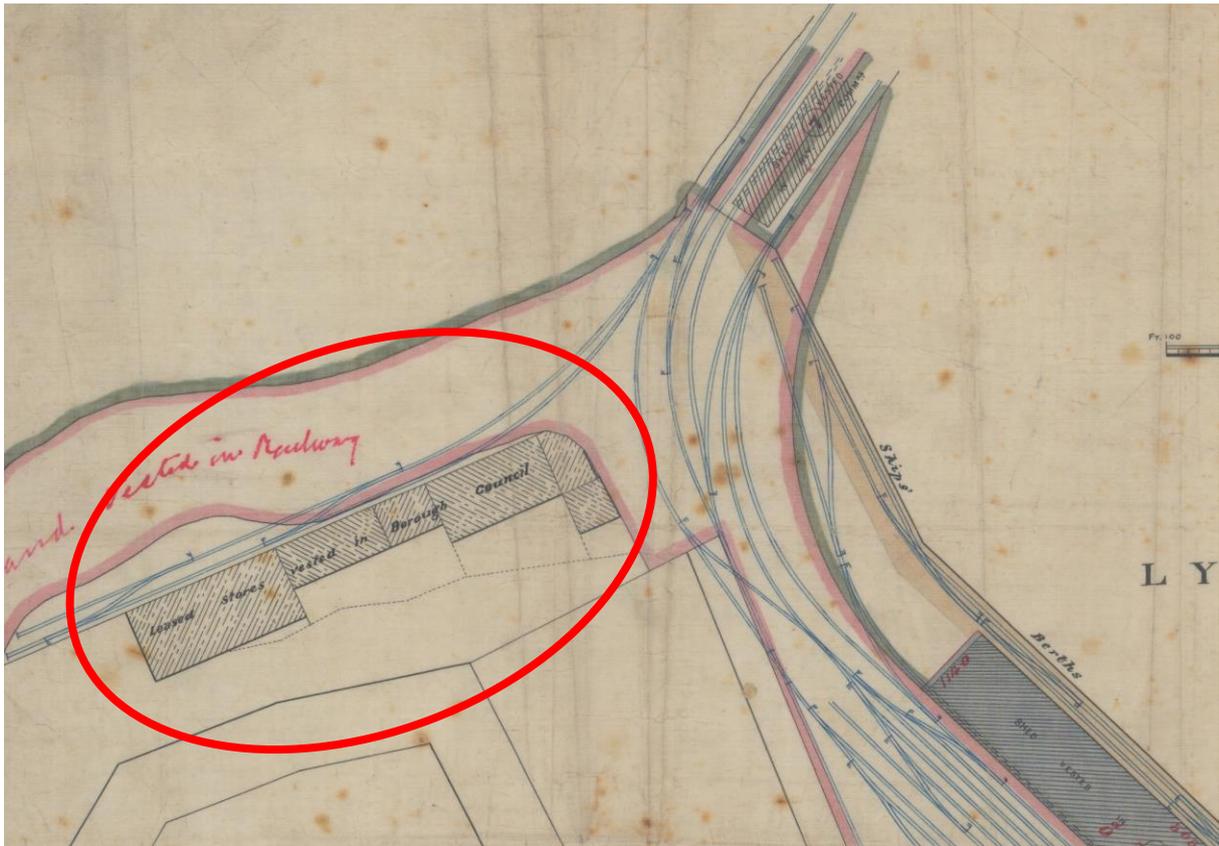


Figure 1. Detail from plan *Showing Additional Land taken by Proclamation at Lyttelton for Railway Purposes, 1890* (Lyttelton Port of Christchurch collection, ref. 2-535). Red ring shows "Leased stores vested in Borough Council".



Figure 2. Detail from Lyttelton, by Burton Brothers studio, 1880s. (Museum of New Zealand Te Papa Tongarewa C.011660), showing Officers Point store at far right (red arrow).

