



HERITAGE NEW ZEALAND
POUHERE TAONGA

New Zealand Heritage List/Rārangi Kōrero - Report for a Historic Area **Tawatawhiti / Mair's Landing Historic Area, WHĀNGĀREI (List No. 9702)**



Tawatawhiti /Mair's Landing Historic Area, Hātea (Hoteo) River, WHĀNGĀREI (Heritage New Zealand, Bill Edwards, 16 September 2016)

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EXECUTIVE SUMMARY

Purpose of this report

The purpose of this report is to provide evidence to support the inclusion of Tawatawhiti / Mair's Landing Historic Area in the New Zealand Heritage List/Rārangi Kōrero as a Historic Area.

Summary

Tawatawhiti / Mair's Landing Historic Area is a well-preserved archaeological landscape, incorporating evidence of Māori horticultural practice and later waterfront activity beside the Hātea River – including that associated with probably the oldest surviving European structure in Whāngārei. The Hātea River meets the Whāngārei Harbour near the historic area and the mixing of fresh and sea water and rich volcanic soils meant that this was an environment that was conducive to human settlement. Water and stone has defined this area, and Māori and European have used these resources in differing ways. The historic area is associated with the nearby kāinga of Tawatawhiti and incorporates remnant horticultural field systems that pre-date contact with Europeans. In addition to its archaeological, technological, cultural and traditional values, Tawatawhiti / Mair's Landing is also of considerable historical significance, being associated with the Mair family who witnessed and took part in important pre-colonial and colonial events that shaped the history of New Zealand.

Tawatawhiti was a kāinga associated with the nearby maunga Parihaka. The fertile volcanic soils were used for gardening. Basalt rocks of varying sizes have been stacked to form a rock wall that is associated with a Māori horticultural field system. There are also stone faced terraces that are often specifically constructed either for gardening or habitation areas. Associated puke (stone heaps) are also horticultural in origin and were used to increase the temperature around the plant roots which assists in their growth. In and around the gardening systems are scatters of shell midden that represent the meals of those who tended the gardens. There are no confirmed archaeological dates for the field systems but they are pre-contact in form and probably hundreds of years old.

Mair's Landing dates from 1842 and was built when the Mair family moved to Whāngārei. Mair's Landing is a stone jetty connected with early European settlement

in Whāngārei – now Northland’s largest population centre. It is likely to be the earliest European stone structure surviving in Whāngārei. The landing is constructed of basalt but unlike the earlier structures some of the stone has been extensively worked so that it has a fair face. It extends into the main river channel from the shore and there is a remnant section of the road (a carriage way) which connected it to the Mair’s nearby home, ‘Deveron’. The jetty was the principal landing on the Hātea River until a wharf was built at Te Ahipupurangi-a-ihenga (Town Basin) in 1864. The western side of the river was the principal area of Pākehā settlement in the area until the 1860s.

A coal chute was constructed to the north of Mair’s Landing in 1866, at a place known as Taurangahaku after two large rocks that were used for fishing to catch and land haku (Yellowtail Kingfish) on the river. It is probable that the two rocks are still in-situ and have been incorporated into the coal chute that was used to load coal from the Whau valley mines. Coal was hauled to the coal chute via a horse-drawn tramway then unloaded into waiting vessels on the river. The chute became a redundant structure in 1910 when a railway was built to transport the coal.

In 1936 the Victoria Bridge was built and this effectively sealed off the Hātea River to larger vessels, preventing further marine activity and development around Mair’s Landing. Smaller recreational vessels however could pass under the bridge and so continued to make extensive use of the river. This is reflected within the historic area through the remains of small boatsheds and slipways. These are made of basalt that was mined from the nearby horticultural field system of Tawatawhiti.

The Mair’s Landing area remained in private ownership until 1991, when the land was transferred to Whangarei District Council; it is currently proposed as a reserve. Now a backwater, Tawatawhiti / Mair’s Landing Historic Area contains a visible remnant landscape that informs us of people’s lives along the river since pre-European times.

1. IDENTIFICATION¹

1.1. Name of Area

Name:

Tawatawhiti / Mair's Landing Historic Area

Other Names:

Taurangahaku

The Coal Chute

1.2. Location Information

Address

Hātea Drive

WHĀNGĀREI

Additional Location Information

Mair's Landing: 1720041 East and 6046777 North

Taurangahaku and the Coal Chute: 1720038 East and 6046732 North

Tawatawhiti: 1720058 East and 6046862 North

[Coordinates shown in the New Zealand Transverse Mercator (NZTM) projection]

Local Authority

Whangarei District Council

1.3. Legal Description

Pt Lot 5 DP 23650 (CT NA35A/901), Legal Road and Legal River, North Auckland Land District

1.4. Extent of List Entry²

¹ This section is supplemented by visual aids in Appendix 1 of the report.

² See 'Physical Information' for an analysis of this statement. This section is supplemented by visual aids in Appendix 1 of the report.

This historic area consists of an area of land that contains a group of inter-related historic places. The identified historic places that contribute to the values in this historic area are Tawatawhiti, Mair's Landing, Taurangahaku -The Coal Chute and Boatsheds. The area of land that encompasses these historic places includes the land described as Pt Lot 5 DP 23650 (CT NA35A/901), part of the land described as Legal Road and part of the land described as Legal River, North Auckland Land District. (Refer to map in Appendix 1 of the List entry report for further information).

1.5. Eligibility

This area is physically eligible for consideration as a historic area. It consists of an area of land that lies within the territorial limits of New Zealand and that contains inter-related historic places. There is sufficient information included in this report to identify this area and the historic places within it.

1.6. Existing Heritage Recognition

New Zealand Archaeological Association Site Recording Scheme

Places within this area have been recorded by the New Zealand Archaeological Association. The references are Q07/970 (Landing & Midden) and Q07/971 (Landing/Coal Chute).

2. SUPPORTING INFORMATION

2.1. Historical Information

Māori settlement in the Whāngārei Harbour

Whāngārei was originally the territory of Ngai Tahu. The rich volcanic soils near the Hātea River were cultivated and fish, shellfish and birds were collected from the nearby swamps, river, harbour and forest.

During recent work associated with the Kamo Bypass, earthworks have exposed archaeological remains relating to settlement and land clearance in the Kamo area in the thirteenth century.³ At the entrance of the Whāngārei Harbour a midden in Smugglers Bay has evidence of early occupation including early types of minnow lure.⁴

³ Shakles R and Pear S: 2011: Archaeological Monitoring of the Kamo Bypass Stage 2 Works, Kamo

These archaeological sites are in relative close proximity to the Hātea River; in fact the Hātea River is half way between both sites. There are no radiocarbon dates for the Hātea River area but the assumption is that it would have also been settled at a similar time because of the environment and close proximity to other early sites.

