


## PART ONE: IDENTIFICATION

<b>Place Name:</b>	LIMESTONE ISLAND CEMENT WORKS WHARF, WHANGAREI HARBOUR
<b>Image:</b>	
<b>Site Address:</b>	Limestone-Matakohe Island, Whangarei Harbour
<b>Legal Description:</b>	
<b>Certificate of Title:</b>	N/A
<b>Physical Description:</b>	A large scale redundant T-shaped wharf constructed in 1906/07 on the coastal marine area as an extension by the New Zealand Portland Cement Company Ltd to the existing 1902 structure, which was approved by the Marine Department on 28 October 1901. The structure consists entirely of ferro cement/reinforced steel construction. A report from the period stated that the wharf was being extended by some 80 feet (24.38 metres) in order to enable large vessels with a draft of 28 feet (8.54 metres) to access the facilities. The wharf extension was constructed as part of the ongoing expansion and upgrading of the cement manufacturing plant operated by the New Zealand Portland Cement Company. Plans for the extension of the wharf MD2470 and MD3001 were approved by the Marine Department on 24 September 1906. The first wharf structure from which the second wharf extended is no longer extant.
<b>Site Type:</b>	Historic Wharf
<b>Approx. date (or range)</b>	October 1906/07 Abandoned ca. 1918. In use for destructor by Northland Harbour Board (1980s)
<b>NZAA Site No:</b>	Q07/1107
<b>NZ Heritage List:</b>	No
<b>Regional or District Plan Schedule</b>	Not Scheduled under Whangarei District Plan.
<b>Recorded NZTM grid reference:</b>	

<b>Easting:</b>	<b>1723104</b>	<b>Northing:</b>	<b>6038900</b>	<b>Position:</b>	Whole of structure over CMA
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## PART TWO: HISTORIC HERITAGE EVALUATION

<b>Criterion</b>	<b>Comments</b>	<b>Value*</b>
<b>(a) Archaeological and / or scientific importance</b>	The structure forms part of NZAA site Q07/1107 and therefore indicates the coastal marine area surrounding it has archaeological value pertaining to earlier pre-European Iwi occupation and activity. The structure may have some archaeological value in that the ferro-cement piers could be investigated to determine the nature of construction techniques representing early 20th century engineering methods. It should be noted Limestone-Matakohe Island has several registered archaeological sites which are on the Heritage New Zealand list namely a Pa site consisting of middens and terraces, and cultivations. The former cement works and associated structures are on the IPENZ engineering heritage list	3
<b>(b) Architecture and technology</b>	The structure represents an advancement in the development of ferro-cement and reinforced steel for use in the construction of large structures such as large scale industrial wharves that were used widely around New Zealand examples of these include the Queens Wharf, Auckland, and the Tologa Bay wharf both of which are on the Heritage New Zealand List	3
<b>c) Rarity</b>	Wharves around Northland dating from the early 20 <sup>th</sup> century were relatively common for both domestic and industrial use. However there are few if any existing examples of such structures consisting entirely of ferro-cement construction in the Northland region. The wharf at the former Reotahi Freezing Works used ferro-cement pilings, however it was not built entirely of those materials. The wharf at Limestone-Matakohe Island however is unique and a rare example of its type relating to the cement manufacturing in the early 20th century	4
<b>(d) Representative-ness</b>	The building has high value as an example of a relatively intact ferro-cement industrial wharf dating from the early 20 <sup>th</sup> century. The overall structure remains unchanged, however some of the fabric has been lost, as well as the earlier adjoining 1902.	3
<b>(e) Integrity</b>	The wharf's structure is still readily apparent, as are ferro-cement pilings that support the platform made of the same materials and construction methods. There has been some loss of the platform fabric, as well as part of the extension that encompassed the 1902 wharf section.	3