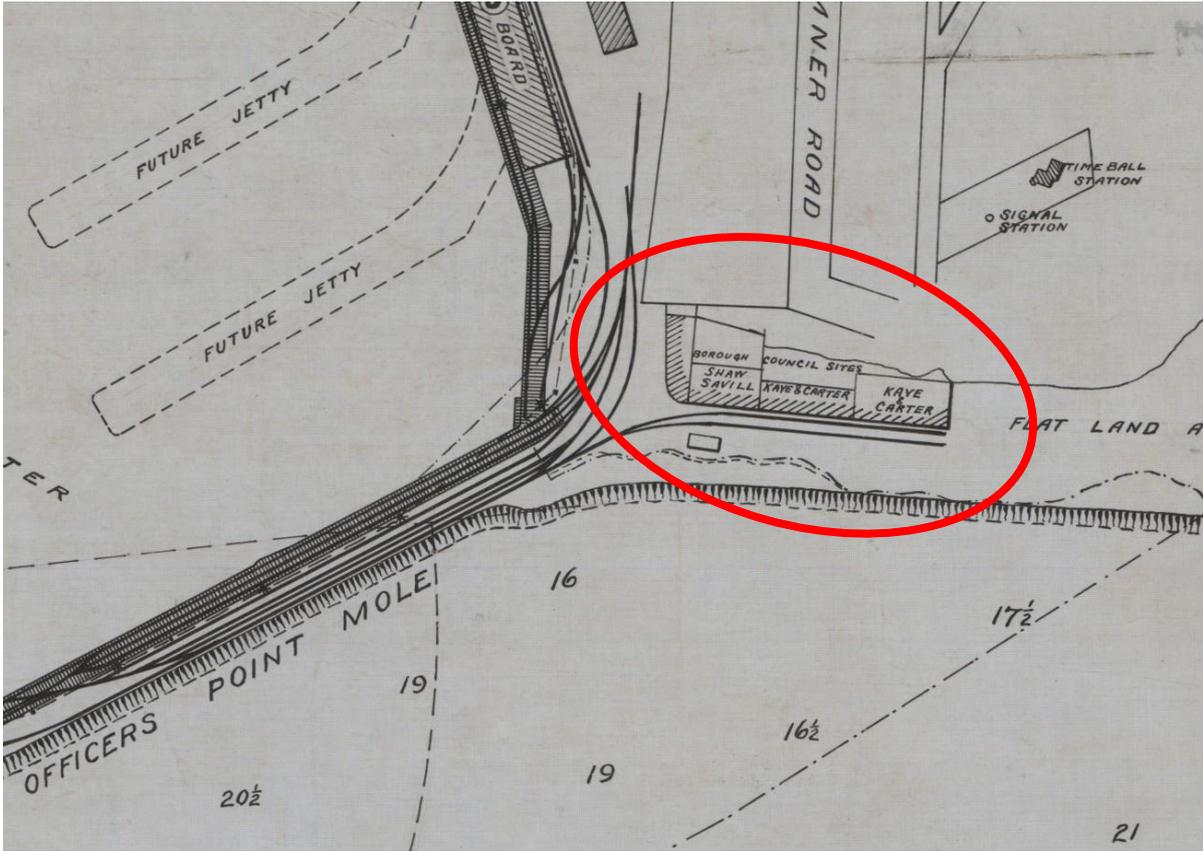
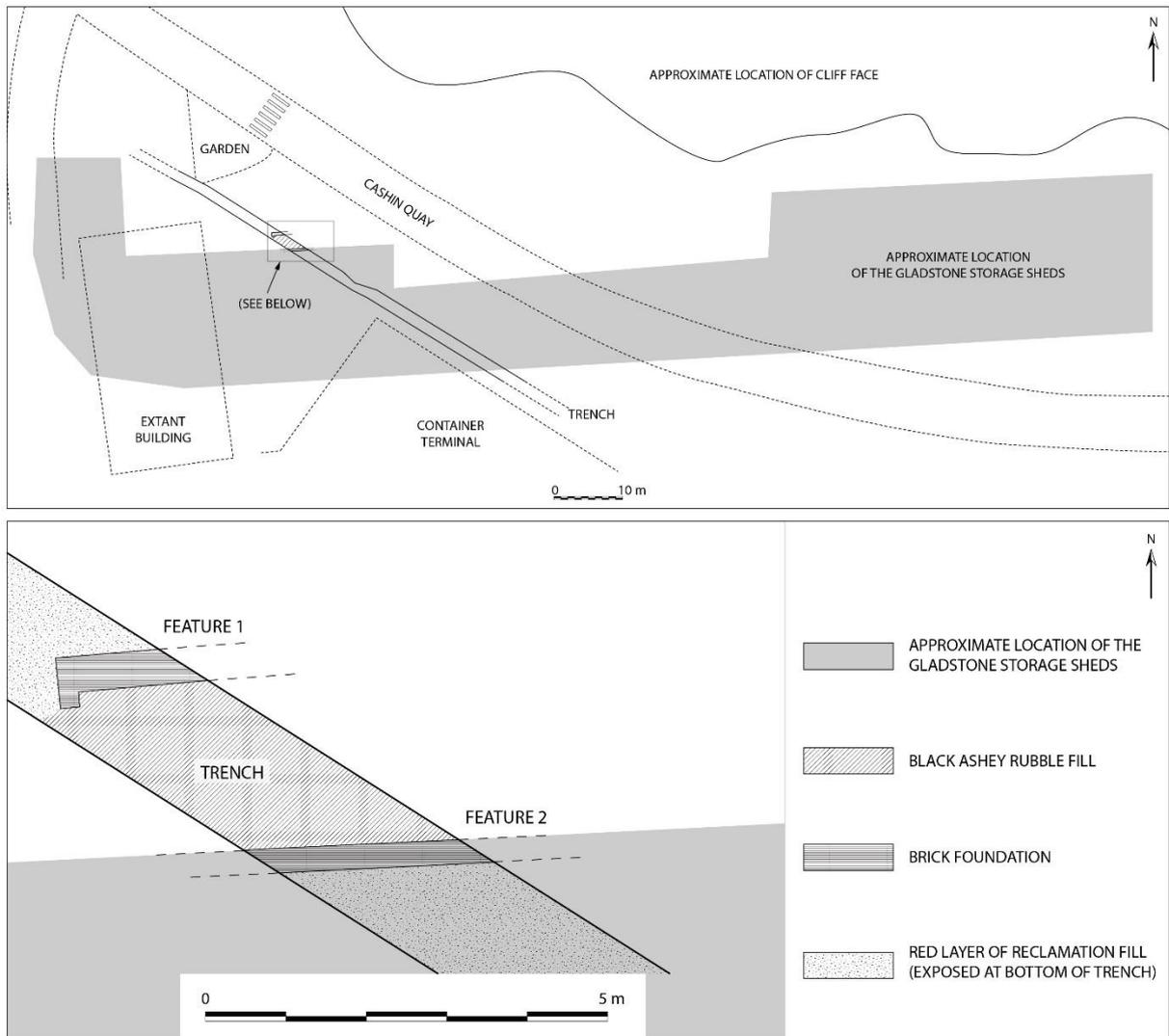