The nearby maunga of Parihaka to the east of the historic area was fortified with pā and ditches, terraces and kūmara pits cascading down the main ridges towards the harbour and river. The name Parihaka is derived from an event where Kupapa, a rangatira of Te Parawhau performed a fierce haka on the cliffs while defending the pā - hence the name Parihaka.⁵ The Parihaka pā and an attached open village, or kāinga, were both known as Tawatawhiti.⁶

Within the historic area itself, there is extensive evidence of horticulture, with the remnant stone-field systems which include puke, stone walls, and stone lined terraces. There are also scatters of midden in the area which indicates the meals of those tending their crops.

Such an attractive environment meant that this became a contested landscape and by the beginning of the 1800s, the land around Whāngārei Harbour was occupied by several tribes connected by blood ties and part of the Ngāpuhi confederation.⁷

Whāngārei became a staging post where taua (war parties) would gather before heading south in waka to take part in a series of inter-tribal conflicts that have been called the Musket Wars. Whāngārei, because of its coastal accessibility, bore the brunt of many retaliatory expeditions by the southern tribes of Waikato and Ngāti Paoa as they sought utu for the injuries they had suffered at the hands of Ngāpuhi.⁸

The Whāngārei Heads were visited by Captain James Cook in November 1769 and Samuel Marsden in 1820 records that Māori life was disrupted, with villages destroyed and an atmosphere of fear and alarm very evident among the people. This perspective was confirmed by Dumont D'Urville Captain of the *S.M. l Astrolabe* who in

Northland: Recording and Investigation of Sites Q06/581, Q06/607 and Q06/616.

⁴ NZAA site record Q07/103

⁵ <http://whangareinz.com/about/culture-history> accessed 10 January 2017.

⁶ The name Tawatawhiti was given to the Mair's youngest son Gilbert, and was shortened to Tawa.

⁷ Bartlett J and Edwards T: 1982: *Cobwebs and Gables*, Whangarei, p. 5.

⁸ Bartlett J and Edwards T: 1982: *Cobwebs and Gables*, Whangarei, p. 5.

1826 mapped the harbour's entrance, and described the remains of deserted and destroyed villages.⁹ It is probable that the kāinga of Tawatawhiti was also deserted around this time.

The arrival of European settlers

The first European house in the Whāngārei Harbour was built on Matakohe Island in 1832 by Gordon Brown, a flax trader.¹⁰ In 1833 the house was sacked by a Waikato taua (war party).

The first permanent settler in Whāngārei was William Carruth, a Scots settler, who purchased just over 390 hectares from Ngāti Kahu in 1839, encompassing much of the future commercial area of Whāngārei.¹¹ Carruth was joined by his brothers Robert and John, Mr and Mrs Pollock, their servants and a Mr Simmons from Wellington.¹²

The Mair family

Gilbert Mair had visited the Bay of Islands in 1820 as a ship's carpenter on the whaler *New Zealander* and on the return voyage back to Britain the vessel carried passengers Reverend Thomas Kendall and the rangatira Hongi and Waikato. In 1824 he left England for the last time on the whaler *Mariana* and was employed by the Church Missionary as ships carpenter building the *Herald* (55 tons), which was constructed of timbers salvaged from the wreck *Brampton* (wrecked December 1823 approximately 3 kilometres north of Paihia) and timber from nearby Kawakawa. The vessel was launched in 1826 making it the second New Zealand built vessel. Gilbert was engaged as the sailing master.¹³

Gilbert's future wife Elizabeth Puckey arrived in Kerikeri in 1819 with her parents William and Margery Puckey. Gilbert and Elizabeth were married in 1827 at St. James' Church, Sydney, by the Reverend Samuel Marsden. Unfortunately their wedding was

⁹ Nevin, G; Whangarei Harbour Study Technical Report No.9, 1984.

¹⁰ Pickmere, N. P., *Whangarei-The Founding Years*, 1986, Whāngārei, p. 12

¹¹ Grant to Robert and William Carruth, O.L.C 155/306. Deeds index B1, 10, C.G.1B/14.

¹² Pickmere, 1986, p. 23.

¹³ <https://teara.govt.nz/en/biographies/1m4/mair-gilbert>

marred by the death of her parents who died of alcohol poisoning soon after the event and were buried at the Rocks in Sydney.¹⁴

In 1830, the married couple purchased Te Wahapu in the Bay of Islands, where they ran a trading station providing the missionaries, settlers, visiting whalers and local Māori with goods.¹⁵ The business expanded and the trading station grew into a large establishment that included a wharf, and a nearby industrial complex that had sawyers, boat and boot makers and a blacksmith. The family also expanded with six children being born in the Bay of Islands.

Gilbert Mair's signature is on an official translation of He Whakaputanga o te Rangatiratanga o Nu Tirene/ the Declaration of Independence of New Zealand (1835) as an English witness to certify that it was a correct copy of the statement of northern Māori rangatira. An important document, He Whakaputanga was recognised by the British government in 1836, forming one of the reasons why the latter felt that Te Tiriti o Waitangi / The Treaty of Waitangi (1840) was required to make New Zealand a colony of Britain.¹⁶ Mair also built New Zealand's oldest remaining church, Christ Church in Russell in 1835.¹⁷ Caroline Mair (the eldest daughter) records: 'But the most important event of my early recollection was the signing of the Treaty of Waitangi. My eldest brother (Robert) and I were present with our parents, and I proudly remembered assisting Mrs. Busby to lay the luncheon tables for the governor, Captain Hobson, his staff and the assembled guests'.¹⁸ This first signing of Te Tiriti o Waitangi / The Treaty of Waitangi occurred outside James Busby's residence at Waitangi in February 1840. Mair and fellow settler James Clendon were used as an example of Pākehā buying up land against the wishes of the Governor by Moka, rangitira of Patukeha in his speech condemning the private purchase of lands. This speech was given immediately prior to the signing.¹⁹

¹⁴ <https://www.geni.com/people/William-Puckey/6000000003335667525> accessed 12 October 2016 also see Davis, R: *A Memoir of the Rev. Richard Davis* 1865. P. 77.

¹⁵ Anderson, J.C. and Peterson, 1956.

¹⁶ <http://nzetc.victoria.ac.nz/tm/scholarly/tei-TurEpi-t1-g1-t1-g1-t2-g1-t5-g1-t2.html> accessed 14 October 2016

¹⁷ Heritage New Zealand Christ Church File 1 Northland Area Office.

¹⁸ Anderson, J.C. and Peterson, 1956, p.44

¹⁹ <https://www.justice.govt.nz/assets/Documents/Publications/WT-Part-2-Report-on-stage-1-of-the-Te-Paparahi-o-Te-Raki-inquiry.pdf> p 357, accessed 10 January 2017.

