

Appendix: Background Information for Former Wharf Paihia

Source Material:

Paihia Old Land Claims Commission Tracing "The investigation of land sales before 1840 were conducted by the Old Land Claims Commission, and these are held by Archives New Zealand. This tracing comes from one investigation into the land owned by Williams and the Mission Society at Paihia, and shows its considerable size. 'Ti Point', at the mouth of the Waitangi River, marks the site of Te Tii Marae." (Archives New Zealand Reference: OLC Box 34/) Archives New Zealand Flickr Photostream URL:

<https://www.flickr.com/photos/archivesnz/15825116823/in/photolist-CcruQg-q7pRTM-rLezWZ-jzF6vH-qRM2dv-BZQGq3-qrcjRD-r2SJ2s-qngRmd-k2nAnb-qgyTWM-68hSwk-9ePToS-HGVtGw-GW1U3g-68hMyr-63i49z-bee3wp-c7tnCS-c7tob9>



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Source Material:

Paihia, Bay Of Islands (3); John Kinder; 1858; 1937/15/12 Watercolour drawing (Auckland Art Gallery Toi o Tamaki, gift of Harry Kinder 1937. Object ID: 1937/15/12: Copyright Auckland Art Gallery Toi o Tamaki)

URL: <http://www.nz museums.co.nz/account/3236/object/1354/paihia-bay-of-islands-3#prettyPhoto>



Appendix: Background Information for Former Wharf Paihia

Source Material:

Detail Snip showing Stockyard Point without the wharf structure. Note the cattle race constructed on the foreshore. Taken from Paihia, Bay of Islands, circa 1915, photographed by F G Radcliffe. View overlooks houses by shoreline and includes the ruins of a dwelling which earlier housed Colenso's printing press. Source of descriptive information - Notes on file print. Dated from Radcliffe post card index compiled by Stan R Goodwin.
(Paihia, Bay of Islands. Radcliffe, Frederick George, 1863-1923 : New Zealand post card negatives. Ref: 1/2-003178-G. Alexander Turnbull Library, Wellington, New Zealand. [/records/23009427](#))



Appendix: Background Information for Former Wharf Paihia

Source Material:

Paihia wharf (ca.1920 – January 1924) shows the wharf as it was constructed. Barbara Traviis Collection. Unknown photographer (Scan by Peter Honey: 20 May 2007: Barbara Traviss Collection Flickr URL: <https://www.flickr.com/photos/68087257@N04/7285673770/in/dateposted/>)



Appendix: Background Information for Former Wharf Paihia

Source Material:

The replacement wharf (1920) shown in May 1924 after a storm had caused its destruction. Note the image was not published in the Auckland Weekly News until March 1926 almost 2 years after the event.

"The Wharf at Paihia, Bay of Islands, North Auckland, Showing Damage Done by a recent North-East Gale." Auckland Weekly News. March 1926. Hall A, ca.1924 (Sir George Grey Special Collections, Auckland Libraries, 7-A6698 URL:

http://www.aucklandcity.govt.nz/dbtw-wpd/exec/dbtwpub.dll?BU=http%3A%2F%2Fwww.aucklandcity.govt.nz%2Fdbtw-wpd%2FHeritageImages%2Findex.htm&AC=QBE_QUERY&TN=heritageimages&QF0=ID&NP=2&MR=5&RF=HIORecordSearch&QI0=%3D%227-A6698%22



THE WHARF AT PAIHIA, BAY OF ISLANDS, NORTH AUCKLAND, SHOWING DAMAGE DONE BY A RECENT NORTH-EAST GALE. —A. Hall.