<p><b>(f) Context</b></p>	<p>The wharf formed part of a large scale cement manufacturing complex located on Matakoho-Limestone Island. The Dunedin based New Zealand Portland Cement Company operated a large scale manufacturing facility (1896 – 1918) including a quarry, small scale tramway/railway, cement kilns and manufacturing processes in multiple buildings. The company at its height employed a large number of men and thus had provided housing facilities to accommodate its workers and their families. A school was built on the island ca 1904. Other facilities included a post office and store. Church services were also held at the worker’s settlement. The site is similar to two the other early large scale industrial enterprises dating from the early 20th century these include Reotahi Freezing Works complex/settlement (1910 – 1920) and the early Dominion Cement Company cement works at Portland in that they were all self-contained complexes located next to a coastal marine area and used wharves for the transportation of both inward supplies and manufactured product for export, as well as the transportation of workers between Whangarei and the island settlement. The former cement works at Matakoho-Limestone Island were the first large scale cement manufacturing works in the Northland region.</p>	<p>3</p>
<p><b>(g) People and events</b></p>	<p>Primarily the wharf structure is associated with the life and works of Auckland based civil and consulting engineer to the New Zealand Portland Cement Company Ltd Henry Hulbert Metcalfe (ca 1851 – 1918) Metcalfe was well known for a number of works located around New Zealand including the Whangarei Waterworks. He was also the Whakatane County Council’s engineer overseeing various works in the region. It is also associated with Alan Hall (1867) who initiated the formation of Dunedin based New Zealand Portland Cement Company Ltd in 1896, after completing negotiations with Hamilton Vetch Rutherford and Matthew Begg to take over the running of the cement manufacturing operations. Hall had arrived in New Zealand in 1894, taking up a position as cement maker for the Milburn Lime and Cement Company. Hall acted as provisional director for the New Zealand Portland Cement Company and later resigned his position to take up the management position at the cement works to oversee the construction and manufacturing operations at Limestone-Matakoho Island. Matthew Begg, a mechanical engineer and Hamilton Vetch Rutherford’s former partner was one of the members on the Board of Directors for the New Zealand Portland Cement Company Ltd that also included Charles Haynes, John Blair, John Peterson, Merchant, C. A. Ziele, J. R. Gray, and J. B. Macfarlane.</p>	<p>3</p>
<p><b>(h) Identity</b></p>	<p>The resource is well recognised as being a feature on the coastal marine area that is the wharf structure associated with the former New Zealand Portland Company cement works manufacturing complex located on the adjacent Limestone-Matakoho Island.</p>	<p>3</p>

<b>(i) Tangata whenua</b>	The coastal marine area on which the structure is sited is closely associated with Limestone-Matakohe Island which was first occupied (according to Pickmere), by first the Ngai Tuhuhu in the early 18th century until ca. 1720 when Nga Puhi had invaded. The island has identified pa, midden and cultivation sites which are on the Heritage New Zealand list. The island is closely associated with Te Tirarau Kukupa (ca 1790s – 1882) prominent Nga Puhi chief, who was closely related by marriage alliances to Te Uri-o-Hau, a tribal group which had links with Ngati Whatua. He also belonged to Ngai Tahu and Te Uriroro, and was the leader of Te Parawhau, of Whangarei. Tirarau held authority over the area south and west of Whangarei Harbour, and by conquest his power extended to Kaipara Harbour.	3
<b>(j) Statutory</b>	Registered archaeological site Q07/1107	3
<b>Threshold for Scheduling</b>	Minimum of 3/High in two criteria:	3

\*Outstanding – 4; High – 3; Moderate – 2; little – 1; None – 0; or Not Known or unassessed - U.

**PART THREE: STATEMENT OF SIGNIFICANCE**

<b>Statement of Significance:</b>	The former wharf extension located on the coastal marine area, is of high historic heritage value for its representativeness, relative intactness and contribution to context. It has high importance as an example of early 20th century use of ferro cement and steel construction for use as a wharf facility associated with a large scale cement manufacturing complex and settlement located on Limestone-Matakohe Island. The structure is the earliest surviving example of a ferro-cement wharf structure in the Northland region, thus demonstrating the relationship between large scale industry, and access to a deep water port which enabled larger vessels to access for the transportation of manufactured cement product to both local and international markets.
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**PART FOUR: EVALUATION RECOMMENDATION**

<b>Identified criteria</b>	(a), (b), (c), (d), (e), (f), (g), (h), (i)
<b>Overall Value*</b>	High
<b>Overall Score*</b>	3
<b>Overall Context**</b>	Regional
<b>Eligibility for scheduling:</b>	Yes
<b>Extent of Place:</b>	Yes (refer to diagram in Part 6)
<b>Interior protected:</b>	Not protected
<b>Potential Tangata Whenua value:</b>	Yes
<b>Pre-1900 or gazetted archaeological site:</b>	NZAA No Q07/1107

\* Outstanding/ Score 4: of exceptional importance and interest: retention of the identified value(s)/ significance is essential.