The Mairs' Arrival in Whāngārei

In 1839 Gilbert Mair purchased land 5000 acres called the Hatea Block in Whāngārei for the sum of £300 pounds, the deed was signed by 17 Māori signatories.²⁰ Also known as 'Mair's Grant', the land covered much of Whāngārei (the areas now known as Mairtown, Kensington and Otangarei), with the exception of the land owned by William Carruth.²¹ By 1842 the Mair family had sold Te Wahapu and relocated to Whāngārei as the economics of the Bay of Islands was declining due to changes in shipping, taxation and increasing tension due to unfulfilled promises of the Te Tiriti o Waitangi/The Treaty of Waitangi which resulted in warfare three years later.²²

Gilbert's son Robert Mair has provided an account as a 12 year old boy entering Whāngārei Harbour for the first time where he describes rowing up the mangrove-enclosed river to their new home Deveron, named after the Mair family home in Scotland.²³ Deveron was above the river and a small stone jetty or landing was made and used for unloading building materials and stores. Robert also records that a road was made by Māori for his father; it was a "sailor's road" and went straight up the hill with no compensation for its steepness.²⁴ Most of the road made for the Mairs has disappeared due to development of Hātea Drive but a small remnant is still visible within the historic area, just above the landing.

Life was uneasy in the two to three years after the Mair family's arrival in Whāngārei, with discontent amongst northern Māori. In 1845 all the European families in the Whāngārei District self-evacuated by sea to Auckland after the sacking of Kororāreka / Russell. They returned after the end of the Northern war in 1847. Deveron had been looted but the house was still intact. The family continued to increase in size and they had twelve children who went on to contribute to colonial New Zealand in manifold ways.

²⁰ <http://nzetc.victoria.ac.nz/tm/scholarly/tei-TurOldP-t1-g1-g1-g4-g8.html> accessed 12 October 2016

²¹ <http://www.wdc.govt.nz/FacilitiesandRecreation/Town-Basin/Documents/Heritage-trail-signs-pakeha-panels.pdf> accessed 31 January 2017.

²² Anderson, J.C. and Peterson, G.C.: *The Mair Family*, 1956, Wellington

²³ Deveron was located at the site of the William Jones Motor Camp, Whangarei and was sadly burnt to the ground in c.1908-1910, resulting in the loss of much valuable historical information (Camera in Northland Scrapbook 05, <http://whangarei.recollect.co.nz/nodes/view/1335>, accessed 31 January 2017).

²⁴ Anderson, J.C. and Peterson, 1956, p.49.

When their father died in 1857, Robert Mair (the eldest male child) took over the family farm and assisted his mother (who died in 1870) with looking after the younger children. Some of the children became significant members of New Zealand colonial society, with two brothers William and Gilbert becoming famous for their military careers during the colonial wars against Māori. William was present at the tragic battle of Orākau Paewai. He was disgusted with the behavior of the Imperial troops and in a letter to his brother Gilbert he comments he is sick of war and was horrified by the killing of women.²⁵

Gilbert Mair's military service included fighting with the Arawa Flying column against Te Kooti in Te Urewera for which he was awarded the New Zealand Cross.

In later life when Te Kooti had been pardoned (1883) he met Gilbert Mair at Matata on the Bay of Plenty Coast. They both gave each other gifts as a mark of respect as former combatants.²⁶ Although the two Mair brothers had been at the fore front of the fighting their actions speak of hard, dedicated men who never lost their humanity. William and Gilbert were comfortable in both Te Ao Māori and Te Ao Pākehā and so after military service became official interpreters, Land Court Judges and Crown Land purchasers.

Gilbert became disillusioned with the bureaucratic machinery that had been designed to dismantle Māori ownership of their land. In addressing Te Arawa in his ohaki (dying speech) he told them to hold fast to their land and not let it go.²⁷

Robert, the eldest, donated some land by the river because of the superb native bush and swimming hole which became Mair Park as a gift to the people of Whāngārei. Located close to the historic area, this is now part of the green belt which is an integral part of the city.

Whāngārei and the Hātea River 1850-1898

In 1850 there were but four European settlers homes in Whāngārei, all on the western bank of the Hātea River – which at that time formed the initial nucleus of Pākehā

²⁵ Anderson, J.C. and Peterson, 1956, p.318.

²⁶ Anderson, J.C. and Peterson, 1956, p. 222.

²⁷ Anderson, J.C. and Peterson, 1956, p.297.

settlement.²⁸ During the 1850s more settlers arrived and in 1853 John Grant Johnson the Land Commissioner arrived in the district and brought large acreages from Māori. European colonisation had begun in earnest by the end of the decade, when there were European farms dotted over the district and a village at Whāngārei.²⁹

The harbour was the focus for the new settlement of Whāngārei and in 1866 coal from the Whau Valley mine was transported by horse drawn trucks along a 1.8 metre wide railway. On the Hātea River was Taurangahaku ('fishing/landing place of yellow tail') which was marked by two large rocks. These rocks were used in the 1866 construction of a coal chute erected within the historic area for the loading of vessels. The trucks were lowered down the hill to the riverside by means of a large drum – the full trucks winding up the empty ones. This reflects early exploitation of the North Auckland coalfield at a time when the use of this resource for mechanised industry in New Zealand increased.³⁰

The commercial wharf (downstream of the bridge) in the town basin became the focus for the town of Whāngārei and by 1881 there was a steam train that ran along what is now Walton Street to service the wharf.³¹

The first Whāngārei Bridge was constructed at Te Ahipupurangi-a-ihenga (the town basin) in 1898 and it was a swing bridge. The reason for the swing bridge was to allow the passage of vessels upstream of Te Ahipupurangi-a-ihenga to the Mair's Landing area for the transport of goods and coal.

Mair's Landing in the 20th century

It is not known exactly when the land was transferred out of the Mair family ownership, but it appears that the first Certificate of Title issued after the initial Crown Grant was to Eliza Drummond in 1928. The Drummonds were one of two prominent local families associated with the Mair's Landing area in the first part of the twentieth century, the other being the Pickmeres.

²⁸ Pickmere, N. P., 1986, p. 59

²⁹ Pickmere, N. P., 1986, p.87

³⁰ Thornton, Geoffrey G., *New Zealand's Industrial Heritage*, Wellington, 1982, p.99

³¹ Pickmere, N. P., 1986, p. 137

Ongoing problems with the swing bridge mechanism of the Whāngārei Bridge meant that a fixed bridge called the Victoria Bridge was built in its place in 1936. This prevented further maritime activity and development in the Mair's Landing area, though it was still accessible to pleasure craft and row boats. This is reflected within the historic area through the remains of small boatsheds and slipways made of basalt from the nearby horticultural field system of Tawatawhiti.

The Mair's Landing area remained in the ownership of the Drummond family until 1991, when the land was transferred to Whangarei District Council; it is currently proposed as a reserve. Now a quiet backwater, Tawatawhiti / Mair's Landing Historic Area is an important cultural, historical and archaeological landscape that informs us of people's lives along the river since pre-European times.

