

A report prepared for
Christchurch City Council

Banks Peninsula

contextual historical overview and thematic framework



prepared by Louise Beaumont
Matthew Carter
John Wilson
June 2014

Historical overview contents	
Introduction	
Background	1
Report objectives.....	1
Report limitations	1
Authorship	2
Acknowledgments	2-3
Notes on approach, sources and abbreviations	3
Extent of the study site	4
General recommendations concerning field work.....	5
Historical overview preface	
Historical overview preface	6-7
Theme 1. Shaping Banks Peninsula's environment	
1.1 Tracing and explaining environmental diversity.....	8-19
1.2 Altering the environment.....	20-35
1.3 Appreciating and protecting Banks Peninsula.....	36-43
Theme 2. Peopling Banks Peninsula's places and landscapes	
2.1 Banks Peninsula's original inhabitants.....	44-50
2.2 Migration and ethnicity.....	51-54
2.3 Making a home.....	55-57
2.4 Later arrivals.....	59-61
2.5 Peninsula demographics	62-64
Theme 3. Building towns and settlements	
3.1 Discovery and charting the coast.....	65-67
3.2 Exploring and surveying	68-69
3.3 Acquiring land and tenure.....	70-74
3.4 Farms large and small	75-81
3.5 Towns, townships and settlements	82-101
3.6 Types of buildings	102-106
3.7 Creating burial places and public spaces	107-117
Theme 4. Utilising the land and natural resources	
4.1 Māori use of the landscape.....	118-122
4.2 Seals and flax.....	123-124
4.3 Whaling.....	125-131
4.4 Fishing and shell extraction.....	132-136
4.5 Timber milling and boat building	137-148
4.6 Quarrying and brickworks	149-153
4.7 The farming industry and rural associations	154-169
4.8 Horticulture	170-175

Theme 5. Building Banks Peninsula's industries and workforce	
5.1 Primary processing industries	176-181
5.2 Heavy and other secondary industries	182-186
5.3 Retail businesses	187-193
5.4 Professional services and penal labourers	194-199
5.5 Holiday making	200-208
Theme 6. Connecting Banks Peninsula by transport and communication	
6.1 Developing entrepôts	209-220
6.2 The Port of Lyttelton.....	221-234
6.3 Shipwrecks	235-2402
6.4 Tracks, roads and bridges	241-248
6.5 Rail transport	249-252
6.6 Public transport	253-257
6.7 Communication	258-263
Theme 7. Making the Peninsula habitable and safe	
7.1 Establishing services	264-269
7.2 Securing energy supplies	270-275
7.3 Emergency services	276-279
7.4 Defending the Peninsula	280-294
Theme 8. Governing Banks Peninsula	
8.1 Sovereignty and Government	295-297
8.2 Central Government	298-300
8.3 Local Government	301-305
8.4 Political life and political figures.....	306-308
Theme 9. Shaping Banks Peninsula's community and cultural life	
9.1 Maintaining spiritual life.....	309-315
9.2 Educating people	316-328
9.3 Providing health and welfare	329-334
9.4 Community, creative and cultural life	335-349
9.5 Participating in sports	350-356
9.6 Recreation and tourism.....	357-364
9.7 Memorial, markers and remembering	365-378
9.8 Preserving traditions and protecting heritage	379-385
Theme 10. Banks Peninsula and the rest of the world	
10.1 The Antarctic connection	386-388
Thematic overview summary	389-393
Bibliography.....	394-423
Appendices.....	424-436

Overview illustrations Page

Cover Aerial view of part of Banks Peninsula, 2007 Cover

Introduction

Cover Aerial view of part of Banks Peninsula, 2007..... Cover

Figure 1. Map showing Banks Peninsula boundaries..... 4

Figure 2. Aerial view of part of Banks Peninsula, 2007..... 7

Theme 1: Shaping Banks Peninsula's environment

Cover Ghost tōtara and pasture, 1923..... Cover

Figure 3. Kaitorete Spit..... 8

Figure 4. Basalt outcrops at Purau Bay 10

Figure 5. Palm Gully, Akaroa harbour 2013 15

Figure 6. Longden & Le Cren's advertisement for trees and plants, 1853 22

Figure 7. Rose cottage, Grehan Valley Road..... 24

Figure 8. Macrocarpa, Little Akaloa, 2014 26

Figure 9. Waikerikeri homestead garden, Hickory Bay..... 27

Figure 10. *Eucalyptus eugenoides* plantation at 'Okuti', Little River 29

Figure 11. Ghost tōtara, Port Levy Saddle 31

Figure 12. Topographical map, Akaroa and Pigeon Bay Districts,1878..... 32

Figure 13. Part panorama of Lyttelton Harbour showing reclamation works 33

Figure 14. Early oak and eucalyptus plantings, Akaroa, 1940..... 35

Figure 15. Herbarium sheets, Te Papa Museum Herbarium 37

Figure 16. William. M. Davis and colleagues, Banks Peninsula, 1914 38

Figure 17. Akaroa Harbour, Banks Peninsula, 1949. Doris Lusk 39

Theme 2: Peopling Banks Peninsula's places and landscapes

Cover Ōnawe fish trap..... Cover

Figure 18. Taununu's pā, Rīpapa Island, ca. 1910 47

Figure 19. Antonio Rodrigues 52

Figure 20. Eli Bauriaud 52

Figure 21. Restored Pavitt cottage 56

Figure 22. Akaroa immigration barracks, Takapūneke..... 60

Theme 3: Building towns and settlements

Cover Akaroa Domain summerhouse..... Cover

Figure 23. Hydrographic chart of Akaroa Harbour, 1844..... 66

Figure 24. Detail from Hydrographic chart of Akaroa Harbour..... 67

Figure 25. Akaroa landholding overlooking the harbour, 1800s 73

Figure 26. John Menzies' property, Menzies Bay..... 79

Figure 27. Okains Bay farms and homesteads, 1914 81

Figure 28. 1860s view of the north end of Akaroa..... 82

Figure 29. Bank of New Zealand, 1912..... 83

Figure 30. Rue Lavaud looking south, 2014..... 84

Figure 31. View of Lyttelton from the harbour ca. 1865..... 85

Figure 32. Aerial view of Lyttelton, 1912..... 86

Figure 33. 2010 view of London Street, Lyttelton.....	87
Figure 34. The Forsyth Hotel, Little River.....	88
Figure 35. Little River railway station ca. 1906.....	89
Figure 36. Wainui, 1909	91
Figure 37. Duvauchelle, ca. 1910.....	91
Figure 38. Le Bons Bay batch settlement	95
Figure 39. Sailing Club rooms, Tikao Bay, 2014.....	96
Figure 40. Bach, Okains Bay, 2014	101
Figure 41. Bach, Little Akaloa, 2014.....	101
Figure 42. Kinloch homestead and grounds, 2008.....	103
Figure 43. Farm building on Kinloch, 2011.....	103
Figure 44. French Farm farm building, 2014.....	104
Figure 45. Building types and styles.....	105
Figure 46. The French Cemetery 1940s	108
Figure 47. Gravestone angel, Okains Bay Cemetery	110
Figure 48. Modified Saxon cross, Akaroa Cemetery.....	110
Figure 49. Timber grave surrounds, St Luke's graveyard.....	110
Figure 50. Pavilion, Akaroa Domain, 1907.....	113
Figure 51. Corsair Bay with swimming bath and pavilions, ca. 1907	114
Figure 52. Britomart Reserve, 1913	115
Figure 53. Akaroa's Britomart Reserve in 1941.....	117

Theme 4: Utilising the land and natural resources

Cover Cocksfoot flailers.....	Cover
Figure 54. Aerial view of the Ōnawe fish trap.....	118
Figure 55. Oruaka pā site, Birdlings Flat.....	120
Figure 56. <i>Holmbank</i> memorial, 2014.....	129
Figure 57. Try-pot fragment, Oashore, 2011	129
Figure 58. Remains of a stone hut at Oashore.....	129
Figure 59. The Hempelman memorial, Peraki.....	129
Figure 60. Seaweed gathering, 1911	134
Figure 61. Bernard Walker, shell extracting, Quail Island.....	136
Figure 62. Logging tōtara, Robinson's Bay, Akaroa, 1868	138
Figure 63. George Holmes' sawmill, ca. 1865.....	140
Figure 64. Abandoned water-wheel and sawmiller's cottage, Goughs Bay, 1926.....	142
Figure 65. Takamatua, ca. 1886	143
Figure 66. Quarry, Quail Island, 2014.....	151
Figure 67. Hard labour gang constructed retaining wall, Quail Island, 2014.....	151
Figure 68. Akaroa Brick Company, 1908.....	153
Figure 69. Cocksfoot flailers, ca.1913.....	160
Figure 70. Menzies Bay sheep being loaded on to the <i>John Anderson</i>	161
Figure 71. Converted barn, Akaroa, 2009.....	164
Figure 72. Woolshed, Le Bons Bay, 2014.....	165
Figure 73. Old yards and farm equipment, Robinsons Bay, 2014.....	165
Figure 74. 'Scientific bee farming', Little River, 1914.....	167
Figure 75. Cherries from Tapley's orchard, Governors Bay.....	170
Figure 76. Advertisement for Eli Bouriand's Akaroa wine.....	172
Figure 77. Sing Chow, 1898.....	173

Theme 5: Building Banks Peninsula's industries and workforce

Cover	London Street, Lyttelton.....	Cover
Figure 78.	Dairy factory, Takamatua, ca. 191?	176
Figure 79.	Haylock Mill, Grehan Valley, Akaroa, ca. 1919.....	180
Figure 80.	Andersons engineering works, Norwich Quay, 1912.....	186
Figure 81.	Joseph Vangioni's first grocery store, Lauvuad Street, Akaroa.....	187
Figure 82.	London Street, Lyttelton, 1912.....	188
Figure 83.	Business premises, Norwich Quay, 1912	189
Figure 84.	The Canterbury Hotel, Lyttelton, 1923.....	190
Figure 85.	The Mitre Hotel, Lyttelton, 2010.....	191
Figure 86.	Akaroa Mail premises.....	194
Figure 87.	Goen Bicknell's advertisement, 1890.....	196
Figure 88.	Lyttelton Gaol, between 1872 and 1903	197
Figure 89.	Bruce Hotel and holiday makers, 1912	202
Figure 90.	Akaroa campground, 1941.....	204
Figure 91.	Regatta day trippers, 1907	205
Figure 92.	Luggage being transferred to inter island ferry, Lyttelton port, 1923	206

Theme 6: Connecting Banks Peninsula by transport and communication

Cover	Akaroa lighthouse.....	Cover
Figure 93.	Okains Bay wharf road retaining wall, 2014.	210
Figure 94.	Wharf remains Okains Bay, 2014.....	211
Figure 95.	Stock wharf, Quail Island, 2014.....	212
Figure 96.	Duvauchelle wharf, 2014.....	213
Figure 97.	Akaroa lighthouse landing stage, Haylocks Bay.....	214
Figure 98.	Main wharf, Akaroa, 1908.....	215
Figure 99.	<i>Cygnets</i> and Wainui wharf, 1911.....	216
Figure 100.	Crowds at the Diamond Harbour wharf, Lyttelton port, 1938	218
Figure 101.	Harbour Board offices, Norwich Quay.....	222
Figure 102.	Floating crane, <i>Rapaki</i>	225
Figure 103.	1880s view of Lyttelton port	228
Figure 104.	1912 view of the port	229
Figure 105.	1947 view of the port.	229
Figure 106.	<i>Maori</i> berthed at the Ferry wharf, Lyttelton.....	234
Figure 107.	Ship's graveyard Quail Island, 2006	236
Figure 108.	Little River station goods shed, 2014	248
Figure 109.	Little River station platforms and wagon	252
Figure 111.	Little River railway stations and buses, 1940s	252
Figure 112.	Coach arriving from Little River at the Hilltop Hotel, 1905	257
Figure 113.	Chorlton post office, 2014.....	259
Figure 114.	Okains Bay telephone exchange	260

Theme 7: Making the Peninsula habitable and safe

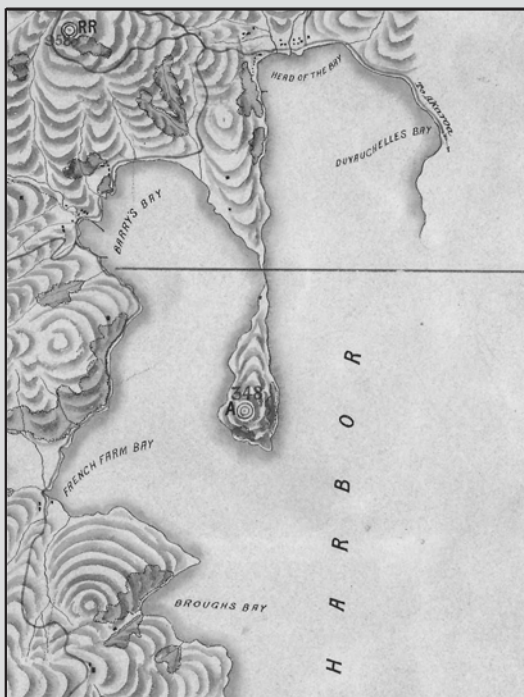
Cover	Banks Peninsula War Memorial	Cover
Figure 115.	Remains of waterwheel, Robinsons Bay, 2014	270
Figure 116.	Refurbished waterwheel, Orton Bradley Park, Charteris Bay, 2014.....	271
Figure 117.	Brick power house building and fountain, 2009.....	275
Figure 118.	Akaroa fire brigade station and fire bell tower.....	279

	Page
Theme 7: Making the Peninsula habitable and safe (continued)	
Figure 119. Reconstituted blockhouse.....	281
Figure 120. The 'Defender' torpedo boat.....	282
Figure 121. Battery Point, Number 1 seachlight shelter.....	284
Figure 122. 1943 view of the Tikao Bay Mine facility	285
Figure 123. Surviving mine depot, Tikao Bay, 2009	285
Figure 124. Surviving guard building and brick magazine, Tikao Bay.....	285
Figure 125. Surviving brick magazines, Cass Bay, 2009.....	286
Figure 126. Battery observation post, Wainui.....	286
Figure 127. Amphibious beach landing, Akaroa harbour, 2013.....	290
Theme 8: Governing Banks Peninsula	
Cover Britomart memorial, Greens Point.....	Cover
Figure 128. Visitors at the Britomart memorial, Greens Point.....	296
Figure 129. Akaroa Borough Council office, 1921.....	304
Theme 9: Shaping Banks Peninsula's community and cultural life	
Cover The Lady Liverpool Akaroa branch.....	Cover
Figure 130. Ōnuku Church, 2011.....	313
Figure 131. St Luke's, Little Akaloa, 2010.....	313
Figure 132. St Andrew's, Le Bons Bay, 2014.....	313
Figure 133. St Patrick's, Akaroa, 2011.....	315
Figure 134. Catholic school beside St Patrick's Church, Akaroa.....	318
Figure 135. Lyttelton Borough School, 1912	320
Figure 136. Little River School, 1908.....	322
Figure 137. Akaroa Primary School grounds, 1940.....	326
Figure 138. Akaroa's first hospital, ca. 1910.....	329
Figure 139. Lyttelton's first maternity hospital, ca. 1930S.....	330
Figure 140. Quail Island quarantine buildings.....	332
Figure 141. Restored single men's quarantine barracks.....	334
Figure 142. Replica leper hut, Quail Island 2014.....	334
Figure 143. The Gaiety, Akaroa	337
Figure 144. Le Bons public hall.....	338
Figure 145. Library and fire station, Lyttelton, 1912.....	340
Figure 146. Diamond Harbour Sea Scouts, 1961.....	343
Figure 147. Lady Liverpool branch members, 1918 Victory Parade.....	344
Figure 148. Akaroa and Bays Lions Club planting trees, 1986.....	347
Figure 149. Restored library, Okains Bay, 2014.....	349
Figure 150. Picnickers on the Peninsula.....	358
Figure 151. The Akaroa swimming bath, 1910.....	360
Figure 152. Akaroa boat sheds, 1912.....	361
Figure 153. Go-as-you-please race, Lyttelton to Governors Bay, 1910.....	362
Figure 154. Try-pots, Daly's wharf, 1916.....	366
Figure 155. Puari cairn and cross, 2014.....	368
Figure 156. Little River War Memorial Arch, 2010.....	369
Figure 157. Peace Memorial Library and anchor, 2014.....	371
Figure 158. Upham Clock, Lyttelton, 2010.....	373

	Page
Figure 152. Cooptown limes, 2014.....	376
Figure 153. 1940 celebrations, Akaroa.....	380
Figure 154. Stoddart cottage, 2014.....	382
Theme 10: Making the Peninsula habitable and safe	
Cover Mongolian ponies, Quail Island	Cover
Figure 155. Captain and Kathleen Scott, Quail Island	387
Thematic overview summary table	
Cover Old wharf road signage, Okains Bay.....	Cover
Bibliography	
Cover Lyttelton port	Cover
Appendices:	
Cover Lukes track, Little Akaloa.....	Cover



Historical overview introduction



SECTION CONTENTS

Introduction

Map of study site

General recommendations

Introduction

Background

This contextual historical overview identifies and outlines the physical processes and human use and impacts that have shaped Banks Peninsula / Te Pataka o Rakaihautū. It is not a complete social, environmental or political history of the Peninsula or a time-ordered chronology of events.

Rather, the history has been organised according to themes so as to provide a context to assist with the identification of heritage fabric that illustrates the rich cultural history of Banks Peninsula and the important distinguishing characteristics of the various settlements which make up the Peninsula. This heritage fabric includes buildings, objects, sites, archaeology, vegetation and landscapes.

The approach used in the preparation of this contextual overview draws on the similar studies produced by the Australian Heritage Commission, the Christchurch City Contextual Historical Overview 2005 and more recent thematic environmental histories. Consistent with these studies, the Banks Peninsula / Te Pataka o Rakaihautū historical overview is not arranged as a hierarchy, giving priority, weight and privilege to some themes over others to ensure that particular biases are overcome. Also, as evidenced in the overview, many places, landscapes, sites and settlement areas manifest multiple themes reflecting the integrated, diverse and complex way that they have evolved over time.

The thematic framework, which is made up of ten themes and a second tier of sub-themes is particularised to the Banks Peninsula context with themes distilled from an informed knowledge of the Peninsula. The consistent organising principle for the thematic framework is activity - both natural events / environmental processes and human activities. These have influenced the historical development of the Peninsula as a whole and its composite settlements.

A summary overview table is included to assist in understanding how the historic sub-themes are associated with key dates in the historical development of Banks Peninsula. This follows theme 10.

Report objectives

Christchurch City Council commissioned the preparation of an illustrated historical overview of Banks Peninsula / Te Pataka o Rakaihautū and historical thematic framework to form the basis for a future revision of the District Plan heritage inventory.

This was to involve the review of existing heritage listings followed by the preparation of recommendations for the identification of further heritage places for Council's regulatory and non-regulatory mechanisms. Recommendations flowing from the research undertaken were to focus on identifying gaps and under-represented heritage types on Banks Peninsula.

Report limitations

This historical overview has attempted to be inclusive of all cultural values and acknowledge wherever possible the Māori associations and connection with Banks Peninsula / Te Pataka o

Rakaihautū, based on the resources available. However it is noted that there has been no direct involvement from Ngāi Tahu in the preparation of this report.

Reconciling the archaeological sites recorded in the Banks Peninsula District Plan (BPDP) with the more comprehensive and up-to-date New Zealand Archaeological Association digital site recording scheme (ArchSite), was hampered by the incompatibility of the information between the two inventories. Because of this primacy was given to the more comprehensive information contained in ArchSite as the basis for the investigation of archaeological sites on Banks Peninsula.

However, the information in the ArchSite database is not a comprehensive record of all archaeological sites in New Zealand, but is instead a database of all recorded archaeological sites. (Archaeological sites can be recorded for a range of reasons including particular research interests and development pressures.) There has never been a complete archaeological survey of Banks Peninsula (or New Zealand) that aimed to record all archaeological sites in the area. Archaeological recording is best regarded as ad hoc.

Research was hampered by the inability to access the archives and photographic collection of the Lyttelton Historic Museum which remains closed to visitors. Also the restricted access regime currently in place at the Documentary Research Centre has limited access to the Canterbury Museum's photographic collection.

Site inspection of Fort Jervis was not possible as Rīpapa Island remains closed to visitors post the 2010-11 earthquakes.

Authorship

This report has been produced by Louise Beaumont (heritage landscape architect) and Dr John Wilson (historian), with archaeological input from Matthew Carter (Underground Overground Archaeology Ltd).

Acknowledgements

The consultant team wish to thank the following individuals for their assistance, advice and input into this project. Additional thanks are due to the individuals who have made their photographs available for use through creative commons licensing.

Amanda Ohs, Heritage Policy Planner, Christchurch City Council

Andrew Dodd, Maritime Archaeologist

Ashley Mokena

Brent George, Anderson & Associates, Consulting Surveyors, Christchurch

Evan Walker, Christchurch

Eva Sullivan, Archivist, Christchurch City Council

Gareth Wright, Heritage Team, Christchurch City Council

Ian Bowman, Architect and Conservator, Wellington

Dr Gerald Atkinson, North Canterbury Viticulture Limited

Doris Lusk Estate

Ian Hill, former Historic Officer, Department of Conservation, Canterbury Conservancy

Ian McLennan, Chair, Ōtamahua/Quail Island Ecological Restoration Trust

Jan Shuttleworth, Akaroa

Jenny May, Heritage Management Services, Christchurch

Kevin Jones, Archaeologist, Wellington

Lynda Wallace, Director, Akaroa Museum

Margaret Low, Photolibrarian, GNS Science

Maria Adamski, Christchurch City Council

Mark Esslemont, Christchurch

Martin Polglase, Christchurch City Council

Mike Vincent, Heritage Advisor, Heritage New Zealand

Peter Cooke, New Zealand Defence Historian, Wellington

Philip Moore, Defence Historian, Christchurch

Stephanie Crisp, Lyttelton Harbour Arts Council

Victoria Andrews, Akaroa Civic Trust

Notes on approach, sources and abbreviations

Archaeological approach

The Heritage New Zealand Pouhere Taonga Act (2014) provides protection for archaeological sites and is administered by Heritage New Zealand Pouhere Taonga. Under the act an archaeological site is defined as any place in New Zealand (including buildings, structures or shipwrecks) that was associated with pre-1900 human activity, where there is evidence relating to the history of New Zealand that can be surveyed using archaeological methods. This report has not been limited by that date range, and also considers sites that post-date 1900 and provide physical evidence of the history of Banks Peninsula.

Sources

This overview has relied on, and refers to, numerous published histories, local histories, reports and pamphlets and some archival and primary sources. In addition we are grateful for permission to reproduce images and plans from the collections of the Alexander Turnbull Library, Canterbury Museum, Christchurch and Auckland Public Libraries, New Zealand Archives, Te Papa Tongarewa Picture Library, V.C. Browne and Son NZ Aerial Photograph Collection and those in the private collections of Jan Shuttleworth and the Otamahua/Quail Island Ecological Restoration Trust.

Abbreviations

Common abbreviations used throughout this report in association with pictorial images and maps are:

AM – Akaroa Museum

- AL – Auckland Libraries, Sir George Grey Special Collections
- ATL – Alexander Turnbull Library
- CL – Christchurch City Libraries
- CM – Canterbury Museum
- MNZ – Museum of New Zealand Te Papa Tongarewa Picture Library

Extent of the Banks Peninsula study site

The extent of Banks Peninsula as defined by Christchurch City Council in the Banks Peninsula District Plan is detailed on the topographical map below. This has been taken from the Boffa Miskell 'Banks Peninsula Landscape Study', final report, prepared for Council in 2007.

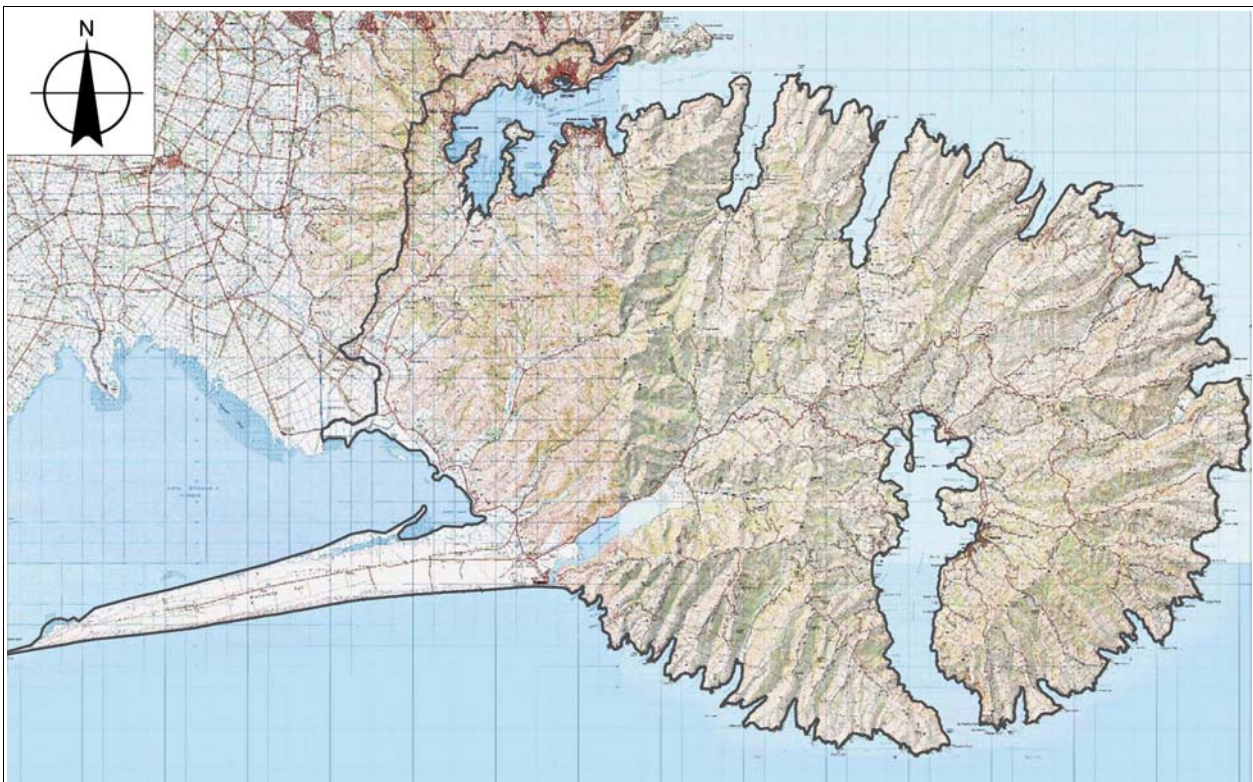


Figure 1. Extent of the Banks Peninsula / Te Pataka O Rakaihautū Contextual Historic Overview study site.
Source: Banks Peninsula Landscape Study, 2007

General recommendations concerning field work

General recommendations

Because no systematic surveys have been made of surviving heritage fabric on Banks Peninsula, either before or during the preparation of this thematic overview, there is a need, for above ground fabric and landscape fabric, to undertake extensive field work to identify items for possible listing over most sub-themes. Attention is drawn to this need in specific recommendations for each sub-theme when the need for such fieldwork is especially pressing.

General archaeological recommendations

Specific archaeological comment and opinion concerning recommendations for listings is documented in each sub-theme summary. In the case of general comments concerning the desirability for further research and suggested action, this is set out below. These comments are applicable to all sub-themes.

Consideration should be given to further historical research to locate archaeological sites related to each sub-theme. Potential sites could then be surveyed by an archaeologist for potential archaeological remains. Potential archaeological remains include sites or activities where there is no evidence visible on the ground surface, but there is the potential for subsurface remains or evidence. Examples might include subsurface building foundations or buried artefacts associated with a particular person or activity.

The location of these survey sites, their condition and significance should be recorded. Site record forms for each of these sites should then be completed and added to ArchSite.

It is suggested that the presence of archaeological sites within the legal boundaries of sections could be included in the LIMs/PIMs for all relevant sections on Banks Peninsula. This would alert current landowners (and prospective landowners) to the presence of archaeological sites on their section and to the responsibilities associated with this ownership under the Heritage New Zealand Pouhere Taonga Act (2014).

Council should also consider working with landowners to help them better understand their role and responsibility with regards to archaeological sites, and to better understand how they can manage those sites for the future (for example, by not allowing cattle to graze on it or damage any associated cultural plantings).



Historical overview preface



SECTION CONTENTS

Overview preface

Historical overview preface

Banks Peninsula is commonly recognised as having a rich history. An article in the *Press* in 1911 opened with the observation that although people from ‘home’ were apt to remark that it was ‘a pity you have no history’, ‘no-one will deny that “The Bays” – as the district around about Akaroa and the eastern and south-eastern portion of the Peninsula is collectively termed – have a good deal of exceedingly interesting history’. A booklet on the Peninsula first published in 1937 observed that ‘every portion of [the Peninsula’s] 326,000 acres has a story to unfold of Māori and pakeha activity’. More recently, an anthology of writing on Banks Peninsula published in 2008 described the Peninsula as having a ‘dense and eventful history – both Maori and Pakeha’.

Banks Peninsula has a distinct geographical character, especially in relation to the other parts of the province of which it is part. The Canterbury plains and high country though different from each other, share the characteristics of being broad, wide and open, places of distances and long views, and places that seem remote from the sea. By contrast the Peninsula is an area of abrupt contrasts, of tight views down steep narrow valleys, with the sea ever-present. The article in the *Press* which opened with the passage quoted in the first paragraph described the Peninsula: ‘Bluntly it juts out into the South Pacific, being raggedly circular in shape and more or less deeply indented all round its coastline with many bays’.

The Peninsula’s history also to some extent sets it apart from the history of the rest of Canterbury. Various writers have noted that the Peninsula’s distinct history has given it a special place in the story of Canterbury and, in several respects, the story of New Zealand. A 1940 publication, *Akaroa and Banks Peninsula*, noted that ‘as clearly different as the physical features of Banks Peninsula are from the plainlands of Canterbury, the industrial pursuits of its people have been largely distinctive’ and that ‘to this day’ [1940], when so many industries of the Dominion are standardised, ‘the Peninsula to some extent retains an individuality bestowed on it by its early settlers, its peculiar formation, a high annual rainfall, a kind climate and a rich soil’.

The same book observed that visitors to Akaroa state that there is ‘a marked atmosphere about the town and surroundings, resulting from the 1840 arrival of the French, which sets it apart from other New Zealand districts’ and that its trees and gardens ‘have given Akaroa town and its surroundings an atmosphere apart from the rest of New Zealand’.

Lyttelton, too, has commonly been regarded as having a very different character from Christchurch and to possess an individuality which other towns in Canterbury lack. It’s history as a purely port town (unlike say Timaru where port and town are conjoined) is also different from the history of any other New Zealand town except Port Chalmers.

The Peninsula has a longer European history than any other part of Canterbury. It is, the 1940 publication noted, a ‘district whose life was crammed with incident while the rest of the South Island was practically uninhabited by white settlers’.

Similar comments about the Peninsula’s separate, distinctive and even unique history have been made by more modern writers. Philip Temple wrote that ‘in its social history, Banks Peninsula also reveals the quality of an island. Separate and easy to hold in the mind ...’. Amplifying on the major role played by the Peninsula in Canterbury’s history, Gordon Ogilvie noted that Peraki is Canterbury’s oldest continuously occupied European settlement and that Akaroa, founded in 1840 by the French, is its oldest town.

Ogilvie also refers, when discussing the role of the Peninsula in Canterbury’s history, to the 1843 arrival of the Hay and Sinclair families, to the Peninsula’s having had the South Island’s first magistrate, police force, postal service, customs office and Catholic mission, to the shipping of Peninsula whale oil to North American and Europe, to the facts that Peninsula-milled timber built Lyttelton and Christchurch and that Peninsula-built coastal craft served throughout New Zealand, and to the part played by Peninsula-grown cocksfoot in establishing pastures elsewhere in New Zealand as well as in Australia, South Africa and the Americas.

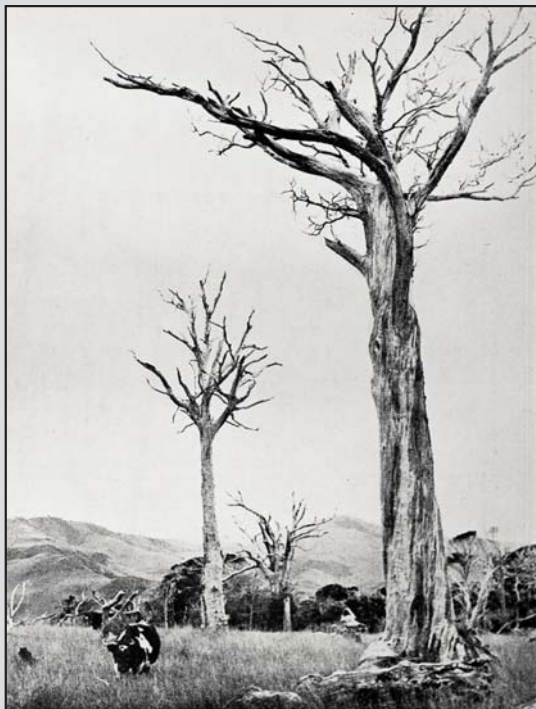
Banks Peninsula has a mystique and enchantment all its own. Its violent birth, its unique flora and fauna, its vivid human history, its renown as a resort area, all make it a region of rare interest. It is, indeed, one of the most distinctly individual localities in New Zealand.



Figure 2. Aerial view of Banks Peninsula with Akaroa harbour in the background on the left. In the foreground from left to right, Akaroa Head, Damons Bay, Dyke Head and Flea Bay. Photographed in 2007.
Source: David Wall Photography

1

Shaping Banks Peninsula's environment



SECTION CONTENTS

Tracing & explaining environmental diversity

Altering the environment

Appreciating & protecting the Peninsula

Theme 1. Shaping Banks Peninsula's environment

Introduction

Banks Peninsula is an oval-shaped promontory of sea-embayed hill country of volcanic origin that extends into the Pacific Ocean from the eastern edge of the Canterbury Plains. Approximately 50 km long by 30 kilometres wide and roughly 100,000 hectares in area, the Peninsula landscape is made up of a heavily indented coastline and congeries of vigorously moulded hills, the highest of which is Mt Herbert/Te Ahu Pātiki, with an altitude of 920 metres. Eight of the Peninsula's other summits exceed 800 metres and many valley walls rise up at least 500 metres above their valley floors. From the peaks long ridges with steep sides extend in all directions, creating a radial pattern of strongly dissected valleys.

Beyond these valleys, and between the outer ridges, are numerous small bays and the two large harbours of Akaroa in the south-east and Lyttelton in the north-west, both sites of historic volcanic calderas. The four largest catchments (Port Levy, Pigeon Bay, Kaituna and Little River) collectively form a major topographic element within the landscape, essentially separating the Lyttelton and Akaroa basins.

High sea cliffs are a major feature of the Peninsula's coastline which also includes sea stacks, arches and islets, impressive headlands, pocket beaches of sand, stone and boulders, small estuaries, salt marshes, dunes and tidal mudflats. In addition, the Peninsula contains over 100 streams, the catchments of which are all short (less than 10 kilometres long) and very steep, with lowland stream reaches generally measuring only a few kilometres in length.