High/ Score 3: of great importance and interest: retention of the identified value(s)/ significance is very important.

Moderate/ Score 2: of some importance and interest: retention of the identified value(s)/ significance is desirable.

Low/ Score 1: of limited importance and interest: retention of the identified value(s)/ significance is of low importance.

NA/None/ Score 0: none identified.

\*\* Overall Context: the geographical significance at a local, regional or higher scale, should also be given.

**PART FIVE: MANAGEMENT/ RISK INFORMATION**

Criterion	Comments	Value*
Occupancy/ Use:	The resource has been continuously in use as a wharf from 1907 until 1918, when the New Zealand Portland Cement Company merged with the Dominion Cement Company and Wilsons Cement Company to form Wilsons (New Zealand) Portland Cement Company. The Northland Harbour Board later used the structure as a site for a destructor unit used to dispose waste from overseas vessels that had come into port. This has since been removed ca.1990s and the structure is no longer in use for that purpose	3
Management	The site is located in the Coastal Marine Area and is not protected under the Far North District Plan (outside of jurisdiction). It is however a recorded archaeological site NZAA Q07/1107	2
Condition:	The present condition is assumed to be fair to moderate based on photographs, however the site was not visited	3
Fragility/ Vulnerability	The structure is located on an active coastal marine and foreshore environment and has been out of use for some years, thus has not been maintained.	4
Threats	The structure is located on an active coastal marine and foreshore environment. It is subject to continuous tidal action which could erode away the supporting piers and weaken the structure. Another threat is possible demolition for the purposes of marine navigation safety although the structure does have a navigation light present on site.	4
Overall risk:	Critical	4

\*0 – None, 1 - Low, 2- Moderate, 3 - High, 4 – Critical

Criterion	Comments	Value*
Opportunities:	The structure forms part of the former New Zealand Portland Cement Company’s concrete manufacturing complex which is now incorporated as part of the Limestone-Matakohe Island Scenic Reserve managed by the Friends of Matakohe –Limestone Island under the auspices of the Whangarei District Council. There is already high opportunity available via the organisation’s website, as well as interpretive signs and formed walkways around the island. The wharf however is not accessible due to being in disrepair however is it still close to the foreshore for visitors to view.	3

\*0 – None, 1 - Low, 2- Moderate, 3 - High, 4 – Outstanding

PART SIX- EXTENT OF PLACE



<b>NZTM coordinates:</b>					
<b>Easting:</b>	<b>1667680</b>	<b>Northing:</b>	<b>6120850</b>	<b>Position:</b>	Whole of structure over the CMA
<b>Note</b>	This is an approximation only site has not been visited				

ADMINISTRATION

<b>Desktop Date:</b>		<b>Site Visit Date:</b>	Not visited		
<b>Site Accessibility:</b>					
<b>Evaluated by:</b>	Elizabeth Clark			<b>Date:</b>	
<b>Reviewed by:</b>				<b>Date:</b>	
<b>Approved by:</b>	Jon Trewin	<b>Draft:</b>		<b>Final:</b>	16/08/2017
<b>NRC Assessment ID:</b>	11	<b>NRC Schedule ID [Leave Blank]</b>			

**APPENDIX 1 Supporting Research**

Sources Checklist:	Checked
Northland Coastal Plan schedule	Y
Kaipara District Plan schedule	-
Far North District Plan schedule	Y
Whangarei District Plan schedule	-
NZAA ArchSite database	-
LINZ/ Quickmaps	-
New Zealand Heritage List	-
Google Maps	Y
Whangarei Libraries Northland Room Digital Collections ( <a href="http://whangarei.recollect.co.nz/">http://whangarei.recollect.co.nz/</a> )	-
Whites Aviation Archive National Library	Y
Papers Past	Y
Te Ara Encyclopaedia	Y
NZ History Online	Y
Archives NZ	Y
IPENZ Engineering Heritage Register <a href="http://www.ipenz.org.nz/heritage/default.cfm">http://www.ipenz.org.nz/heritage/default.cfm</a>	

**Bibliography:**

Author(s)	Date	Title	Publisher	Location