2.2. Physical Information

Current Description

The historic area is located on the western side of the Hātea River and comprises a roughly triangular piece of land sandwiched between the Hātea River and Hatea Drive. It is covered in native bush and weeds. Some of the historic sites such as the landing, the coal chute and the remains of boathouses extend into the river. The land is proposed as a reserve by the Whāngārei District Council.³²

The site today

Rubbish and weeds are scattered throughout the site, it is neglected and regarded as a waste area. Where the site is close to Hatea Drive rubbish has been thrown down the bank into the vegetation, this includes bicycles, car tyres, hubcaps, broken glass and plastic. Where there is no dominant canopy there is an explosion of wild ginger (*Hedychium gardnerianum*) and wandering Jew (*Tradescantia Fluminensis*), however in the dominant low light canopy area there are invasive species but it is typically Northland coastal forest. In the native section the stone fields of Tawatawhiti are not easily visible; they may exist under the dense cover of weed species but this has not yet been ascertained. This is last remnant of the horticultural field systems that were once on the western side of the Hātea River but have disappeared due to the development of the city of Whāngārei.

³² Archaeological survey Heritage New Zealand Pouhere Taonga July 2016

1. Tawatawhiti (NZAA site Q07/970: Landing & Midden)



Figure 1: Stone wall, Tawatawhiti

In the historic area are remnants of the horticultural field system that was part of the kāinga of Tawatawhiti. Most of the visible archaeological evidence has been destroyed by the development of the modern town of Whāngārei. This area has survived because of lack of modern development.

Basalt rocks of varying sizes have been stacked to form a rock wall 40 metre in length, varying in width 2 to 3 metres and to a height varying between 0.6 to 1.1 metres. The wall is associated with horticultural field systems on the rich volcanic soil. The removal of stone allowed suitable areas of cultivation; the wall was probably used as a boundary maker but also was used in the supply and control of water to the crops. There are four small lateral walls that could have been used to regulate water flow to the field systems which means that this stone wall has multiple functions.

There are also six stone lined terraces; these are often specifically constructed gardens to retain soil on steep slopes or where soils were thin. There are twenty puke (stone heaps) which are also horticultural in origin and were used to increase the temperature around plants. Associated with the gardening systems are scatters of shell midden that represents the meals of those who tended the gardens. The midden is composed mainly of cockle which would have been harvested in nearby estuarine

waters. This is a complex horticultural landscape with archaeological features that allows us to observe Te Ao Māori before the coming of the Pākehā. The site has suffered damage through vegetation and the removal of some of the stone, but otherwise this remnant of the horticultural field system is remarkably intact.

2. Mair's Landing (NZAA site Q07/970: Landing & Midden)



Figure 2: Mair's Landing

The landing is constructed of basalt but is unlike the other structures; some of the stone has been extensively worked so that it has a fair face. The landing extends for eight metres into the main channel from the shore it is two metres wide. The top of the stones have been fair faced and have been laid in random course. At the end of the structure is a pair of stone stairs descending into the river both upstream and downstream. These have been constructed by someone with a good degree of skill as the stones have been faced and fitted together in an even course. The structure dates from 1842. Directly behind the landing is a small remnant of the road (a carriage way) which ran from the landing to the Mairs' house (Deveron). Most of the road was destroyed during the construction of Hātea Drive but a section of 8 metres of road is still visible as a flattened area just above the landing.

3. Taurangahaku – Coal Chute (NZAA site Q07/971: Landing/Coalchute)



Figure 3: The Coal Chute

Taurangahaku is the name of two large rocks that were used for fishing to catch and land haku (Yellow tail Kingfish). It is probable that the two rocks are still in situ and have been incorporated into the coal chute that was constructed in 1866. The coal chute is constructed of dry stacked basalt and is seven metres in length. It has two hardwood wooden posts for the securing of vessels and behind it a flat 10 x 3 metre platform which still has coal on the surface. Extending both upstream and down the river bank has been lined with basalt for a distance of twenty metres and there are remnants of other hardwood mooring posts. The vessels tied up here would have been small coastal vessels and the proportions of the coal chute reflect this. It is important to recognise that the coal chute is part of an integrated system of mooring posts and river protection.

4. Boathouses



Figure 4: Remains of boatshed with wreck of rowing skiff

There are remains of eight small twentieth century boathouses in the river margins in the historic area. They are characterised by low stone groins that extend in to the river. The rocks are stacked to make fingers and between these are the remnants of cradles in the mud on which the vessels were placed. The stones have been sourced from the field systems of Tawatawhiti. The stone was re-used to make the boathouses - this is apparent as all the puke have been harvested for their stone close to the river.

Construction Professionals

Builder: Henry Walton and Co.: (Coal Chute)

Construction Materials

Volcanic rock (basalt)

Key Physical Dates

Pre 1840 - Construction of field system associated with Tawatawhiti

1842 - Construction of Mair's Landing and Road

1866 - Construction of Coal Chute

Early 20th century - Construction of boat houses and slips

Uses

Māori – Garden/Cultivation

Māori – Mahinga Kai

Māori - Midden

Māori – Pā

Māori – Stone arrangement/heap/wall

Māori – Stone field – gardening

Transport – Boatshed

Transport – Footpath/Path/track

Transport – Water – transport – other

Transport – Ferry buildings/landing

Cultural Landscape – Historic Landscape

Sources Available and Accessed

Much of the source material available and accessed was from the site itself, which was visited and subject to a detailed archaeological survey in July 2016. For historical information about ownership, land titles were available and accessed. Anderson and Peterson's history of the Mair family (1956) was very useful for full biographical details of the family and had direct quotes from letters and personal remembrances from the family. The comments by Robert Mair as a twelve year old entering the Whāngārei Harbour were particularly useful.

Nancy Pickmere's *Whāngārei - The Founding Years* (1986) has useful information on the early European settlement and growth of the town of Whāngārei in the nineteenth century.

Further Reading

Anderson, J.C. and Peterson, G.C., *The Mair Family*, 1956, Wellington.

Pickmere, N. P., *Whangarei-The Founding Years*, 1986, Whāngārei.

Shakle R and Phear S., 'Archaeological Monitoring of the Kamo Bypass Stage 2 Works, Kamo Northland: Recording and Investigation of Sites Q06/581, Q06/607 and Q06/616', 2011.

He [Whakaputanga me te Tiriti: the Declaration and the Treaty](#), The Report on Stage 1 of the Te Paparahi o Te Raki Inquiry, [Waitangi Tribunal Report 2014, Wai 1040](#), <https://www.justice.govt.nz/assets/Documents/Publications/WT-Part-2-Report-on-stage-1-of-the-Te-Paparahi-o-Te-Raki-inquiry.pdf>

<http://nzetc.victoria.ac.nz/tm/scholarly/tei-TurOldP-t1-g1-g1-g2-g16-t2.html>

Whangarei Māori Land Court Minute Book No.2 p.7

3. SIGNIFICANCE ASSESSMENT

3.1. Section 66 (1) Assessment

This area has been assessed for, and found to possess archaeological, cultural, historical, technological and traditional significance or value. It is considered that this area qualifies as part of New Zealand's historic and cultural heritage.