This diversity of topography, together with the Peninsula's micro-climate, weather patterns, soils and a greater retention of indigenous vegetation, has led to markedly different ecosystems and land use from that of the adjoining Canterbury Plains. A number of Peninsula ecosystems have international, national and/or Ngāi Tahu rohe importance for their historic and cultural values, and regional importance for their recreational, landscape and indigenous biodiversity values.



Figure 3. Kaitorete Spit, was once an important route for Māori travelling from Banks Peninsula to southern settlements. Source: Ashley Mokena, 3 068

1.1 Tracing and explaining environmental diversity

Geomorphologic change

The long and intricate coastline, towering peaks and radial drainage patterns of Banks Peninsula are a legacy of millions of years of geomorphologic processes of uplift, intraplate volcanism, erosion and deposition. These processes have shaped the Peninsula's geological framework, given rise to its three distinctive and well-defined ecological districts¹ (Port Hills, Herbert and Akaroa) and contribute much to its dramatic scenic value and ecological fragility.

The Peninsula first emerged as an island thrust out of the sea by volcanic eruptions estimated to have started between 10 and 15 million years ago. Prior to this, between 65 and 20 million years ago, the area now occupied by Banks Peninsula was submerged beneath the sea, and sediments from this time form the Charteris Bay sandstone.

The first volcanic eruptions that formed the bulk of Banks Peninsula began with the eruption of Allandale and Governors Bay Volcanic phase between 11 and 12 million years ago, during the Miocene epoch. This gradually built a volcanic cone, known as the Lyttelton Volcano, onto a pre-existing land mass; within 1.5 million years a symmetrical cone had formed, centred on present day Charteris Bay. This older land mass was itself the result of an eruption which occurred over 80 million years ago in the late Cretaceous period. Rock from this older terrain is visible at the head of the Lyttelton Harbour and in the Gebbies Pass area. At these sites some of the rocks are of sedimentary origin, first deposited beneath the sea about 240 million years ago.

Concurrent with the construction of the Lyttelton cone, erosive processes were well underway and lava flows and lahars were channelled down already stream-carved valleys. When eruptions ceased erosion intensified and gaps were eroded through the Lyttelton Volcano, first through Gebbies Pass, and after, at the eastern end of where Lyttelton Harbour now opens to the sea.

The Mt Herbert volcanism began about 9.5 million years ago and ended about 8 million years ago and is recognised as an intermediate stage in the southward migration of volcanic activity from the Lyttelton to Akaroa Volcanoes. The main cone is thought to have been constructed to a height of about 1500 metres above sea level, and the eruptions which issued from several centres built up Mt Herbert and Mt Bradley.

Formation of the Akaroa Volcano began about 9 million years ago and within a million years a large composite cone about 1800 metres high was formed. Lava flows buried parts of the south-eastern slopes of the old, eroded Lyttelton Volcano and interfingered with lava from the Mt Herbert centres. Towards the end of the activity at Akaroa, trachyte was extruded through the cracks in the cone, which formed a radiating pattern of dykes and domes visible today. As volcanic activity in Akaroa died out, new eruptions from the Diamond Harbour Volcanics poured from the eroded crater and the flanks of the ancient Lyttelton volcano.

¹ An ecological district is defined as an area in which the topographic, geological, climatic, soil and biological features, including the broad cultural pattern, produces a characteristic landscape and range of biological communities. For District Plan purposes Banks Peninsula includes a portion of the Ellesmere ecological district.

From a fissure near the top of Mt Herbert, lava spread down into the Lyttelton crater and across to Quail Island forming the long, gentle, shallowly incised slopes between Mt Herbert and Diamond Harbour. The most recent of these flows is 5.8 million years old.

At the end of volcanism the craters of both the Lyttelton and Akaroa Volcanoes were deeply eroded and breached by the sea. Stream action further shaped the landmass, forming the pattern of valleys, coastal cliffs and indented bays that characterises the Peninsula today. Glacial action during the Ice Ages of the last two million years also contributed to the form of the Peninsula. As the glaciers ground away the Southern Alps, fine silt was produced which was carried by the prevailing north-westerly winds and deposited as loess over the existing volcanic landform.

The out-washing of eroded gravels and sands from the erosion of the Southern Alps eventually impounded and formed the two lakes of the district, Te Waihora (Ellesmere) and Wairewa (Forsyth). Closing of the sea access to Wairewa (Lake Forsyth) occurred only in recent times as Māori canoes, coastal traders and whale boats were able to enter through an open channel at the time of early European settlement. The Okana River delta formed at Wairewa (Lake Forsyth) lake inlet, is a considered the best example of a cusped delta in the South Island and is a geopreservation site of national importance.

Kaitorete Spit originated from a barrier beach built against the coast south-west of Banks Peninsula. It was formed on the basement rocks of the Chatham Rise of outwash gravel deposits derived chiefly from the Rakaia and Rangitata Rivers and pushed into place by the Pacific Ocean as recently as the seventeenth century. The barrier's final development led to the enclosure of Te Waihora (Lake Ellesmere). Dune building began on the spit around 2000 years ago.



Figure 4. Basalt outcrops at Purau Bay, forming part of the Diamond Harbour Volcanic Group. The Port Hills in the background are composed of a volcanic sequence
Source: Alex Carroll, 2013

The Banks Peninsula climate

The rugged topography of the Peninsula contributes to marked variations in climate over the district. This is expressed in the number of micro-climates found in sheltered valleys and the contrasting exposed uplands of the interior.

The Peninsula is warmer than coastal Christchurch at similar altitudes. In Akaroa harbour the average annual temperature is 12.4 degrees Celsius compared to Christchurch's 11.6 degrees Celsius and Lincoln's 11 degrees Celsius. Also less extreme maximum and minimum temperatures occur on Banks Peninsula than on the Canterbury Plains.

Most of Banks Peninsula receives more than 750 millimetres of rainfall per year. This is due to degree of Peninsula's exposure to the rain-bearing winds from the north-east to the south-west. This is especially the case in areas exposed to the south and east in higher altitude regions.

There are frequent frosts and snow usually falls in the higher altitude ridge-top parts of the district during winter but clears quickly.

The microclimate of the Kaitorete Spit makes it the driest part of Canterbury. The remainder of the Peninsula tends to have a moister, milder climate and precipitation varies between 650 mm and 1600 mm per annum.

Natural hazards

One of the natural hazards to which Banks Peninsula is subject comes from the sea which surrounds the Peninsula on three sides. In 1868, the first recorded tsunami to cause appreciable damage affected several eastern bays, including Lyttelton Harbour. At Purau the bay drained almost completely away before a massive wave rushed in. The wave carried away both the Rhodes' wharf on the eastern side of the bay and the long wharf at the head of the bay. It inundated the flat land behind the beach. At Pigeon Bay, the wave destroyed the wharf and scattered timber stacked on the foreshore. In Le Bons Bay, bridges, pasture and gardens were damaged, timber lost, a whaleboat carried inland, a large ships anchor deposited on a local resident's paddock and an uninhabited house carried off its foundations. No lives were lost, although there were narrow escapes at Le Bons Bay. In Lyttelton, shipping and wharves were damaged and paddocks were inundated at the head of the harbour.

In May 1960, a tsunami caused by an earthquake off Chile caused flooding at the Head of the Bay in Akaroa Harbour. At Little Akaloa, two successive waves caused flooding and disruption in the foreshore. A house was moved off its piles and a bach floated 40 metres up the valley. Okains Bay was also badly affected, but at Le Bons Bay the sandhills largely protected the baches close to the foreshore. Lyttelton Harbour was affected again; although there was no 'wall of water' as there had been in 1868, the sea level rose and fell by nearly 5 metres and water spilled into the graving dock. At Purau boats were dislodged from their moorings and stock drowned. The flats at Charteris Bay and Teddington were inundated and the undersea water pipeline to Diamond Harbour was damaged.

Other 'natural' disasters to which the Peninsula has been subject are floods and slips, the consequence of the clearing of forest from the steep flanks of the Banks Peninsula hills, combined with occasionally intense rainfall.

Heavy rain and gales in the winter of 1886, after a hot, dry summer marked by bushfires, caused flooding and tree loss across the Peninsula and, in Pigeon Bay, a slip which overwhelmed the Annandale homestead, miraculously without loss of life. The heavy rain brought down slips at Duvauchelle, including one below the road to Okains Bay which destroyed an extensive area of pasture; at Little Akaloa, a child was drowned. The new railway line to Little River was damaged at Birdlings Flat.

In January 1923, a slip in the Puaha Valley, above Little River, killed two men who were camped out on a hillside cutting cocksfoot. In 1945, a flood at Little River caused slips along the sides of Wairewa (Lake Forsyth) which closed the road, but a worse disaster was averted when at the height of the storm, the lake broke out to the sea at low tide. The 1968 'Wahine' storm also had quite major effects across the Peninsula and resulted in considerable losses of mature and over-mature exotic plantings. At Camp Bay farm tracks and dams were destroyed, power and telephone were cut and the road to Purau was navigable only by tractor.

Six years earlier, in May 1960, a large wave caused damage at Purau flooding one home and causing the eventual death of the old trees on the beach. This was a consequence of their inundation with salt water. Another storm surge at Purau in 1974 cast 13 boats ashore and in 2000 a southerly storm was responsible for the destruction of the Lyttelton marina and the sinking of 32 boats.

In 2012 tsunami surges triggered by a massive earthquake in Chile struck the Canterbury coast with one surge breaching the shores of Lyttelton Harbour, flooding paddocks, submerging jetties, washing across a road and filling the car park of the Teddington Hotel. Water was dramatically sucked out from several beaches and yachts at Cass Bay were left grounded when the water disappeared. Farmed salt marshland on the east side of the Teddington Road was also flooded.

The recent March 2014 weather event saw some Akaora communities isolated for several days. Vegetation losses included many mature trees, among them, landmark willows across the Peninsula. Some of the higher rainfall readings recorded 405 millimetres at Port Levy and 400 millimetres at Pigeon Bay. River banks, riparian vegetation and hundreds of flood gates were washed away and river beds and stream flows were altered dramatically in many areas. Also, quite major slippage occurred around the heads of catchments.

Heavy snow storms have periodically disrupted life across the Peninsula and caused serious stock losses. James Hay believed that heavy snowfalls in 1862 caused 'snow break' in the bush and that the dried-out branches helped fuel the great bush fires of 1863. The snow storm of late July 1939 brought between 20 and 30 centimetres of snow in Akaroa and piled up deep drifts on the hills and in the valleys. 'The Antarctic has nothing on us today' a local reported. The road between Akaroa and Hilltop was closed for several days and it was weeks before all of the Peninsula's roads were re-opened, even though a Public Works Department bulldozer helped with the task. Around 25,000

sheep were lost. A major snowfall in 1992 damaged trees, closed roads and caused some stock losses.

Drought was also a natural hazard for those living on the Peninsula, particularly farmers. In the nineteenth century bad droughts contributed to the occurrence and severity of bush fires (see section 4.5). Dry summers in 1863 and 1878 preceded two of the Peninsula's worst bush fires. Lightning strike was the cause of a more recent bush fire in 2011 when 28 percent of the Hinewai Reserve was lost, setting back native regeneration on the reserve by 20 years.

The volcanic mass of Banks Peninsula lies over the sedimentary rocks that form the Southern Alps and extend east under the gravels of the Canterbury Plains. The volcanoes which formed Banks Peninsula in relatively recent geological times erupted through these sedimentary basement rocks. These sedimentary rocks are faulted and tectonic movements cause these faults to break at infrequent intervals. That Banks Peninsula is subject to occasional earthquakes caused by such ruptures in the faults in the underlying sedimentary rocks was demonstrated forcefully and dramatically in 2010-11. The earthquake of 22 February 2011 resulted from movement in the Port Hills fault which is located in the rocks directly beneath the northern parts of the Banks Peninsula volcanic mass.

Lyttelton in particular suffered severe damage in this earthquake, which was felt all over the Peninsula but caused less serious damage in Akaroa, partly because Akaroa was further from the earthquake's epicentre and partly because a great majority of Akaroa's buildings were built of timber and withstood the shock of the earthquakes better than the masonry buildings in Lyttelton's town centre. Masonry buildings elsewhere on the Peninsula, among them the Catholic church in Little River, Godley House in Diamond Harbour and the Purau and Ohinetahi homesteads, both in the Lyttelton Harbour basin, were also badly damaged by the 22 February earthquake. In addition to the significant loss and damage to buildings and infrastructure, the earthquakes also affected the district's topography and tree population.

Parts of the Peninsula, including Lyttelton and Akaroa, had experienced minor earthquakes in historic times, that is since European settlement of Canterbury, but the sequence of earthquakes and aftershocks which began in September 2010 was an event not expected to recur more than every several thousand years and was unprecedented historically.

Tracing the Peninsula's plants and animals

Prior to the impact of people, and for virtually all of the Holocene epoch, Banks Peninsula was dominated by a more or less continuous, species-rich, indigenous forest cover from coastline to summit. The forest was characterised by a high degree of habitat variation and diverse ecologies which included steep coastal cliffs, base rich volcanic bluffs, wetlands, forests, shrublands, grasslands, shingle spits, sand dunes, beaches, tidal mudflats and lakes.

Surviving remnants of this primitive forest indicate that the tallest forest occupied the rich, flat alluvial valley floors. This forest was a dense mix of kahikatea, mataī and lowland tōtara over a subcanopy of hardwood species which included māhoe, ribbonwood, lemonwood, titoki, pate, fuschia and broadleaf.

Similar species dominated the hill slopes although the proportional composition differed and lowland tōtara and mataī were more common than kahikatea. Further away from the coast, warmth-loving species like titoki, akeake and kawakawa thinned out and disappeared. Some species, notably nikau palm and mamaku tree fern, were more localised, being restricted to the mildest bays near the sea. The seas that skirted the coast around Banks Peninsula were home to several hundred species of marine algae, the two largest and most conspicuous of these being bladder and bull kelp.

Hill forests were species-rich with dense understories made up of several species of ferns including the *Cyathea dealbata* (silver fern). The steepest, north-facing hillside supported a scrubby forest with abundant mataī, fierce lancewood and a prominent understory of small-leaved shrubs. Above the 500 metre line, summit ridges were dominated by thin-barked tōtara, broadleaf, mountain fivefinger, fuchsia, pepperwood, shield and crown fern.

Wetland or stunted bog forest areas supported small-leaved coprosma, weeping mapou, lacebark, koromiko, lancewood, horopito, broadleaf, and lowland ribbonwood and were filled with an abundance of ferns such as shield fern, hound's tongue, soft tree fern, and filmy fern.

In the south-east corner of Banks Peninsula, from Ellangowan in the north to Dan Rogers Reserve in the south, the upland forests were dominated by an extensive beech forest, particularly *Fuscospora fusca* Syn. *Nothofagus fusca* (red beech) plus some *Fuscospora solandri* Syn. *Nothofagus solandri* (black beech) with pockets of thin-bark tōtara and mixed hardwood forest.

The higher altitudes, above 750 metre, were clothed in cool-temperate species and native cedar was a conspicuous element together with mountain holly, *Dracophyllum acerosum*, *Hebe odora*, *Olearia* spp., *Celmisia gracilentia* and many other shrubs and tussock. Non-forest sub-alpine rock outcrops were claimed by a restricted subalpine community of snow tussock, golden Spaniard and *Dracophyllum acerosum*.

The open-coast islands supported a maritime variant of coastal broad-leaf forest with tall shrub growth occupying only the harshest and driest north-facing slopes. At Kaitorete, forest would have occupied the older soils, with kahikatea, cabbage trees and flax prominent along the lake margins, and akeake, ngaio and kowhai contributing to scrubby, wind-shorn forest nearer the sea. In areas of

sharply-drained soils on gravel and sand, extensive open ground provided space for native grasses such as silver tussock, danthonia and pygmy twitch.

By comparison both Te Waihora (Lake Ellesmere) and Wairewa (Lake Forsyth) supported a wide range of fresh-water and salt-marsh plant species. Dominant rooted plants were *Ruppia sp* (widgeon grass) and *Stuckenia pectinata* (fennel pondweed).



Figure 5. Palm Gully, Akaroa harbour 2013. Described as one of the best coastal forest remnants in Canterbury by the Department of Conservation.

Source: John Sullivan, flickr creative commons license

Banks Peninsula's species rich and varied ecologies supported an equally rich population of bats, lizards, numerous invertebrate species, insects and birds. The bird population was diverse and abundant and included a number of species of moa, kiwi and parrots as well as wattlebirds (kōkako and saddleback) honeyeaters (bellbird and tūī), pigeon (kererū), rail, snipe, owlet-nightjars, weka and many others.

Wetlands were rich in ducks, swans, geese, herons, grebes, fernbirds, waders, rails and their relatives (pūkeko, takahē, Hodgen's rail and flightless coot). Raptors were represented by harriers, falcons, and large eagles and hawks. Coastal birds included shags, pelicans, penguins, gulls, terns, waders, and petrels. A native crow was common near the coast and small native quail were prevalent in lightly vegetated areas.

Explaining the Banks Peninsula landscape

Known by its ancient name Te Pataka o Rakaihautū to Ngāi Tahu the Peninsula has a long history of settlement, mahinga kai, and iwi and whānau relationships. This began around 1200 AD, when the Waitaha people first made landfall on the Peninsula and, in tribal traditions, imposed their genealogy on the land. The history and many of the traditions of the earlier Waitaha iwi were readily inherited by Ngāi Tahu. This included the ancient wāhi ingoa (place names) and myth memories associated with the Waitaha tīpuna (ancestor) Rākaihautū, who was responsible for the early naming and claiming of the Peninsula. Today these form part of Ngāi Tahu oral tradition and cultural practice.

Naming and re-naming

As noted by Canon James Stack in 1890, every part of the Aotearoa / New Zealand landscape was named by Māori. This toponymy extended from the larger mountains, rivers and plains to every hillock, streamlet and valley. These names in the landscape were like survey pegs of memory which marked events that occurred in a particular place or recorded some aspect or feature of the history or whakapapa. Through the careful transmission of their history passed down in oral tradition from generation to generation, ancestors, battles and significant events became embedded in the landscape and its resources.

These placenames were kept alive through their daily use and served to reinforce tribal identity, solidarity and continuity between generations. However, following the arrival of the French and European settlers in Banks Peninsula, most Māori placenames were replaced with new names that inscribed Pākehā associations and their more recent history upon the landscape. Post contact this process continued with changes in land ownership and also changes to and modifications of ecosystems. Many placenames became 'dead'² to Ngāi Tahu when ecosystems, trees, tracks and landforms were erased or altered. This was particularly true of the names of a number of the Peninsula bays, deforested areas, drained swamp areas, landmarks and waterways.

One of the earliest European attempts to record and map the Peninsula's Māori placenames was undertaken by Anglican missionary, Canon Stack, in 1894.³ Stack's work enabled the production of Black Map 195 'Native Names'. Additional placenames and information concerning the regular revisions of European names were subsequently gathered from W. H. S. Roberts, Johannes Andersen, W. A. Taylor and others. The following list is drawn from these sources, together with period newspaper references and the more recent research undertaken by Ogilvie in his various publications. It is not an all-inclusive list but is representative of some of the placename changes across Banks Peninsula since 1840.

² A dead place name is defined by Yoon (1983) as one for which the precise location is no longer known but which may, with research, yet be identified

³ Although information had also been gathered in support testimonies from well-known kaumātua as part of the Smith/Nairn Royal Commissions of Enquiry into South Island Land Sales of 1879-1881

Table 1.1: Representative examples of landscape naming and renaming

Earliest known name	Known by the whalers and/or early settlers	Known today as
Paka Ariki	Cecille Bay ⁵ (1861)	French Bay , Akaroa
Te Waipapā ¹	Stoddart Bay ²	Diamond Harbour
Te Whakaraupo or Whakaraupō	Tokolabo (Captain Cécille 1840) Port Cooper (Captain Wiseman ca. 1827)	Lyttelton Harbour
Te Pātaka o Rākaihautū Horomaka	Banks's Peninsula	Banks Peninsula
Ōnawe	Mount Gibraltar (French map)	Ōnawe
?	Caique Hill ³ (1863), Government Hill ⁶	L'Aube Hill ⁶ (1908)
Kiri-kiri Wairea ¹	McIntosh Bay ⁷	Menzies Bay
Takamatua ¹	German Bay ⁷	Takamatua (1915)
Te Whaka Raupo ¹	Potts Bay	Governors Bay
Okoropeke ¹	Tikao Bay	Tikao Bay
Te Rautahi ¹	French Farm ⁷	French Farm
Opakia ¹	Brough's Bay ⁹	Petit Carenage
O tane rito ¹	Long Bay ⁷	Otanerito
Wakaroa ¹	Pigeon Bay ⁷	Pigeon Bay
Kaitouna ¹	Duvauchelle	Duvauchelle
Pireka Bay ¹	Hempelmann's Fishery	Peraki
Takapūneke ¹	Red House Bay ⁸	Takapūneke
Tuhiraki ¹	Mount Bossu ⁴	Mount Bossu

Placename attribution is as follows;

1. Stack, from lists and maps provided to the Provincial Surveyor
2. Gordon Ogilvie
3. *Lyttelton Times*, 1863
4. *Lyttelton Times*, 1857
5. Captain Cécille's 1840 Chart
6. Akaroa Borough Council Minutes
7. 1853 Electoral Roll
8. *Lyttelton Times*, 1861
9. *Lyttelton Times*, 1868

1.1 Shaping the environment: Tracing and explaining environmental diversity

General discussion:

The Peninsula's diverse topography, geology and vegetation combined with its lengthy settlement history has given rise to a diversity of ecosystems and cultural landscapes which are in sharp contrast to those of the Canterbury Plains. Many of these have a compounded heritage value which includes tangible geological, botanical and biodiversity values coupled with intangible values associated with past use and traditions.

The district's maritime location and steep terrain have made tsunamis and landslips the two most serious natural hazards of historic times, apart from the recent earthquakes. Like the rest of Canterbury, the Peninsula is subject to relatively rare earthquakes which result from faulting in the sedimentary rocks which underlie the volcanic mass.

Occasionally adverse weather events, which are sometimes severe because the Peninsula projects into the path of southerly storms, have also caused disruption on the Peninsula.

Relevant listings:

None of the present Banks Peninsula District Plan listings relate to the Peninsula's geomorphology, surviving old-forest vegetation, regenerating bush or other areas of environmental heritage.

Similarly, none of the present listings relate directly to the Peninsula's experience of natural hazards. The listed Annandale homestead at Pigeon Bay became the Hay family's home after the landslip of 1886 destroyed their earlier homestead.

Possible new building, object, site and landscape-related listings:

Geological features/geo-preservation sites illustrating the processes involved in Banks Peninsula's creation and ongoing evolution could be considered for listing, and interpretation offered for both the geomorphologic history as well as relevant manawhenua creation narratives. Some prominent examples of this are Ōnawe Peninsula, the Remarkable Dikes (part of the Lyttelton radial dike swarm), trachytic rock at sea level near Governors Bay, plant fossil remains on the Motukarara side of Gebbies Pass, Monument Rock on the Purau-Port Levy saddle, among others.

Representative examples of ecological classes of environmental heritage eg old-growth forest, stunted bog forest, dry bush remnant etc could also be considered for listing as a meaningful illustration of biodiversity (scientific) values in addition to their historic, cultural, size, rarity values etc.

Also surviving examples of Peninsula-rare trees such as the remaining wild rimu in Puaha Valley, the solitary adult cedar in the vicinity of Waipuna Saddle, remnant lancewood patch in Kinloch, red beech which have a high degree of rarity on Banks Peninsula, and others should also be considered for listing.

Other species such as the mature *Elaeocarpus hookerianu*, *Sophora*, and *Cordyline* at French Farm, and karaka associated with pā sites (if these are not already part of the archaeological site listing), could also be considered for listing.

If any geomorphologic features which can be attributed to tsunami or landslips can be identified in the present landscapes of the Peninsula they could possibly be listed, especially if they offer opportunities for interpretation. Other markers of extreme historical weather events, such as the

anchor which was washed up in Le Bons Bay as a result of the 1868 tsunami could be considered for listing.

Possible new archaeological listings:

No archaeological sites have been identified that relate specifically to tracing and explaining environmental diversity.

Bibliographic note:

A comprehensive account of Banks Peninsula flora can be found in Wilson, H. (2013) *Plant Life on Banks Peninsula*. In addition, Winterbourne, M. (Ed) (2007) *The Natural History of Canterbury* and Dorsey, C. J. (Ed) (1987) *The Natural and Human History of Akaroa and Wairewa Counties: Selected Essays* are both wide ranging publications encompassing Banks Peninsula's flora, fauna and environment. Various papers published by the Canterbury Botanic Society also canvas particular aspects of the botanical history of the Peninsula.

The geology of Banks Peninsula is well described in the 2008 GNS publication *Geology of the Christchurch Area* and in Winterbourne, M. (Ed) (2007) *The Natural History of Canterbury*.

Natural hazards and disasters are mentioned in many of the general histories of the Peninsula and also in such local histories, among many, as Ogilvie, E. (1970) *Purau*, and Brittenden, G. (1978) *Le Bons Bay: The Story of a Settlement* which describes the tsunami of 1868, and books on Pigeon Bay which describe the Annandale landslip of 1886.

Early place and landform names, both Māori and European, are mentioned in many local histories of the Peninsula and several dedicated publications are devoted to this subject; Andersen, J. (1927) *Place Names of Banks Peninsula: a topographical history*; Beattie, J. H. (1945) *Maori place names of Canterbury: Including 1000 Hitherto Unpublished Names Collected From Maori Sources*; Vangioni, L. (1950), *Maori Names and Traditions: Points of interest around Akaroa Harbour*. Beattie, J. H. edited by Atholl Anderson (2009) *Traditional Lifeways of the Southern Maori*. (Rawiri Te Maire Te Tau's comments concerning the validity of source information relating to Ngāi Tahu history should be noted – refer Cultural Report on the Southwest Area Plan for Christchurch City Council, pp. 4-6.)

Primary sources include the Surveyor General land files associated with Canon Stack and James R. Clough letters and maps.

Further research:

It is possible that information held in the H. K. Taiaroa papers and Hoani Korehe Kahu papers (Smith/Nairn Royal Commission of Enquiry into South Island Land Sales of 1879-1881) and the information gathered as part of Toitū Te Whenua (Ngāi Tahu mapping) project could contribute to a greater understanding of the pre-European landscape, cultural topography and historic ecologies of Banks Peninsula. In particular, references confirming the presence of now extinct flora and fauna, historic topographical features / landforms, areas of particular plant associations and resource use etc would help to expand the current knowledge of the district.

Attempts to identify, on the ground, any features which can be attributed to tsunami or landslips could be undertaken. There are sufficient references scattered through the existing literature to make further research to complete the picture of the Peninsula's experience of natural hazards unnecessary.

1.2. Altering the environment

The first exotic introductions

Modification of the Banks Peninsula ecosystem began with Māori settlement. Pre-European Māori were inheritors of a rich East Polynesian agricultural tradition and brought a horticulture-based economy to New Zealand, the mainstay of which was a number of tropical crops. At Banks Peninsula, kūmara (sweet potato) was the only one of these imported plant species that was capable of being successfully cultivated. Notably, Banks Peninsula is considered to be the southernmost limit for kūmara gardening.

Potato, new kūmara varieties, and other sweet alternatives to eating tī (cabbage tree) root were introduced by flax traders, whalers, sealers and other visitors in the 1830s. These were readily accepted and cultivated by Ngāi Tahu and, in the case of the potato, soon replaced foods such as fern root in their daily diet. By the 1840s when European settlers arrived in Banks Peninsula they were surprised to find that local Māori were already producing quantities of corn, peas, cabbages and other familiar food crops. European visitors to the Rhodes farm on the Peninsula from Lyttelton brought back “magnificent cobs of Indian corn, perfectly developed... and some water-melons also perfectly ripe, both of which the Maories had grown in their gardens....” By the late 1830s whalers were also cultivating exotic vegetables in their shore-station gardens.

As well as introducing kūmara, Māori brought the kurī (Polynesian dog) and kiore (Polynesian rat) from East Polynesia as another food source. Later, ship rats, Norway rats and cats arrived with the sealers and whalers and other European traders and these species quickly spread throughout New Zealand. Traders were also responsible for facilitating the spread of wild pigs, which had been originally introduced by Captain James Cook and Furneaux in 1773. Known as Captain Cookers, the pigs were transported to Peraki and Akaroa about 1835.

Portmanteau biota

As part of the French Nanto-Bordelaise Company's settlement venture in Banks Peninsula, plants, seeds, animals and agricultural implements were transported to Akaroa with the French and German settlers in 1840. These were to be used in part as articles of trade for the purchase of the Peninsula (in addition to other items) and also to provide rations for the settlers and crews of the *L'Aube* and the *Comte de Paris* and meet the needs of future French vessels calling at the port. The list included slips of mulberry and grapevines, apple, pear, plum, peach, apricot, walnut, chestnut, raspberry and gooseberry; seeds of hops, grain, tobacco and rape cabbage, carrot, turnip and lettuce; potato tubers and strawberry and asparagus roots and water cress. Recent research suggests that the vines were provided by the Marist priest who travelled on board *L'Aube*.

These were plants common to any French garden and were important not only for their culinary and emblematic values but also for their pharmacological and economic utility. In addition to these seeds and cuttings, a number of the immigrants journeyed with tree seed from home as a way of maintaining a connection with their past. Vegetable seeds were also transported by some settlers and the Gallica rose 'Charles de Mills', (known at that time as 'Bizarre Triomphant') and the Bourbon

rose 'Souvenir de la Malmaison' are also understood to have arrived via the *Comte de Paris*. Another early tree introduction which has been attributed to the French at this time was the necklace poplar (*Populus deltoides* 'Frimley' syn. *P. deltoides* 'Virginiana'), and at least one mature example of this tree is noted in the Takamatua Valley.

Successful vegetable crops were reported one year after the arrival of the French and, by 1842, most colonists were self supporting. Fruit trees, vines and currant bushes were successfully cultivated by the Nanto-Bordelaise Company representative, Pierre de Belligny, first in the naval gardens beside Wai-iti Stream in Rue Lauvaud, and, from 1843, at French Farm where the area under cultivation steadily increased. Belligny also had a well-stocked home garden in Takamatua, the evidence of which is visible today in the walnuts and other trees in and around Bell Road.

Other rose varieties, Sweet Briar, Slater's Crimson China, Parson's Pink China and white and yellow Banksia soon began to appear in Akaroa. These were circulated throughout New Zealand by missionaries and whalers operating around the Bay of Islands, and in this way Bishop Pompallier is understood to have bought 'Fabvier', a red china rose, to Akaroa.

Pre-Adamite settlers squatting in temporary habitations on the Lyttelton hillside were less enterprising than the French and no more than three or four gardens had been established prior to the arrival of the first four ships. Most of these new immigrants were still reliant on produce from the Rhodes brothers at Purau who had a well-established garden and orchard by 1850.

Food was also raised and traded by local Māori at market whares in central Lyttelton and then at Erskine Point. This market produce was largely potatoes, kūmara, pork and fish but turnips, watermelon, corn and gathered wild cabbage are known to have been under cultivation by Ngāi Tahu at this time. Ngāi Tahu also traded with settlers in Akaroa by supplying fish and also maize, kūmara, wheat, turnips and carrots from cultivations on their Government allotted 'native reserve' land.

Waves of new exotic plant material were introduced from 1850 by the Canterbury Association colonists who brought the traditional practices, and many of the plants, bulbs and seeds, from their former lives. Fragrant flowers and familiar trees were popular portmanteau biota as these served as living ties to the 'old country'. One of the more notable of these was the white lily-of-the valley which the Reverend Aylmer of Akaroa brought with him from Ireland in 1851. Thomas Potts arrived in Canterbury in 1854 with a Wardian case of rhododendrons, azaleas, ferns, mulberries and other European plant material which later formed part of his 'Ohinetahi', Governors Bay, plant collection, while at 'Stoke Farm' in Dyer's Pass, Mrs Dyer senior lived out the rest of her days under an oak she had grown from an acorn, brought with her from her home in England. In Le Bons Bay, Danish couple Bendt and Ann Jorgensen planted an apple from their homeland ('Flora Danicok') in 1873.

Other Peninsula residents are known to have travelled with rose hips, daffodil and lily bulbs, and settler diaries document an informal distribution network of slips, seeds and bulbs between families and neighbours that hastened the spread of plants and trees across the Peninsula. This was furthered by additional plant material from the earlier settled provinces of Wellington and Nelson.

By January 1856, English favourites like picotees, pinks, veronica, fuchsia, hollyhock, sweet william, verbena, stock and hydrangea, were approaching commonplace status as evidenced by entries into both the first and second exhibitions of the newly formed Lyttelton and Port Victoria Horticultural Society.

Having secured a landholding, colonists of means frequently sourced and imported desirable plant material from overseas nurseries, particularly those in Hobart and Sydney, and Loddiges of England. Other plant material was requested from relatives at 'home' or was imported by local agents such as Longden and Le Cren of Lyttelton, and by the early 1850s a remarkably diverse and seemingly climate-indiscriminate array of plant material entered Port Lyttelton. To satisfy the settlers' desire for the familiar as well as their enthusiasm for Victorian-era exotica, well loved cowslips and primroses were offered for sale alongside egg plums and Morello cherries, Morton Bay Figs, Bunya Bunya and Norfolk Island pines, the latest varieties of magnolia, azalea and camellia, and Chinese funeral and Italian pencil cypresses.

Important Unreserved Sale of Choice Plants and Fruit Trees,
Just arrived per "Lasheny" from Sydney.
MESSRS. LONGDEN & LE CREN
 have received instructions to sell by auction at their Stores in Lyttelton, on **MONDAY NEXT, August 1st**, the following choice lot of

PLANTS, FRUIT TREES, &c.