Appendix: Background Information for Former Wharf Paihia

Source Material:

Detail snip: The wharf at low tide January 1953, showing the remains of the concrete piers in the intertidal zone. The surviving pier is visible against the seawall and road construction. Whites Aviation image. (Paihia, Bay of Islands, Northland. Whites Aviation Ltd : Photographs. Ref: WA-32147-F. Alexander Turnbull Library, Wellington, New Zealand. [/records/23506156](#))



Appendix: Background Information for Former Wharf Paihia

Source Material:

Detail snip: Showing a view of the former wharf road and seawall structure facing south-east dated 26 January 1957, Whites Aviation. (Paihia, Far North District, Northland. Ref: WA-42989. Alexander Turnbull Library, Wellington, New Zealand. [/records/32051357](#))



Appendix: Background Information for Former Wharf Paihia

Source Material:

Detail Snip: Showing a view of the concrete pier abutment against the seawall and road structure 8 February 1966. Whites Aviation image. (Paihia, Bay of Islands, Northland. Whites Aviation Ltd :Photographs. Ref: WA-65610-F. Alexander Turnbull Library, Wellington, New Zealand. [/records/22343311](#))



Appendix: Background Information for Former Wharf Paihia

Source Material:

Detail Snip: The remains of the pier casements are visible in the intertidal zone. The seawall and road structure continue remain intact 25 January 1973. Whites Aviation image. (Paihia, Northland. Whites Aviation Ltd :Photographs. Ref: WA-71117-F. Alexander Turnbull Library, Wellington, New Zealand. [/records/22905646](#))



Appendix: Background Information for Former Wharf Paihia

Source Material:

Aerial postcard view of Pahia showing the former wharf at Stockyard Point at the far left rear of the image. Gladys M Goodall, ca. 1970-79 (Goodall, Gladys M: Date Period: 1970 – 1979 "Aerial view of Paihia with wharf in centre: Postcard: Ref: Sir George Grey Special Collections, Auckland Libraries, 369-52 URL: http://www.aucklandcity.govt.nz/dbtw-wpd/exec/dbtwpub.dll?BU=http%3A%2F%2Fwww.aucklandcity.govt.nz%2Fdbtw-wpd%2FHeritageImages%2Findex.htm&AC=QBE_QUERY&TN=heritageimages&



Appendix: Background Information for Former Wharf Paihia

Source Material:

Detail Snip: Showing the wharf pier remains still visible in the intertidal zone. The seawall and road structure also remain unchanged, 21 February 1987. Whites Aviation image. (Paihia, Bay of Islands County, Northland. Whites Aviation Ltd :Photographs. Ref: WA-79316-F. Alexander Turnbull Library, Wellington, New Zealand. [/records/23139067](#))



Appendix: Background Information for Former Wharf Paihia

Source Material:

Detail Snip: Showing the wharf pier remains still visible in the intertidal zone. The seawall and road structure also remain unchanged, 21 February 1987. Whites Aviation image. (Paihia, Bay of Islands County, Northland. Whites Aviation Ltd :Photographs. Ref: WA-79316-F. Alexander Turnbull Library, Wellington, New Zealand. [/records/23139067](#))


Source Material:

Elizabeth Clark. 17 March 2017. Historical Background Research: Former Wharf, Seawall and Road Stockyard Point, Paihia. Report for Northland Regional Council.

Former Wharf, Seawall and Road Stockyard Point, Paihia 1918 - 1924

Bill/Jon (to insert a brief background on Paihia (CMS) purchase from Te Kōke and also mention the stock raceway built near Stockyard Point site on the beach North side. You will see the image in this template (1915)

First Paihia Wharf Jan - March 1918

In 1915, the Church Missionary Society made the decision to open 600 acres of its land at Paihia for development.¹ This in turn raised the issue of the lack of wharf facilities being available at Paihia to accommodate safe berthing for launches and passengers. Lack of roads for the inland settlements to reach the wharf at Opuā had resulted in a heavy reliance on coastal transport. With the increasing use of oil launches, as well as the number of visitors to the Bay of Islands the lack of landing facilities at

¹ *Northern Advocate*, 8 February 1915, p4

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Paihia had become a point of agitation. With only the beach or the rocks located at Stockyard Point² suitable as landing areas the option for a launch to access the beach was out of the question. Stockyard Point was used as a landing point for both passengers and the mail. The bow of a vessel would be pushed up against 'the nearest convenient rock' three times a week to unload the mail. This method however proved both inconvenient and at times dangerous for the landing of more elderly passengers who at times were required to hang off the bow over deep water until the vessel touched the rocks again. The government had voted during 1915 for the construction of an access road and wharf however no construction that year was forthcoming.³ During 1916, the government had revoked the sum of £300 for the construction of a wharf and road at the Stockyard Point site⁴ and again in 1917⁵.