Archaeological Significance or Value

Tawatawhiti / Mair's Landing Historic Area has very high archaeological values as it provides evidence of both early Māori and European settlement of the Whāngārei area. It forms a multi-faceted archaeological landscape that illustrates how people have interacted with the Hātea River and its associated environment both before and after European arrival. It includes the last remnant of horticultural field systems that

were once on the western side of the river. There is research potential for dating midden associated with horticultural field systems and how these field systems operated.

Built in 1842, Mair's Landing is one of the earliest built European structures in Whāngārei. It is rare nationally to have a jetty structure of this age still in good original condition. The structure can provide archaeological information about early stone European construction methods and jetty design in New Zealand.

The coal chute dating to the 1866 is an early industrial structure associated with mining and maritime transport in the nineteenth century and in New Zealand is a rare form of archaeological site. The boatsheds are interesting archaeologically as they have been constructed from 'puke' (prehistoric stone mounds) which were once part of the adjacent horticultural field system, thus demonstrating re-use of locally available resources.

Cultural Significance or Value

Tawatawhiti / Mair's Landing Historic Area has very high cultural values because it is a remnant of the field systems of the Māori kāinga of Tawatawhiti on the western side of the Hātea River. It is a remnant of a much larger horticultural landscape that has been destroyed in the creation of the modern town of Whāngārei. The kāinga is also associated with the nearby maunga of Parihaka. It is the tangible physical presence of Māori in Whāngārei that goes back centuries.

Historical Significance or Value

Tawatawhiti / Mair's Landing Historic Area has special historical significance because of its close connections with the Mair Family who were associated with national events in both early and colonial New Zealand. It also reflects the beginning of the modern township of Whāngārei that was concentrated around the Hātea River. The landing is likely to be the oldest built European structure in Whāngārei and is rare nationally to have a wharf structure of this age still in good original condition. The landing and other features demonstrate the importance of waterborne transport in nineteenth and early twentieth-century New Zealand. The coal chute forms a nationally rare form of built heritage that is associated with nineteenth century coal mining and maritime

transport; and is directly connected with early coal extraction in the North Auckland coalfield.

Technological Significance or Value

Māori and European adapted the raw material of basalt to achieve technological solutions to their environment. Stone was used by Māori to regulate water, heat and retain soil for the growing of crops; it was also used later by Europeans to manufacture structures associated with transport, communication and industry. Because of the durability of stone these technological innovations are visible. Tawatawhiti / Mair's Landing Historic Area provides an opportunity to examine technological changes over a long period of time.

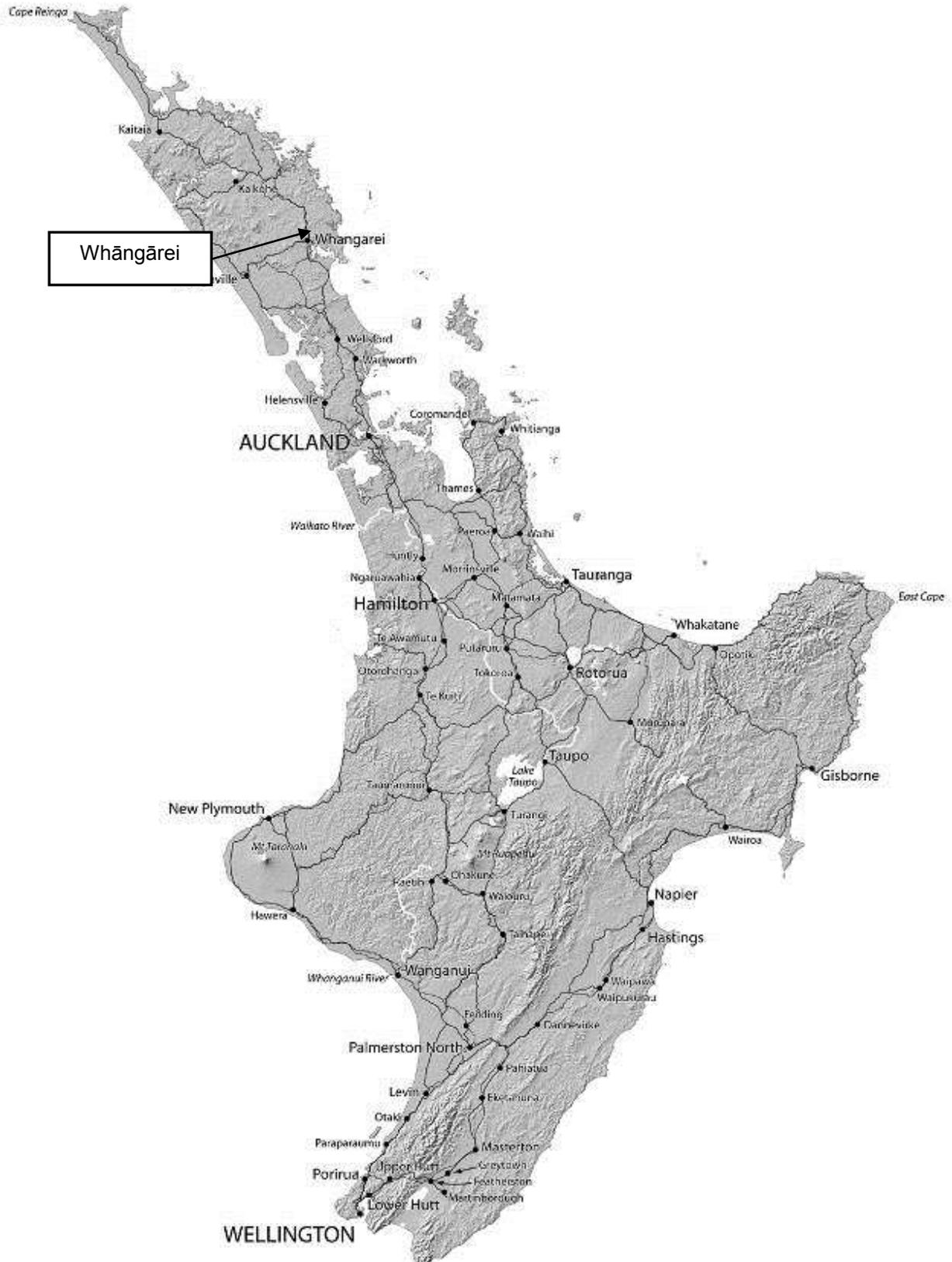
Traditional Significance or Value

The area has traditional values through its lengthy association with Māori food production activities along the Hātea River, as part of the kāinga of Tawatawhiti which was associated with the nearby Parihaka pā. It is an important remnant of a horticultural field system that once extended further across the western side of the Hātea River but has since been destroyed and modified by the town of Whāngārei.