Case 1 contains—

- 2 Bunya Bunya Pines (cones as large as a man's head, and eatable).
- 2 Very beautiful Cypresses, Italy.
- 1 Taxodium sempervirens, North America
- 1 do. pennatum, do.
- 1 Juniperus hibernica, Ireland
- 1 do. oxycedrus, Asia
- 1 do. cracovia, Europe
- 3 Weeping or Funeral Cypress of China
- 8 Aleppo Pines, Syria
- 2 Nepal do., North of India
- 2 Stone do., Italy (magnificent tree)
- 2 Cluster Pines, Europe
- 2 Norfolk Island Pines
- 3 Moreton Bay Pines
- 1 Upright or architectural Cypress, Italy
- 1 Horizontal or Turkish Cypress
- 1 Twisted Cypress, Nepal
- 1 Chinese Arbor Vita
- 1 Daphne hybrida
- 2 Grevillea robusta
- 1 Portugal laurel
- 1 Guelder rose
- 1 Diosma ericifolia
- 1 Berberis fortunea
- 2 Chinese elms
- 1 English Yew tree
- 2 Scarlet honeysuckles
- 3 Magnolia grandiflora, America (magnificent tree in flower and foliage)
- 2 Azalea Indica, Smithii
- 2 do. do. Splendens
- 2 do. do. Optima
- 2 do. do. Purpurea
- 1 Camellia japonica, Pyrha
- Do. do. Vesta
- Do. do. Proserpine
- Do. do. Variabilis
- Do. do. Pressii
- Do. do. Insignis
- Do. do. Imbricata alba
- 1 Double white fairy rose
- 3 Evergreen Oaks, (Ilex)

Case 16 contains—

- 1 Cercus grandiflora
- Do. Mallinsonii
- Do. Chilense
- Do. Speciosissimus

- 1 Opuntia Cucantha
- Do. Ferox
- Do. Quadrastine
- 4 Camellia Japonica rosa mundi
- 1 Echinocactus Eyresii
- 1 Mammillaria Maxima
- Do. Pusilla
- Do. Stellata
- 1 Lonicera Capetata
- 1 Italian Honeysuckle
- 1 Cyclamen Persecum
- 1 Marica Northeana
- 1 Clematis Campanuliflora
- 1 Grevillea Robusta
- 1 Double Primrose
- 1 English Cowslip
- 1 do. Polyanthus
- 1 Evergreen Oak, Ilex
- 1 American live Oak
- 1 Daphne variegata
- 1 Roman Myrtle
- 1 English Daisy
- 1 Erica (heath)
- Aucuba Japonica
- 1 Cork tree of Portugal (imported)
- 1 Chinese Elm
- 2 Aleppo Pines; 1 Cluster do.
- 1 Stone Pine (magnificent tree)
- 1 Nepal Pine
- 1 Juniper, cracovia
- Do. hibernica
- Do. oxycedrus
- 2 Moreton Bay Pines
- 1 Norfolk Island Pine
- 2 very beautiful Cypresses
- 2 Bunya bunya Pine, largest variety of the t
- 3 Weeping or funeral Cypresses of China
- 3 Azalea Indica alba
- 3 do. Dunbarrii
- 3 do. Optima
- 3 do. Splendens
- 5 Magnolia grandiflora.

Contents of case marked K:—

- 1 each of Azalea Indica, Dunbarrii; Purpurea; exquisita; triumphans; splendens; optima; obtusa; obtusifolia; alba; coecinea; Smithii; Glastonescii.
- 1 each of Camellia Japonica, atrobrens; imbricata alba; rosa mundi; spofforthia; blanda; insignis; pœoniflora pallida; incarnata; anemoneflora; pressii; modesta; pyrha; vesta; proserpina.
- 1 Select Rose, 'Geant des Batailles'
- Do. New Moss do., General Drount rose
- Do. double white Banksiana rose
- Do. 'Souvenir de la Malmaison' rose
- 1 Taxodium sempervirens; Do. pinnatum

- 1 Taxodium sempervirens; Do. pinnatum
- 1 Chinese Arbor vita
- 1 Weeping funeral Cypress of China
- 1 Twisted Cypress, North of India
- 1 Upright or architectural Cypress of Italy
- 1 Horizontal or Turkish Cypress
- 1 Lord Auckland's Pine; do. Stone do. of Italy; do. Cluster do.; do. Aleppo do.; do. Nepal.
- 1 Juniper, Cracovia; do. Hibernica; do. Oxycedrus
- 1 Norfolk Island Pine; do. Moreton Bay do.
- 1 Heliotrope, Triomphe de Liege
- 1 Russelia juncea
- 1 Jessamine grandiflorum
- 1 Do. Sambar flore pleno (double)
- 1 Weigelea rosea
- 1 Stephanotus floribundus
- 1 Hoya carnosa; do. bella (charming creepers)
- 1 Fuschia, Fanny Elsler; Do. one in the ring; Do. Corralina.
- 1 Francisca, Pohliana; Do. Ipomea, Learii;
- 1 Guelder rose; Do. Berberis, fortune;
- 1 Balm of Gilead Fir (imported plant from England)
- 1 Bunya Bunya Pine
- 1 Moreton Bay Fig
- 1 Magnolia grandiflora
- 1 Rhododendron ponticum
- 1 Chinese true Tea plant.

Contents of one package of Choice Fruit Trees.

64 very best Pears—4 Windsor, 4 white Beure, 4 Brown Beure, 4 Green Chisel, 4 Bishop's Thumb, 4 Catilla, 4 St. Germain, 4 Colmar, 4 Napoleon, 4 Winter Bonchretien, 4 Golden Beure, 4 Chaumontelle, 4 Maria Louisa, 4 Winter Nelis, 4 Summer Bon Cretien, 4 Hacon's Incomparable.

1 Henskirke Apricot; Do. Turkey do.

6 Hickory Nuts

1 Walnut

8 Peaches, finest varieties. viz.—2 Camden

6 Figs, 6 Mulberry, 6 Quinces, 20 Sweet Pomegranates.

32 Cherry Trees, viz.—4 Morello, 4 Florence, 4 Claremont, 4 Amber Heart, 4 May Duke, 4 Bigaroon, 4 White Heart, 4 Archduke.

32 Choicest Plums; viz.—4 Coe's Golden Drop, 4 Blue-gage, 4 Green-gage, 4 Coe's late red, 4 Reine Claude, 4 White Magnum Bonum, or Egg Plum, 4 Yellow-gage, 4 Kirke's Golden Yellow.

Each Plant in the cases, and the Fruit Trees in bundles, are legibly described on leather tallics attached to each.

ALSO,

A Quantity of Ironmongery and Slop Clothing.

Sale at Eleven o'clock precisely.

Figure 6. Lyttelton-based Longden & Le Cren's 1853 advertisement for Plants & Fruit trees from Sydney
 Source: *Lyttelton Times*, 30 July 1853, p. 2

The established gardens of Akaroa and Takamatua (known at that time as German Bay) were used as source propagating stock by at least two Christchurch-based nurserymen and, by 1860, walnut trees sourced from this French-provenanced material were widely available throughout the Peninsula, Canterbury and beyond. Similarly, *Salix babylonica* (weeping willow) quickly found its way into general cultivation across the Peninsula and was popularly used to edge water courses and, in the case of Akaroa, to ornament the beach. The white sweetwater grape Muscadine and Black Hamburg grape proved eminently adapted for the warm valleys of the Peninsula beyond Akaroa, and a brisk trade of akeake, ferns and other native plants was soon underway.

In tandem with this, nurserymen began propagating and selling large quantities of 'colonial grown' hedging. Despite the availability of potentially useful native hedge and shelter belt species the influence of English methods of enclosure held sway, and privet, thorns, briar and gorse were available in large quantities from the early 1850s. The use of this type of hedging was not as pervasive across the Peninsula as in Christchurch because of the ready availability of timber, although town properties were often enclosed by a hedge for plant protection and ornamental reasons. The practice of planting hedges continued into the twentieth century, particularly in many of the bays close to the sea where vegetation shields for wind and salt spray were needed, but the preferred species was, by this time, macrocarpa.

By the 1860s other plant material from the burgeoning Christchurch nursery trade began to fill cottage gardens, the gardens of gentlemen's residences, hotel and guesthouse gardens and rural properties across the Peninsula to such a degree that, by 1864, it was claimed that "Forest trees and shrubs from all parts of the temperate regions of the globe, as well as some of the acacias and gums of Australia and Tasmania, have been introduced and thrive well... Our hedges of hawthorn, sweetbriar, holly, and gorse, or whin, are almost unexampled in luxuriance and rapidity of growth, whilst many of the herbaceous plants usually found in hedges and thickets in England, such as the wood-sorrel, the wild geraniums, the sinapis arvensis, or common wild mustard and others are here to be seen in similar places, mixed with varieties of indigenous ferns, everlastings, and so forth."⁴

This diversity of plant material also extended to orchard species and, in 1850, the first stonefruit - apricots and plums - were cultivated in Canterbury, at Stoke Farm, at the bottom of Dyer's Pass Road. Fig, filbert, olive, loquat, quince, persimmon, medlar, mulberry, nectarine and Alligator pear (avocado) were all recorded in gardens in the 1860s. Wine grapes, red, white and Muscatels, brought from France were grown by a number of the French settlers and at least one large-scale vineyard was in operation in the early 1860s offering one gallon of 'superior' grape wine for 12 shillings (see section 4.8).

Trialling potential new colonial industries

Tobacco was noted to have been successfully grown by the French settlers in the 1840s and by the Rhodes brothers in Purau in 1851, and it was also cultivated in Laverick's Bay and a number of other sheltered Peninsula locations between at least 1890s and 1933. It is also likely to have been grown on sheep stations in the 1860s where at that time it was used as an ingredient in sheep dip.

4 W. T. Travers' lecture on acclimatisation reported in the *Lyttelton Times*, 31 March 1864

Hops were successfully cultivated in Grehan Valley by George Haylock, owner of the Akaroa Mill and Brewery, between 1865 and 1872, for use in the manufacture of ale and stout. Pockets of hops were also cultivated for sale by at least two German Bay residents at this time. The crop enjoyed a brief revival ten years later with the establishment of a hop garden in 1883 in Le Bons Bay. This was followed by additional plantings of Nelson-sourced plants in other parts of the district, as part of the Peninsula Farmers' Club's hop trial. Although the crop was seen as a potentially lucrative one for farmers it appears not to have found long-term favour.

Olive culture and sericulture were heavily promoted in Banks Peninsula from 1881 by agents of the Government's Commission of Colonial Industries. This was part of that organisation's mission to trial and develop possible producing and manufacturing resources for the colony. Parts of the Peninsula were deemed particularly suitable for both of these industries, and to that end, 250 white mulberry trees (*Morus alba*) imported from Sydney were distributed to 40 Peninsula residents in late 1881 and a further 750 trees in 1882 as the first stage of the trial. Eighteen residents who already had established mulberry trees were provided with silkworms as the trial's second stage.

At the same time three other residents of Akaroa were each provided with 25 olive truncheons from Sydney for cultivation as part of an olive culture trial. Neither enterprise appears to have flourished as intended and there is little evidence of the industry being pursued beyond the mid 1880s, although in 1884 olive trees reared from the Government-supplied truncheons were planted in the Akaroa Domain.

Also at this time the first lemon tree was obtained from Auckland and planted by Stephen Watkins in his Akaroa garden. Despite this, interest in the cultivation of citrus was slow and it wasn't until the 1920s that large orders were dispatched for orange and lemon trees from Auckland.



Figure 7. Rose cottage, Grehan Valley Road, ca. 1900-1930 showing a combination of tree ferns, cabbage tree and numerous roses. Source: 1979.242.30, CM

The accession of the exotic

Although a number of settlers preserved native groves as woodland adjuncts to their ornamental gardens, in the main the district's native forest and bush was seen as both an obstacle to farming and an exploitable resource. As discussed in later sections, wherever it was possible the forest was soon cleared in what was described as a reckless and improvident manner by the Conservator of Forests. Fires, both deliberate and accidental, assisted in this process and grass seed was sown almost immediately into the debris of the fire. Concurrent with this, and for economic, legal, management and even psychological reasons, pioneer rural properties were enclosed and attention was directed to the cultivation of plants for food, fibre, fuel, ornament and shelter.

The widespread nineteenth-century belief that native trees were unsuitable for plantations and shelter belts prompted settlers to look to exotic species and, applying common colonial planting practices, strongly linear and geometric arrangements of exotic trees were formed to mark, bound and shelter rural properties as well as form woodlots, corner copses and plantations.

The first tree species used for all of these purposes was *Eucalyptus globulus* (Australian or Tasmanian blue gum) which had been introduced almost immediately following colonisation. Because of its extraordinary vigour and rapid growth it became widespread across the Peninsula by 1860, used in all situations including lowland and swampy areas where it was considered invaluable in combating 'miasmatic influences.' It was also an early favourite for encircling orchards and gardens but the gum's propensity to rob soil of fertility, and kill the fruit trees and ornamental gardens it was intended to protect, soon became obvious and from the 1870s blue gums were largely relegated to thick L-shaped shelter belts on the south-west and north-west of properties and plantations.

Cupressus macrocarpa or Monterey cypress was introduced into New Zealand in 1859 and trees were planted initially in private arboreta as specimen trees with other cypress species. The value of the species as a shelter and hedging species was soon recognised and by the mid 1870s macrocarpa seed was available in large quantities. From this time it was used extensively in Banks Peninsula for shelter belts because of its ease of establishment, fast growth, resistance to wind and density of its foliage, particularly when trimmed.

Pinus insignis or Monterey pine (now known as *Pinus radiata*) first appeared in the Peninsula, in the garden of Thomas Potts around 1863, although the first tree was under cultivation at Mt Peel Station in 1859. Like *Eucalyptus globulus*, it was fast-growing and by the 1870s there was large-scale support for radiata as a shelter belt. *Pinus pinaster* or maritime pine was also popular, most particularly for its ability to withstand sea spray. It was valued as a 'first shelter species' on the seaward side of plantations and also on sandy soil where its roots were believed to arrest sand movement.

By the 1880s the blue gum, macrocarpa and pine (radiata and maritime pines) had become an ubiquitous trio on the Peninsula. Their ability to endure long droughts, hot winds, variable soil and exposed situations ensured their continued popularity into the twentieth century, but their utility and economic value was not overlooked. Blue gum poles were used as firewood, for fence posts and rails and for wheelwrights' work, and the tree's ability to quickly renew itself after being cut down was an additional advantage. Macrocarpa, valued for its durable heartwood and described as 'practically imperishable', was used for fence posts, strainers and bridge piles. *Pinus radiata* was

used in the manufacture of packing boxes and rough buildings and fuel. When steeped in coal tar, it could also be be used for fence posts, and by the 1900s it was actively planted into gorse to suppress and eradicate large areas of this invasive weed.

Planted as specimens in town properties the trio were also commonly associated with various early Provincial Government and County Council public works schemes, and trees supplied from the Government Nursery in the Christchurch Domain (Botanic Gardens) were planted by gangs of prisoners from the Lyttelton Gaol in and around the town, the bays and offshore islands at various times.

Additional layers of macrocarpa were planted into the Peninsula's ever-expanding exotic landscape via the Canterbury Board of Education, which supplied trees to the district's schools. From at least 1889 large quantities of young macrocarpa were dispatched on request for planting (and replanting) school boundaries and sports grounds. In addition, and in spite of the Government's desire to profile native species, bundles of macrocarpa were also provided to schools for Arbor Day celebrations from 1892. (See also section 9.2.) The tolerance of macrocarpa to salt spray also ensured its lengthy and frequent use as a first line of defence planting near the sea.



Figure 8. Linear planting of macrocarpa, Little Akaloa, 2014.
Source: Louise Beaumont, P1100102

Concurrent with the accession of exotic species, the Victorian appetite for ferns saw the Peninsula's remaining bush plundered for ferns of all types. This was the work of weekend 'fern filchers', as they were known, as well as professional fern dealers and artists. Most destruction, however, was wrought by commercial fern exporters and owners of the bush who sent tree ferns and other species

by the boat-hold full to Europe where, as recorded by Thomas Potts, silver ferns (*Cyathea dealbata*) sold for between £25 and £42 each in the early 1880s.

Ornamental gardening

Although flower-gardening remained in large measure, an imitation of that of Britain into the 1920s the addition of native plants in shrubberies had become common throughout the Peninsula by the 1870s. Black Beech (*Nothofagus solandri*), Nikau palm (*Rhopalostylis sapida*), cabbage trees (*Cordyline australis*), lancewood, clematis, toi-toi, ferns, and kowhai all found favour in gardens with flax, cabbage trees and nikau palms in particular, often given pride of place in locations where their dramatic and somewhat exotic appearance could be easily appreciated. One surviving example of this is 130 Rue Jolie, Akaroa where three nikau, transplanted from Nikau Palm Gully survive.

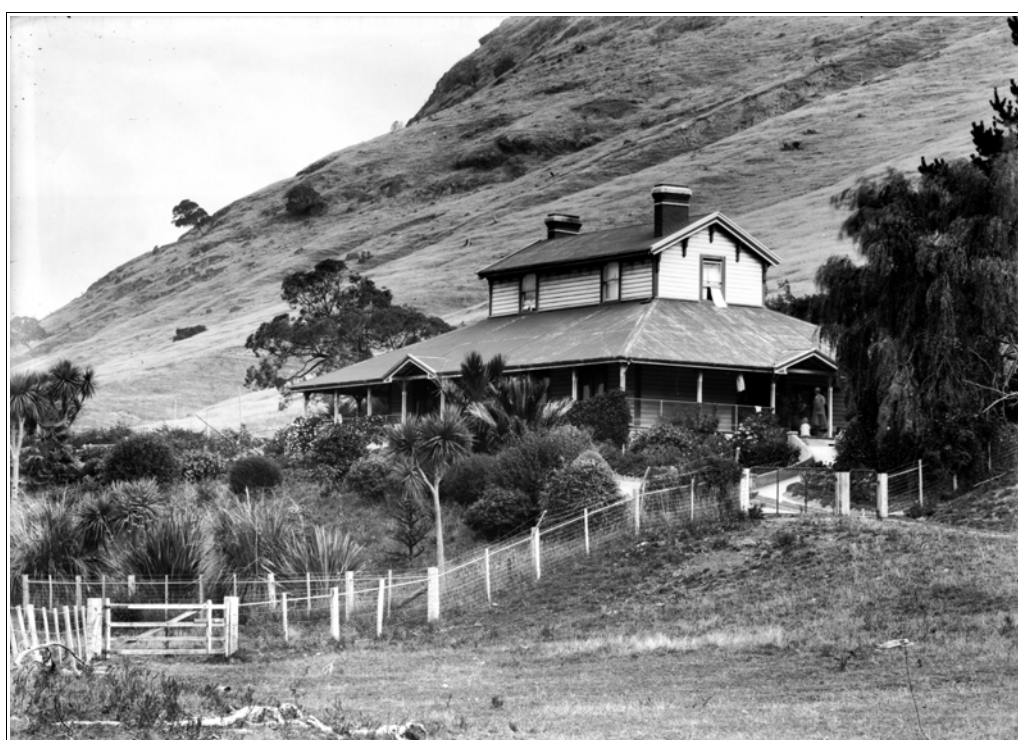


Figure 9. Nikau palms, cabbage trees, and flax were combined with a fan palm, a young monkey puzzle, pines and camellias at Waikerikikeri homestead, Hickory Bay.

Source: 1938.213.120, W A Taylor collection, CM

A small number of Peninsula residents created versions of their own native or 'natural' gardens. Examples of these were Orton Bradley's native reserve foregrounding his house. This was planted by Bradley in the early 1900s and included a collection of native plants from 'the warmer parts of New Zealand' mingled with local native species. Other 'man-made' native gardens were created by Oliver Hunter of Church Bay who, between the late 1920s and 1979, created a twenty-acre native reserve comprising plants and seeds he had gathered from across the Peninsula and purchased from various New Zealand nurseries, and Mr Fleming of Port Levy who fenced off a portion of his property where he was said to have preserved and planted 'every kind of native'.

Afforestation

Various legislative acts were passed from 1858, first by the Provincial Government and then by Central Government to encourage tree planting for utility purposes and also for its perceived benign influence on climate -the belief that forests attracted rainfall enjoyed wide currency during the nineteenth century. Initially this was targeted at private landholders and then local bodies, and a few claims under these encouragement initiatives were made by Banks Peninsula landowners.

However it wasn't until 1919 that Peninsula local bodies began to actively promote exotic afforestation. Rough gullies, roadsides and waste areas on farms were targeted as suitable locations for timber lots and, in addition to *Pinus radiata* and macrocarpa, *Pinus ponderosa*, *Eucalyptus viminalis* (Manna Gum), *Eucalyptus macarthurii* (Paddy's River box) were also considered appropriate species.

Much of the motivation for this was the damaging effect of the great floods and gales of 1886 which caused significant slips and destroyed numerous trees across the Peninsula. Also of influence was the later Lake Coleridge Power Project. This heightened awareness of the value of the district's timber resource as large numbers of local blue gums and some macrocarpa were used as support posts for the overhead transmission wires. Long term, it was realised that replacement poles would be required and this, together with the district's other future timber requirements such as annual fencing needs, prompted the planting of many thousands of trees. As part of this afforestation programme, incentives were offered to interested ratepayers by the Wairewa County Council, and in 1920 fifteen thousand *Pinus radiata* were sourced at wholesale rates from the State Forestry Department, Tapanui, for distribution to landholders around the district.

The Wairewa County Council also established seed-raising beds in Duvauchelle in 1925 where macrocarpa, and a range of species of Eucalyptus including *Eucalyptus regnans*, *E. obliqua* and *E. fastigata* were cultivated, both for sale to members of the public and for planting in council plantations and reserves around the district. Also in 1925, large-scale planting was undertaken by the Banks Peninsula Electric Power Board which planted the Akaroa reservoir, a leased property in Little Akaloa and another in Okain's Bay with over four thousand macrocarpa for its future use.

Further encouragement by the Canterbury League, the Akaroa and Wainui Road Board, the New Zealand Forestry League, and later, the Canterbury Roadside Beautifying Association, also advanced the benefits of exotic tree planting programmes through the twentieth century. More recently, production forestry plantings of *Pinus radiata* have become important across the Peninsula.

Despite this lengthy adherence to eucalyptus, pine and macrocarpa, the landscape was saved from monotony by expansive pastures of introduced grasses and broadleaf herbs, surviving pockets of native forest and bush, productive orchard blocks and the matured crowns of prized exotica and other domestic amenity trees. Mixed lots of ash, birch, larch, oak, silver poplar, sycamores and Scotch pine etc which had been used to form mixed and experimental plantations in more sheltered situations also provided a visual counterpoint. Coupled with this, the nature of plantations and woodlots meant that a regular timber harvesting regime contributed to a changing landscape.

By the mid-twentieth century, the gradual reassertion of native vegetation (following the termination

of the logging and cocksfoot industries) had given rise to a growing mosaic of landscapes transitioning from pasture to revegetating bush.

Today, the pattern of vegetation is a composite of tiny fragments of old-growth forest and regenerating podocarp forest in various successional stages, the pattern of which reflects distributions that prevailed thousands of years ago. Alongside this, intensively farmed pastureland, mature woodlots and remnant shelterbelts are still prominent in the valleys together with new infusions of exotic forestry, extensive areas of broom and gorse and new enterprises. These include vineyards established from the 1990s, olive plantations and other tree crops as well as flower growing and native plant nurseries.



Figure 10. Dudley Richard's *Eucalyptus eugenioides* plantation at 'Okuti', Little River was planted (from seed) in 1897. Photographed as 33 year-old poles.
Source: *Eucalyptus in New Zealand*, 1927

Species extinctions

Prior to 1840, several species of moa, giant eagle, adzebill, owlet-nightjar, and others had been harried to extinction by hunting or habitat loss by Māori. In fact it is estimated that twenty bird species, along with an unknown number of reptiles, fish and invertebrates disappeared from Banks Peninsula during this time. Nevertheless, when Europeans began to settle across Banks Peninsula the bird population was still prodigious, and colonists were astounded by the density of each

species. Woods, it was noted, were vocal with the songs of the makomako, (bellbird), tui and other birds, and large-scale flocking of kererū darkened the sky.

Within just over half a century European settler practices and the pursuit of a pastoral economy had transformed virtually all of the Peninsula forest into a simplified landscape of European pastures.

This sudden and wholesale reduction in habitat from the once-large tract of forest to isolated bush and small forest remnants had a devastating effect on indigenous wildlife. Coupled with this, many of the planned and accidental 'stowaway' introductions of exotic mammals, avifauna, fish and invertebrates assumed the role of predator pests and also competed with native species for surviving food sources and, in the case of birds, nest sites.

Further compounding their demise, native birds were hunted for sport and ornament by settlers and many served as an important staple in the diet of Māori and the early European settlers alike. Although legislation in the form of the 1864 Wild Birds Protection Act and other amended and adjusted animal protection law was introduced, this did little to protect many native species which were classified as game and could be legally hunted.

As a consequence of this, along with the profound transformation of the Peninsula landscape, it is estimated that, by the early twentieth century, around half the total number of species of breeding birds present before Māori arrival had become either locally or completely extinct.

This loss in species numbers was offset to some degree by the Acclimatisation Society's naturalised introductions of European songbirds and game birds in the mid nineteenth century and was further augmented by self-introduced birds from across the Tasman such as the welcome swallow and the white-faced heron in the twentieth century. However, like the accidental stowaways, Acclimatisation Society introductions also competed with native species, although not all planned Peninsula releases were successful. Documented releases in the district included the 1868 release of brown trout into the Purau Stream and Te Waihora (Lake Ellesmere) system; the 1871 release of partridges in Purau; the 1872 release of trout into Wairewa (Lake Forsyth) and Little River and the 1873 release of magpies in Akaroa. In addition, American quinnat salmon were released into Te Waihora (Lake Ellesmere), as well as white (or mute) swans and mallard ducks. Most recently, in 2007, tui were reintroduced into the area, after an absence of approximately 20 years.

Historic moa-associated sites

Seven archaeological sites associated with the subtheme of species extinction have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another.

Table 1.2 Moa-associated archaeological sites on Banks Peninsula

NZAA Site Number	Locality	Site Type
M36/87	Barrys Bay	Moa-associated
M37/35	Ikirangi Bay	Moa-associated

N37/122	Kaitorete Spit	Moa-associated
N36/72	Panau	Moa-associated
M36/58	Pigeon Bay	Moa-associated
M36/7	Purau	Moa-associated
N37/12	Tumbledown Bay	Moa-associated

Early vegetation disturbance

Prior to the Māori colonisation of New Zealand there is evidence for limited and sporadic vegetation disturbance in both islands, which is thought to be a result of climatic changes and infrequent natural fire events.

Much greater vegetation disturbance was effected by Māori who were reliant on fire for not only their horticulture systems but almost every aspect of their daily lives. A combination of the unintentional spread of fire and its use as a horticultural tool is believed to have resulted in the loss of about one-third of the Banks Peninsula forest prior to 1840.

As a consequence, the fine balance of the ecosystem was impacted and native grasses rapidly colonised hundreds of hectares of previously forested ground, especially along ridges and headlands of the Peninsula. Botanist Hugh Wilson has noted that when Europeans began to settle in Banks Peninsula they found the landscape was still largely forested, but substantial areas (especially about Lyttelton Harbour and the Port Hills) had been under tussock for a long time, leading botanists to incorrectly think that this was completely natural vegetation in balance with the local climate.

The demise of the Peninsula forest was hastened by settlers who by 1900 had almost totally deforested the landscape through bush-felling and unintentional fires. As Wilson has noted European settlers had taken only half a century to remove some 70,000 hectares of forest, and for another 20 years after that, milling and fire nibbled away at the remnants, mostly in the gully heads. The Peninsula milling industry is discussed in section 4.5.



Figure 11. Ghost totara, Port Levy Saddle, 2010.
Source: Photograph 11331, Mark Esslemont

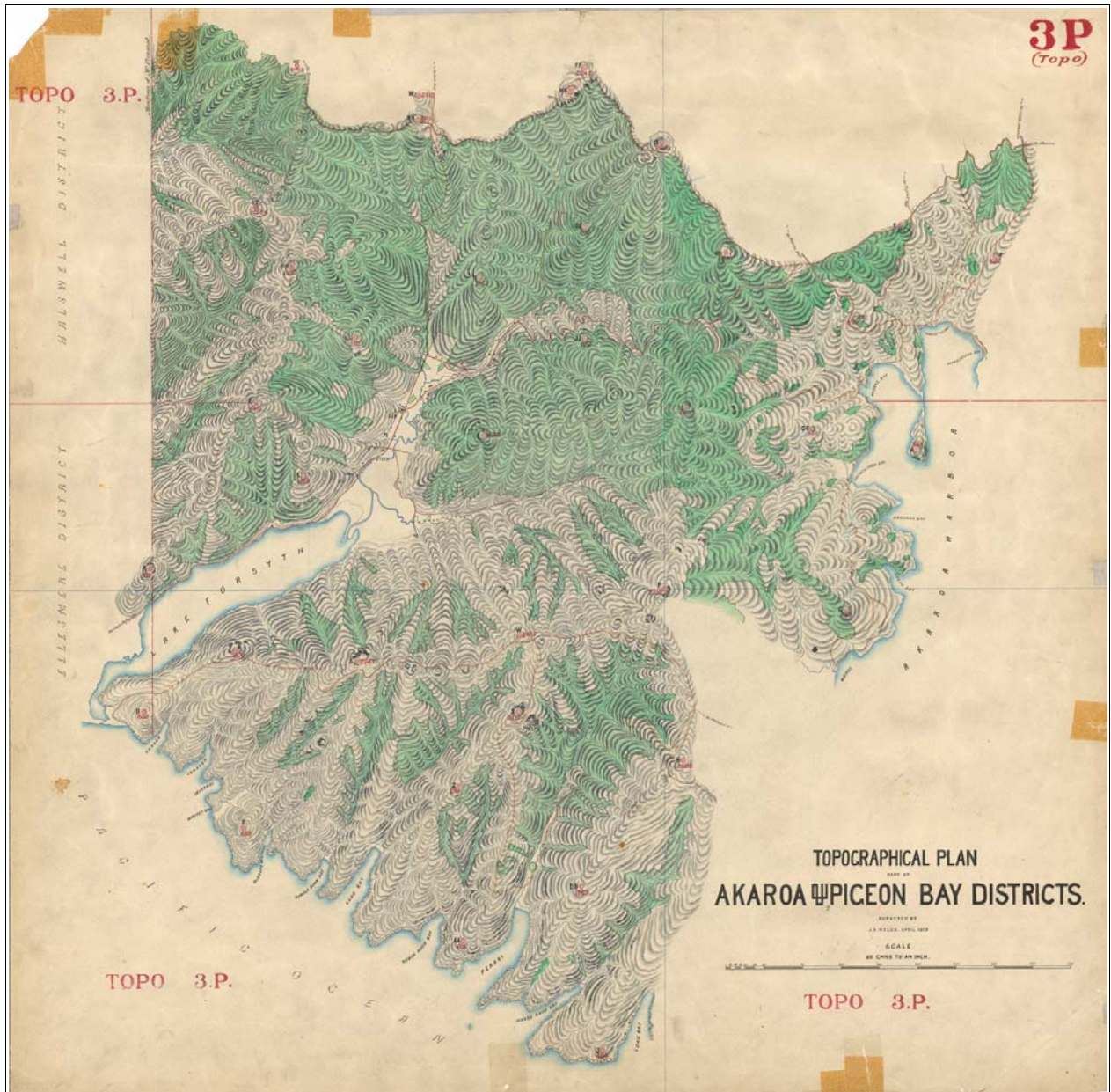


Figure 12. Topographical map showing the density of forest, settlement sites, mill sites, springs etc in the Akaroa and Pigeon Bay Districts in 1878.
Source: Historical Topo 3.P., LINZ

In addition to this extensive loss of forest cover, and as a consequence of the conversion of the landscape from timber to pasture, approximately 21 species of plants and trees are understood to have been lost. A further 66 estimated species remain threatened on the Peninsula. This is particularly the case with miro and rimu as only 13 miro and 2 or 3 wild (male) rimu are known to survive in the district. Many ferns are markedly rare, only occupying one area in the ecological zone, and other species including lianas, sedges, rushes, herbs and shrubs have been reduced to perilously low numbers.

European alteration of the Peninsula landscape was not limited to its denuding, consequent erosion and reclothing in exotic trees and pasture as already noted. Landscape works such as quarrying, tunnelling, swamp draining, dredging and reclamation works, and the smoothing of topography also impacted upon the appearance, function and ecology of large areas. This was particularly true of Lyttelton Harbour which was altered dramatically from 1866 with infill works and the formation of breakwaters, both of which caused extensive disturbance of the foreshore. Reclamation works continued through the twentieth century and today a ten hectare reclamation project is in train at Te Awaparahi Bay, east of Cashin Quay, using central-city demolition material and rock from the Gollans Bay Quarry.

On a smaller scale an area of mudflats on the Akaroa foreshore was reclaimed for use as a recreation ground in 1877, and changing land use in the Lake Forsyth/Wairewa catchment resulted in changes in the form of the lake. These large-scale reclamation and tunnelling works are discussed in 6.2, 6.4 and 7.3



Figure 13. Part panorama of Lyttelton Harbour showing reclamation and breakwaters, 1882
Source: PA1-o-494-2, ATL

1.2 Shaping the Environment: Altering the environment

General discussion:

Almost all of Banks Peninsula was covered in native forest prior to Māori colonisation. This forest, the result of many millions of years of land formation and evolution, had the same or similar plant species 20,000 years ago to that found in the patchwork of old-forest remnants that survive today. By 1900 nearly all of the forest had been felled or burned as a consequence of Māori colonisation and European occupation. This radical human-induced change had a dramatic impact on both the appearance and the composition of the Peninsula ecosystem which was furthered with the introduction of European pasture, exotic forestry and Victorian-era ornamentals including aggressive weed species and imported fauna.

Relevant listings:

Tree listings include a mix of exotic and ornamental species. However, there are only a limited number of trees which have been listed for historical reasons. While size, age and form are potential indicators of age there is the potential for other listings which are tied to historical and associational values and may not necessarily embody the physical or functional attributes that are generally considered.

Possible new building, object, site and landscape-related listings:

The listing of vegetation which illustrates representative examples of the various tree planting waves of exotic species introduced across the Peninsula could be considered to illustrate this 170-plus year pattern of landscape alteration. In particular, surviving evidence of economic tree trials, mature macrocarpa/groups of shelter belt macrocarpa, surviving blue gums, early favourite Victorian-era exotica such as *Tracycarpus*, redwood, *Araucaria spp.* and other conifers as well as traditional English species such as oak and copper beech. This is particularly warranted when these species are associated with pre-twentieth and early twentieth century farms and homes and can express aspects of historic settings etc.

Evidence of home orcharding species could also be considered and the Le Bons Bay Danish apple and surviving evidence of the citrus species introduced in the 1920s would warrant consideration for listing.

Surviving early examples of native vegetation incorporated into ornamental gardens such as Ohinetai (Governors Bay) and Orton Bradley Park could be considered.

Possible new archaeological listings:

It is recommended that all sites listed in Table 1.2 be considered for listing.

Bibliographic note:

Wilson, H. (2013) *Plant Life on Banks Peninsula* provides an in-depth commentary of the ecological modification of the district. Other, more general histories and manuscripts offer insights into settler-introduced plants species and their uses as well as the introduction of various fauna.

Further research:

There is a pressing need for extensive field work to identify for possible listing remnant shelter belts of various sorts, early exotic tree species, evidence of early 'planted native' landscapes and other plantings.

Field work could also be useful to trace the existence of any surviving 'portmanteau biota' referenced in this report as well as surviving plantings made by Belligny in Takamatua and at French Farm.