Figure 3. Detail from "Lyttelton Harbour: Inner Harbour and Entrance..", 8 February 1911 (Lyttelton Port of Christchurch collection, ref. 1-407-A). Red ring shows Officers Point stores.



**Figure 4. Site plan showing the extent of the earthworks carried out near the Gladstone Quay stores as part of the 11kV Stage 2 works.**



Figure 5. Feature 1, looking east.



Figure 6. Detail shot of Feature 1 showing the arrangement of the brickwork. Notice the black layer on top of the brickwork.



Figure 7. Feature 1 looking north. Notice the black layer on top of the brickwork.

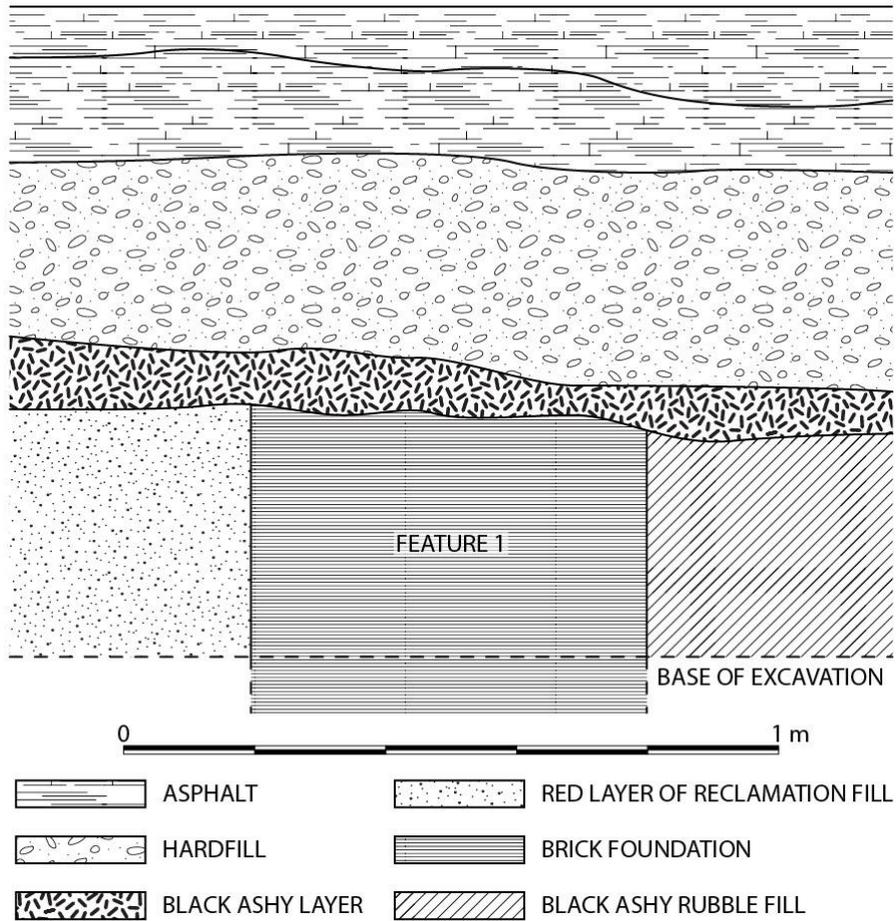


Figure 8. The stratigraphy surrounding Feature 1.



Figure 9. Feature 2 seen in plan.



Figure 10. Feature 2 looking west.



Figure 11. Feature 2 looking northeast.