4. APPENDICES

4.1. Appendix 1: Visual Identification Aids

Location map



Boundary of the Historic Area List Entry

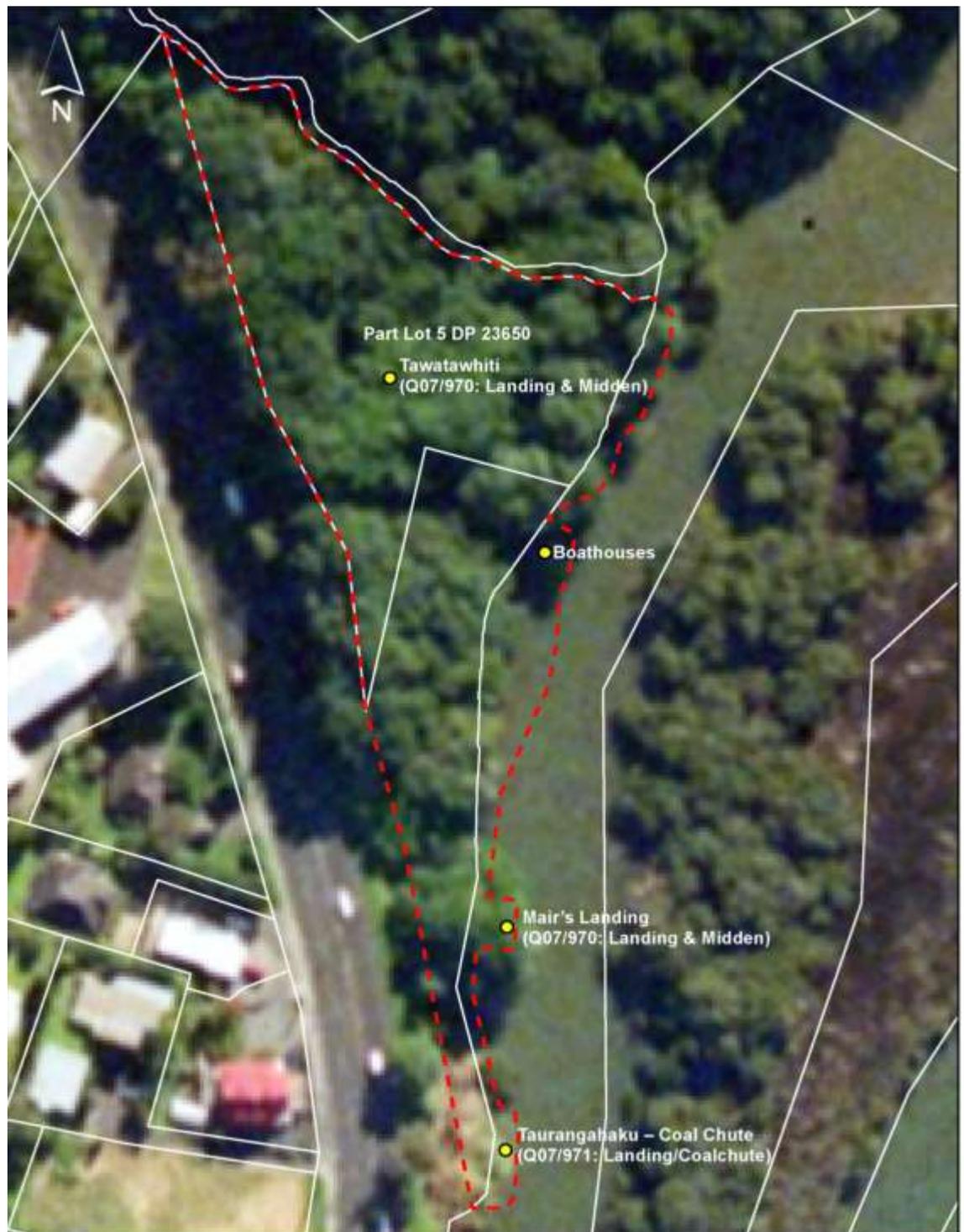


Figure 5: Extent of Tawatawhiti / Mair's Landing Historic Area (Quickmap with Google Earth overlay): This historic area consists of an area of land that contains a group of inter-related historic places. The identified historic places that contribute to the values in this historic area are Tawatawhiti, Mairs Landing, Taurangahaku -The Coal Chute and Boatsheds. The area of land that encompasses these historic places includes the land described as Pt Lot 5 DP 23650 (CT NA35A/901), part of the land described as Legal Road and part of the land described as Legal River, North Auckland Land District (ArcGIS, 12 October 2017).

Current Identifier



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Historical Search Copy

Identifier NA35A/901
Land Registration District North Auckland
Date Issued 18 March 1977

Prior References
NA668/166

Estate Fee Simple
Area 3300 square metres more or less
Legal Description Part Lot 5 Deposited Plan 23650

Original Proprietors
The Whangarei District Council

Interests

Transaction ID
Client Reference wuhlands001

Historical Search Copy Dated 2020/11/17 3:04 pm, Page 1 of 2

Identifier

NA35A/901

References
Prior C/T 668/156

Land and Estate 69

Transfer No.
N.C. Order No. 701196.1



REGISTER

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 18th day of March one thousand nine hundred and Seventy-seven under the seal of the District Land Registrar of the Land Registration District of NORTH AUCKLAND

WITNESSETH that GRALIAS LOUISE DROMMARD of Whangarei-Irennenger Tokapuna company director

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 3300 square metres more or less being Part Lot 5 Deposited Plan 23650 and being portion of Allotment 2 Parish of Whangarei.



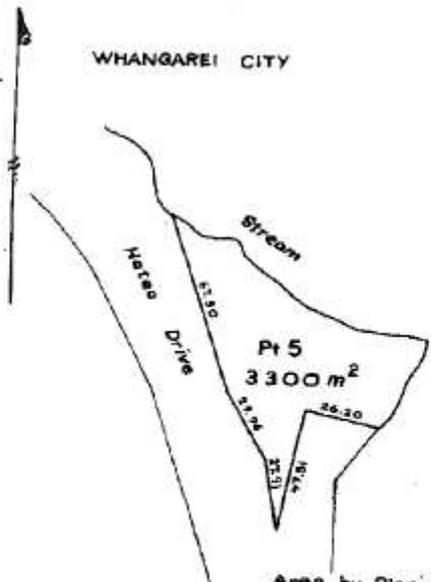
E. Stokes
Assistant Land Registrar

35A / 901

C.286575.1 Transfer to The Whangarei District Council - 22.7.1991 at 9.36 a/c

GLADWIN A.L.R.