Field research associated with vines, walnuts and other horticultural species is discussed in Section 4.7.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

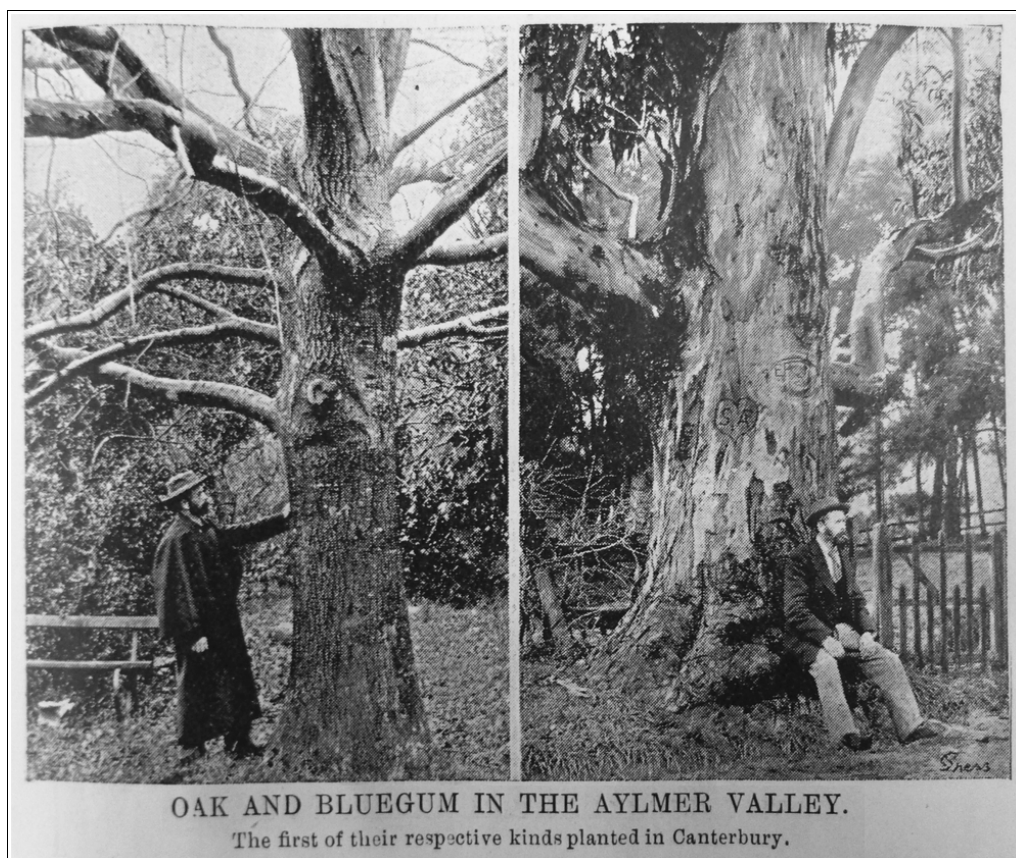


Figure 14. Early oak and eucalyptus plantings in Akaroa were profiled in the Jubilee edition of the *Weekly Press* in 1900. The claim that these were the first Canterbury trees planted is debatable.

Source: *Weekly Press*, 15 December 1900, p. 23

1.3. Appreciating and protecting Banks Peninsula's environment

Exploration, collection and study

Botanising on the Peninsula

The botanical and geological uniqueness of Banks Peninsula was recognised and appreciated from the early nineteenth century. Investigation began with the botanical collections made at Akaroa by Dumont D'Urville's expedition in 1840 and by Etienne Raoul across the greater Banks Peninsula district between 1840-43. Examples of each of these collections, in the form of specimens of flowering plants, ferns, seaweeds, mosses, liverworts, fungi and lichens, survive in the herbarium of the Museum of Natural History in Paris. A number are featured in Raoul's famous 1846 text *Choix de Plantes de la Nouvelle-Zelande* (A Selection of New Zealand Plants) and in Montagne's (1845): *Voyage au Pole Sur et dans l'Océanie sur les corvettes l'Astrolabe et la Zélee*. Many were included by Joseph Hooker in his publication *Flora Novae-Zelandiae*.

In addition, a number of recognised taxa from Banks Peninsula are referenced to Raoul through both genus and species names including *Adiantum fluvum* Raoul, *Arthropodium candidum* Raoul, *Coprosma robust* Raoul, and Akaroa or Banks Peninsula are the type localities for several well-known native plants.

Concurrent with Raoul, Pierre de Belligny, the Nanto-Bordelaise Company representative (and Doctor of Natural History) was also collecting specimens as part of his role as travelling scientific correspondent, and he also sent herbarium specimens and live seed to the Museum d'Histoire Naturelle de Paris from Banks Peninsula in 1843.

The first British collectors arrived in Akaroa in 1849 on the vessel *Acheron* (David Lyall and the naturalist Frederick Strange, 1849-50) and on the *Pandora* (John Jolliffe, 1854), or were visitors such as Colonel Bolton (1850). These men all collected for Joseph Hooker, Director of the Royal Botanic Gardens, Kew, and in the case of Lyall, eight species of flowering plants, mosses, liverworts and seaweeds from Lyttelton are recorded in Hooker's *The Handbook of New Zealand Flora* and *Flora Novae-Zelandiae*. Species from Akaroa and other parts of Banks Peninsula are also recorded.

In 1874 the Swedish botanist Sven Berggeren botanised around New Zealand collecting among other things seaweed in Banks Peninsula which was sent to the renowned phycologist Professor J. G Agardh for his study and the subsequent publication of his 1877 book *De Algis Novæ-Zelandiæ marinis* (Of New Zealand Marine Algae).

New Zealand based amateur botanists and gifted naturalists who documented the district included Charles Torlesse, the Canterbury Association assistant-surveyor, who took an active interest in the plants and soils around the Lyttelton area and other parts of the Peninsula. Torlesse sent seeds, flowers, mosses and lichens home to his parents in England from 1848.

Other well-known individuals who botanised in Banks Peninsula during the nineteenth century included Thomas Potts and his gardener William Gray, and the Armstrongs (father and son) who were collecting specimens for the Canterbury Museum herbarium. In addition, some live records of

Peninsula vegetation found their way into the Christchurch Domain; firstly as some of the earliest plantings made in the nascent Christchurch Domain (Botanic Gardens) in 1864, and then as part of the Armstrongs' dedicated New Zealand Garden from the mid 1870s.

Many of New Zealand's leading twentieth century botanists were familiar with Banks Peninsula. Amongst them was Professor Arnold Wall, who among his other studies mapped the genus *Senecio* across the Peninsula, as well as Thomas Kirk, Robert Laing, H. H. Allan, William Martin and William Brockie. Leonard Cockayne, the distinguished New Zealand botanist, is known to have visited the Peninsula, and Charteris Bay in particular, on a number of occasions and included many references to the botany of the Peninsula in his publications *New Zealand Plants and their Story* (1910, 1919, 1927) and *The Vegetation of New Zealand* (1928). Prior to this, in 1896, Cockayne had conducted experiments on the effect of freezing on New Zealand alpine plants using the Lyttelton Harbour Board's freezing-chamber.

As a consequence of this concentrated and lengthy botanic interest in Banks Peninsula, herbarium samples and botanical drawings of Peninsula species exist in a number of international herbaria, and many research papers and books have been published on the vegetation of Banks Peninsula, commencing from the nineteenth century. This continues today with the detailed studies undertaken by eminent Banks Peninsula botanist Hugh Wilson.

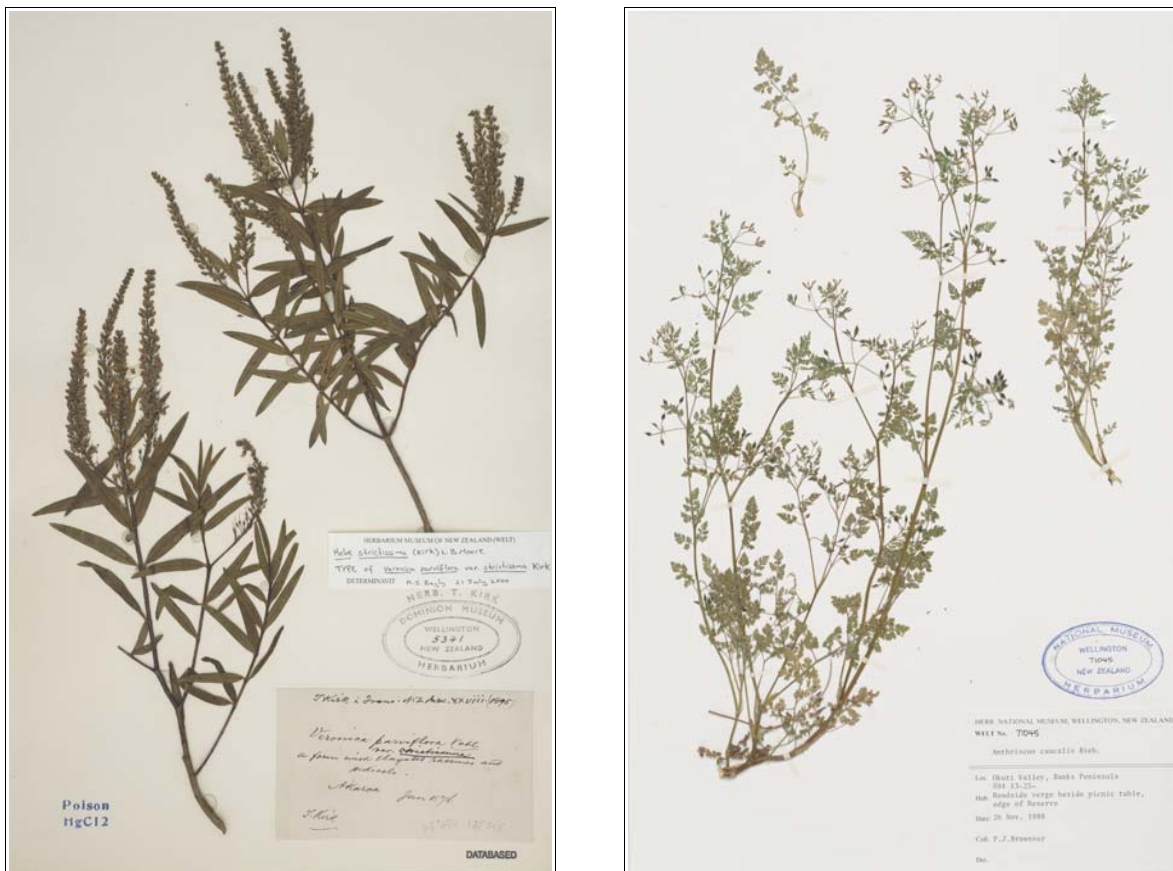


Figure 15. Left. *Anthriscus caucalis* M.Bieb. Collected by Patrick Brownsey, 26 November 1988, Okuti Valley. Right. *Veronica strictissima*. Collected by Thomas Kirk, January 1876 in the locality of Akaroa. Source: Herbarium sheet SP071045; Herbarium sheet SP005341, MNZ

A place of geological exploration

The Peninsula has also been the subject of study by volcanologists and geologists. One of the first to publish on the subject was Julius Von Haast in his 1879 paper *Geology of the Provinces of Canterbury and Westland: A report comprising the results of official explorations*. This was followed by papers penned by Professor Frederick Hutton in 1885 and the numerous writings of Professor Robert Speight, commencing 1917.

The physiography of the Peninsula also attracted considerable attention from visiting overseas geologists and notable among these was the American geomorphologist and Harvard professor William M. Davis. Davis, visited the Peninsula in 1914 and referenced his exploration and findings in several books published from 1928.

Another equally important visitor and writer on the subject of Banks Peninsula geology was Victoria University College professor Charles Cotton [later Sir], who was responsible for several ground-breaking geomorphology texts.

Banks Peninsula continues to be a landscape of interest for local as well as overseas geological and botanical enthusiasts.

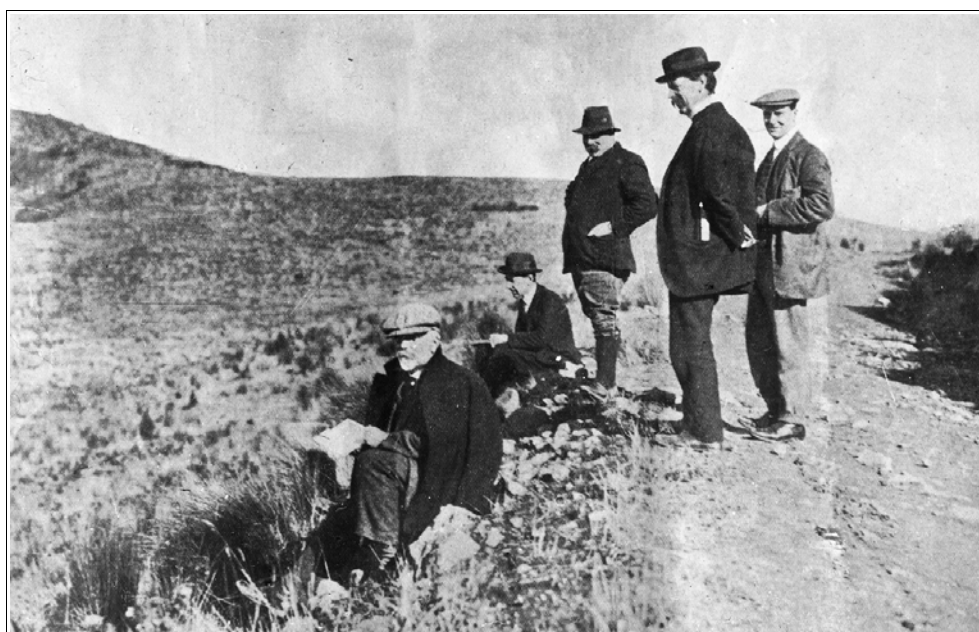


Figure 16. The American geomorphologist William. M. Davis (seated, far left) and geologists Charles Cotton (seated) and Robert Speight (standing between the two other men), at Banks Peninsula in 1914.
Source: GNS Science Library

Bird watching and shooting

The Peninsula's bird life has attracted ornithologists and zoologists to Banks Peninsula from the earliest times. One of the earliest of these visitors, noted zoologist James Ellman, visited in 1853 and undertook research for his 1861 publication, *Brief Notes on the Birds of Canterbury*. Governors Bay resident and field naturalist Thomas Potts frequently wrote of his observations from 1856 and these

have been the baseline for other ornithological studies to the present day. Wairewa (Lake Forsyth), Te Waihora (Lake Ellesmere) and Kaitorete Spit have been the subject of much local and international study.

Birding tours are offered as a tourism venture on the Peninsula's lakes and Kaitorete Spit and antithetically, game bird shooting is allowed on both lakes, with Te Waihora (Lake Ellesmere) regarded as New Zealand's most popular recreational duck-shooting area.

The Peninsula as artistic inspiration

The natural beauty and history of Banks Peninsula have inspired many artists, poets, photographers and writers through time. Their combined extensive body of work illustrates the dramatic landscape change that is part of the narrative of the Peninsula. The works also document the district's distinctive cultural and natural landscape from many perspectives.

Examples of Peninsula-inspired work can be found in the collections of Louis Le Breton, Nicholas Chevalier, Auguste Jagerschmidt, Charles Meryon, Thomas Cane, Margaret Stoddart, Laurence Aberhart, Robin Morrison, William Watkins, Bill Sutton, Colin McCahon, Tony Fomison, John Gibb, Doris Lusk, Jeffrey Harris, Blanche Baughan, Mary Ursula Bethell, Denis Glover, James K. Baxter, Ngaio Marsh, Allen Curnow, Maurice Shadbolt, Fiona Farrell, Jessie Buckland and many late nineteenth and early twentieth century pictorial and commercial photographers.

In addition, Neil Pardington's 2007 photographic series *Carved Interiors* documented the homestead Rehutai, Menzies Bay, and St Luke's Church, Little Akaloa – both the work of John Menzies, himself an accomplished Banks Peninsula artist.



Figure 17. Akaroa Harbour, Banks Peninsula, 1949. Doris Lusk. Oil on hardboard.
Source: 2007-0004-1, Museum of New Zealand Te Papa Tongarewa

Ecotourism

Recent ecotourism initiatives in Akaroa Harbour are directed towards natural environments and are intended to offer new types of physical engagement with the landscape while supporting conservation efforts and observing wildlife. This includes the Banks Peninsula Track, New Zealand's first private walking track. The track, or series of tracks, passes through privately owned farmland and Hinewai Reserve and extends over 35 km of volcanic coastline, native bush, waterfalls and sandy beaches. In addition to the advertised 'four nights, four days, four beaches and four bays' the Banks Peninsula track reveals evidence of the Peninsula's cultural heritage in the form of historic buildings, archaeological sites and opportunities for wildlife encounters and education.

Other ecotourism activities which facilitate a more direct appreciation of Peninsula ecosystems include wild life encounters, nature cruises and conservation walks.

Scenic protection

Although most of the Peninsula's native forest had been destroyed by 1900, the preservation actions of a few early settlers enabled the conservation of some representative examples of old forest, under the scenery and scientific purposes provisions of the Department of Lands and Survey Act 1892. These were later gazetted under the Scenery Preservation Act of 1903. The earliest of these reserves were located in Pigeon Bay, Okains Bay and Akaroa and were set aside for the purposes of 'growth and preservation of timber' and 'preservation of forests for scenery and climatic purposes'.

The number of protected reserves increased into the twenty-first century. Legislative changes led to the transfer of reserves to the newly formed Department of Conservation in 1986. Today the Department of Conservation manages over 65 reserves and conservation areas on Banks Peninsula,⁵ plus an adjoining marine reserve. Most of these reserves are small, isolated, and fragmented and for the most part represent upper shady slope habitats, although the Peninsula-edge wetlands of the Okains and Le Bons Bay estuaries, several open-coast islands and Wairewa (Lake Forsyth) are included.

The reserves are overwhelmingly classified as scenic reserves, although many have an important historic/cultural component and some are recognised geo-preservation sites. There is one historic reserve, Rīpapa Island, and a Government-purpose lighthouse reserve, Pā Island/ Te Pukeki-Waitaha, near East Head. Recreational reserves are represented by Quail Island/Otamahua, Horomaka Island and Pukerauaruhe Island and currently there is one nature reserve, Dan Rodgers Creek Reserve. Lake Forsyth/Te Wairewa is managed by the Department under Section 62, of the Conservation Act.

Marine protection

The Pōhatu Marine Reserve was gazetted in July 1999. This is a 216 hectare area in Flea Bay, on the south-east side of Banks Peninsula, that hosts both penguin and seal colonies and includes rock pools containing dense communities of smaller sea creatures, and a wide range of water depths and

⁵ Note that this is an expanded geographic area to that of Christchurch City Council and includes Godley Head, Sumner, Mt Pleasant, Mt Vernon Park and other reserves above the Summit Road

seabed types.

Following this the Māori community lodged a proposal for the whole of the Akaroa Harbour to be declared a Taiāpure (a fisheries management area involving management of fisheries and take control by runaka). The Taiāpure was gazetted on the 31st March, 2006, with a range that encompasses Timutimu Head to the inner Akaroa harbour coastline, but does not include the established abalone farm and salmon-cage ranch mentioned in section 4.4.

In 2013, after a 17-year controversial campaign, the Akaroa Marine Reserve was gazetted. The reserve status came into force on 8 June 2014, World Oceans Day. The reserve is a 475 hectare area in the south-east of the harbour, lying alongside Dan Rogers Bluff. This reserve provides protection for 10 percent of the harbour and its rich marine wildlife, including Hector's dolphins/upokohue and white-flipped penguins/kororā, as well as the dramatic Cathedral Cave and a stretch of the outer coast.

The Akaroa Marine Reserve, the Pōhatu Marine Reserve and the Taiāpure all sit within a larger Marine Mammal Sanctuary that was originally established in 1988. Enlarged in 2008, the sanctuary extends out to 12 nautical miles around Banks Peninsula and provides measures to protect the Hector's dolphin from accidental entanglement in monofilament nets.

New ecological restoration initiatives

In recent decades a deeper understanding of ecological restoration practice and a growing appreciation of environmental values, both among farmers and the general public, has led to many new conservation initiatives that challenge the Peninsula's past segregated land use and tenure practices. As a consequence of these, and the natural processes of forest recovery, it is estimated that by the year 2000, the area under native forest on the Peninsula had risen to more than 15 percent of its total pre-1900 cover.

Two flagship initiatives leading the change in the private sector are Hinewai Reserve and the Banks Peninsula Conservation Trust (BPCT). Hinewai Reserve is a privately owned, funded and managed reserve of 1250 hectares of regenerating forest, in various successional stages. Over the past 25 years Hinewai has been managed through a regime of minimal interference while public opportunities to engage with the landscape via a 16 kilometre network of walks.

The Banks Peninsula Conservation Trust (BPCT), the first New Zealand non-government organisation with the ability to create conservation covenants, is also involved in coordinating much of the district's bio-diversity effort. BPCT has assisted with the successful marrying of biodiversity protection and enhancement with productive farming through the formation of a growing number of small 'islands' of covenanted regenerating forest which sit within working pastoral landscapes. In other larger-scale cases, multiple landowner covenants have enabled the conjoined protection of a range of ecosystems extending across adjoining landholdings.

Other community-led conservation initiatives include a joint project between members of Te Runanga o Koukourārata, local landowners and the BPCT to protect a significant area of Kakanui

bush with high botanical, social and cultural values.

Today over 50 BPCT covenants have been formalised spanning most habitat spectrums - open-space landscapes, riparian areas, old-growth native forest, coastal shrubland etc. Other forest and coastal shrubland on the Peninsula is protected by the Queen Elizabeth II National Trust (which also has a large number of covenants on the Peninsula), the Department of Conservation and the Ōtamahua/ Quail Island Ecological Restoration Trust.

Other groups that work to advocate for, protect and reshape the natural and cultural environment of Banks Peninsula include manawhenua for whom the over-riding cultural imperative is to keep the Peninsula's mahika kai intact and to preserve its productivity and the diversity of species.

Other groups committed to the conservation of Banks Peninsula's natural and cultural resources include various working party groups, the Akaroa Civic Trust, WET (Waihora Ellesmere Trust), Friends of Banks Peninsula, Project Lyttelton, Lyttelton Harbour Landscape Protection Association, the Rod Donald Banks Peninsula Trust, Wairewa Biodiversity Trust; local museums and Heritage New Zealand Pouhere Taonga. Private trusts focused on the protection of old-growth and regenerating forest include the Josef Langer Trust, Orton Bradley Park and the Māori Trustee who manages areas of Māori land.

1.3 Shaping the Environment: Appreciating and protecting Banks Peninsula's environment

General discussion:

The landscape of the Peninsula has been a popular site of scholarship and artistic endeavour since 1840 and has been recorded in numerous international and national academic publications, as well as text, art, photography etc. It is also a well visited ecotourism destination with growing interest in the Peninsula as a geo-preservation site and marine sanctuary. Since the 1980s local agencies, private trusts, community organisations and individuals have been instrumental in introducing a number of new initiatives to promote and foster ecological restoration and protection.

Relevant listings:

A limited number of listings reflect this sub-theme - Stoddart cottage in Diamond Harbour, Blanche Baughan's home 'Ashrama' in Akaroa, Thomas Potts property Ohinetahi at Governors Bay and St Luke's Church, Little Akaloa.

Possible new building, object, site and landscape-related listings:

Rehutai, Menzies Bay should be considered for listing.

In addition, scrutiny of the existing listings, and the research suggested below into locally prominent artists or others involved in significant studies or important works relating directly to Banks Peninsula, may identify gaps in the listings of the homes of prominent individuals. It is more likely that this information may be more effectively used in site interpretation or plaques.

Possible new archaeological listings:

No archaeological sites have been identified that relate specifically to protecting and appreciating the Peninsula.

Bibliographic note:

Information concerning botanical exploration over the Peninsula can be found in the 1998 Canterbury Botanical Society publication *Etienne Raoul and Canterbury Botany 1840-1996* and also in Eric Godley's 1967 research paper 'A Century of Botany in Canterbury'.

Many of the artists who have represented the Peninsula in their work are documented in the Robert McDougall Art Gallery's 2000 publication *A Concise History of Art in Canterbury 1850-2000*, and the 2008 publication *Land Very Fertile: Banks Peninsula in poetry and prose*.

Research papers published in the *Transactions and Proceedings of the Royal Society* include botanical, petrological and geological findings specific to Banks Peninsula.

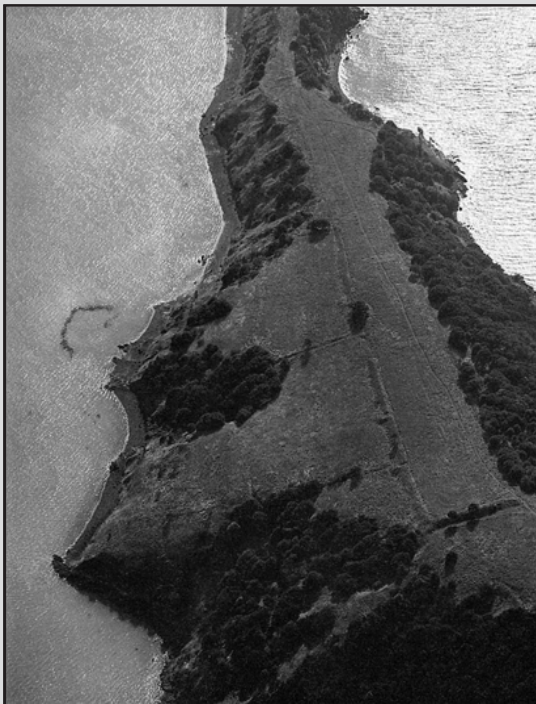
Further research:

Other primary research will be required to compile a complete list of the early geological explorers, petrologists, zoologists, artists and other disciplines studying the district.

Research into these members of the scientific and arts community who visited Banks Peninsula could add to the body of knowledge around important personal associations with the district and may possibly contribute additional early landform and landscape information in the form of historical descriptions of the Peninsula, illustrations, photographic collections and other documentation.

2

Peopling Banks Peninsula's places and landscapes



SECTION CONTENTS

Banks Peninsula's original inhabitants

Migration and ethnicity

Making a home

Later arrivals

Peninsula demographics

Theme 2. Peopling Banks Peninsula's places and landscapes

2.1 Banks Peninsula's original inhabitants

Māori settlement and succession

Māori tradition recognises three waves of ancient settlement on Banks Peninsula /Te Pataka o Rakaihautū. The most distant wave, 'Te Tai Pamaomao', was that of the Waitaha people, who called Banks Peninsula Te Pataka o Rakaihautū (the foodstore of Rākaihautū).

The next and longest wave, 'Te Tai Roa', was that of the settlement of Ngāti Māmoe (the descendants of Hotu Mamoe) who migrated south from Poverty Bay attracted by the diversity of the South Island's resources. More warlike than the Waitaha, Ngāti Māmoe absorbed their predecessors into their own ranks and were responsible for constructing several early pā on the Peninsula.

Ngāi Tahu settlement came with the most recent wave, 'Te Tai Nui', around the mid eighteenth century. Over time, through warfare and intermarriage, Ngāi Tahu largely suppressed and assimilated Ngāti Māmoe, taking ownership and control of Te Pataka o Rakaihautū and eventually adopting much of the Waitaha history and traditions.

Present day Ngāi Tahu Whānui are of Rapuwai, Hāwea, Waitaha, Ngāti Māmoe and Ngāi Tahu ancestry.

By way of the 1996 *Te Runanga o Ngai Tahu Act*, Ngāi Tahu are the tangata whenua of the South Island and therefore the Treaty partner. Rūnanga with responsibility for the Banks Peninsula area are Te Hapū o Ngāti Wheke, (Rāpaki); Te Rūnanga o Koukourārata, (Port Levy); Ōnuku Rūnanga, (Akaroa); Wairewa Rūnanga, (Little River).

The history and archaeological record of occupation

The first settlers to Banks Peninsula / Te Pataka o Rakaihautū, the Waitaha, arrived from eastern Polynesia around 1250 AD. This represented the culmination of generations of seafaring and also marked the colonisation of the last major habitable landmass on the planet.

The numerous sheltered harbours and bays along the otherwise exposed eastern Canterbury coast were rapidly explored and, where suitable, settled. These chosen locations were well suited for the exploitation of the abundant marine resources available, while also allowing for the intensive hunting and gathering of terrestrial resources, most notably moa.

These colonists brought with them a suite of traditional technologies and skills that they applied to the new raw materials at their disposal. Archaeological investigation has revealed that this fusion created a unique material culture assemblage incorporating local stone sources, and moa, seal and whale bone to create both functional and ornamental artefacts. Archaeological sites on Banks Peninsula from this period are rare and typically small but are to be found at Purau, Pigeon Bay, Tumbledown Bay and Takamatua.

The archaeological record shows that from around 1500 AD the focus of Māori settlement throughout Banks Peninsula begin to shift towards defensible headland locations with ready access to cultivatable land. This change was linked to increasing deforestation and the reduction, and eventual extinction of moa leading to an increased reliance on agriculture and marine and shell fishing. Sites from this period include pā such as those found at Menzies Bay, Pā Bay, Goughs Bay, Birdlings Flat and Panau, which are a major feature of the archaeology of Banks Peninsula.

The period of Banks Peninsula archaeology from ca. 1800 AD to 1850 AD marks the beginning of European exploration and settlement of the area. For Ngāi Tahu, this period saw significant modification to their way of life, stemming first from the decimating effects of European diseases introduced by sealers and whalers.

Internal fighting, known as the Kai Huanga feud, among related hapū from Canterbury, Otago, and Southland also impacted the fortunes of Ngāi Tahu. This was compounded by the Ngāti Toa chief, Te Rauparaha, who began almost annual incursions into the South Island/Te Wai Pounamu between 1827 and 1831.

This was followed by the abduction and massacre of the leading Ngāi Tahu chief, Te Maiharanui, together with the sacking of the undefended trading village at Takapūneke and the slaughter or capture of almost all of the village's inhabitants. Te Rauparaha's reprisals escalated and in 1831 culminated in the razing of the tribe's main pā at Kaiapoi and the sacking of the fort at Ōnawe, in Akaroa Harbour.

This marked the end of Ngāi Tahu dominance over Banks Peninsula, for although Te Rauparaha was prevented from gaining a permanent foothold in the south, the raids were soon followed by the establishment of the European settlement and the associated loss of Ngāi Tahu's tribal land.

Nevertheless, Māori had a continuous presence on the Banks Peninsula through the years of European settlement. The 1842 census recorded 339 Māori on Banks Peninsula, 40 of them at Port Cooper (Lyttelton Harbour). The 'traditional' kainga at Rāpaki, Koukourarata (Port Levy), Wairewa (Little River) and Ōnuku (near Akaroa) remained centres of Māori cultural identity, even after their populations dropped as many Māori moved to other places in search of work. Between 1956 and 1976 the Māori population of Lyttelton rose from 60 to 137, partly because some Rāpaki Māori moved to Lyttelton and partly because some of the Māori who moved south from the North Island after the end of World War II settled in Lyttelton

Limited archaeological investigation has been undertaken on Banks Peninsula sites from ca. 1800 AD to 1850 AD, the most notable being excavations of the musket pā at Ōnawe, and European artefacts in association with ongoing aspects of Māori material culture at Pā Bay.

The physical evidence of occupation

There are 359 recorded prehistoric sites of Māori occupation on Banks Peninsula listed on the New Zealand Archaeological Association digital site recording scheme (ArchSite). These represent 19 site 'types', as listed in the following table and described more fully in Appendix 1. (Although it should be

noted that the information contained in Appendix 1 is not limited to sites of occupation but also includes prehistoric sites of Māori use.) Note that some of the sites in this list may already be listed by the Council in one way or another.

Table 2.1: Number and types of Māori occupation sites recorded in ArchSite for Banks Peninsula

Site Type	Number of NZAA recorded sites
Artefact find	18
Burial/Cemetery	12
Cave/Rock shelter	15
Fishing	3
Industrial	2
Māori horticulture	5
Midden	2
Midden/Oven	191
Ovens	5
Ovenstone/Flakes	2
Pā	19
Pit/Terrace	42
Pits/Burial	1
Quarry	1
Source site	7
Transport/Communication	2
Umu-ti	1
Unclassified	6
Working area	25

In addition to these recorded sites Heritage New Zealand's Register of Historic Places, Historic Areas, Wahi Tapu and Wahi Tapu Areas includes five wahi tapu areas within Banks Peninsula. These areas are:

- Oruaka Pa wahi tapu area (HNZ Ref# 7671)
- Ōnawe Peninsula wahi tapu (HNZ Ref# 7643)
- Takapūneke wahi tapu area (HNZ Ref# 7521)
- Oteaheke wahi tapu area (HNZ Ref# 9507)
- Tuhiraki wahi tapu area (HNZ Ref# 7776)

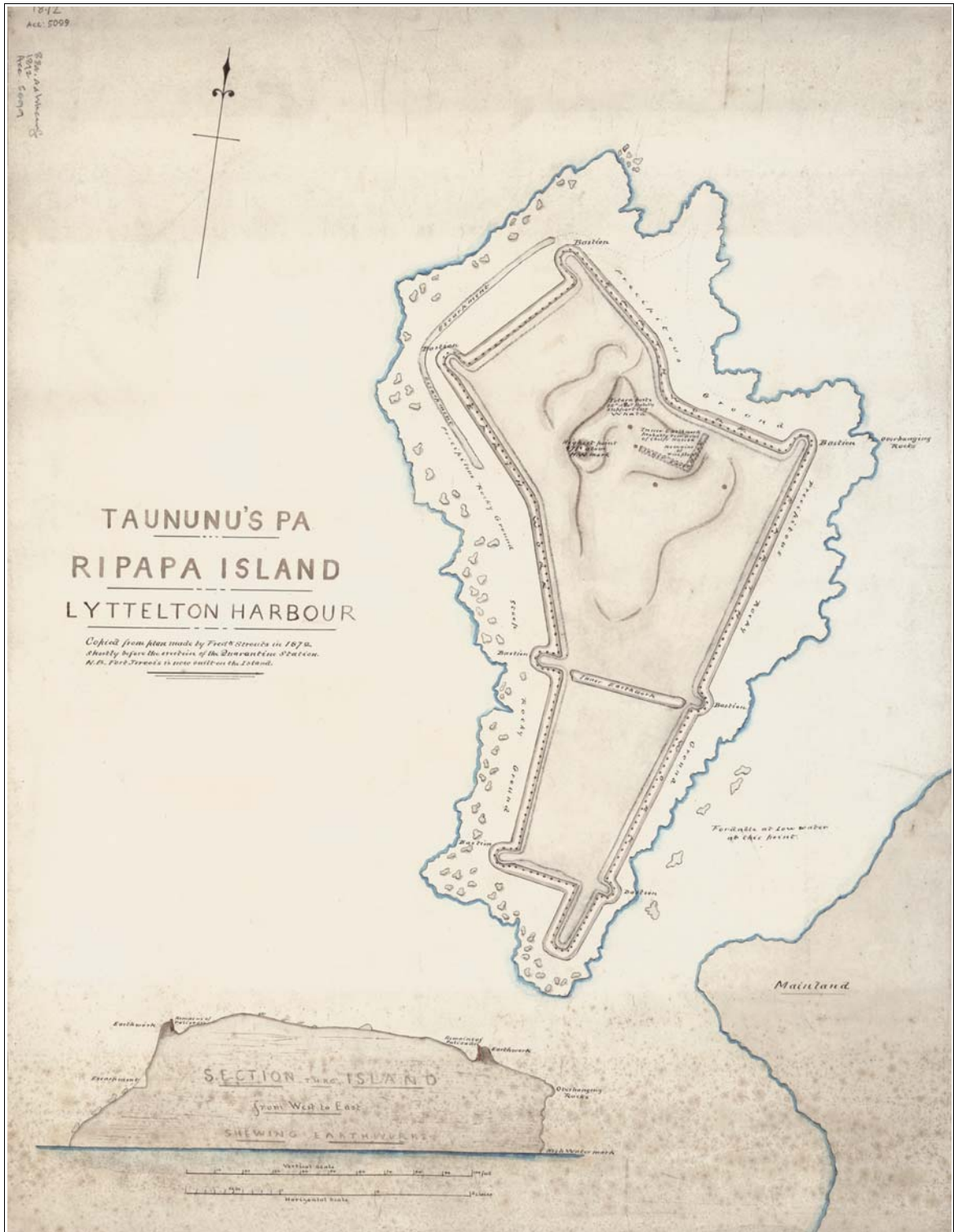


Figure 18. Taununu's pā Rīpapa Island, Lyttelton Harbour. Ca. 1910 copy of a plan made by surveyor Frederick Strouts in 1872, prior to the erection of the quarantine station and Fort Jervis.
 Source: MapColl-834.44hkcmf/1872/Acc.5099, ATL

2. 1 Peopling Banks Peninsula's places and landscapes: Banks Peninsula's original inhabitants

General discussion:

The archaeology of Banks Peninsula/Te Pataka o Rakaihautū is of major significance for the understanding of Māori prehistory in the South Island. This importance stems from the widespread prehistoric occupation within the district, and also its position at the southern limit of pre-European horticulture in New Zealand.