With the advent of the First World War in 1914, a lack of manpower being available delayed any construction until early 1918, when the wharf was finally constructed in January of the same year. A storm in early February of the same year however partially washed the wharf away.⁶ A second severe storm in March 1918 destroyed the structure completely.⁷ In April 1918, after the wharf's destruction, the Bay of Islands County Council voted the sum of £60 as a subsidy towards the reconstruction of the wharf.⁸ It wasn't until 1919, that any progress on funding for the re-erection of a new wharf had been made.

Second Paihia Wharf 1920 – 1924

After the complete destruction of the first wharf at Stockyard Point, the government had approved a grant of £225 with plans prepared in February 1919, towards the construction of the replacement structure if the Bay of Islands County Council agreed to match the amount on a £1 per £1 basis.⁹ In the same month, the Bay of Islands County Council asked for an increase in the amount approved from the initial £225 to £450. The Minister for Marine approved the sum of £300 towards the work to be done if the Council provided £150 towards the work.¹⁰ At the end of March 1919, the Public Works Department engineer based at Whangarei wrote to the Marine Department Engineer in Wellington advising the Bay of Islands County Council had agreed to contribute the requested £225 noting in his letter:

*"It is very essential that this work should be undertaken during fine weather, and further, launch owners and residents at Paihia are exceedingly anxious for the re-erection of the structure, as at present, they suffer considerable inconvenience at landing."*¹¹

² *Stockyard Point Scenic Reserve*, 2 May 1980, p8 (unknown authors): Northland Room Digital Collections, Whangarei Libraries. Accessed 23/04/2017

³ *Northern Advocate*, 28 January 1915, p5

⁴ *Auckland Star*, 19 July 1916, p8

⁵ *Northern Advocate*, 12 October 1917, p1

⁶ *Auckland Star*, 15 February 1918, p5

⁷ *New Zealand Herald*, 20 March 1918, p8

⁸ *Northern Advocate*, 2 April 1918, p2

⁹ Memorandum to the Chairman Bay of Islands County Council from Resident Engineer (Whangarei), Public Works Department, 1 February 1919: Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

¹⁰ *New Zealand Herald*, 6 February 1919, p6

¹¹ Letter to the Marine Engineer (Wellington) Marine Department, Wellington from Resident Public Works Department Engineer Whangarei, Public Works Department, 29 March 1919: Subject Paihia Wharf: Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

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In May 1919, a deputation from the Bay of Islands County Council had again approached the Minister for Marine enquiring as to when the work for the new wharf would start. The minister had advised work would commence on the site once the Marine Department gave the Public Works Department the approval to proceed with construction.¹² Authorisation for the works were approved by the Marine Department during July of the same year. The Public Works Department in a memorandum to the resident engineer had advised to make the necessary arrangements to procure the necessary materials, and authority for £300 on the understanding that the work could not be commenced until October 1919.¹³ In September the Public Works district engineer at Whangarei again wrote to the marine engineer in Wellington advising there had been a misunderstanding over the amount the Bay of Islands County Council had agreed to contribute towards the works on the replacement wharf:

"Evidentially there has been some misunderstanding as to the amount the Council would subsidise towards the erection of the above wharf (in reference to the Paihia wharf). On the 28th March last we were advised by 'phone that the Council would subsidise £200, and that they wished us to build the wharf."