WHANGAREI CITY



Area by Planimeter
80 4 2 5 6 5
MEASUREMENTS ARE METRIC

Measurements are Metric

No. 35A / 901

D.R.K.

4.2. Appendix 2: Visual Aids to Historical Information

Historical Plans

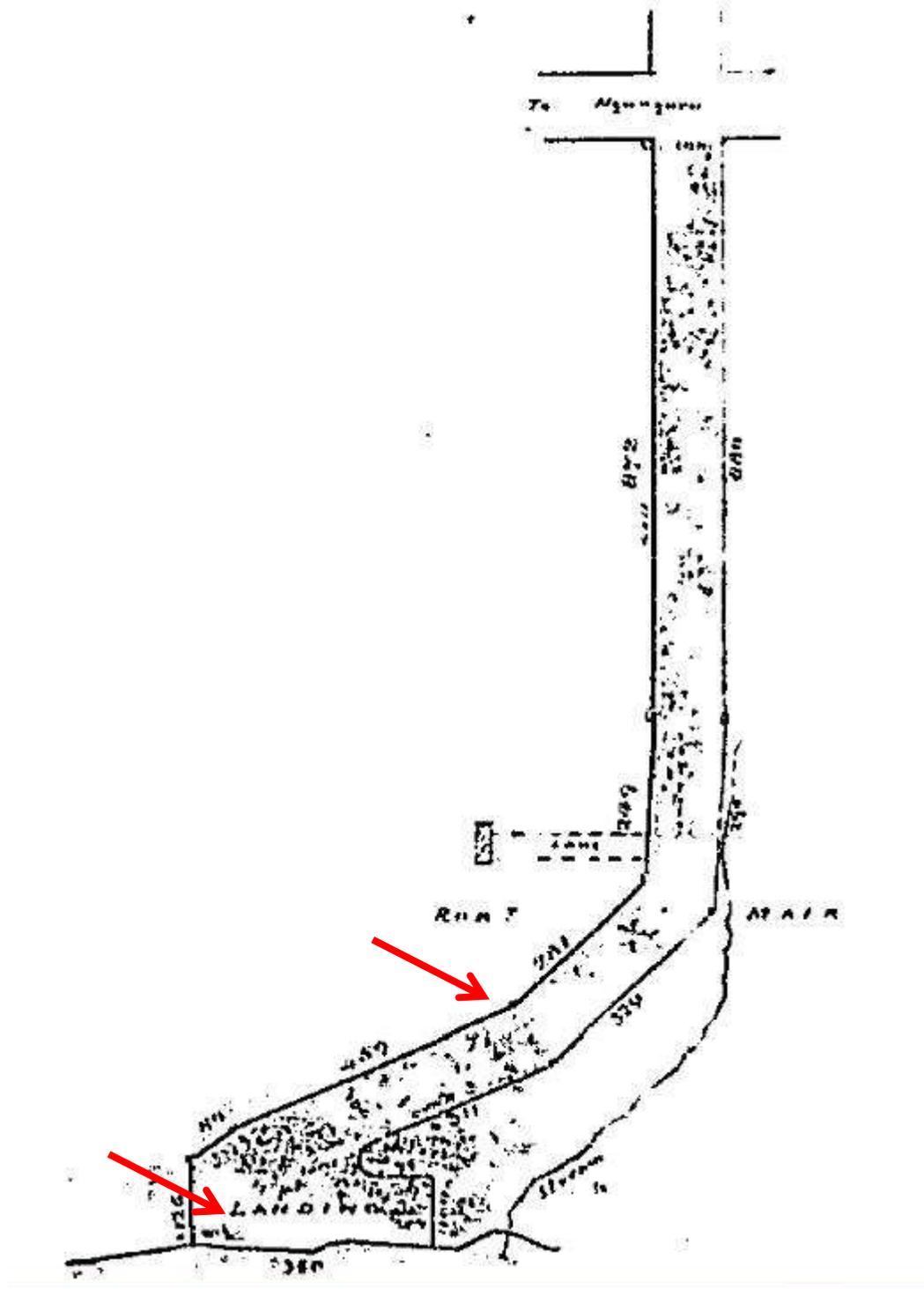
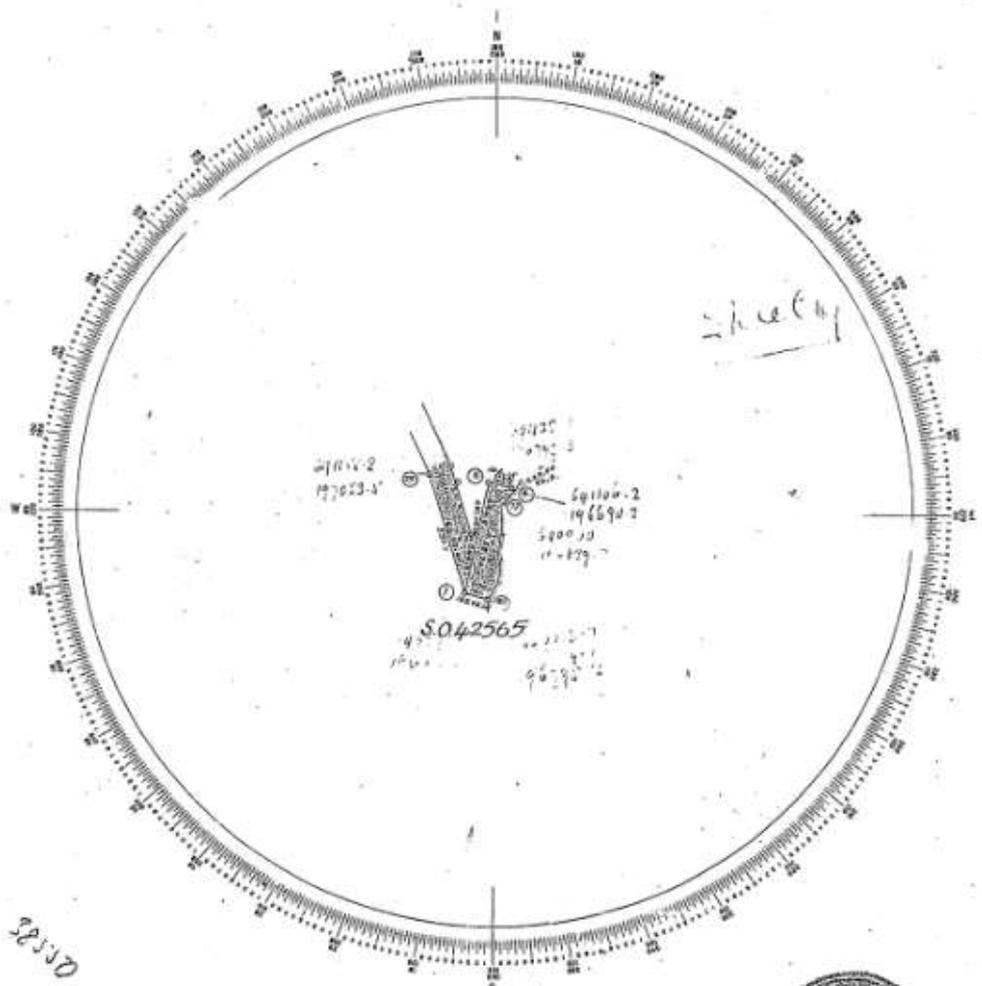


Figure 6: Part of Plan SO 1131 dated 1860 which shows Mair's Landing and Road



Figure 7: Detail of Plan SO 996A dated 1876 which shows Mair's Landing and Road



Information added to plan 3509 Blue L F (Standard Sheet)



Instructions CS 4th July 1891
Field book use page 10

Whangarei Dist. D.L.R.