Relevant listings:

The Banks Peninsula District Plan (2012) lists 287 archaeological sites of prehistoric Māori occupation and way of life.

Possible new building, object, site and landscape-related listings:

No above-ground buildings, objects, sites or landscape-related fabric with the exception of possible cultural plantings and fish traps have been identified that relate specifically to the Peninsula's original inhabitants. (Fish traps are discussed in Section 4.1 Māori use of the landscape.)

Karaka groves, planted boundary markers, and any other cultural plantings should be considered as part of the complex listings detailed in Table 2.2 and sites of occupation and defended settlement listed in Table 2.3.

Possible new archaeological listings:

Because of the relative rarity of the combinations and associations of archaeological features (as shown in the table below), high contextual value, and information potential it is recommended that the Goughs Bay, Menzies Bay, Oruaka, Pā Bay and Panau site complexes be considered for listing.

Table 2.2 Archaeological site complexes recommended for listing consideration

NZAA Site Number	Locality	Site Type	Description
Site complex: Goughs Bay			
N36/81	Goughs Bay	Māori horticulture	Stone rows
N36/79	Goughs Bay	Pā	Pā
Site complex: Menzies Bay			
N36/100	Menzies Bay	Burial/Cemetery	Burial
N36/99	Menzies Bay	Māori horticulture	Kūmara gardens
N36/10	Menzies Bay	Pit/Terrace	Pit
N36/8	Menzies Bay	Midden/oven	Oven
N36/9	Menzies Bay	Pā	Pā gardens
Site complex: Oruaka			
M37/24	Oruaka	Pā	Pā
M37/25	Oruaka	Cave/Rock/Rock shelter	Cave
M37/36	Oruaka	Unclassified	Occupation

Site complex: Pā Bay			
N36/110	Pā Bay	Pā	Pā
N36/111	Pā Bay	Pā	Pā
N36/112	Pā Bay	Pit/Terrace	Terrace
N36/115	Pā Bay	Terraces/ovens	Terrace/ovens
Site complex: Panau Bay			
N36/72	Panau	Unclassified	House/ovens/etc
N36/73	Panau	Pā	Pā
N36/74	Panau	Māori horticulture	Stone lines
N36/109	Panau	Māori horticulture	Gardens

As noted in the preceding sub-theme due to the rarity and information potential the 7 known moa-associated sites these should be considered for listing. These are detailed in Table 1.2 Moa-associated archaeological sites on Banks Peninsula.

Sites of occupation and defended settlement should be considered for listing due to their relative rarity, contextual values and information potential.

Table 2.3. Defended settlements recommended for listing consideration

NZAA Site Number	Locality	Site Type
N36/86	Duvauchelle	Pā
M36/23	Gebbies Valley	Pā
N37/22	Akaroa	Pā
M36/27	Allandale	Pā
M37/24	Okuti Valley	Pā
N36/9	Pigeon Bay	Pā
M36/75	Prices Valley	Pā
N36/79	Goughs Bay	Pā
N36/110	Le Bons Bay	Pā
N36/111	Le Bons Bay	Pā
N36/73	Little Akaloa	Pā
M37/22	Little River	Pā
N36/84	Little River	Pā
N37/1	Long Bay	Pā
N37/29	Long Bay	Pā
M36/76	Prices Valley	Pā
M36/77	Prices Valley	Pā
M37/26	Te Oka	Pā

Note: It is likely that at least some of the above sites recommended for listing were already included in the Banks Peninsula District Plan's Appendix VI Archaeological Sites. However, due to the difficulties of reconciling the information between this inventory and ArchSite described above, the degree of overlap is unknown.

Bibliographic note:

As noted, the New Zealand Archaeological Association digital site recording scheme (ArchSite) holds the site inspection records (archaeological topographic details) for 430 prehistoric Māori sites across Banks Peninsula.

A number of archaeological reports provide information on Māori settlement patterns, material culture and horticulture with site specific findings drawn from particular investigations undertaken in Banks Peninsula. Examples of these include; Witter, D. (2007) *Banks Peninsula Landscape Study*; and journal articles by Furey, L. (2006) 'Maori Gardening: An archaeological perspective'; Jacomb, C. (2000) 'Panau: The Archaeology of a Banks Peninsula Maori village'; Challis, A. (1996) 'Needs for archaeological research and site protection in the Canterbury region'; Challis, A. (1995) 'Ka Pakihi Whakatekateka o Waitaha: The archaeology of Canterbury in Maori times' and Challis, A. (1992) 'A review of archaeological site records for the Canterbury region'.

The migration of Ngāi Tahu is well described by Tau, Rawiri Te Maire (2003) *Ngā Pikituroa O Ngāi Tahu: The Oral Traditions of Ngāi Tahu*.

Further research:

Historic place names, local Māori knowledge and mapped data on the Toitū Te Whenua Geographical Information System (GIS) may prove valuable in helping to understand pre-contact settlement patterns and lifeways on Banks Peninsula through references to ancient Māori past practices such as food gathering on journeys, cultural topography, camp sites, geographic clusters of names indicating travel routes, food management patterns, cabbage tree markers etc.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

2.2 Migration and ethnicity

Gordon Ogilvie has written that Banks Peninsula has had ‘one of the most cosmopolitan communities to be found anywhere in New Zealand’. As elsewhere in New Zealand, the Peninsula’s European population was, from the outset, predominantly British. Even after the arrival of the *Comte de Paris* settlers in 1840, settlers of British extraction outnumbered the French, though the concentration of the French in Akaroa, while the British were dispersed at the various whaling bays, created an impression the French were in a majority.

One basis for Ogilvie’s comment is that although the French who arrived on the *Comte de Paris* in 1840 were, from the start, outnumbered by the British, their arriving as a body and being concentrated at Akaroa, has given rise to an enduring myth that ‘Akaroa is French’. More correctly Akaroa was French at its founding, but the Peninsula as a whole has, for most of its European history, had a population whose ethnic origins were not all that different from the general New Zealand population, although for a time the proportion of French was higher than it was anywhere else in New Zealand.

The ‘myth’ that Akaroa has been French has been sustained by the persistence of French surnames such as Le Lievre, Brocherie and Narbey. But in 1940, when the centennial of the arrival of the French was being celebrated, there were representatives of only ten French families present at the celebrations, and most of them were then living not in Akaroa but elsewhere in New Zealand, including Christchurch. The myth that Akaroa is French has also been sustained by the romance of the story of the ‘little company of French colonists’ being what was described in 1940 as ‘one of the most picturesque incidents in the memorable pageant which the Centennial Year is unfolding before us’.

British people became a majority on the Peninsula in the 1840s, before the founding of the Canterbury Settlement in December 1850 brought large numbers of British settlers to Canterbury and the Peninsula. Not long after the arrival of the French settlers, families of British origin, the Sinclairs and Hays at Pigeon Bay, the Mansons and Gebbies at the head of Lyttelton Harbour, began farming on the Peninsula at the same time as or soon after the better-known Deans established their farm at Riccarton. The predominance of the British was emphasised by the ‘accidental’ arrival in Akaroa of 37 British settlers on the *Monarch* in March 1850.

In 1854 in the Akaroa district, of the total population of 405, 217 were English, 68 Scottish, 63 French, 40 Irish and ten German. The proportion of English, Scots and Irish in the district’s population rose over the next few decades. The Irish community was particularly strong at Okains Bay.

What gives Ogilvie’s comment that the Peninsula has a particularly cosmopolitan community some validity is that in the nineteenth century, European immigrants did arrive from a number of countries besides the United Kingdom. Although the arrivals from each country were at most a handful of individuals or families, the small size of the Peninsula’s population, even when it was its peak in the late nineteenth and early twentieth centuries, meant that these individuals or families were more easily identified than non-British settlers in larger centres of population. They may not, however,

have been present on the Peninsula as a greater proportion of the total population than people of non-British origins were in centres with larger populations.

These countries included Germany, Italy, Portugal, Poland, Greece, Spain and the countries of Scandinavia. A small number of Germans arrived on the *Comte de Paris* with the French and settled as their own community in German Bay (later Takamatua). At least one original German family, the Breitmeyers, is still represented on the Peninsula.

Several of the settlers from non-European countries became well-known in their time and have been remembered individually. The Vangionis, father and son, from Italy, were prominent Akaroa businessmen. Antonio Leonardo was a Portuguese seaman who came to New Zealand on an American whaleship and became a Le Bons Bay farmer. His daughter, Rose, ran the postal and telephone services in Le Bons Bay for nearly 50 years. Manuel Rodrigues, a native of the Portuguese island of Madeira established the Madeira Hotel in Akaroa, naming it after his birthplace.

Alfred Thelning, from Sweden, also settled in Le Bons Bay, taking up land with another Swede, Pettersen. Jonas Pettersen ran a smithy in Le Bons and his son, Cardigan, ran the last blacksmith's shop in Akaroa into the late 1950s. A number of other Scandinavians, including Danes from Schelswig-Holstein, worked in timber mills at Le Bons, some becoming landowners there. A Polish family, the Kotlowskis, became prominent landowners in Robinsons Bay. Demetrius Koinomopolous of Greek origin, was an Akaroa boatman whose wife, Bodiline, was Danish.



Figure 19. Left. Antonio Rodrigues settled in Akaroa in 1858 and established the Madeira Hotel in 1871.

Source: <http://www.teara.govt.nz/en/photograph/893/antonio-rodrigues>

Figure 20. Right. Eli Bourriand, nurseryman, gardener and wine maker arrived in Akaroa in 1840 from France. Source: <http://www.teara.govt.nz/en/photograph/2269/the-immigrants>

The properties and the businesses of these European immigrants often bore the names of villages, significant landmarks or homes that they had left behind. The re-use of these names was both an act of nostalgia and also a signpost of their ethnicity and background. The Hotel de Normandie opened by Jules Veron in French Bay and the Madeira Hotel operated by Antonio Rodrigues were two such businesses. The Irishman, Rev. William Alymer named his Akaroa home Glencarrig, Bantry Lodge in the Akaroa Harbour was built by Viscount Bearhaven before he inherited the family title of Earl of Bantry, and the Hay family from Ayrshire named their Pigeon Bay home Annandale. Changes in ownership generally brought about changes in property names, although in rare cases some names such as Akaroa's Blythcliff and Glencarrig, and Kinloch at Little River persisted through time and now stand as markers of both the Victorian-era practice of naming and the original owners.

The proportion of the Peninsula's immigrant population which came from non-European sources in the nineteenth and early twentieth century was tiny. The only group even scantily documented were the Chinese who worked market gardens in the vicinity of Akaroa from 1877 up to about the time of World War I. It is known that one, Ah Lum, ran a store; and between three and six worked the land at various times introducing residents to Cantonese gardening techniques and vegetables. Several Chinese market gardeners were also recorded in Lyttelton in the period 1898 to 1913, appearing in the Rev. Alexander Don's 'Roll of Chinese' for that period. By 1917 all of these men had left the district.

Lyttelton's population was ethnically similar to that of the rest of Canterbury and Peninsula, with a predominance of English, Scots and Irish from the British Isles but representatives from other European and non-European countries. No particular non-British ethnic group has distinguished the history of Lyttelton as the French distinguished the history of Akaroa.

Whether Lyttelton's population was in any way distinctive in terms of its ethnic composition has not yet been investigated. There was for a time in the nineteenth century a community of Shetland Islanders, in the area from Diamond Harbour through to Church Bay.

2.2 Peopling Banks Peninsula's places and landscapes: Migration and ethnicity

General discussion:

Since European settlement of Banks Peninsula began, the population of the region has been overwhelmingly of British descent. The population has, however, been ethnically diverse, with a small number of people of non-British descent. The ethnicity of the Banks Peninsula population has not differed markedly from that of the rest of New Zealand, except that for some years, from 1840 until the later nineteenth century, Banks Peninsula had a higher proportion of people of French birth or descent than other parts of New Zealand.

Relevant listings:

Some of the large number of dwellings listed, especially in Akaroa but also in Lyttelton, have associations with people of non-British birth or descent, though this has not usually been the primary reason the building has been listed.

Akaroa examples of dwellings with such associations are 153 Rue Jolie (the Spaniard Manuel Silva), 2 Rue Lavaud (the German, Jacob Waeckerle), 71 Rue Lavaud (a French settler and French family, Langlois and Eteveneaux), and 40 Rue Lavaud (the Italian Vangionis, father and son). Also in Akaroa, the French Cemetery is a reminder of the few decades that Akaroa was more strongly French than any other part of New Zealand.

In Lyttelton 47 London Street was the premises of a Chinese fruiterer.

Possible new building, object, site and landscape-related listings:

For all the existing listings, there is a need to ensure that where places listed have relevance to the Peninsula's ethnic history this relevance is noted in the documentation on the place. If any buildings or places which have associations with particular ethnic groups which are poorly represented, or not represented at all, in the present listings can be identified, listing of those buildings or places should be considered.

Possible new archaeological listings:

French Farm (NZAA Site Number N36/143) should be considered for listing together with the surrounding paddock. This is understood to have not been ploughed for over 100 years.

Bibliographic note:

There are references in the general histories of the Peninsula and some local histories to the different ethnic origins of people living on the Peninsula (for example, Scandinavians in the books on Le Bons Bay, Chinese are briefly noted in Akaroa and Lyttelton in *Sons of the Soil: Chinese Market Gardeners in New Zealand*).

Further research:

It would be useful to analyse census data to get more facts about the ethnicity of Banks Peninsula residents and changes in the ethnic balance of the Peninsula's population over time.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

2.3 Making a home

The first European residents on Banks Peninsula were whalers. (This group is also discussed in sections 1.2 and 4.3.) Most of the residents of the shore whaling stations on the Peninsula's south coast were transients who moved on after whaling went into steep decline in the early 1840s. They were described by one early writer on the Peninsula as the 'pioneers of the pioneers' but 'birds of passage'. However, some whalers did stay to become settlers, some, as the same writer observed, 'allured by the Maori damsels'. The earliest of the Peninsula's European settlers were deserters from pelagic whaling ships some of whom settled on the Peninsula and co-habited with or married Māori women even before the first shore whaling stations had been established. (A little later, after the main body of French settlers had arrived, in February 1846 Bishop Pompallier married three mixed-race couples at Port Levy.) The early former-whaler settlers included James Robinson Clough, George Mason, John Fluerty and Joseph Price. Fluerty who first arrived as a whaler in the 1830s became a timber worker, then bought land at Okains Bay, cleared it of bush and became a dairy farmer. His cottage, though semi-derelict, is still standing at Okains Bay. The founder of the first shore whaling station at Peraki, George Hempelman was German and the early whaling population was ethnically mixed – British, American, French and Portuguese – but the majority of those who stayed appear to have been British.

Organised European settlement of Banks Peninsula began with the arrival in August 1840 of the settlers sent out by the Nanto-Bordelaise Company. A French whaling captain, Jean L'Anglois, having purchased, as he believed, the whole of Banks Peninsula from the Māori in August 1838 at Port Cooper, returned to France to promote the settlement of the Peninsula by the French. The Nanto-Bordelaise Company which he founded received some support from the French Government which sent out a French warship, the *Aube*, at the same time as the company's immigrant ship, the *Comte de Paris*.

The 57 settlers who landed at Akaroa in August 1840 included 30 men, 12 women and 15 children. (The French numbered 45 and the Germans 12.) Subsequent to the arrival of the *Comte de Paris* settlers, other French people arrived and settled. They included two, Francois Narbey and Lucien Brocherie, whose descendants still live on the Peninsula and the Duvauchelle brothers, who left only a place name behind them.

Following the arrival of the French, several British families settled elsewhere on the Peninsula. The Hays and the Sinclairs, dissatisfied settlers from the New Zealand Company settlement at Wellington, sailed south in 1843 on a schooner, the *Richmond*, which had been built at the Hutt, and settled at separate locations in Pigeon Bay. The Hays remained a presence on the Peninsula for many decades, but the last of Sinclairs (the father and one son died early at sea) left the Peninsula in 1862. The Greenwoods, who settled Purau later 1843, are regarded as the first permanent European settlers in Lyttelton Harbour. In 1845, John Gebbie and Samuel Manson, who had been working for the Deans brothers at Riccarton since 1843, set themselves up independently, with their families, at the head of Lyttelton Harbour. Though John Gebbie died in 1851, his wife, with six children, carried on at the head of the harbour. Samuel Manson lived until 1890.

The Rhodes brothers also count as among the earliest British settlers on the Peninsula. The senior of

the brothers, W.B. Rhodes, came to the Peninsula first as a whaler when he visited Port Cooper in July 1836 aboard the *Australian*. A little over three years later he inaugurated European pastoralism on the Peninsula by landing cattle at Takapūneke (see section 4.7). Two of his brothers, George and Robert, also played a part in the early European history of the Peninsula. In 1847 they purchased Purau from the Greenwoods. Subsequently, the Rhodes leased and then purchased large areas of the Peninsula.

The same year, 1843, that the Hays and Sinclairs settled at Pigeon Bay, Peter and Elizabeth Brown arrived at Akaroa, where they opened a bakery after working first at a shore whaling station. They were among several English, Irish or Scots families who settled on their own initiative in 'French' Akaroa in the 1840s.

The other significant group of settlers to arrive on the Peninsula prior to the founding of the Canterbury Settlement were the passengers on the *Monarch*, which limped into Akaroa Harbour in early 1850 after a voyage from Britain beset by mishaps. Described as the 'first direct English settlers in Canterbury' the settlers aboard the *Monarch* had intended to settle in Auckland but most decided (encouraged by the knowledge that the Canterbury was about to be settled by Canterbury Association immigrants) to remain in Akaroa. The *Monarch* passengers who opted to stay included the Haylocks (who established a flourmill in the Grehan Valley), the Pavitts (who built a sawmill in Robinsons Bay) and Samuel Farr who became a prominent Christchurch architect.

In 1850, Akaroa was a sizeable town (the only one in Canterbury, although Lyttelton was fast becoming one) and European farming families were well-established in several of the Peninsula's bays. The arrival of the first of the Canterbury Association's immigrant ships at Lyttelton in December 1850 saw the start of a flood of British settlers into Canterbury. The flood washed over the Peninsula, transforming it from a small, isolated colonial outpost into an integral part of a large, organised settlement.



Figure 21. Restored Pavitt cottage, Robinsons Bay, 2014.
Source: Ashley Mokena, DSC03273

2.3 Peopling Banks Peninsula's places and landscapes: Making a home

General discussion:

Banks Peninsula is the only area in Canterbury that had a significant 'settler' population before 1850. The first Europeans to settle were whalers. Many of those who lived in the whaling settlements moved on when whaling ceased, but some became permanent settlers.

The small body of French and German settlers who arrived in 1840 were joined later in the 1840s by an even smaller number of British farming settlers who, despite their number, were a significant group. Lyttelton gained a much smaller head-start on the rest of Canterbury when preparations began in 1848-49 for the arrival of the first Canterbury Association settlers. Finally, early in 1850, the *Monarch* settlers anticipated the flood of mostly British settlers who started arriving in September 1850.

Relevant listings:

Though few buildings of the 1840s have survived, a number of dwellings in Akaroa, of which the Langlois-Eteveneaux cottage is representative, have association with the French settlers. The French landing site in Akaroa is also a reminder of the French settlers.

Some listed buildings in Pigeon Bay and Purau, although they do not date from the 1840s, have associations with the British farming settlers of that decade.

The various listed buildings and sites associated with the Haylock and Pavitt families relate to the arrival of the *Monarch* settlers in 1850.

Possible new listings:

The listing of any surviving features at the southern 'whaling bays' is discussed under section 4.3.

The building at French Farm built by the French ca. 1843 should certainly be considered for listing as one of the few tangible reminders of the French settlement of Akaroa. So should the early stone cottage at Orton Bradley Park, which dates from the time the Manson family occupied the land.

The documentation for a number of existing lists should be examined with a view to highlighting the connections they have with the early European settlers on the Peninsula.

Possible new archaeological listings:

As noted in the previous section on Migration and ethnicity French Farm (NZAA Site Number N36/143) should be considered for listing together with the surrounding paddock.

Bibliographic note:

In the general histories about Banks Peninsula there are frequent references to the whalers who settled, to the French and Germans who arrived in 1840 and to the British farming settlers of the 1840s and the *Monarch* settlers and the 'pre-Adamite' settlers who founded Lyttelton. A number of other specific titles have information about the early settlers. They include Elizabeth Ogilvie's *Purau*, Yvonne Fitzmaurice's *Captain Joseph Price, 1809-1901: mariner, landowner & family man*, the *Piraki* [sic] *Log* and James Hay's *Reminiscences of Earliest Canterbury*.

Underground Overground Archaeology Ltd has prepared an archaeological research report in respect of French Farm.

Further research:

The stories of the Peninsula's early settlers are well covered in existing secondary sources. Some research into the histories of individual existing listings may be needed to establish the associations of the listed place or building with any of the early settlers.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

2.4 Later arrivals

After 1850, Banks Peninsula was settled by European newcomers not as a separate entity, directly by sea from Europe or America, but by settlers who came to Canterbury in an organised way under the auspices of the Canterbury Association, the Provincial Government and then the Central Government (especially in the expansive 'Vogel years' of the 1870s).

The majority of those who settled on the Peninsula after December 1850 arrived first in Lyttelton and moved onto the Peninsula from there or from Christchurch. After 1850, settlers took up land on the Peninsula under entirely different circumstances from those of the 1840s (see section 3.3). Lyttelton was a significant port of entry for immigrants especially from 1850 until the end of the 1870s. Nearly 17,000 immigrants entered Canterbury through Lyttelton in the 1860s. The peak year in that decade saw 4,995 arrivals. In the 1870s, the total number of arrivals almost doubled to more than 30,000, reaching a peak in 1874 of 12,304.

From the 1850s on, settlers were subject to quarantine requirements and often accommodated, initially and usually for only a short time, in immigration barracks. A large quarantine reserve of more than 1,000 hectares was set aside between Little Port Cooper and Port Levy, near the entrance to Lyttelton Harbour. Canterbury's first quarantine station was established on part of this reserve, at Camp Bay, in the 1860s, after ships arriving with smallpox and scarlet fever aboard emphasised the need for such a station. Barracks were built at Camp Bay in 1864, only to be damaged a year later by wind. Some immigrants who died while their ships were in quarantine at Camp Bay were buried there. A few mounds and broken headstones are testimony to this sad dashing of immigrant hopes.

The quarantine station was moved to Rīpapa Island in 1873. (The original quarantine reserve on the south side of Lyttelton Harbour, near Adderley Head, became an educational reserve in 1875.) Large, two-storeyed buildings, capable of accommodating up to 300 immigrants, were erected on Rīpapa Island, but the quarantine station remained there just a few years. In 1874-75 a number of buildings were erected on Quail Island, including two large wards, a dayroom, a kitchen, and a single men's barracks, to serve as a quarantine station. The Quail Island station was first used in February 1875. Use of Rīpapa Island as a quarantine station continued after the new station had been built on Quail Island, but ceased after Rīpapa Island was chosen as the location for defence works. After the flood of immigrants of the 1870s eased, the remaining Quail Island quarantine station was little used. It was later used to quarantine New Zealand residents with infectious diseases, as a convalescent sanatorium during the 1918 influenza epidemic and as a leper colony (see section 9.3).

In anticipation of the arrival of the first body of Canterbury Association settlers, immigration barracks were built at Lyttelton in 1849. The barracks were last used in 1864, following the construction of new barracks in Addington in Christchurch. Especially after 1867, when the Lyttelton rail tunnel was opened, the immigrants' had very fleeting acquaintance with Lyttelton as they transferred from the ships on which they had arrived to the train that carried them straight to the Addington barracks.

In 1874 immigration barracks were also built at Akaroa, but Akaroa never became a 'port of arrival' for new settlers. Immigrants arriving in Lyttelton were sent first to the immigration barracks in

Addington. Some were then sent on to the barracks in Akaroa where they lived until they found jobs with Peninsula employers. The Akaroa barracks were used only intermittently for their original purpose. Their use as an immigration barracks ceased before the end of the 1870s. They remained on their Akaroa site until 1898 when they were dismantled and re-erected (not in their original form) on the foreshore of what was then known as Red House Bay (now Takapūneke). There they were used briefly as a crayfish canning factory then later as a jam factory and then as farm buildings. Despite having been moved and modified they are an important relic of the days of mass, organised immigration.

Historic quarantine sites

Three archaeological sites associated with quarantine provisions have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another.

Table 2.4. Sites related to quarantine recorded on ArchSite

NZAA Site No.	Locality	Site Type	Description
M36/131	Quail Island	Hospital	Level areas, terraces (often spread with shelly beach gravel), building foundations, tank stands, water tanks, tracks, drains, from quarantine station established in 1874. 1 standing building, single men's barracks (HPT Cat 1).
N36/3	Rīpapa Island	Military	Originally a pa, known as Taununu's Pa, and involved in the Kaihuanga feud in the early 19th century. Quarantine station set up, 1870s. Fort Jervis built late 1880s, during Russian scare.
M36/133	Quail Island	Agricultural/Pastoral	A concrete slab which was the base for kennels used for quarantining dogs.



Figure 22. Akaroa immigration barracks re-erected in new form in Takapūneke, 2014.
Source: Ashley Mokena, 2 148

2.4 Peopling Banks Peninsula's places and landscapes: Later arrivals

General discussion:

Starting in 1850, organised immigration into Canterbury saw the population of the Peninsula increase as a small proportion of the total number of new settlers made their homes in the region. Organised immigration continued until the 1880s. Lyttelton was an important port of arrival for the settlers and facilities for the reception of immigrants – barracks and quarantine stations – were established in the Lyttelton Harbour basin.

Relevant listings:

The Pilgrims' landing site in Oxford Street, Lyttelton, is a reminder of the first body of organised settlers to arrive in the port. Many listed dwellings, especially in Lyttelton, were the first homes of some of those who arrived as part of the flow of immigrants from the 1850s to the 1870s. The listing of the Camp Bay quarantine station and of the site of its cemetery relates to the experiences of those who arrived on ships on which there was disease aboard.

Possible new building, object, site and landscape-related listings:

The former Akaroa immigration barracks, now at Takapūneke, should be considered for listing as should the features on Quail Island and Rīpapa Island (if any remain there) which relate to the use of the islands as quarantine stations – both human and animal. The site of the Lyttelton immigration barracks should be recorded accurately and if not listed marked in some way.

Possible new archaeological listings:

No new archaeological sites can be identified that relate specifically to the theme of later arrivals.

Bibliographic note:

The arrival of the organised immigrants, starting in 1850, is well covered in the general histories not just of the Peninsula but of Canterbury as a whole.

Further research:

This topic is well covered in the historical literature on the Peninsula.

Further archaeological research and other suggested action:

It is recommended that both the Camp Bay Passenger Quarantine Station site and associated cemetery be inspected by an archaeologist and information relating to their location, current condition and any possible natural or cultural threats be recorded and the two sites added to ArchSite.

It is also recommended that the Quail Island quarantine station (M36/131 and M36/133), and Rīpapa Island (N36/3) are revisited by an archaeologist and surveyed to record their current condition, and to assess the likelihood of short or long-term damage to the sites through natural or cultural factors. This information should then be added to the site record forms written for each site on ArchSite.

2.5 Peninsula demographics

The population of Banks Peninsula, including Lyttelton and its harbour basin, grew steadily through the nineteenth century to reach a peak in the late 1880s. Thereafter, the populations of individual parts of the Peninsula either remained static or declined, especially with twentieth century changes in farming on the Peninsula (see below and section 4.7).

In the 1840s, before Lyttelton was established as a 'beach-head' for the Canterbury Settlement, the Peninsula's population remained below 1,000. Colonel Wakefield's figure for Akaroa alone in 1844 was 217 (80 French and German, 40 British and 97 Māori). By 1846 the population had risen to close to 700, but fell by the end of the decade following the move of many Peninsula Māori to Tuahiwi in 1848.

In 1871 the population of the Akaroa and Lyttelton electoral districts was 4,149 (Akaroa 2,722, Lyttelton 1,427). Just three years later (as the immigration of the Vogel years began to take effect) the combined population of the two electoral districts was 6,107 (Akaroa 3,133, Lyttelton 2,974). By 1901, the population of the combined electoral districts was 9,000.

After the late 1880s, the population of the Peninsula, excluding Lyttelton and its harbour basin, began to decline steadily until by 1971 it was only 2,239, less than half the total of a century before. The population then rose to close to 3,000 by the late 1980s. This was still very significantly below the late nineteenth century peak.

The de-population was mainly in the rural areas of the Peninsula. While the populations of both Lyttelton and Akaroa held steady or declined only a little after the 1880s, the decline of population was felt severely in the rural areas and in the small settlements in the major bays. The population of Okains Bay was still 290 in 1911. It fell to 246 ten years later, but by 1986 had fallen to 122. The pattern was similar in neighbouring Le Bons Bay. Around 1900, the bay's population was more than 300; it fell to 200 in 1918, to 89 in 1947 and to a low of around 45 in the late 1960s. The slight increase to around 60 in 1978 nowhere near made up for the decline through the previous three-quarters of a century.

Tracing the Peninsula's demographic history is complicated by the fact that two labour-intensive industries, timber milling in the second half of the nineteenth century and cocksfoot harvesting from the 1870s to 1920, both attracted large numbers of transient or itinerant male labourers. Though many timber workers later acquired land and became farmers, large numbers moved on when timber milling went into decline in the late nineteenth century. Workers attracted to the Peninsula by the cocksfoot harvest swelled the Peninsula's summer population, but moved away to other seasonal work both temporarily at the end of each season and permanently when the industry went into decline after World War I. The decline of the population of Lavericks Bay from a peak of 38 in 1886 to 16 in 1891 and as low as nine in 1911 is probably explained by the end of sawmilling in the bay.

Little Akaloa's population had reached about 300 at the turn of the twentieth century, when intensive dairying and cocksfoot harvesting were the bay's economic mainstays. The population

dwindled first with the decline of the cocksfoot industry then, from the 1950s with a shift from dairying to running stock on larger holdings until by 1986 in the area from Menzies Bay to Raupo Bay, on each side of Little Akaloa, there were only 86 inhabitants. The population of Pigeon Bay fell from 350 in 1900, to 200 in 1940 then to just 131 in 1986.

Through this long period of declining populations in the rural areas and bays both Akaroa and Lyttelton more or less 'held their own', but this was all they did. While the population of Canterbury and the country as a whole climbed steadily, the populations of Akaroa and Lyttelton remained static.

Akaroa's population of 645 in 1874 rose to 662 in 1886, fell, rose to a new peak of 682 in 1915, then fell again to 615 in 1926. The town's population hovered in the 600s until beyond 1950. It then increased to around 850, but this figure included, as earlier figures had not, those living immediately beyond the borough's boundary. Subsequently the figure for those living in 'greater' Akaroa fell to around 600, about where it had been 100 years before.

Lyttelton's population climbed considerably in the town's first four decades, especially in the 1870s. Between 1868 and 1878, it more than doubled from around 1,400 to 3,476. Between 1878 and 1881 it rose from 3,476 to 4,127. It continued to climb more slowly into the early twentieth century, to reach a peak in 1915 of 4,396. It then began an uneven but steady decline – to 3,779 in 1921 and 3,110 in 1941. After the end of World War II it began to rise again, to 3,589 in 1956, only to fall again, to 3,403 in 1961. It subsequently rose slightly, to 3,461 by 1976, only to decline again through the last quarter of the twentieth century. By the early twenty-first century it was holding at just over 3,000, a decline of about one-third from its peak in 1915.

As Ogilvie has noted, the composition of the population, for at least the first decade or two, was disproportionately weighted against women. Women comprised only twenty percent of the steerage passengers on most immigrant ships during this period, and of these, by far the most were married. The lack of 'marriageable' women was slow to resolve. By 1870 the gender role had shifted to a point where men out-numbered women by only two-to-one. A decade later the balance was even.

2.5 Peopling Banks Peninsula's places and landscapes: Peninsula demographics

General discussion:

The over-all population of the Peninsula rose to a peak in the late nineteenth century then declined, at an irregular pace, through the twentieth century. The resident populations of Lyttelton and Akaroa remained more or less static through most of the twentieth century, but the population declined markedly in the Peninsula's rural areas with changes in farming, especially the decline of dairying and cocksfooting.

Relevant listings:

The topic is not one that lends itself to being related to specific buildings and sites, so the lack of any listings which refer to population changes on the Peninsula is not surprising.

Possible new building, object, site and landscape-related listings:

Consideration could be given to the listing of derelict farmhouses as evidence of rural population decline (with the understanding that management of the listed farmhouses would have to focus on stabilisation at a certain point of decay of the buildings).

Cemeteries should be considered for listing not just for their aesthetic appeal but also as sources of demographic facts. (This is also recommended in 3.7.) Currently the only cemetery listed is the site of the Camp Bay quarantine station cemetery.

Possible new archaeological listings:

No archaeological sites can be identified that relate specifically to the theme of changing population demographics.

Bibliographic note:

There is some discussion of population dynamics on the Peninsula in some general histories and the fact of rural depopulation is mentioned (without substantive statistical corroboration of the fact) in several of the histories of particular bays or settlements.

Further research:

Study of the census figures would clarify the size, age composition and marital status of those living on the Peninsula district by district and would confirm the fact and clarify the patterns of rural decline and potentially add to a better understanding of the role of women in Banks Peninsula in the mid nineteenth century.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

3

Building towns and settlements



SECTION CONTENTS

Discovering and charting the coast

Exploring and surveying

Acquiring land and tenures

Farms large and small

Towns, townships and settlements

Types of buildings

Creating burial places and public spaces

Theme 3. Building towns and settlements

3.1 Discovery and charting of the coast

The first recorded sighting of Banks Peninsula by Europeans was on 16-17 February 1770, when Captain James Cook's *Endeavour* was sailing south down the east coast of the South Island. Cook sailed close enough to the Peninsula to note that its 'broken irregular surface' was wooded and that it was inhabited. Cook described the Peninsula as being 'seemingly detached from the Coast' and appearing 'like an island'. The *Endeavour* did not sail close enough to the coast to observe the low land linking the volcanic mass to the mainland of the South Island and Cook finally decided the hills of the Peninsula were indeed an island. He named the 'island' after the naturalist on board the *Endeavour*, Joseph Banks.