The district engineer had further advised the Bay of Islands County Council Clerk H C Blundell had responded stating:

*"...Subsequent to the conversation you referred to over the 'phone, the Minister for Marine met the members of the County Council at Russell, and in compliance with a request from the Council, he agreed to find £300 towards the erection of the wharf if the County Council would provide £150. This was agreed to and I will get a cheque passed for the amount at the next meeting of the Council which will be on 8th October..."*¹⁴

Work appears to have started about late February or early March 1920, a telegram dated April 1 1920, from H Carrington to the public works engineer at Kaikohe advised there had been a delay in the delivery of concrete coming from the Wilson cement works at Portland, however the load would be consigned for delivery that night.¹⁵ A photograph dating from ca. May 1924, but not published until March 1926, of the wharf in a damaged state shows concrete piers, timber pilings, and timber framework possibly of kauri.¹⁶ Expenditure accounts submitted to the Public Works Department assistant engineer at Kaikohe show that a coffer dam had to be constructed for the foundation works. The expenditure and materials used on the wharf were itemised as follows:¹⁷

¹² *New Zealand Herald*, 3 May 1919, p10

¹³ Memorandum from Public Works Department Wellington to Resident Engineer Whangarei, Public Works Department, 16 July 1919: Subject Paihia Wharf: Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

¹⁴ Memorandum from Resident Engineer (Whangarei) Public Works Department to Marine Engineer, Public Works Department, Wellington, 25 September 1919: Subject Paihia Wharf: Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

¹⁵ Telegram from H Carrington to Public Works Department, Kaikohe, 1 April 1920; Subject Paihia Wharf Cement: Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

¹⁶ Photograph: Hall, A (ca. March 1924) "The Wharf at Paihia, Bay of Islands showing damage done by a recent North-East gale." Auckland Weekly News March 1926, Ref: Sir George Grey Special Collections, Auckland Libraries, 7-A6698

¹⁷ Memorandum to the Assistant Engineer, Public Works Department, Kaikohe from District Engineer, Public Works Department, Whangarei, 4 June 1920; Subject: Paihia Wharf. Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

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| | | |
|----------------------------|-------------------|-------------|
| Auckland Engineers | Cofferdam | £ 47. 10. 0 |
| Northern Steamship Company | Freight & Cartage | 5. 8. 0 |
| Newmann | Shingle | 27. 10. 0 |
| Wingate | Spikes | 2. 15. 8 |
| Wilson | Cement | 54. 12. 0 |
| Worthington | Ironwork | 26. 13. 6 |
| Otiria Railway | Freight | 2. 0. 2 |
| Kawakawa Railway | Freight | 15. 10 |
| P Cross & ors | | 80. 3. 5 |
| " " " | | 97. 19. 2 |
| Kauri Timber Company | | 83. 1. 6 |
| Total | | £ 428. 9. 3 |

Further work was required on the site with a further £200 for the extra concrete and works requested by the Public Works Department assistant engineer at Kaikohe by way of memorandum to the district engineer at Whangarei.¹⁸ Issues with the wharf were raised in November 1920, over the quality of the work done. The assistant engineer had visited the site, in December he advised the district engineer in his memorandum:

"I have to advise the additional concrete work to be done consists of a protective layer of concrete 12 inches thick around 2 piers (C & D) for a height of 6 feet from ground level. This has not been done owing principally to the fact that a suitable man is not available, and also to lack of funds. Had a suitable man been available for the original repairs, these further works would not have been necessary. Re the landing stage said to be floating, I have visited the locality and made enquiries and find that the lower landing stage is the one referred to. This is not floating, however, but is very shaky, due to rocking of the piles, which have poor penetration. I understand that these piles have a penetration of about 5 feet into rock, that they could not be driven without shattering, and that the rock flaked away considerably as the piles drove, causing them to have a poor hold. Probably the best

¹⁸ Memorandum to the District Engineer, Public Works Department, Whangarei from Assistant Engineer, Public Works Department, Kaikohe, 9 June 1920; Subject: Paihia Wharf. Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

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*way of stiffening the structure will be to drive four new piles alongside the present piles (Piers H & K), and bolt them through.*¹⁹

The district engineer later visited the site in early 1921, and advising the marine engineer in Wellington that whilst the concrete work was roughly done and one pier looked unsightly; he considered there was nothing wrong with the structure's strength and stability and concluded no further expenditure on the wharf was required.²⁰

The wharf remained standing until May 1924, when it was almost completely destroyed by a violent storm.