AE/57 1891

Plan of Landing Rosorro Mair's Grant

Surveyed by E. Simpson Oct. 1891

Scale 5 Chains to an Inch

3509

NOTE: Measured lines in the plan are in red. Chain lines are in black. Distances are in feet. All figures are in feet and inches. Draw a red circle round each point. The circle should be drawn in the same direction as the survey. Remarks of Surveyor to be noted in back hereof.

3509

Figure 8: Plan SO 3509 of Landing Reserve, Mair's Grant

Historical Photographs



Figure 9: Taurangahaku- Coal Chute date unknown

<http://whangareiartmuseum.co.nz/collection/drummond-te-wake/page/21/> accessed 12 October 2017.



Figure 10: Mair pool boat and shed, date unknown
http://whangareiartmuseum.co.nz/collection_work/drumm_0333_p/ accessed 31 October 2017. The pool and boat shed were located nearby in Mair Park, just above Tawatawhiti / Mair's Landing Historic Area.



Figure 11: Robert Mair, Major William Gilbert Mair and Captain Gilbert Mair dressed up as castaways, Whangarei Harbour. Ref: 1/2-135856-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22753696>

4.3. Appendix 3: Visual Aids to Physical Information

Current Plans

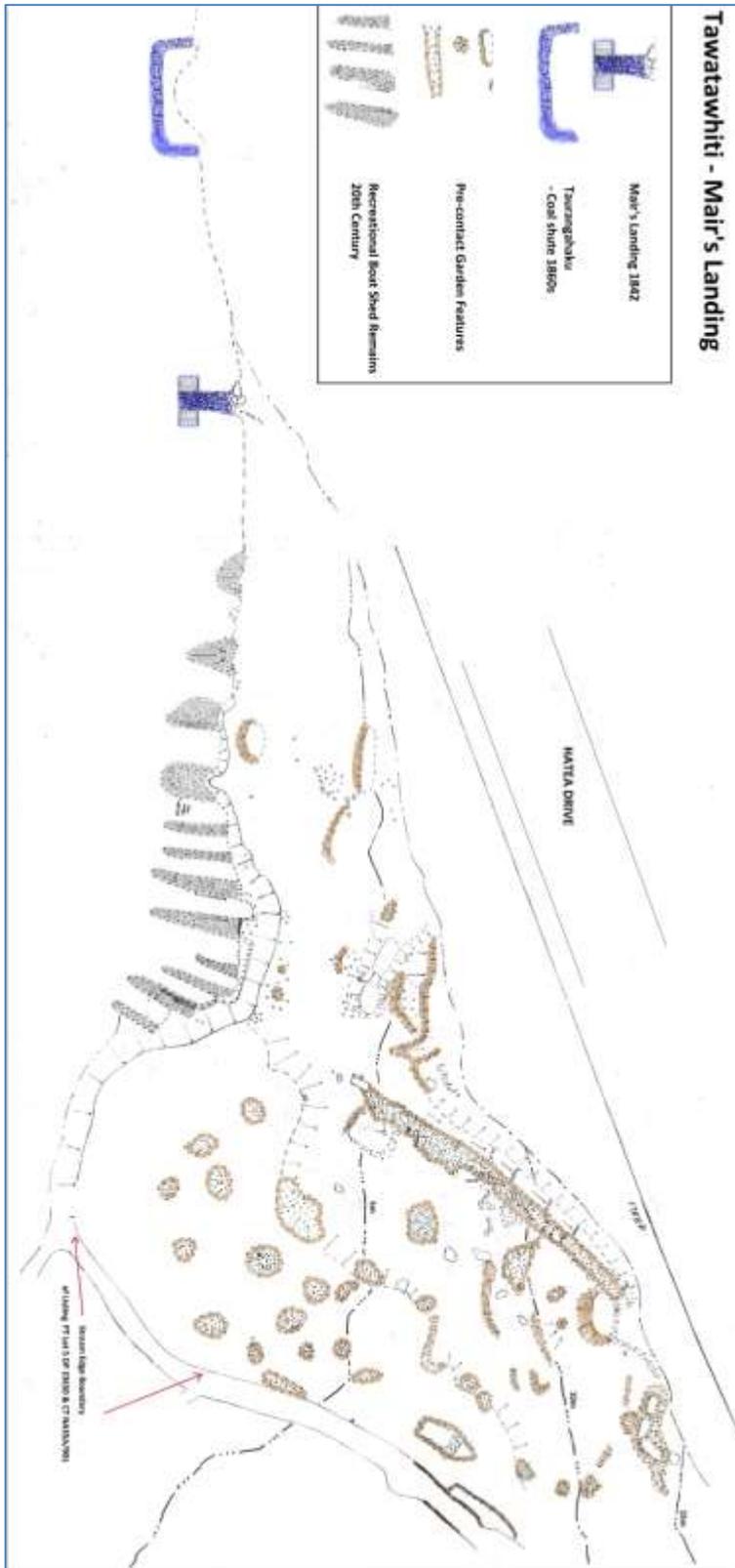


Figure 12: Archaeological site plan of Tawatawhiti / Mair's Landing Historic Area drawn by James Robinson, Heritage New Zealand, July 2016.

Current Photographs of Area (Bill Edwards, Heritage New Zealand, 14 July 2016)

[See also in-text photos in 2.2. Physical Information]



Figure 13: Puke Tawatawhiti.



Figure 14: Garden features Tawatawhiti.



Figure 15: Mair's Landing



Figure 16: Taurangahaku - Coal Chute.

4.4. Appendix 4: Significance Assessment Information

Part 4 of the Heritage New Zealand Pouhere Taonga Act 2014

Significance or value (Section 66(1))

Under Section 66(1) of the Heritage New Zealand Pouhere Taonga Act 2014, Heritage New Zealand may enter any historic place or historic area on the New Zealand Heritage List/Rārangi Kōrero if the place or area possesses archaeological, architectural, cultural, historical, scientific, social, technological, or traditional significance or value.