Sealers and then flax traders, sailing usually from Sydney, began frequenting the waters off the South Island in the first quarter of the nineteenth century. In 1809, a sealer, Captain Chase, on the *Pegasus*, discovered that a low isthmus connected the mass of hills to the mainland and that 'Banks Island' was really a peninsula. It is unclear whether Chase entered Lyttelton Harbour or merely passed its entrance. Two other early European visitors to the waters off the Peninsula, Captain Mason, on the *Brothers*, in 1810 and Captain Jones, on the *Perseverance*, in 1813 sailed past Banks Peninsula but did not land. The first European vessel recorded as having entered Akaroa Harbour was the *Governor Bligh*, Captain Grono, in 1815-16. Grono spent some time in the harbour and almost certainly landed.

In 1827, a flax trader, Captain William Wiseman named Ports Cooper and Levy after two Sydney merchants. In 1830 an American sealing vessel on its way to Antarctica visited Lyttelton Harbour and in the same year a flax trader, Captain Stewart, of the brig *Elizabeth* visited Akaroa Harbour, the visit becoming known as the notorious 'Brig *Elizabeth* incident' (see section 8.1).

By 1830, the coasts of the Peninsula were well-known to European and American mariners and some early charts of parts of the coastline had been produced.

By that same year, visits to Peninsula harbours and bays by sealers and flax traders had tapered off. One of the last sealing or flax trading vessels to visit the Peninsula was the *Vittoria* which in June-July 1831 entered both Akaroa and Lyttelton Harbours. In the 1830s whaling vessels began to use the Peninsula's bays and harbours to replenish supplies of wood and water and to rest. By the time the first shore whaling stations were founded in the late 1830s (see section 4.2) the coast of the Peninsula was well-known.

Charting of the coast of the Peninsula was completed in the late 1830s and 1840s. In 1838, Captain Cécille of the French warship *Héroïne*, sent by the French Government to protect the interests of French whalers in New Zealand waters, surveyed Lyttelton Harbour (then known as Port Cooper but which Cécille named 'Tokolabo', that is Whakaraupō), Akaroa Harbour and Port Levy. Cécille's chart was published in Paris in 1840. Two years after Cécille's visit, in 1840, another Frenchman, Dumont D'Urville, with the *Astrolabe* and *Zelée*, visited Akaroa Harbour a few months before the Nanto-Bordelaise Company settlers arrived. One of D'Urville's charts was of Peraki, where the first

shore whaling station had been established in 1837. (D’Urville had not visited Banks Peninsula on his earlier, 1826-27, voyage in New Zealand waters.)

When Captain Stanley, of the *Britomart*, was in Peninsula waters in 1840, to exercise British sovereignty prior to the arrival of the French settlers, he charted Akaroa Harbour and Pigeon Bay. In 1841, a chart of Akaroa Harbour was made while the *Aube*, Captain Lavaud, was stationed there. An outline plan of the entire Peninsula was completed while the French naval vessel, the *Rhin*, was stationed in Akaroa Harbour between 1843 and 1844. An 1845 chart produced in Paris was probably the work of the French artist Charles Meryon. A French Admiralty chart was published in 1848.

As organised settlement of New Zealand began in the 1840s, the Peninsula was visited on two occasions by those charged with finding sites for British settlements. In July 1841 Captain Daniell and George Duppa investigated Port Cooper as a possible site for the settlement which was later located at Nelson. In 1844, Frederick Tuckett, on board the *Deborah*, investigating possible sites for a proposed Scottish settlement, visited Port Cooper and anchored in Purau, but went on to Otago.

The charting of the Peninsula’s coasts was completed in 1849-50, well after the first Europeans had settled, by Captain John Stokes of the *Acheron*. When he visited the Peninsula as part of a general British Admiralty survey, Stokes came to anchor in Purau, where he remained while North Canterbury was explored by W.J.W. Hamilton and others. Purau was known for some years as Acheron Bay.

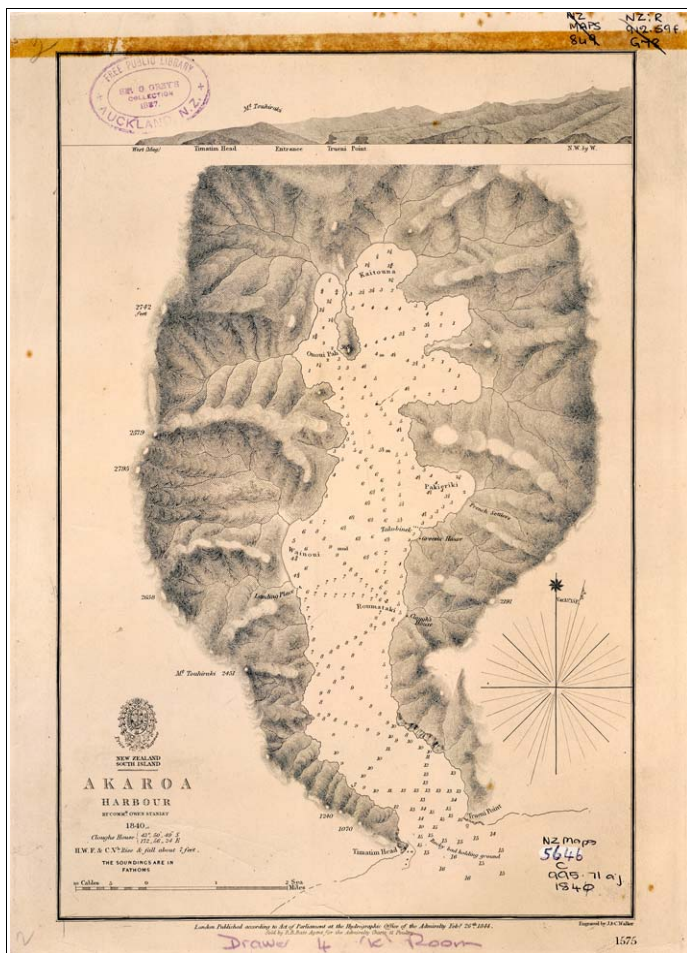


Figure 23. Hydrographic Chart of Akaroa Harbour in Banks Peninsula. Drawn by the Hydrographic Office of the Admiralty, London, 1844. Source: Auckland Libraries, Sir George Grey Special Collections, NZ Map 5646.

3.1 Building towns and settlements: Discovery and charting of the coast

General discussion:

The European discovery of Banks Peninsula by James Cook in 1770 was a minor episode of his circumnavigation of the South Island. In subsequent decades, the coast of the Peninsula, or of parts of it, were charted by sealers and whalers and by French and British naval vessels. The coast was fully and accurately charted by 1850.

Relevant listings:

No listings relate to the European discovery of the Peninsula or the charting of its coast. These are not activities that could be expected to have left tangible remains 'on the ground'.

Possible new building, object, site and landscape-related listings:

No possible listings suggest themselves. The theme is best handled by interpretation.

Possible new archaeological listings:

No archaeological sites have been identified that relate specifically to this theme.

Bibliographic note:

There are references in the standard general histories to Cook's voyage and to the charting of the Peninsula's coast. Maling's book, *Early sketches and charts of Banks Peninsula, 1770-1850* documenting maps and charts of Banks Peninsula is a comprehensive record of the steadily expanding European knowledge of the Peninsula's coastline. Sheila Natusch's book, *The cruise of the Acheron* touches on the last stage of the initial efforts to compile complete and accurate records of a convoluted coastline.

Further research:

There is sufficient information in the existing literature to inform any decisions about possible identification and marking of any above ground sites of importance (if any) in the history of charting the Peninsula's coasts.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

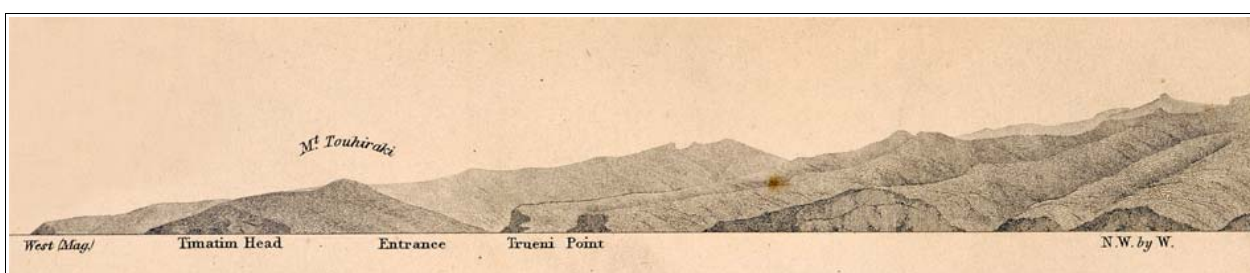


Figure 24. Detail from Hydrographic Chart of Akaroa Harbour in Banks Peninsula. Hydrographic Office of the Admiralty, London, 1844. Source: Auckland Libraries, Sir George Grey Special Collections, NZ Map 5646.

3.2 Exploring and surveying the land

The land area of Banks Peninsula is not great and the exploration of its 'interior' did not involve any epic journeys. It is not known who among the many early visitors to the coasts of the Peninsula first climbed to the crests of the hills and gained such an overview of the Peninsula's topography as they could, given that the hills were clothed heavily in bush.

When the first shore whaling stations were established in the south-eastern bays in the late 1830s, overland trips were almost certainly made between those bays and Akaroa Harbour, although communication between the shore stations and whaling ships anchored in Akaroa Harbour was mostly by boat.

Early surveys of parts of the Peninsula were completed in 1841 by Daniell and Duppa and in 1842 by the New Zealand Company surveyor, Mein Smith, who mapped and surveyed parts of the Peninsula. The results of Mein Smith's work were lost when the ship on which he was returning to Wellington, the *Brothers*, was wrecked in Akaroa Harbour.

The French settlers who founded Akaroa seem not, by and large, to have journeyed to any great extent to other parts of the Peninsula. The first British settlers of 1843 and 1845 (the Hays and Sinclairs at Pigeon Bay, the Greenwoods at Purau and the Gebbies and Mansons at the head of Lyttelton Harbour) explored their particular parts of the Peninsula. Sinclair and Hay climbed to the top of Gebbies Pass in 1842 when they were first examining the Peninsula as a place to settle. The pass was crossed by Tuckett in 1844 when he was examining possible South Island sites for the proposed Scottish settlement that was eventually located in Otago.

Further surveys and mapping of parts of the Peninsula were undertaken by Kettle, Kemp and Mantell in 1848 in connection with the purchase of areas of Canterbury from the Māori and the establishment of reserves. But the first comprehensive survey of the Peninsula was not undertaken until the eve of the founding of the Canterbury Settlement. Captain Thomas, sent out by the Canterbury Association to prepare for the Settlement, had his surveyors, Torlesse and Cass, map the Peninsula. They made several surveying expeditions onto the Peninsula from a nascent Lyttelton. Following their surveys Canterbury Association surveyors began laying out roads and sections. The work was completed later in the 1850s by Provincial Government surveyors.

3.2 Building towns and settlements: Exploring and surveying the land

General discussion:

The Peninsula's relatively small geographic area means there were no complex geographical puzzles to be solved by those first venturing inland from the region's bays and earliest coastal settlements and so no notable interior journeys of exploration. Although its topography is complex, the surveying of the Peninsula was completed relatively quickly and without any notable achievements of surveying.

Relevant listings:

No listings refer to early overland journeys on the Peninsula or to its being surveyed.

No listings refer to any planted boundary markers or other boundary.

Possible new building, object, site and landscape-related listings:

No possible listings that would recall when Europeans first reached particular places in the interior of the Peninsula suggest themselves. The only feature of the first surveys of the region which should be considered for listing or protection in some other way are the metric dimensions of some Akaroa streets, dating from when the town's first streets were laid out by the French.

Possible new archaeological listings:

No archaeological sites have been identified that relate specifically to specifically to exploring and surveying.

Bibliographic note:

The earliest journeys by Europeans from bay to bay, on to particular summits or across particular passes are noted, generally in passing because the topic is not considered of importance or interest, in general histories of the Peninsula and histories of particular bays.

Further research:

There is sufficient information in existing sources to inform any decision whether the judgement that the theme cannot easily be represented in the listings is correct, and sufficient information for interpretation of the theme by way of publications or notice boards if that is considered appropriate.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

3.3 Acquiring land and tenures

The first land grants

The first Europeans to acquire title to land on Banks Peninsula were the French settlers who received land grants from the Nanto-Bordelaise Company. By the time the settlers reached Akaroa, New Zealand was British. The Company's claim to 12,150 hectares of land (the area Langlois claimed to have bought from the Māori) was reduced to 5,000 hectares by Edward Godfrey, appointed Land Claims Commissioner in 1843, but the claim to the full area was later allowed. The Nanto-Bordelaise Company sold its interests in 1849 to the New Zealand Company. Prior to that the French settlers, and some others, held titles to areas of land issued by the French company.

Langlois (and the company he founded) were not the only ones to claim to have bought areas of Banks Peninsula from the Māori prior to the establishment of British sovereignty in 1840. These claims spanned a decade and a half, from 1825 to 1839, and ranged in size from a few hundred hectares to the whole of the Peninsula. Godfrey did not allow any of these claims. The most persistent claimant was George Hempelman.

The titles issued by the Nanto-Bordelaise Company, which were secure once the claim to have bought a large area from the Māori which the company had inherited from Langlois had been recognised by the British Government, were mostly for relatively small areas in the vicinity of Akaroa itself. The Duvauchelle brothers, who stayed only a short time in New Zealand, took up land in the bay that bears their name under a title granted by the Nanto-Bordelaise Company. Not all those who took up land under 'French' titles were French. In the first half of the 1840s, William Barry took up a small area of land under such a title in the bay which bears his name.

The Peninsula was finally bought by the Crown from its Māori owners in three separate blocks – the Port Cooper Block, the Port Levy Block and the Akaroa Block. By 1856, when the last of these blocks, the Akaroa Block, was bought, the Canterbury Association and the Crown had already leased or granted the freehold of a large part of the block. (The Kemp Purchase of 1848, though the deed was signed on HMS *Fly* in Akaroa Harbour, did not include the Peninsula.)

Land was also taken up on the Peninsula prior to the purchase of the land from the Māori by the Crown and to the issuing of leases or granting of titles first by the Canterbury Association, then by the Crown. The several British families which settled on the Peninsula in the 1840s took up land under agreements with the local Māori. These included the Rhodes in the area between Takapūneke (Red House Bay) and Flea Bay (1839), the Hays and the Sinclairs in Pigeon Bay (1843), the Greenwoods at Purau (also 1843), and the Mansons and Gebbies at the head of Lyttelton Harbour (1845). At Ikoraki, Joseph Price held the land on which he established his whaling station under native goodwill. Price sold this informal interest in the land at Ikoraki to Hugh Buchanan in 1852, Buchanan acquiring a Crown grant to the land the following year.

Once the Canterbury Settlement had been founded, land was taken up (from the Canterbury Association, then from the Crown) in two different ways – by the purchase of freehold or by the lease of grazing runs.

The pre-1850 settlers on the Peninsula who held land either by grant from the Nanto-Bordelaise Company or by lease from local Māori had to secure their tenures under the British regime. The grants of land by the Nanto-Bordelaise Company were turned into Crown freehold generally without problems.

The settlers who had taken up land under lease from the Māori had to purchase or lease their land from the new authorities. So Israel Rhodes, who had taken charge of part of the Rhodes brothers' large leasehold in the south-eastern corner of the Peninsula, bought land at Flea Bay in 1852. Israel Rhodes also eventually acquired grazing rights the Rhodes brothers held over some 1,620 hectares as pastoral leasehold.

At the head of Lyttelton Harbour John Gebbie's widow, Mary, in the 1850s bought several rural sections from the Crown totalling nearly 60 hectares but also leased two pastoral runs of just over 2,000 hectares each, one of which reached across Gebbies Pass to the shore of Te Waihora (Lake Ellesmere). At the head of Lyttelton Harbour, the Mansons also bought rural sections of a little more than 60 hectares in the 1850s. In nearby Charteris Bay, land which had been farmed by the Mansons prior to 1850 was bought by several newly arrived settlers.

After 1850 a large number of new settlers bought rural sections of varying sizes from the Canterbury Association and the Crown. Much of the land surrounding Barrys Bay, where William Barry had held a small area under a 'French' title, was taken up in average-sized 20-hectare blocks. In neighbouring Duvauchelle, the land was also taken up as Crown freehold in the 1850s and early 1860s. In Duvauchelle, as elsewhere on the Peninsula, there was great variation in the sizes of rural sections taken up. Lord Lyttelton's trustees acquired close to 80 hectares in Duvauchelle in 1850; in 1857 one of the original *Comte de Paris* settlers, Waeckerle, took up an eight-hectare section. Piper, who became a major sawmiller in Duvauchelle, made his first purchase there, of 16 hectares, in 1860.

In a few cases, French settlers, after 1850, acquired land under the new regime. B. Guindon and E. Bourriad both bought land in Goughs Bay which was occupied by another French settler, Peter Malmanche.

In the more remote bays, land was not taken up until the 1860s. The first rural section in inaccessible Hickory Bay, one of the last Peninsula bays to be occupied by Europeans, was not taken up until 1866 (by Harry Head, one of the Peninsula's notable eccentrics).

Leasehold runs

It is commonly thought that the farming history of Banks Peninsula is mostly a history of families of modest means making their livings on relatively small, freehold farms. But when the Canterbury Association and then Crown began selling and leasing land throughout Canterbury, large areas of land on the Peninsula, as elsewhere in the province, were taken up as grazing leases. Several of these leasehold grazing runs became the foundations of large freehold estates, as discussed below. Although Banks Peninsula was like the rest of the country in having large leasehold runs in its early days, the history of the runs on the Peninsula is not quite the same as the history of the grazing runs

in other parts of Canterbury. The historian of Canterbury's runs, L.G.D. Acland, observed that 'it is harder to make the history of the runs on the Peninsula clear than the history of the runs anywhere else in Canterbury'. Acland attributed this to the facts that parts of the Peninsula were settled 'before the Provincial Government was even thought of' and that five-sixths of the Peninsula was heavily bushed and not suitable for immediate stocking by sheep. On the Peninsula, the acquisition of freehold estates, small and large, and the leasing of runs occurred simultaneously, whereas in most of Canterbury the land was first taken up as extensive leasehold runs and only later taken up as freehold.

The Rhodes' cattle station, on the open country between Akaroa and Flea Bay, which had been leased from local Māori in 1839, became a leasehold run, held under a pasturage license, in 1852. The leasehold was part of run 30, which also took in large areas at Kaituna and Ikoraki, well separated from the Flea Bay land.

The Rhodes brothers' Kaituna run ran from the summits of the hills down to the foreshore of Te Waihora (Lake Ellesmere). The first license in the area was granted to the Rhodes in 1851. The adjoining run, Ahuriri, (which was not, strictly, part of Banks Peninsula; it ran from the southern Port Hills across the flat to the Halswell River) was granted to the Rhodes in 1857. For some years, the Rhodes' extensive runs, including Kaituna, were supervised from Ahuriri. Before they disposed of the Kaituna and Ahuriri land, the Rhodes had freeholded most of the area they had held originally under pastoral leases.

The Rhodes also took up leasehold runs at Purau, where they had bought the land the Greenwoods held on Māori lease in 1847. The Rhodes took up their first pastoral license in the Purau area, for 2,350 hectares, in 1852. They did not take up the higher country about Mount Herbert until the late 1850s. By the time they sold Purau to H.D. Gardiner in 1874 the property was a mix of freehold and leasehold.

Adjoining the Rhodes' Kaituna run, Thomas Parkinson took up a leasehold run of a little more than 2,000 hectares on the western side of Wairewa (Lake Forsyth). Most of the Kaitorete Spit was taken up as leasehold runs by Birdling and Price both of whom had large freeholds nearby. (There was never a run homestead on Kaitorete.) Parkinson's neighbour, Joseph Price, also leased large areas of land through the same years, 1852-62, he was acquiring freehold land in Prices Valley to which he later added to create his freehold property Kelvin Grove.

The Oashore and Ikoraki parts of the Rhodes brothers' original run 30, which lay east of Wairewa (Lake Forsyth), were separated from the Kaituna part of the run. Both blocks were eventually acquired, as leaseholds, by Hugh Buchanan of Kinloch (see below), the Ikoraki block in 1852 but the Oashore block not until the late 1870s.

The Kinloch run, also east of Wairewa (Lake Forsyth), was first leased in two blocks in 1852 by Hugh Buchanan. The blocks totalled around 5,000 hectares. In the same year Buchanan bought the lease of the Ikoraki section of run 30 from the Rhodes.

East of Kinloch, Oashore and Ikoraki, the largest leasehold run was Peraki. A freehold rural section of 20 hectares was taken up at Peraki in 1851, but most of the valley was first taken up as leasehold runs (totalling around 4,050 hectares) in 1852 and 1856 by Walter Carew. By the time Carew sold Peraki to Snow and Anson in 1875-76, Carew had freeholded some of the land he had originally leased.

East again of Peraki was a further leasehold run, embracing Whakamoia and Lands End, of 2,025 hectares. It was, as Acland describes it, one of several Peninsula runs taken up as an afterthought by the owners of small freehold sections in the area, in this case James Wright and William Lucas.

Elsewhere on the Peninsula significant areas north of Flea Bay round to Otanerito and in Le Bons and Pigeon Bays were first taken up as large leasehold runs of between 2,000 and 2,800 hectares. Almost all these originally leased lands were freeholded in the 1860s and early 1870s. Land in the valleys above Little River was also taken up originally as a leasehold run called Wairewa by George Joblin who had already bought freehold sections further down the valley. Much of the area was rather quickly converted into freehold, by both Joblin and others, though some was still held under lease as late as 1891 when William Montgomery bought the Wairewa station as a mix of leasehold and freehold.

Once land was surveyed and purchased the marking of corner boundaries through the planting of trees (frequently oaks and pines) was not an uncommon practice and in some instances this was a requirement as noted in other parts of the country. Although no recorded examples have been located on the Peninsula, both the practice and the potential for surviving planted corner boundary markers cannot be discounted.



Figure 25. Akaroa landholding overlooking the harbour, 1800s.
Source: Burton Brothers photograph O.034056, MNZ

3.3 Building towns and settlements: Acquiring land and tenure

General discussion:

The first European land grants on Banks Peninsula were made by the Nanto-Bordelaise Company in the 1840s. They were eventually superseded by Canterbury Association and then Crown grants of large leasehold runs and of freehold blocks, in a great variety of sizes but smaller than the leasehold runs.

Relevant listings:

Only one of the homesteads of those who initially leased runs from the Crown from the early 1850s and then accumulated relatively large freehold estates has been listed, the Purau homestead.

Several of the older of the smaller rural dwellings which have been listed were probably the residences of those who first took up small freehold blocks from the 1850s on. The Chateau, Orton Bradley Park, though a replica, represents the homes of the original early smallholders.

Possible new building, object, site and landscape-related listings:

The Kinloch, Kaituna and Prices Valley homestead's and setting are glaring omissions from the listings of the homesteads which cover the transition from leasehold runs to large freehold estates.

There may also be other surviving dwellings which were built on particular blocks of land when they were first taken up as freehold.

Possible new archaeological listings:

As noted in Section 2.2 Migration and ethnicity French Farm (NZAA Site Number N36/143) should be considered for listing together with the surrounding paddock.

Bibliographic note:

The history of the original landholdings, bay by bay and valley by valley, is covered exhaustively in Ogilvie's standard history of the Peninsula. The history of the first taking up of land on different tenures is also covered in books such as Elizabeth Ogilvie's *Purau*, Yvonne Fitzmaurice's *Captain Joseph Price, 1809-1901: mariner, landowner & family man* and Ian Menzies' publication *The Story of Menzies Bay*, and a host of others.

Further research:

There is sufficient information on this topic in existing sources for the purposes of assessing the adequacy of the existing list and of identifying possible additions to the list of buildings which illustrate the original taking up of land on different tenures.

It is possible that survey plans, field notebooks, other primary legal documents and settler diaries hold information concerning the planting of trees as corner boundary markers or other features / methods used to indicate property boundaries (notched trees). However research of this kind is considered beyond the scope of this listing exercise.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

3.4 Farms large and small

By the late nineteenth century most Banks Peninsula rural land was held as freehold. These freehold farms varied greatly in size. To a greater extent than is sometimes appreciated, there were many large farms on Banks Peninsula right through its history. Several of these large properties developed as those holding pastoral leases steadily acquired the freehold of land they had been leasing. Other larger Peninsula properties developed from the accumulation of adjoining freehold sections by settlers who had never held pastoral leases but often began by buying a single rural section of between eight and 20 hectares.

The Rhodes brothers, who had held the largest areas of any Peninsula landowners and who freeholded large areas out of their extensive pastoral leases, quit their Peninsula holdings in the mid 1870s. (Otahuna, the Tai Tapu Estate retained by Robert Heaton Rhodes, lies outside the boundaries of the area of this study.) Several large freehold estates developed on what had been Rhodes' land. Purau was a property of 2,670 hectares freehold when Robert Rhodes sold it to the Gardiner family in 1874.

Birdling bought around 2,000 hectares of freehold land (and around 2,500 hectares of leasehold land) on the eastern side of the Rhodes' Kaituna run when the Rhodes dissolved their partnership in 1875. He called the property Waikoko and ran the freehold in conjunction with the large area of leasehold, much of it on the Kaitorete Spit, which he had also purchased from the Rhodes. Thomas Parkinson came to the area as manager for the Rhodes. He also leased land in his own name. When the Rhodes sold up in 1875, Parkinson purchased the homestead block of Kaituna, an area of close to 5,000 hectares.

Birdling's neighbour Joseph Price between 1852 and 1870 accumulated more than 950 hectares in Prices Valley and on the shore of Te Waihora (Lake Ellesmere). Price also continued to hold leases over other lakeshore land. His land was sold in 1911, ten years after his death.

Other holders of pastoral leasehold runs who built up large freehold estates included Francois Narbey in Otanerito, and Richard Fleming at Port Levy. By 1875, Fleming held 324 hectares freehold but had pasturage rights over an area ten times as large. The Fleming property at Port Levy grew to more than 1,100 hectares of freehold. It became eventually the property of the Coop family.

In the block of country west of Akaroa Harbour on the Peninsula's south coast, James Wright, the whaler who had leased a run with William Lucas, by 1873 had a freehold property at Whakamoia of 2,147 hectares. He began his accumulation of freehold land in 1862 with the purchase of a rural section of just eight hectares. At Peraki, west of Whakamoia, the land had already been largely freeholded when it came, in the mid 1870s, into the hands of Anson and Snow (Anson eventually become the sole owner, selling in 1915 to H.W. Piper of Duvauchelle).

One of the largest of these freehold estates which developed out of pastoral leases was Kinloch, on the south coast of the Peninsula immediately east of Wairewa (Lake Forsyth). Hugh Buchanan took up his first leasehold in the area in 1852, then almost immediately acquired the lease over Ikoraki where he lived until 1864. By 1877, the year Buchanan died, his freehold estate totalled around

5,269 hectares. His executors added Oashore to Kinloch immediately after Buchanan's death. (The subdivision of Kinloch in 1906 is described below.)

Also in the Little River area, were three large holdings, Wairewa, Springvale and Gisken. Wairewa was a property which George Joblin built up out of his original leaseholds and sold in 1891 to William Montgomery. On Springvale, William Coop milled timber, then went in for growing cocksfoot seed. The Gisken Estate of a little over 900 hectares had been bought by Henry White in the mid 1880s. It was to be subdivided by the Government in the early twentieth century (see below).

When the Hay family of Pigeon Bay put Annandale on the market in 1878, the property totalled 3,038 hectares freehold. The property did not sell and after a family partnership was dissolved in 1882, the area was divided among different branches of the family.

Other large freehold estates were built up by families which had never held pastoral leases but steadily accumulated freehold sections. In Okains Bay, J.E. Thacker started dairying on the first rural section he bought in 1857 of just 24 hectares. By the time of his death he owned nearly 2,000 hectares in Okains Bay and more land in Le Bons and Duvauchelle. By 1903 members of the Thacker family among them owned more than 3,000 hectares in Okains Bay. In Goughs Bay, the Masefields held nearly 500 hectares by 1893.

George Armstrong (who had first come to Banks Peninsula in 1846 and prospered in business) did not buy the Stony Bay homestead block until 1891. The Armstrongs eventually owned 1,620 hectares in Stony Bay, besides land in the Grehan Valley, Takamatua and Wainui.

Francois Narbey bought small areas in Otanerito in 1857-60. By the end of the century he owned an estate of around 1,600 hectares. Another French settler, Etienne Le Lievre, accumulated around 1,000 hectares between Otanerito and Paua Bay. At Hickory Bay Alexander Roberts owned a large property in the 1880s and 1890s but the family had sold the last of its land in the bay by 1912.

John Menzies bought land at Mackintosh Bay in 1878 and subsequently acquired more land, building up an estate of around 1,200 hectares. In Port Levy, Richard Fleming accumulated around 1,600 hectares and his neighbours, several members of the Cholmondley family, around 800 hectares.

Reginald Bradley built up his large estate at Charteris Bay mainly by acquiring rural sections which had been taken up as freehold by earlier settlers. By the time of Bradley's death in 1892 the estate was around 700 hectares in extent. His son, Orton, added to the family's estate after Reginald's death. Manson sold land in Charteris Bay to Bradley but had an estate of 800 hectares at Teddington.

At Diamond Harbour, Mark Stoddart built up his estate by steadily buying up smaller freehold sections between Diamond Harbour and Church Bay over about a decade, 1852-1862. He sold the land to Hawkins in 1876, but the land later reverted to the Stoddart family.

This large number of medium to large freehold estates on Banks Peninsula co-existed, at the end of the nineteenth century, with a large number of very much smaller holdings, some between 40 and

80 hectares, but many of fewer than 40 hectares. It was possible at that time for a family to make a living from even a smaller area than that by combining dairying with cutting cocksfoot for seed (as described in section 6.6). Interspersed among or alongside the larger holdings were small, generally well-fenced holdings with a simple cottage and just one or two farm buildings (principally cowsheds and dairies) on them.

As land was progressively cleared of forest from the 1860s on, former sawmill workers, farm and other labourers, in a few cases former whalers who had stayed on the Peninsula after the demise of that industry, and newcomers to Canterbury, many of whom came as government-assisted immigrants, acquired one or two small rural sections and began farming. The family histories of most of these small farmers are not as well recorded as the family histories of those who owned larger areas.

One such family was that of John Stanbury. He and his sons worked at Little River in sawmills and on road-making. By the mid 1870s the Stanburys among them had acquired an 81-hectare farm south of the town and also a 116-hectare block on the road to Port Levy.

In his *Reminiscences*, James Hay recalled that the whalers who stayed on the Peninsula after the demise of the whaling industry and took up land (as opposed to pursuing trades like boat-building, boot-making and coopering) were mostly content with small holdings near the beaches. Hay noted that the French settlers, too, were 'not greedy for land' and that many were satisfied with their two-hectare original holdings, which they cultivated industriously.

The number of small holdings increased in the early years of the twentieth century when two large holdings in the Little River area were bought by the Government for subdivision. In the 1890s, the Liberal Government introduced a policy of purchasing and subdividing large freehold estates and offering the farms or small grazing runs of the subdivided estates initially on favourable leasehold terms to 'new' settlers. Elsewhere in Canterbury the Government bought some very large freehold estates (Cheviot and Waikakahi are examples) and settled a large number of small farmers on the land. The two Government subdivisions on the Peninsula were smaller, but nevertheless a significant episode in the history of landholding and farming in the area.

The Kinloch Estate was bought from the Buchanan family in the early 1900s under the 1900 Land for Settlements Consolidation Act of 1900. The estate was surveyed into 30 sections and the ballot to allocate the sections among the applicants held on 23 February 1906. The more than 5,000 hectares of Kinloch were divided into four dairy farms of between 21 and 75 hectares each and 26 'ordinary' farms or small grazing runs of between 100 and 390 hectares each. The farms were originally let by the Government on 'lease in perpetuity'.

The Kinloch clearing sale (for which a special train was run from Christchurch and an excellent luncheon served) was held after the ballot, on 13 March 1906, to allow the new settlers to buy stock for their farms.

By 1927 only five properties remained under lease in perpetuity, the rest having been freeholded or changed to renewable leases (which included a right to freehold). In that same year only six of the original settlers remained on their holdings, a reflection of the difficulties farmers faced in the 1920s, especially in making a living on the relatively small areas of the subdivided farms.

At the time of the Kinloch subdivision, the original owners, as was the practice, were allowed to retain a large 'homestead' block. Of the two Buchanan brothers, J.F. continued to farm the approximately 800-hectare homestead block, which retained the name Kinloch. H.D. first leased a block on which the station's second, Okuti, homestead stood, but he eventually moved to Gisborne. Kinloch was eventually sold by J.F.'s daughters in 1970.

The Government bought Henry White's Giskeen Estate of just over 900 hectares in the Puaha Valley in September 1905, several months after it had bought Kinloch from the Buchanans, but the Morice Settlement blocks were balloted on 21 December 1905, two months before the Kinloch ballot. The Morice settlement consisted of around 30 holdings. Many of the holdings, which ranged in size from 3½ hectares to 88 hectares, proved too small for viable farms, and sections were bought up by other farmers. (Some farms in this area became made up of scattered, well-separated sections.) On both the Morice and Kinloch settlements, the new settlers went 'in largely for dairying', building their new homesteads in sheltered gullies. In both areas, the population increased significantly. In 1906, there were 15 people living on White's Giskeen Estate; by 1911, 50 people called the farms of the Morice Settlement home.

As elsewhere in Canterbury, the years leading up to World War I also saw properties subdivided by their owners, without the intervention of the Government. When the Shadbolt estate at Duvauchelle was subdivided in 1903, no fewer than 25 separate lots were offered. In 1908, Frederick Anson, having failed to sell Peraki Station in 1905, cut his property into blocks. At first only three sold, but eventually the whole of the station was sold as small farms. When Joseph Price's land was sold in 1911 the 140 hectares in Prices Valley itself were divided into no fewer than seven small dairy farms.

Sometimes the land was divided up among members of one family, reducing originally large estates to a number of smaller farms. This was the case with the large Parkinson Estate in the Kaituna Valley and the case of the 1,600-hectare Fleming property at Port Levy which was, by 1913, owned by five of Fleming's sons. In Menzies Bay, at the turn of the twentieth century, John Menzies divided up his 2,000-hectare estate among his children (most of the land was still held, in 1970, by three of John Menzies' grandsons.) In 1890, the Purau Estate owned by H.D. Gardiner was divided into three farms (Fern Glen, The Kaik and Purau Station) for Gardiner's three sons.

This practice of larger holdings being divided up but remaining within the same family was a key reason why the persistence of families in different localities became a feature of Peninsula farming life. The tendency for families to remain in the same localities for several generations was also fostered by the semi-isolation of many Peninsula bays which had poor access until well into the twentieth century. The persistence of families in certain areas was still noticeable in the later twentieth century. In 1978, in Le Bons Bay, the five families which owned most of the land in the bay had been in the locality for five generations.

The process of creating smaller holdings continued into the years after the end of World War I. In 1918 the education (formerly quarantine) reserve of 1,020 hectares which ran from Port Levy across to Little Port Cooper and Camp Bay, which had been leased as a single block, was subdivided into four farms which were offered on ballot to returned servicemen. When they took up blocks on which there were no houses, roads and fences, those successful in the ballot faced conditions not unlike those facing the pioneers of three-quarters of a century earlier. After World War II land above Diamond Harbour was subdivided into two rehabilitation blocks for returned servicemen.