*"The violent south-easterly gale yesterday changed during the night to the north-east, and blew with hurricane force this morning, carrying away nearly all of the Paihia wharf, including two concrete piles."*²¹

During, October there had been some discussion regarding relocating the replacement wharf to more suitable site. The memorandum authored by marine engineer J J Wilson advised the district engineer at the Public Works Department in Whangarei of the concrete piers C and D had proved a failure and such type of construction was unsuitable and should be avoided in the future. A map was also provided for two new possible locations. The first located where the present day wharf currently stands and another location further south of the Stockman's Point were considered as options.²²

In December 1924, the Bay of Islands Harbour had applied to the government for assistance to replace the destroyed wharf at a cost of £1000.²³ In early 1925, the Public Works Department district engineer wrote to the Bay of Islands Harbour Board advising the best site for the replacement wharf at Paihia was opposite the settlement.²⁴

As late as May 1925, the new wharf to be located opposite the Paihia settlement still had not been constructed. Launches were having to anchor off the old wharf at the point as a visitor to the site had noted.

*"...Twenty minutes or so of delightful passage across the bay in a south-westerly direction and we are dropping anchor off the ruin of Paihia's broken wharf, twice wrecked by raging seas that at times surge with terrific fury through the narrow channel between the shore and a small island a quarter of a mile or so off. Three boat loads to the shore sees the party disembark..."*²⁵

¹⁹ Memorandum to the District Engineer, Public Works Department, Whangarei from Assistant Engineer, Public Works Department, Kaikohe, 8 December 1920; Subject: Paihia Wharf. Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

²⁰ Memorandum from Resident Engineer (Whangarei) Public Works Department to Marine Engineer, Public Works Department, Wellington, 24 March 1921: Subject Paihia Wharf: Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

²¹ *New Zealand Herald*, 24 May 1924, p8

²² Memorandum to the District Engineer, Public Works Department, Whangarei from J J Wilson Marine Engineer, 11 October 1924, Subject: Paihia Wharf: Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

²³ *Northern Advocate*, 15 December 1924, p3

²⁴ Letter to the Bay of Islands Harbour Board, Opuia, from District Engineer, Public Works Department, Whangarei, 5 March 1925: Subject: Paihia Wharf – Bay of Islands: Archives New Zealand Paihia Wharf 1919 – 1926 Ref: AATE A1003 10880 Box 429 d Record No: 9/8

²⁵ *New Zealand Herald*, 2 May 1925, p1 supplement

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Tenders for the new wharf made of timber construction at what is now the current site were advertised by the Bay of Islands Harbour Board in March 1926. Construction was underway by October 1926, and most likely completed by early 1927.²⁶

In 1993, the former road and wharf structure were inspected and noted as being in good condition. The same was noted again in 1997. The resource is listed as an unconsented coastal structure.²⁷

It is important to note, there are two parts to the site that form the wharf overall. The first part of the structure is the former road constructed over the rocks on the coastal side that has been protected by a sea wall constructed of stone. The road dates from 1918, when the first wharf was constructed. It is possible it may have been altered during the construction of the second wharf at the same site. The Public Works Department files for the 1918 structure are currently held in the Wellington Office of Archives New Zealand and have not been sighted by the writer. The second part of the structure is the 1920 structure that replaced the first original 1918 wharf. The concrete piers are still in situ. One is still intact against the former road formation, the remaining piers extending into the water line only have the bases remaining, the rest presumably having been eroded away by tidal action.

NOTE: Information on the construction of the first wharf and road are held in Wellington branch of Archives New Zealand. Lisa is currently in Wellington obtaining the files while she is there. Includes plans of both wharves. (will insert as an addendum)

Bibliography

Newspaper Publications

Publications

Internet Resources

Photographic Images

²⁶ *Auckland Star*, 13 October 1926, p6

²⁷ Paihia Old Stone Wharf, Date Unknown – unconsented coastal structure. Coastal Structure file scan per Adina Brown

Appendix: Background Information for Former Wharf Paihia

| | |
|-----------------------------------|--|
| Source Material: | |
| City/District Council | |
| Region | |
| Legal description | |
| Location description | |
| Summary | |
| Assessment criteria | |
| Construction Professionals | |
| Additional information | |
| Construction Details | |
| Historical Narrative | |
| Physical Description | |
| Completion Date | |
| Report Written By | |