Starting in the years between the wars, but accelerating after the end of World War II, the trend towards a larger number of small holdings was reversed, particularly following the decline of the first the cocksfoot seed and then the dairying industries and the associated rise of sheep farming. (See section 6.6). After the end of World War II, the block at Peraki which survived as a greatly truncated Peraki Station was again enlarged, as smaller farms adjoining it were acquired, until it reached 1,882 hectares.

On the Morice Settlement land in the Puaha Valley, the post-war amalgamation of farms was associated with a steady depopulation of the area. By the late twentieth century, small farms had been supplanted by much larger ones. Though many small holdings remained they were no longer owned by farmers who were making a family living off them but had become 'hobby farms' or 'lifestyle blocks'. By 2000, Peninsula farms were generally as large as those elsewhere in the province.

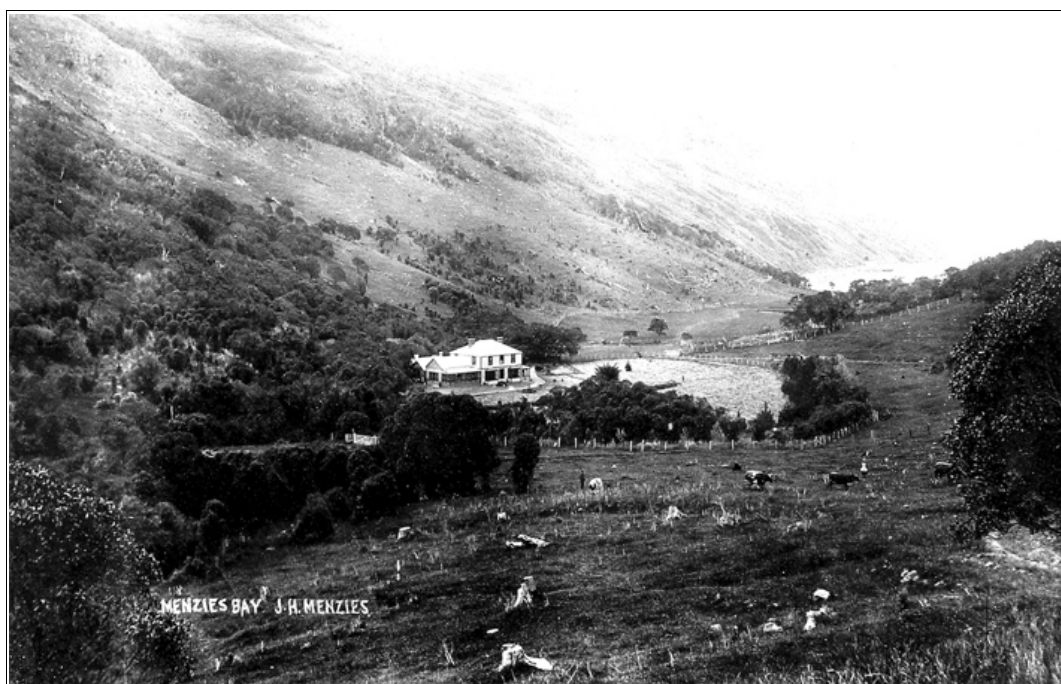


Figure 26. John Menzies' property, in Menzies Bay.
Source: Christchurch City Libraries, CCL PhotoCD 12, IMG0047

3.4 Building towns and settlements: Farms large and small

General discussion:

There has been a great range in the sizes of farms on Banks Peninsula. The larger farms were those of settlers who prospered, but in the nineteenth century and for much of the first half of the twentieth century farmers could make an adequate living off relatively small areas, mainly by combining dairying with cocksfoot cutting.

The late nineteenth century and early twentieth century saw some of the larger freehold estates subdivided, either privately (often within the family) or by the Government (the Kinloch and Morice settlements).

In the later twentieth century, with further changes in farming, notably to grazing sheep and beef cattle, smaller holdings were consolidated and medium-sized farms (of up to several hundred hectares) became the Peninsula standard.

Relevant listings:

There are a reasonably large number of farmhouses of different sizes listed which tell the story of the range of sizes of farms on the Peninsula.

Many of the larger rural houses which have been listed illustrate the building up of medium-sized to large freehold farms through the later nineteenth century.

Possible new building, object, site and landscape-related listings:

There are some serious omissions of larger rural homesteads, notably the Kinloch homestead, the Price homestead in Prices Valley and the Kaituna homestead. There appear also to be serious geographic omissions – none of the older farmhouses in Menzies Bay, for example, are listed.

The existing listings of rural dwellings should be examined to make sure there are no serious omissions, mainly on a geographical basis, of early homesteads and other dwellings which reflect the different sizes of freehold farms as they developed through the second half of the nineteenth century. A systematic survey of surviving rural dwellings would probably be needed to address the possibility of making good both these omissions. The possibility of listing (and having stabilised) some of the derelict farmhouses on the Peninsula to illustrate the processes of consolidation and aggregation of landholding should be considered.

If any dwellings on the Kinloch or Morice settlements which date from the time they were subdivided survive they should be considered for listing.

Any examination and on the ground survey of rural homesteads and outbuildings should include consideration of the setting, including boundary, shelter, ornamental and orchard plantings, gates, troughs and other landscape fabric.

Possible new archaeological listings:

As noted in Section 2.2 Migration and ethnicity and the previous topic French Farm (NZAA Site Number N36/143) should be considered for listing together with the surrounding paddock.

Bibliographic note:

The main source for farm sizes and changes in patterns of land ownership is Ogilvie's standard general history. There is also a large amount of information in local histories, of particular bays or valleys, about changes in land ownership and the breaking up or aggregation of holdings over time.

Further research:

There is sufficient information in the existing sources about where it would be profitable to look for rural dwellings which have not yet been listed, but the correlation of this information in written sources would need to be followed up by 'on the ground' surveys to identify individual buildings that should possibly be listed in order to illustrate comprehensively the changes in the sizes of holding and in patterns of land ownership.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 27. Okains Bay farms and homesteads, 1914.

Source: Shuttleworth collection

3.5 Towns, townships and settlements

In its relatively small area Banks Peninsula has a surprising variety of types of settlements, ranging from the towns of Lyttelton and Akaroa, to small settlements in the bays of Akaroa Harbour and on the Peninsula's northern side, to the remote bays where only a single farmhouse and its outbuildings are evidence of human occupation.

Akaroa as a town

Akaroa developed as a small village in the 1840s. The first roads and streets were laid out by the French, to give the settlers access to their small, two hectare, sections. Many of the houses of the small village of the 1840s were scattered, but something like 'town centres' developed around the French *magasin* (company store), Captain Lavaud's house (of 1842) and French Hotel (of 1843) at one end of the village and along Beach Road at the other end, where the Bruce Hotel (also 1843) and Green's Victoria Inn (transferred from its original site nearer Greens Point in 1843) became important gathering places. A blacksmith was in business by 1842. Shops were established once the issue of free rations from the *magasin* ended, 17 months after the settlers landed. By 1843, the township had a number of shops, a bakery and other businesses. A second bakery was soon in business, along with a joinery shop, shoe-making shop and dairy.

Once the Canterbury Settlement had been established, Akaroa was resurveyed and new town and rural sections were created, which respected the existing road lines (and widths) of the French survey. The establishment of first Lyttelton, then Christchurch, and the arrival of the large body of Canterbury Association settlers spurred Akaroa's growth.

By 1864, when the whaling ship's doctor Louis Thiercelin revisited Akaroa around a quarter of a century after his previous visit, he found a township with elegant buildings half-hidden in trees, a customs warehouse, hotels and shops, a church complete with a steeple and bell and a 50-metre wooden jetty.

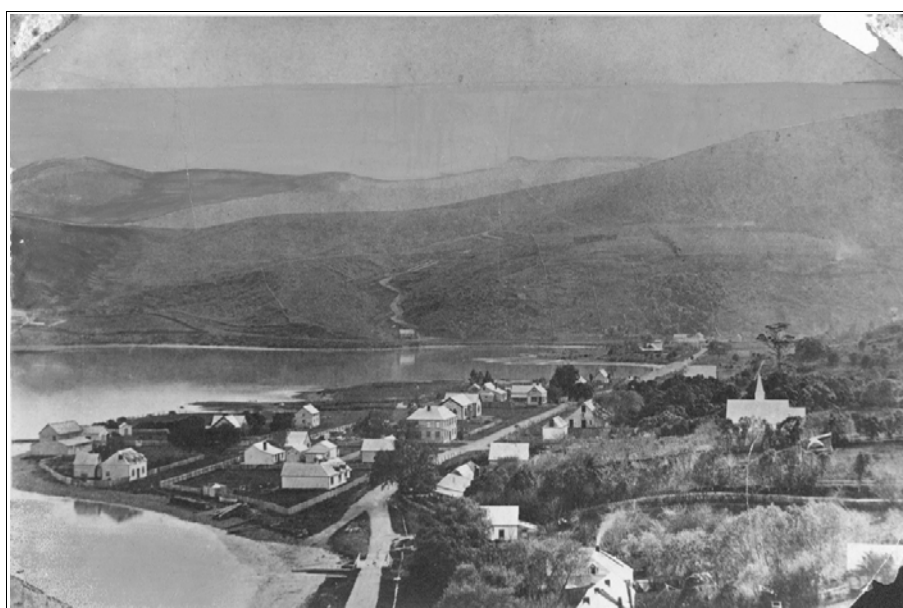


Figure 28. The north, "French", end of Akaroa in the mid 1860s. Source: Ref: 1, AM

In the 1860s, the Bank of New Zealand established an agency in Akaroa. It was short-lived, but when the bank returned in 1873 it established a branch which survived and in the early twenty-first century was still operating from its 1905 building.

Through the rest of the nineteenth century, Akaroa steadily added to its public and commercial buildings. By the end of the century it had facilities and institutions most of which the other Peninsula settlements, except Lyttelton and to a limited extent Little River, lacked. Akaroa had a court house, police station and lock-up, town hall, boating club, literary institute and library building. Commercially, Akaroa had by 1900 several substantial hotels and shops, a local newspaper with its own premises. Latter's store by the French jetty (Daly's wharf) burned down in 1893, but two substantial shop buildings at the south end of Beach Road survived right through the next century. By 1900, Akaroa also had many more dwellings, large and small, than any other Peninsula settlement again except Lyttelton.



Figure 29. Bank of New Zealand, 1912.
Source: Shuttleworth collection

Most of Akaroa's nineteenth and early twentieth century growth occurred along the foreshore or up one or other of the valleys that led back from the foreshore. The spur tops were not by and large built on. On one were the town's cemeteries; on another the extensive Stanley Park.

In the later twentieth century, Akaroa was in the unusual situation of growing in terms of dwellings on new subdivisions while having a steady or slowly declining population. The explanation is that a large number of the new dwellings were built as holiday homes rather than permanent residences. Many of the older dwellings also became holiday homes and were no longer permanently occupied.

By the end of the twentieth century, most of the working population of Akaroa were engaged in service industries, serving either the local population (shopkeepers, health professionals and teachers) or visitors (tour and launch operators, restaurant owners). Some businesses served both groups. Akaroa also became popular as a place to retire to and the construction of pensioner flats on Rue Viard (in 1975) and then a retirement village, Pompallier Village, (in 1980) meant that more elderly people were able to stay in their home town.



Figure 30. Rue Lavaud looking south, 2014.
Source: Louise Beaumont, 189

Lyttelton as a town

Lyttelton's role as a port, its size, and its proximity to and links with Christchurch, all give it an entirely different character from the Peninsula's only other town of any size, Akaroa. Lyttelton was also unlike any other Peninsula town or township in starting out its life, as Christchurch did, with a planned, rectangular grid, though the town's topography gave Lyttelton's grid a different character from that of Christchurch. Beyond the grid, Lyttelton's streets developed less formally, following the contours of the hillsides or climbing steeply away from the harbour. The gullies which crossed the town's site were first bridged but then mostly filled in through the 1860s as streets were widened and levelled.

Captain Joseph Thomas, sent out by the Canterbury Association to prepare for the arrival of the colonists, arrived at Port Cooper in December 1848, accompanied by surveyors. Serious work began on the site of Lyttelton in July 1849. By the end of the year, while the site of Christchurch remained a desolate open space, Lyttelton was already a small town, with a population of around 200 (including

100 North Island Māori engaged by Captain Thomas to work on various public works). Thomas's building programme saw a jetty, boathouse, store, agent's house and immigration barracks built in 1849-50. When John Robert Godley, the Canterbury Association's agent, arrived in April of that year, Lyttelton also boasted, besides Thomas's public buildings, two hotels and other private business premises. By October 1850, there were 60 dwellings, hotels, bakeries and shops and by December, when the Canterbury Association settlers arrived, the town had a population of around 300.

After the arrival of the Canterbury Association settlers in December 1850, Lyttelton continued to grow. The first Anglican church, consecrated in January 1853, had to be dismantled in 1857 because of flaws in its construction. A replacement, in stone, was completed in 1860. The town's first Methodist church, which opened in 1855, was replaced by a larger building in 1861. The Presbyterians built a schoolroom in 1859, then a stone church in 1864. The Roman Catholics followed suit with a stone church in 1865. The town's first substantial stone building, the Union Bank on Norwich Quay, opened in 1858. It was followed by the churches, then stores and warehouses built of stone, from the 1860s on. By the late 1860s Lyttelton had a full complement of churches, lodges and hotels. In the same decade, the newly established Borough Council began forming and metalling the town's roads and paving its footpaths.

Despite its rapid growth in the 1850s, Lyttelton had been outstripped by Christchurch in size by the end of the decade. Through the following years it progressively lost institutions and businesses to Christchurch. Symbolic was the departure of the *Lyttelton Times* in 1863; it kept 'Lyttelton' in its name for many decades, but was published in Christchurch from that year. Of the 'provincial' institutions, only the gaol, which was for many years a dominating presence in the town, remained in Lyttelton. Its hard labour gang undertook street construction work in Lyttelton, including the building of the retaining walls of volcanic rock which became a feature of the town.



Figure 31. View of Lyttelton from the harbour ca. 1865.

Source: 1/2-004777-F, ATL

The town's growth was checked by the Lyttelton fire of October 1870, which burned through a substantial swathe of the town's centre. Through the following decade the losses from the fire were quickly made good. In the 1870s and early 1880s, the town gained a new post office, school, casualty ward and police station. The Borough or Main School, opened in 1875, was a substantial brick building that remained a landmark in the town for many years. Soon after it was established in 1876, the Harbour Board built its first office building in Lyttelton. In the 1880s a Sailors' Home (1883) and Borough Council Chambers (1887) were added to the town's complement of public buildings. The West Lyttelton School was opened in 1887.

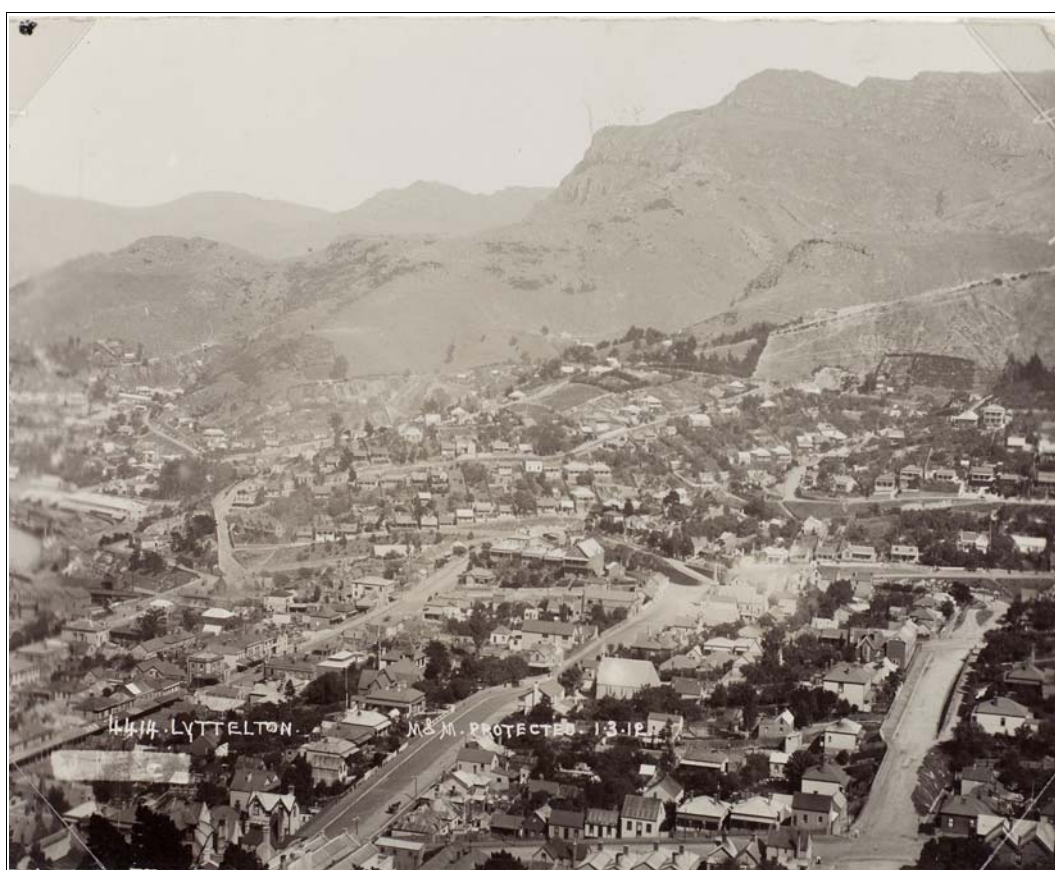


Figure 32. Aerial view of Lyttelton showing housing density in 1912. View looking west along London, Winchester and Exeter Streets.
Source: Muir and Moody, O.000862, MNZ

Although its population remained more or less static through the twentieth century, in the 1960s and 1970s there was noticeable development in the town. The Harbour Board's new office building was the town's first high-rise office block. A supermarket opened in 1968, and a new bank and modern post office were built. The influence of Norman Kirk, who was M.P. for Lyttelton from 1957 until 1969 and became Prime Minister in 1972, has been seen in these developments.

In the later twentieth century, Lyttelton's population declined, but less than might have been expected from the changes in employment in the port and on the railways and the ease of commuting from Christchurch through the road tunnel because a trend towards 'gentrification' saw

young professionals buying and renovating the town's 'character' older dwellings. The improvement of a number of older dwellings to an extent modified the town's 'scruffy' port appearance, a change regretted by some.

The 'gentrification' of Lyttelton in the later twentieth century was also evident in the townscape improvements of the 1990s. In 1992 an upgrade of London Street (the town's main shopping street) saw cobblestones and lamp standards installed.

The most significant new building of the later twentieth century was the Harbour Board's new offices, which became the headquarters of the Banks Peninsula District Council. The town otherwise, at the end of the twentieth century, had a largely unaltered building stock from that of the early 1970s, following the building of the new post office and some other new buildings of similar scale.

The two tunnels – the rail tunnel of 1867 and the road tunnel of 1964 – had a greater impact on Lyttelton's social character (see section 9.4) than on its layout and appearance as a town, although with the opening of the rail tunnel an extensive rail yard developed on reclaimed land (built up in part using spoil from the tunnel) between the town itself and the wharves of the inner harbour. The clearance, in the later twentieth century, of most of the buildings on the harbour side of Norwich Quay opened the town visually to the port just at the time public access to the wharves and waterfront was curtailed.



Figure 33. 2010 view of London Street, Lyttelton post September 2010 earthquake.

Source: Ann Devereux, Creative commons licence

Little River as a township

The only other settlement on the Peninsula to even approach the status of township is Little River. Anticipating the growth of sawmilling in the area, the Provincial Government in 1859 created a town reserve of 259 hectares at Little River, but when sections were put on the market in 1865, only five sold, to absentees, and the area was changed to an education reserve.

But the township did begin to develop later in the 1860s, as sawmilling in the area gathered momentum. Little River followed a pattern which was repeated elsewhere on the Peninsula, developing from a primitive settlement clustered round a sawmill into something at least approximating a township as it gained hotel, school, church, store, post office and other institutions or facilities. Little River began the change (which ensured it survived the demise of the industry which gave it birth) from a raw sawmilling settlement into a developed rural service town in the 1870s. Cattle and sheep yards were built there in 1888, and new yards in 1903. A store, accommodation house and post office, telegraph office and telephone exchange were established in the town, along with schools, a library and churches. A hotel was established south of the town.



Figure 34. The Forsyth Hotel, Little River boasted 30 rooms and a billiard room in 1882 and was described by its proprietor as the only good house within 8 miles of the town.

Source: Shuttleworth collection

Three blacksmith's shops operated in the town for many years, alongside such other businesses as a builder, baker and bootmaker. The town became an administrative centre first for the local road board, then for the Wairewa County. Sports clubs and social organisations such as lodges became established in the town. Little River even gained a small 'satellite' settlement when a side school was established in Cooptown in 1890 and a dairy factory built there in 1903. William Coop of Springvale had subdivided a reasonably large area at Cooptown hoping it would become an independent town, but it was never more than an adjunct to Little River.

What above all elevated Little River to a status higher than the other smaller Peninsula settlements which developed in the more populous bays was its role as a transport node, where passengers transferred and goods were trans-shipped between trains and road transport vehicles. When the township sections failed to sell in 1865, one reason given at the time was that it was not on the road to Akaroa (which was then usually reached by taking a ship to Pigeon Bay and walking or riding over the saddle to the head of Akaroa Harbour – see sections 6.1 and 6.4). The opening of the road to Hilltop in 1872 and then of the railway to Little River in 1886 ensured that Little River would prosper as the main ‘way point’ on the route between Christchurch and Akaroa. Refreshment rooms thrived opposite the railway station for several decades and by the early twenty-first century the Little River Store was an almost obligatory stop for those travelling between Christchurch and Akaroa.



Figure 35. Little River railway station ca. 1906.
Source: Louise Beaumont postcard collection

The substantial new store building (which included an art gallery) was built after the older store building had been destroyed by fire. The new store was the only substantial new building erected in Little River in the second half of the twentieth century. The old railway station, like the store, now houses a business which serves passing travellers rather than locals. Across the road, the former post office became a council service centre and library.

The ‘Bay’ settlements

Lyttelton and Akaroa are the Peninsula’s only towns and Little River its only township. The other settlements barely qualify for the name ‘township’. Most developed informally with different mixes of churches, schools, shops, hotels, public buildings, sawmills, dairy factories and dwellings, usually rather scattered and dispersed so that few had a real ‘town centre’. These small settlements were, in the Akaroa Harbour basin, Duvauchelle, Barrys Bay and Wainui, and in the other Peninsula bays, Le

Bons Bay, Okains Bay, Little Akaloa and Pigeon Bay. Port Levy never developed a true European settlement, but was the location of the Māori settlement Koukourarata. There were no settlements in any of the bays from Le Bons right round, past the entrance to Akaroa Harbour, to Birdlings Flat. In this area there were not even any schools or churches, only isolated farmhouses and their associated outbuildings. Ironically, the remote, lightly populated 'empty quarter' of the south-west Peninsula was where the first permanent European settlements in Canterbury had been established in the 1830s. (So far was this 'empty quarter' from having settlements or townships, that in 1938 even the six homesteads in the area – two each at Island Bay, Whakamoia and Lands End – were empty, the owners of the properties living at Wainui and only visiting 'the never-never country at mustering time'.)

There were expectations at different times that proper towns, or at least townships, would develop in some of the larger bays. Land was reserved for a township in Pigeon Bay in the early 1850s, but there was no demand for the small sections and the block was sold as a whole to C.B. Robinson and became, in time, part of Ebenezer Hay's farm. Later an ambitious subdivision at Birdlings Flat for a town to be called Seaforth was largely still-born, though a post office was opened at Poranui, as Birdlings Flat was renamed, in 1908.

Schools were important in the development and ongoing vitality of some settlements, but many schools remained isolated in rural locations. When the Morice settlement developed in the early twentieth century (see section 3.4) an isolated school which had been built high up the old coach road to Hilltop was moved down to Puaha Valley Road to become the Puaha School. Many community activities became centred on the school (until its closure in 1970) but though a post office was opened in 1907 at Puaha, no settlement or township ever developed around the post office and school.

At Wainui, a school and post office were established in 1874. When a new school was built in 1885, the old became a community hall and library. But Wainui remained on the borderline, never quite becoming quite even a 'settlement', though it gained a telephone office in 1895 and a Presbyterian church in 1911 and had its own dairy factory. When holiday baches were built at Wainui, starting in the years between the wars, the bay gained an appearance more like a township, but it was never a township in any real sense. Nearby French Farm had a school from 1877 until 1925 and gained a telegraph office in 1895 and post office in 1907, but did not develop further as a settlement.

Barrys Bay and Duvauchelle both developed further along the line from settlement to township than Wainui or French Farm. By the end of the nineteenth century, Barrys Bay had a school, store, blacksmith's shop, post office and telegraph office. The school was used for meetings and church services until 1934 when a hall built originally as a lodge became available for public use. The cheese factory gave Barrys Bay added vitality. Duvauchelle gained early importance when, in the 1850s, a hotel was established at the Head of the Bay where the track from Pigeon Bay reached the harbour. The hotel-keeper, Etienne Le Lievre, ran a ferry service from there to Akaroa. A government school was opened at Duvauchelle in 1873 and an Anglican church in 1861, the first church being replaced in 1876. A post office existed by 1863 and telegraph and then telephone offices were added before 1900. The Akaroa County Council set up its headquarters at Duvauchelle in 1877 and remained a

presence in the village, with its offices and adjoining works yard, until it went out of existence in 1989. Saleyards and a showgrounds were both established at Duvauchelle and the place was large enough to support a shop and blacksmiths (later a garage) and stables where the horses were changed until coach services ended at the end of the first decade of the twentieth century.



Figure 90. Wainui, 1909.
Source: Shuttleworth collection



Figure 91. Duvauchelle, ca. 1910. The Duvauchelle store is on the far left and the Government School is in the centre of the photograph.
Source: Shuttleworth collection

Also within Akaroa Harbour, Robinsons Bay and Takamatua (formerly German Bay) shared with other Peninsula settlements such characteristics as having had a sawmill or dairy factory and having acquired some of the institutions and buildings – particularly schools and post offices – associated with full settlements but never, like Wainui, developed themselves into settlements.

In three of the Peninsula's 'eastern bays' – Le Bons, Okains and Little Akaloa – settlements became established. All three bays supported sawmills and all three, by the early years of the twentieth century, had dairy factories. In 1911, the three bays were described in the *Press* as having 'pretty little settlements ...; each has its prosperous cheese factory run on co-operative principles, and each wears an air of placid well-being'.

The population of Le Bons Bay grew rapidly between 1860 and 1885, initially because of sawmilling, then because the dairying and cocksfoot industries were labour-intensive and could support families on relatively small areas. In those years the bay's 'centre' gained a post office (1868) a church (1869) and a school (1874). A telegraph office was established in 1892. A store opened in the late 1860s or early 1870s and survived through successive owners and changing locations until the 1970s. There was a local butcher's shop and a Le Bons Bay blacksmith.

In the twentieth century, the permanent population of Le Bons Bay declined steadily from a peak of more than 300 to fewer 50 at the lowest point. (It subsequently rose a little, but remained well below 100.) This decline in population saw the settlement lose much of its vitality. Though the school survived longer than most, Le Bons ceased to be the self-contained, self-supporting settlement it had been as shops, hall and post office all disappeared. The settlement retained a substantial physical presence in the Le Bons Bay landscape only because from the 1930s a number of holiday baches were built (see below).

As at Le Bons, though a little earlier, the settlement at Okains Bay developed round the nucleus of a sawmill. By the mid 1860s, the settlement had a church, post office, store and library. Several of these institutions owe their origins to an energetic early vicar, Henry Torlesse, who served at Okains Bay from 1859 to 1864. A new store was opened in 1878 and a post office extension, with a telephone office, added to it around 1892. The survival of the school and store and establishment of the Okains Bay Museum meant that in the early twenty-first century Okains Bay is closer to being a true settlement (if not quite a township) than the now-diminished settlement in places like Le Bons and Pigeon Bays and Little Akaloa.

Little Akaloa also developed as a settlement through the last four decades of the nineteenth century. Sawmills operated at Little Akaloa, but the hotel was burned down in the 1882 episode which saw several Peninsula hotels set alight by a suspected arsonist who was never identified. A boarding house established in the nineteenth century subsequently continued in business until about 1920 and then also burned down in the 1930s, after standing empty for some years. Like Le Bons and Okains, Little Akaloa had, by the end of the nineteenth century a school, church, store, post office and telephone office. The store was established as early as 1855. Store and post office both remained until beyond 1940 (the post office until 1997), and the garage which moved down from Chorlton after World War II continued in business until after 1970. But like Le Bons, the settlement's

established appearance in the late twentieth century owed much to the building of holiday baches and belied the effective decline of Little Akaloa as a functioning local settlement. Chorlton, above Little Akaloa on the road to Okains Bay, had a school, post office, public hall and garage but was never a township, or even true settlement.

A settlement also developed in the largest bay on the Peninsula's north coast, east of the entrance to Lyttelton Harbour – Pigeon Bay. At Pigeon Bay, which was for some years on the usual route, by sea and then overland, between Lyttelton and Akaroa, an accommodation house was opened as early as 1851. Initially an unlicensed inn, it eventually became a licensed hotel, but soon after a new hotel had been built in 1884 the building was taken over as a homestead after the Hay's Annandale homestead had been destroyed by a landslide (see section 1.1). A post office was established at Pigeon Bay before 1863, a public school opened in 1874, and a store in the 1860s. A new store was built in 1881. None of these local institutions or facilities remain in Pigeon Bay which has accordingly lost its status as a township or even true settlement.

Port Levy never had two of the key 'markers' a fully fledged settlement, a store or hotel, but before the end of the nineteenth century a school, post office and church had all been established, separate from the Māori settlement of Koukourarata on the eastern side of the bay.

The bach settlements

In the 1930s, as increasing numbers of Christchurch residents began heading to the Peninsula for annual holidays, people began to acquire (in the case of dis-used farm cottages and other dwellings) or build (on land to which they first had no title) baches. (This same decade saw the start of the development of campgrounds on the Peninsula – see section 5.5.)

The Peninsula became popular as a location for baches for the same reasons it had become popular as a holiday destination in the nineteenth century – the opportunities offered for boating, swimming, fishing and walking.

In some settlements on Banks Peninsula, many more dwellings are holiday homes rather than permanent residences. In the later twentieth century this became the case in Akaroa, but the relatively large number of new holiday homes did not alter the character of the town partly because it retained a sizeable permanent population, partly because a number of older cottages and houses became holiday homes without being significantly altered and partly because the development of holiday homes occurred in 'new' parts of the town (for example, The Glen and Settlers Hill) and did not impinge greatly on the older parts of the town.

In the true 'bach settlements' relatively new holiday homes predominate. In some bays, there are only a few older farm houses and cottages and the only concentrations of dwellings are holiday homes. The main settlements of this nature are Le Bons Bay, Little Akaloa, Ngaio Point, Takamatua, Wainui and, to a lesser extent, Purau, Charteris Bay and Church Bay which are partly bach settlements but also have a large number of their dwellings permanently occupied, because they are within commuting distance from Lyttelton and Christchurch.

The development of 'bach settlements' began in the 1930s. Le Bons Bay has the Peninsula's bach settlement *par excellence*. The first baches were built there in the 1920s, after a local landowner, Ned O'Connor, had encouraged people to camp on the foreshore and provided basic facilities. The first permanent bach was built on O'Connor land in 1924. The oldest surviving bach in 2014 was built in 1932 by George Mantell. Four or five more followed in the 1930s. They were built without building permits, on land owned by O'Connor. By 1978 there were 40 baches in the sea-front settlement and elsewhere in the bay several old farmhouses had been converted to holiday homes.

At the Head of the Bay in Akaroa Harbour, near the hotel at Duvauchelle, a row of old cottages some of which dated back to the 1850s were adapted as holiday baches.

One small, makeshift bach settlement in the Lyttelton Harbour basin which has since disappeared entirely was at Pile Bay, on the eastern side of Purau. People began camping there, with the permission of the owners (the Gardiners) in the 1920s, coming across from Lyttelton by launch (and bringing water to supplement the supply from a small local spring). In the mid 1930s, some of those accustomed to camping at Pile Bay began building baches, some from the cases in which broken-down Massey Harris tractors, which were then being assembled in Lyttelton, had been imported. By the 1990s there were nine baches, with water piped in and a better road access. A proper private road was formed by the early twenty-first century and the association of bach-owners had secured title to the land.

At Charteris Bay, the building of baches began when a road was built close to the sea in the 1930s (see section 5.5). Small coastal sections were bought by people from Christchurch who had cars. Many used them for camping before they built baches. There was no sewerage or electricity and water came from rainwater tanks.

In the 1950s, with the proliferation of private cars, more and more Christchurch people built or acquired baches on the Peninsula. Through the second half of the twentieth century, subdivisions for bach settlements continued. A small number of baches were built at Tikao Bay from 1952 on land leased and later purchased from the Shadbolt family. As elsewhere, some of the first generation of humbler, simple baches were replaced later in the century by larger homes, some of which became permanent residences.

A 1979 subdivision at Wainui resulted in eventually about 100 new baches being built by the late twentieth century, but in nearby French Farm the number of baches was lower, about 30. A subdivision at Barrys Bay in the early 1980s saw significant numbers of baches built there.

In Takamatua in the years after the end of World War II 'week-enders' both took over old homes and built holiday homes on the beachfront. In 1958 land further up the valley was subdivided and baches built. A subdivision near the wharf at Takamatua saw baches built on the hillside on the south side of the bay. There are still good examples of older baches at Takamatua though there, as elsewhere, a later generation of larger holiday homes has compromised the character of the older clusters of humble baches. Further round the headland between Takamatua and Akaroa an exclusive subdivision created just three sections above Lushingtons Bay on which up-market holiday homes

were built. In one of them the Queen and the Duke of Edinburgh rested in 1977.

At Charteris Bay, after the war, baches proliferated along both the new main road and the older 'stock route' further up the hill. Services were gradually extended to the area. At Purau, the first baches appeared on the foreshore in 1951; their number increased with the sale of the first block of land in the bay out of the hands of the Gardiner family.

Little Akaloa saw more than 40 baches built in the decades after the end of World War II. At Pigeon Bay, subdivisions in the 1970s saw baches built up the valley behind the bay, at Kukupa, and at the corner where the cheese factory had once stood.

At Le Bons Bay, the further development of the bach settlement after the end of World War II was stimulated by the sale of sections, which began in 1955-56, initially to the owners of existing baches which had stood, until then, on land still formally owned by the O'Connor family. After the water supply was improved there were further subdivisions, in the 1960s and 1970s, and more sections were sold and more baches built. A second road parallel to the foreshore (a cul de sac) was formed in the 1970s and the number of baches increased to 46. In the late twentieth century and early twenty-first century the change which overtook all the Peninsula's bach settlements altered the character of the settlement to some extent. As society became more affluent, baches became larger and better built and began to be described as 'holiday homes'. It was observed that the look and atmosphere of the original settlement had been lost, as larger holiday homes were built on newly subdivided land and as the existing 'front' baches' were renovated or rebuilt.



Figure 38. Le Bons Bay bach settlement viewed from Dalglish Road, 2014.
Source: Ashley Mokena, DSC03011

One recent subdivision, Ngaio Point, illustrates the replacement of simple baches by larger, more elaborate holiday homes. The subdivision also set a precedent by being set on a headland. Historically, most settlements on Banks Peninsula had occupied valley floors or climbed up hill slopes above valleys, for obvious reasons of shelter and availability of water, neither of which were, by the time Ngaio Point was subdivided, major issues any longer because of changes in building technologies and the ability to reticulate water supplies further.

For some reason Okains Bay never developed a 'bach settlement'. The relatively fewer holiday homes there do not dominate the older farm houses and cottages.

A bach holiday on the Peninsula became a formative experience for many young people growing up in Christchurch. Two contributors to a recent anthology of writing about Banks Peninsula both recalled holidays on the Peninsula in the years immediately after World War II in baches which had been originally, in one case, the house of the manager of the Wainui dairy factory (which had closed in 1928) and, in the other, a cottage at French Farm which the War Amputees Association had acquired as a holiday home for its members.

In quite recent times, in bays like Le Bons and Little Akaloa, where numbers of baches had been built from the 1930s on, a trend towards larger, more luxurious 'holiday homes' was noticeable. By the early twenty-first century these larger holiday homes were common even in the more remote 'bach settlements'. But in such bays, to a greater extent than in Akaroa, the old relaxed family holiday in a simple bach continued, the kids spending the long summer days swimming and playing on the beach or helping their parents (who were content with a rowboat rather than a powerboat) net sole and flounders from the mudflats, catch fish off the jetty or from a rowboat or lift crayfish pots, again from a rowboat (from the 1930s into the 1950s far more common than the powerboats).



Figure 39. Sailing Club rooms, Tikao Bay, 2014.
Source: Ashley Mokena, DSC03328

'Suburban' developments in the Lyttelton Harbour Basin

In the twentieth century in the Lyttelton Harbour basin, two other settlements developed which were quite different from other Peninsula settlements in being primarily commuter suburbs. People from Governors Bay crossed Dyers Pass to work in the city and people in Diamond Harbour took the ferry across the harbour to work in Lyttelton or Christchurch.

Diamond Harbour had a 'suburban' character from the time it was inaugurated by the Lyttelton Borough Council which, conscious of the limited land available for expansion of the town, in 1913, after a poll approved the purchase, bought around 140 hectares of the Stoddart Estate. The Council had secured legislative authority for the purchase in 1911. After buying the Estate, the Council had the land surveyed, established a ferry service and offered sections for sale by auction in late 1914/early 1915. Not all of the 76 sections in Diamond Harbour offered in 1914-15 were sold immediately, but by the end of 1926 there were 38 houses in Diamond Harbour, many owned by professional and business people who travelled into Lyttelton and on to Christchurch to work.

Several of the early purchasers of sections bought the land for holiday homes. Diamond Harbour had a slow start partly because of uncertainties over its water supply and because there were no shops or other facilities, though with purchase of the Stoddart Estate land, the Lyttelton Borough Council also acquired the Hawkins homestead of 1880 and opened it for public use in 1913 as Godley House.)

Diamond Harbour's subsequent expansion was made possible by the provision of electricity (in 1922) and, much later, of a reliable water supply (by way of an under-harbour pipeline) and a sewage scheme (see section 7.1). The years following the end of World War II saw a spurt of further subdivision and residential development in Diamond Harbour. A store and post office had been established before World War II and in 1955 a community centre opened. By 1962 the number of houses in Diamond Harbour had grown to 220 from just 38 in 1926. By the early twenty-first century, essentially 'suburban' development had expanded greatly in Diamond Harbour itself and extended westwards to Church Bay.

The first subdivision in Church Bay followed the construction of the new, low-level road between Purau and Charteris Bay in the 1930s (see section 6.4). Sections were slow to sell and the first buildings were baches rather than permanent homes. Subsequent subdivisions in Church Bay (right up to the Black Point subdivision in the early twenty-first century) were all slow to sell, but by the turn of the twenty-first century there were a good number of permanent residences in Church Bay.

Governors Bay had a store, hotel, church and school from its early years. In this it was typical of some other Peninsula 'bay settlements', but Governors Bay became, in the second half of the twentieth century, in effect a residential suburb of Christchurch. The transition of Governors Bay to its modern character is best summed up by a passage written about a fictional 'Zephyr Bay' (a thinly disguised Governors Bay): 'the paddocks which once held sheep, and glasshouses of market gardeners, were being subdivided, new houses built and the disturbed land bled yellowish mud'.

Lyttelton acquired a further 'suburb' in the second half of the twentieth century. The subdivision of Cass Bay began as a Borough Council project in the late 1960s and early 1970s. It was taken over by a private developer. The houses in Cass Bay are almost all permanently occupied by people who work in Lyttelton or Christchurch. The area lacks almost all the features or facilities of an independent settlement or township.

Their 'commuter', 'suburban' characters distinguish Diamond Harbour, Church Bay, Governors Bay, Cass Bay and to some extent Charteris Bay from all other Peninsula townships or settlements. Teddington, between Governors Bay and Charteris Bay, however, shares its character with other Peninsula 'bay settlements'. Between the 1850s and 1880s it acquired a hotel, post office, school and church without ever developing even to the extent that other 'bay settlements' did. At Camp Bay, also within the Lyttelton Harbour Basin, there is only an isolated farmhouse. Despite being on the shore of a frequented harbour, it has the same character as some of the remote bays of other, lightly inhabited, parts of the Peninsula.

Historic towns, townships and settlement-related archaeological sites including buildings

A number of archaeological sites associated with towns, townships and settlement sites have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another; and some of the items may also relate to sub-theme 3.6. Types of buildings.

Table 3.1 Historically recorded towns, townships and settlement sites including buildings recorded on Archsite

Site number	Locality	Site Type	Description
N36/136	Akaroa	Administrative	The former Akaroa courthouse
N36/139	Akaroa	Historic - Domestic	The site of a nineteenth century building
N36/140	Akaroa	Historic - Domestic	Site of a nineteenth century cottage
N36/91	Akaroa	Historic - Domestic	Historic house and grounds
N36/126	Akaroa	Historic – Land Parcel	House site and well
N36/138	Akaroa	Recreation	The site of a nineteenth century hall
M36/215	Lyttelton	Administrative	Timber Masonic lodge hall
M36/217	Lyttelton	Administrative	Former Lyttelton Council offices and Courtrooms
M36/255	Lyttelton	Administrative	The site of a nineteenth century building
M36/220	Lyttelton	Commercial	The Forbes building
M36/230	Lyttelton	Commercial	Nineteenth century building location
M36/239	Lyttelton	Commercial	1860s hotel
M36/250	Lyttelton	Commercial	The site of a nineteenth century commercial building
M36/216	Lyttelton	Educational	Site of first Lyttelton School built in 1875
M35/385	Lyttelton	Health care	Stone cobbling
M36/161	Lyttelton	Health care	Drainage system
M36/163	Lyttelton	Historic - Domestic	Stone wall
M36/169	Lyttelton	Historic - Domestic	Historic cottage and associated out-buildings

M36/206	Lyttelton	Historic - Domestic	The site of an 1860s (or earlier) building
M36/233	Lyttelton	Historic - Domestic	A ca. 1880s villa
M36/256	Lyttelton	Historic - Domestic	Site of a nineteenth century building
M36/261	Lyttelton	Historic - Domestic	The site of an early twentieth century house
M36/262	Lyttelton	Historic - Domestic	The site of nineteenth century occupation
M36/275	Lyttelton	Historic - Domestic	The site of a nineteenth century house
M36/276	Lyttelton	Historic - Domestic	Nineteenth century occupation
M36/165	Lyttelton	Historic – Land Parcel	Historic wall
M36/223	Lyttelton	Historic – Land Parcel	A retaining wall
M36/245	Lyttelton	Historic – Land Parcel	Nineteenth century occupation
M36/268	Lyttelton	Hospital	The site of a nineteenth century hospital and orphanage
M36/94	Lyttelton	Industrial	Brickworks/laundry
M36/159	Lyttelton	Midden/Oven	Historic midden, a hearth and a stone cluster
M36/160	Lyttelton	Midden/ Oven	Historic midden/artefacts and features
M36/221	Lyttelton	Religious	A mid-nineteenth century church
M36/238	Lyttelton	Religious	The site of a nineteenth century church
M36/224	Lyttelton	Transport/Communication	A stone retaining wall
M36/269	Lyttelton	Transport/Communication	An early twentieth century retaining wall
M36/272	Lyttelton	Transport/Communication	A twentieth century retaining wall
N36/142	Le Bons Bay	Educational	The existing main classroom block
N36/132	Little Akaloa	Historic – Land Parcel	Former Little Akaloa Store and Post Office
M36/215	Lyttelton	Administrative	Timber Masonic lodge hall
M36/239	Lyttelton	Commercial	1860s hotel
M36/233	Lyttelton	Historic - Domestic	A ca.1880s villa
N36/124	Port Levy	Religious	Church Site

3.5 Building towns and settlements: Towns, townships and settlements

General discussion:

Banks Peninsula has a great variety of settlement types and patterns. The region's two towns developed quite different physical characters (apart from sharing a harbourside setting) as a result of their different economic and social histories. The only other settlement which warrants being described as even a township owes its survival and continuing vitality to its being a key transport node. The other settlements in the larger bays were once more populated and economically and socially self-sufficient and self-contained. Since improvements to the region's roads and the widespread ownership of private cars, most have lost facilities and amenities along with population.

Only Okains Bay (for special reasons) still gives an idea of what the other bay settlements were once like. Two other distinctive 'types' of settlement exist on the Peninsula. In the Lyttelton Harbour basin there are essentially 'suburban' settlements (Diamond Harbour was the original of this type of settlement) in which a majority of the residents commute to work in Lyttelton or Christchurch.

Elsewhere on the Peninsula, a number of settlements consist mainly, or even entirely, of holiday homes and baches. The settlement on the foreshore at Le Bons Bay is the best example of this type of settlement. In the rural areas of Banks Peninsula, isolated farmhouses are the only visible sign of settlement; the south-east corner of the Peninsula is largely devoid even of these.

Relevant listings:

Many of the listed buildings illustrate different aspects of settlement patterns on the Peninsula. They include the residential, public and commercial buildings of Lyttelton and Akaroa. Several listed buildings (examples are the Pigeon and Okains Bay stores and the Chorlton post office) attest to the vigour in the past of bay settlements which are now shadows of their former selves.

Any number of individual farmhouses illustrate the importance of the single, isolated dwelling as the pattern of settlement in the rural parts of the Peninsula.

Possible new building, object, site and landscape-related listings:

Baches and holiday homes from the 1930s on are scarcely represented in the listings at all but tell an important story of twentieth century settlement patterns on the Peninsula. The starting points, geographically, should probably be the batches at Le Bons Bay, Little Akaloa and possibly also those at Takamatua.

There is incomplete representation of the buildings of the formerly more vital bay settlements and other public and commercial buildings in such settlements should be considered for listing.

The centre of the Okains Bay settlement should be considered for listing as a precinct.

Possible new archaeological listings:

The archaeological sites in Table 3.1 should be considered for listing.

Bibliographic note:

There are references to how different sorts of settlements on Banks Peninsula began and have developed throughout books that cover the Peninsula generally and smaller, local areas within the broader region.

Peninsula Paradise Stories from the Le Bons Bay Baches is an important source for the bach settlements.

Further research:

There is probably sufficient information in the existing secondary sources to understand settlement patterns and to identify individual surviving buildings which illustrate aspects of those patterns. It may, however, be useful to have further academic scrutiny made by a geographer to clarify the nature of Banks Peninsula settlements and to establish whether the Peninsula is unusual in having such a broad range of settlement types in such a relatively small area.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 40. Bach, Okains Bay, 2014.
Source: Ashley Mokena, DSC03140



Figure 41. Bach, Little Akaloa, 2014.
Source: Ashley Mokena, DSC02516

3.6 Types of buildings

Its variety of settlements – from the reasonably large town of Lyttelton down to isolated farmhouses in the remote bays – means that Banks Peninsula has had, historically, representative examples of a large number of building types. The populations of Lyttelton and Akaroa remained more or less static through the twentieth century, while that of other parts of the region declined dramatically. This history of a static or declining population, and consequent lack of development or growth, meant that examples of almost the building types present historically on the Peninsula survived into the opening years of the twenty-first century. The earthquakes of 2010-2011, which resulted in the demolition of a large number of Lyttelton's public and commercial buildings, destroyed important parts of the region's historical record of extant buildings. Akaroa escaped relatively lightly through the earthquakes, though significant buildings were damaged.

Akaroa's residential architecture is one of the country's most complete records of domestic buildings, from nineteenth century cottages through to examples of early twenty-first century modern architecture. That Akaroa's dwellings are mostly buildings of 'timber and tin' and so survived the earthquakes of 2010-2011 relatively unscathed has elevated the importance of the town's residences as part of Canterbury's heritage, so much of which has been lost. Lyttelton's residential architecture, too, is a reference book of domestic styles, in their colonial vernacular variants. Its houses also include representatives of almost all the important periods and styles of New Zealand domestic architecture.

There was (until Lyttelton lost a great many of its buildings in the earthquakes) a marked difference, however, between the commercial and public architecture of Akaroa and Lyttelton. In Akaroa, the public and commercial buildings were mainly of weatherboard with corrugated iron roofs. This was true of, for example, the court house and the Gaiety, two of the town's most prominent public buildings. The only significant buildings in Akaroa built of brick were the (surviving) powerhouse, the (demolished) dairy factory and the (demolished) school. By contrast, in Lyttelton, although there were some relatively large buildings of 'timber and tin', a large number of public and commercial buildings were built of masonry (generally brick stuccoed over with a cement render).

In rural Banks Peninsula, the isolated farmhouse is the representative building type. As in Lyttelton and Akaroa, these houses span a long period chronologically and illustrate a number of dwelling types and architectural styles. The shift from labour-intensive dairying and cocksfoot growing to extensive pastoralism on larger farms has meant that over many decades a relatively large number of farm dwellings have become redundant. Abandoned, derelict farmhouses are characteristic of many parts of rural Banks Peninsula. Some of these abandoned farmhouses have had surprisingly long lives but many are gradually disappearing.

Many of the homesteads of the larger properties have survived and some are of architectural interest or note. They include Wharenui at Little Akaloa (the Luttrell Brothers, 1906), Craigforth at Holmes Bay, Annandale, Knockingdale and Glenfalloch at Pigeon Bay, Brookshaw and Tanglewood, the third Menzies homestead and Rehutai at Menzies Bay, and one of the Montgomery family's homesteads (built in 1903) at Little River.

Associated with farmhouses are a range of outbuildings – sheds, barns, cow-bails, piggeries – many of which have become derelict and eventually disappeared as farm practices have changed. No systematic study has been made of farm buildings on the Peninsula. The Kinloch Estate had one of the largest of these groups. The buildings included huts, a cookshop and whare (which burned down after the station was cut up), a woolshed and blacksmith’s shop.



Figure 42. Kinloch homestead and grounds, 2008.
Source: Image use courtesy of *NZ Home & Garden*



Figure 43. Farm building on Kinloch, 2011.
Source: Ashley Mokena, 3 083

The variety of building types is matched by a variety of architectural styles and of building materials. Almost all the styles of domestic architecture in New Zealand are represented on the Peninsula, though over-all the character of the region's domestic architecture is set by small vernacular cottages, which are, very loosely, Gothic rather than Classical. The Arts and Crafts style is represented not only by a number of houses but also by the Coronation Library and former Post Office in Akaroa.

With a very few exceptions, the Peninsula's churches are (or were) Gothic. The exceptions include one of the few post-World War II churches on the Peninsula at Le Bons Bay and St Luke's, Little Akaloa, and St Kentigern's, Kaituna Valley, both of which are in a Gothic-inflected Arts and Crafts style.

Many of the Peninsula's public buildings are Classical in inspiration if not by style. The Gaiety and Shipping Office in Akaroa are the outstanding examples of Classical buildings on the Peninsula. Italianate is more poorly represented on the Peninsula than it was, following the earthquakes of 2010-2011, but is still present, for example in Akaroa's Bank of New Zealand.

Modern and post-Modern architecture were best represented on the Peninsula by Lyttelton's successive Harbour Board buildings of the second half of the twentieth century. Some small-scale work in Akaroa by the resident architect Colin Pilbrow and some houses in Akaroa by the Christchurch architect Peter Beaven are good examples of 'modern' (understood chronologically rather than stylistically) buildings.

The contrast between the public buildings of Akaroa and Lyttelton in terms of materials used for their construction has already been noted. Peninsula buildings are overwhelmingly in the vernacular New Zealand 'timber and tin' tradition. Brick has been used relatively sparingly except, as noted, for commercial buildings in Lyttelton. Stone was used for some earlier houses, for a number of churches, for the Timeball Station and for a few commercial buildings in Lyttelton.

Most Peninsula buildings which can be attributed to architects are the work of Christchurch-based architects. In the second half of the twentieth century two architects, Colin Pilbrow and John Davy, were resident on the Peninsula for at least parts of their careers.



Figure 44. French Farm farm building, (French naval farm), 2014.
Source: Ashley Mokena, DSC03305



Figure 45. Clockwise from top left. Replica of original homestead, Orton Bradley Park, 2014; Abandoned farmhouse, Stony Bay, 2014; Derelict farmhouse and remnant macrocarpa shelter belt between Okains Bay and Chorlton, 2014; Slab cottage, Okains Bay Museum, 2014; Homestead, Le Bons Bay, 2014; La Belle Villa, Akaroa, 2009. Source : Ashley Mokena

Historic building sites

A number of archaeological sites associated with the sub-theme types of buildings have been located through desk-based research as detailed in the Table 3.5 in the preceding section. Note that some of the sites in this list may already be listed by the Council in one way or another.

3.6 Building towns and settlements: Types of buildings

General discussion:

Because the towns of Akaroa and Lyttelton have developed differently and because the Peninsula has such a range of different sorts of settlement patterns, Banks Peninsula has a surprisingly large number of building types, and buildings in different architectural styles, for such a relatively small geographic area. The region also has buildings of a great variety of building materials. Although 'timber and tin' predominate there are also a good number of buildings of stone and also of brick, though there are fewer of these than there were before the earthquakes of 2010-11.

Relevant listings:

Among the large number of buildings are listed are examples of buildings of all the important building types and architectural styles and of most of the periods of the Peninsula's history.

Possible new building, object, site and landscape-related listings:

There is imbalance in the present listings because of the number of residences listed. For the listings to be properly representative there is a need to list more farm buildings, more of Lyttelton's industrial buildings and more individual baches of the decades since the 1930s. Even for some categories which are reasonably well represented in the present listings, some individually notable buildings have been overlooked, such as the Kinloch homestead and the surviving homesteads in the Menzies Bay/Decanter Bay area.

Chronologically, there is very poor representation of modern buildings, even among the residences of which there are by far the largest number of buildings listed for any building type. The work of such 'modern' architects as Pilbrow, Beaven, Warren and several others in Akaroa especially, but also in Lyttelton, should be better represented in the listings.

Possible new archaeological listings:

The sites listed in Table 3.1 (preceding sub-theme) relating to types of buildings should be considered for listing.

Bibliographic note:

There is no in-depth study of Banks Peninsula's architectural history, though there is architectural information on many individual buildings in such publications as Rice's *Lyttelton: Port and Town*, and successive editions of the 'walk booklets' published by the Akaroa Civic Trust.

There is information on Akaroa's architecture in an unpublished study by John Wilson, prepared as background for the preparation of design guidelines for the town, and architectural information about a range of other individual Peninsula buildings in the reports prepared in recent years for the Christchurch City Council which could usefully be applied in assessing other buildings for listing on grounds of building type or architectural style.

Further research:

The preparation of further reports on buildings being considered for listing will add sufficient additional information about Banks Peninsula's architecture to make specific recommendations on the regions architectural history unnecessary.

Further archaeological research & other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

3.7 Creating burial places and public spaces

Urupā and cemeteries

The oldest burial sites in the Banks Peninsula region are of Māori origin: Waitaha, Ngāti Mamoe and Ngāi Tahu urupā. These were frequently located in undisclosed, isolated places such as caves, cliffs, fissures or prominent hills. Local Peninsula histories record the discovery of a number of these urupā by European settlers in the nineteenth and early twentieth centuries.

The impact of Christianity on Māori from the 1840s led to the gradual abandonment of traditional burial practices and the adoption of European style interments at marae-whare karakia-urupā complexes. Nineteenth-century Peninsula whare karakia were built at Koukourarata (Port Levy) in 1843, Rāpaki in 1869, Wairewa in 1870 and Ōnuku in 1876. Urupā associated with some of these churches are managed by local runanga.

Historic burial ground sites

Thirteen archaeological sites associated with urupā and cemetery grounds have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another.

Table 3.2 Burial/cemetery sites recorded on ArchSite

NZAA Site Number	Locality	Site Type	Māori or European	Description
M36/36	Gebbies Valley	Burial/Cemetery	Māori	Burial/occupation
M37/8	Kaitorete Spit	Burial/Cemetery	Māori	At least two burials
N36/102	Le Bons Bay	Burial/Cemetery	Māori	Midden/artefacts
N36/75	Little Akaloa	Burial/Cemetery	Māori	Burial cave
M36/86	Little River	Burial/Cemetery	Māori	Cliff burials
N36/131	Little River	Burial/Cemetery	Māori	Urupā
M37/23	Little River	Pits/Burial	Māori	Pits/burial
M36/103	Okuti Valley	Burial/Cemetery	Māori	Rock shelter
N36/100	Pigeon Bay	Burial/Cemetery	Māori	Burial
N36/130	Port Levy	Burial/Cemetery	Māori	Urupā
M36/154	Quail Island	Burial/Cemetery	Māori	Burials
N37/15	Te Oka	Burial/Cemetery	Māori	Burial cave
M36/155	Quail Island	Burial/Cemetery	European	Burial associated with the leper colony

Other early burial locations

During the Peninsula's whaling period men who had died either at sea or on land were buried at the various bays and harbours used by the ships. One visitor to Little Port Cooper in early 1852 recalled that the graves of these men were marked by whale-fin bones at the head and foot of the body, and in some instances, an inscription was carved into the bone, giving particulars of the deceased and his ship. By 1903 he noted 'all of these monuments of a by-gone generation have long since been obliterated, and the men themselves are by the world forgot.' In the case of the Hempelman family, the wife and most probably the daughter of Captain Hempelman, were buried near the site of the Peraki whaling station in the late 1830s. The remains of these graves can also no longer be traced.

Following the arrival of the French settlers in Akaroa in 1840, land was allocated to the Catholic Mission for a church and cemetery. The Cimetière Catholique, or French Cemetery as it came to be known, was located on the elevated prospect of Lelievre's Hill (renamed L'Aube Hill), in close association with the priest's house and the first Catholic church (Chapel of St James and St Philip). It is unclear when the cemetery grounds were set-out or planted but by August of 1843 it was described as having been 'constructed' and the first burial is understood to have taken place in May 1842. It is not known how many burials took place in the cemetery over the 40 years it was open for interments, but a sketch of the cemetery dated to 1850 suggests up to 14 graves were within the cemetery boundaries by that time. The Cimetière Catholique, which was consecrated by Bishop Pompallier in the first years of the town's settlement, was the first consecrated cemetery in the South Island.



Figure 46. The French Cemetery around 20 years after it had been tidied up as part of the Akaroa Borough jubilee celebrations in 1926. Source: 8219, CM

More land was set aside for cemetery reserves when the town surveys for Akaroa and Lyttelton were completed, and separate denominational cemeteries were clustered together and located on elevated situations in each town. The sequence of establishment in Akaroa began with the Anglican Cemetery in 1857, the Catholic Cemetery in 1863 and the Dissenters Cemetery in 1873. In Lyttelton the Anglican Cemetery was established in 1850, followed by the Lyttelton Catholic and Public Cemetery in 1873.

Across the Peninsula in the smaller settlements graveyards were associated with the establishment of a number of churches. The first of these was the graveyard at St Andrew's Church, Little River in 1878. The graveyard at the present St Luke's Church in Little Akaloa was established in ca. 1887 and was associated with an earlier Anglican church on the school reserve. Other graveyards include St Paul's Anglican Church at Port Levy which opened in 1888 and the small graveyard associated with St Andrew's Church. More recently the Kaituna Valley Cemetery adjoining St Kentigern's Church opened in 1935.

In the case of Le Bons Bay, although the first survey of the district in 1863 included the cemetery in its present location, the churchyard was utilised for burials between 1863 and 1880. At least eleven interments are known to have occurred in the church graveyard during this time although only a handful of these are marked with headstones today. The cemetery was used from ca. 1883 (based on earliest sighted gravestone) however Brittenden (2007) has noted that a number of burials occurred outside of the cemetery boundaries for various reasons. In 2007 some of these were still marked with pieces of timber in the ground.

Stand-alone public cemeteries were also laid out on the Peninsula to cater for the small rural communities developing around sawmilling and farming. The earliest of these was Le Bons Bay Cemetery which opened in 1862. The list of other cemeteries includes Duvauchelle Cemetery 1881, Okains Bay Cemetery 1869, Pigeon Bay Cemetery 1865 and Wainui Cemetery 1890. Diamond Harbour Memorial Gardens Cemetery, the Peninsula's most recent cemetery, opened in Diamond Harbour in 2002.

Many well-known name clusters appear in the cemeteries formed prior to 1900, reflecting lengthy family associations with particular geographical locations across the Peninsula.

Burial grounds were also established on two of the Peninsula's three quarantine stations. (Those who died on Rīpapa Island were taken to Camp Bay to be buried.) The first of these, the Camp Bay passenger quarantine station, was gazetted by the Provincial Government in 1863, although the burial ground was not set aside until 1864. Between 60 and 70 new immigrants are thought to have been interred in this burial ground, but the names of only 17 are known. An order closing the cemetery was published in the NZ Gazette in 1964. The Quail Island Cemetery was formed in 1920 and there is at least one confirmed interment within the small cemetery, dating to 1923.

Many of the early cemeteries in Banks Peninsula were managed by cemetery boards until the mid 1930s when the boards were disbanded by Central Government. The control of these cemeteries was then vested in the county councils, who often established independent trustee boards to manage the sites. Today, the Christchurch City Council manages, or administers on behalf of other organisations, 15 Peninsula cemeteries. Exceptions to this are church graveyards, the Le Bons Bay Cemetery which is administered by local residents and, as previously noted, Māori cemeteries which are administered by rūnanga.

In most instances, the layout, position and early plantings within the pre-1900 (European) cemeteries reflected prevailing Victorian-era design conventions. Fine examples of period head-

stones and planting survive, and the possibility of lichens of local and regional importance existing as part of the cemetery ecosystem cannot be discounted. In addition, rare examples of grave fabric such as totara grave markers, timber surrounds, Victorian edging tiles, immortelles, majolica grave ornaments and other graveside memorial ornamentation are evident.



Figure 47. Top left. Gravestone angel, Okains Bay Cemetery, 2014. Source: Louise Beaumont, P1090948

Figure 48. Top right. Modified Saxon cross, Akaroa Cemetery, 2009. Source: Louise Beaumont, P164

Figure 49. Bottom. Timber grave surrounds, St Luke's graveyard, 2014 Source: Louise Beaumont, P110007

Developing Domains and Reserves

The first public open space in Banks Peninsula was created as a consequence of negotiations between the English and French. In determining the location for the French settlement it was decided that a space, common to all, was to be left between the French settlement and Mr William Green's House at Takapūneke. It is unclear how this common was used by members of the settlement.

Following the Canterbury Association and Provincial Government surveys, land was set aside for a range of purposes and functions including defence reserves, metal reserves, landing reserves, ship building purposes, abattoirs, pound reserves, magazine reserves, church reserves, educational reserves and quarry reserves. Over time many of these gazetted early reserves were reclassified for other uses such as cemeteries, esplanade reserves, recreation grounds, municipal reserves and domains. Many were leased in the first instance to generate funds for Peninsula infrastructure and it wasn't until 1876 that development of the Peninsula's first passive amenity public landscape, the Akaroa Domain (now known as the Garden of Tane), began.

The management of the Peninsula domains was generally the responsibility of nominated boards that were instrumental in determining acceptable use, layout, planting, boundary treatments and ornamentation. Funds to enable the initial develop works were first allocated in 1878, although in the case of the Akaroa Domain landscape work had begun two years earlier with at least two waves of planting. Various Arbor Day planting events, donations of plants from the Christchurch Domain (Botanic Gardens) and the Colonial Gardens (Wellington) ensured that the domain was a well established pleasure ground by the turn of the century.

This was not the case with the Peninsula's other domains; Duvauchelle, Le Bons Bay¹, Okains Bay, Pigeon Bay², Little River, Wainui and Little Akaloa.³ These had also been allocated funds for development in 1878 but their initial establishment was protracted for various reasons. At Little River the land gazetted for the domain was unusable for recreation purposes and two new sites had to be secured for the town - the Morice Domain in Cooptown and the more centrally located Awa-iti Domain. The development of these began in 1909/1910, following a series of successful community fund raising events and by 1911 Awa-iti Reserve had been fenced, planted with English trees and three tennis courts had been formed. The domain was extended in 1914 by around two additional hectares, given by a local landowner. A cricket pitch was laid down at this time and a croquet lawn levelled and planted in 1921. Development of Morice Domain also included the formation of tennis courts, and the planting of trees.

Like the Akaroa Domain, Awa-iti Domain was Little River and Cooptown's 'high-status' public space where local and international events were marked. It was the site of commemorative tree planting activities and was chosen as the location for the Little River Coronation Library in 1913. In 1923 it became the focus for community war-related remembrance with the erection of the Wairewa County War Memorial and played a lengthy and important role as the venue for the Banks Peninsula

1 Is now Le Bons Bay Recreation Reserve

2 Is now Pigeon Bay Recreation Reserve

3 Is now Little Akaloa Recreation Reserve

Agricultural and Pastoral Show since 1911.

The Lyttelton Domain was established in the mid 1870s and by 1878 it was described as being “in a very flourishing condition.” Stretching from the back of the graving dock, across three spurs of hills and around the harbour for nearly a mile it was said to be charmingly situated. Like the Akaroa Domain, it was primarily a pleasure resort and its 2.4 hectares were laid out in promenade paths, flower beds, seats and a plantation.

The Allendale Domain⁴ (initially referred to as the Governors Bay Domain) and now known as the Allendale Recreation Reserve, was also the focus of community activities for Governors Bay, Allendale and Teddington residents. By 1904 the domain was fully fenced, ornamented with entrance gates, flower beds and a plantation. A cricket pitch, tennis courts and croquet courts had been laid out and a public hall, complete with piano, had been erected.

In 1914 a pro-active group of German Bay (Takamatua) residents were given permission to develop the blockhouse reserve into a domain for community use and enjoyment. After the reserve was reclassified the newly formed domain board began ornamenting the grounds with trees and shrubs and the boundaries were eventually fenced. In 1932 the size of the domain was increased through the addition of an unused portion of the adjoining Takamatua High School.

In general the ornamental component of domains in the Peninsula's other bays was not developed to the same extent as that of the Akaroa, Awa-iti, German Bay or Allendale Domains, although trees were planted, many of them gifted by Orton Bradley of Charteris Bay, and perimeters were often enclosed. These landscapes accommodated both active and passive recreation, and proved popular locations for social gatherings and sporting matches. All were well used by various sporting, church and school groups as well as the picnicking public. Asphalt tennis courts and bowling greens with associated pavilions were popular additions in the early twentieth century and it was not uncommon for other larger-scale buildings to be erected. In Wainui Domain part of the site was taken for a post and telegraph office, dressing rooms were constructed at Okains Bay Domain and in Allendale Domain also had a dwelling house, stables, a harness and store room, presumably for the caretaker, as well as other outbuildings and a ladies dressing room.

Development of the Le Bons Bay Domain was delayed until 1932 but it seems likely that some tree planting was undertaken in the late twentieth century. By 1947 there was a cricket pitch, sports ground and a newly erected pavilion. This was replaced in the late 1970s by a new community hall. By the end of the 1950s a tennis club had courts at the domain and in 1953 the formation of a road along the beach front to the domain increased its use.

By the middle of the twentieth century many of the Domain Boards had voluntarily disbanded and the management of these public spaces had returned to the Peninsula's Borough and County Councils.

⁴ Is now Allendale Recreation Reserve



Figure 50. Pavilion in the Akaroa Domain, 1907.
Source: Louise Beaumont postcard collection

Reserves

Reserves were administered by the Reserves Committees of the Lyttelton Municipal (and then Borough) Council from 1862 and the Akaroa County (and then Borough) Council from 1877. As previously noted, prior to their development these land parcels were used to generate revenue through a system of yearly leases and, as late as 1911, Lyttelton's reserves were generating £1670 annually for the borough.

The first reserve in Akaroa to be developed for the use and enjoyment of the public was the Recreation Ground. This was due in large part to a consistent lobbying campaign by the sporting public who had until that time been forced to use local paddocks for matches and practices. The site had been vested in Council in 1886 and, after a two year reclamation project, the recreation ground opened in May 1890. The ground was well used by the sporting community for “athletic amusements of all kinds” and quickly became the venue for community celebrations. A series of Arbor Day tree planting events on the grounds from 1893 attempted to provide wind protection and shade on the grounds. In 1909 a grandstand, funded partly by Council and partly by public subscriptions, was erected and toi toi and flax from Red Point were added to the surviving Arbor Day plantings by the Akaroa Beautifying Association. The extant pavilion replaced the original grandstand in 1991, following its removal to the Okains Bay Museum.

In Lyttelton a Botanic Gardens Reserve was set aside in 1855 in deference to the Lyttelton and Port Victoria Horticultural Society. This appears on Black Maps of the town dated to ca. 1860 above the termination of the road now known as Cornwall Road. In 1871 the Lyttelton and Port Victoria Horticultural Society disbanded and without their direction the planned Botanic Gardens was never realised. However a number of other opportunities for recreation were provided for Lyttelton residents. The first of these was the Lyttelton and Heathcote Recreation Reserve. Situated close to the Heathcote Railway Station this is outside of the boundaries of this study.

Another recreation ground was opened in the town in October 1889. Described in the *Press* as marking “a new era in the athletic world of Lyttelton” the ground became the home of the Lyttelton Amateur Athletic Association and was also used by many other sporting codes. A pavilion was erected on the grounds in 1894. When this land was required for other purposes the Harbour Board gave 2.3 hectares of reclaimed land at Godley Quay and new playing facilities were developed. The extant pavilion was erected some time later to honour local men who lost their lives in World War II.

A band rotunda was erected at the western end of Norwich Quay in 1909 and was well used by the town's bands.

Development of the Peninsula's foreshores and other scenic passive amenity reserves began in earnest in 1906 with Lyttelton Borough Council's decision to turn Corsair Bay into a holiday and picnic resort. Using prison labour an eight-chain long seawall was constructed, the beach was cleared of all rocks and an access track was cut linking the bay with the promenade walk in the Lyttelton Domain. A playground was formed once the ground was levelled an 80 foot long jetty was constructed. The following year a swimming enclosure was formed in the bay and changing sheds, fresh-water showers, and a shelter shed equipped with a fireplace were erected. A keeper or caretaker's cottage followed. (The swimming baths is also discussed in Section 5.4.)

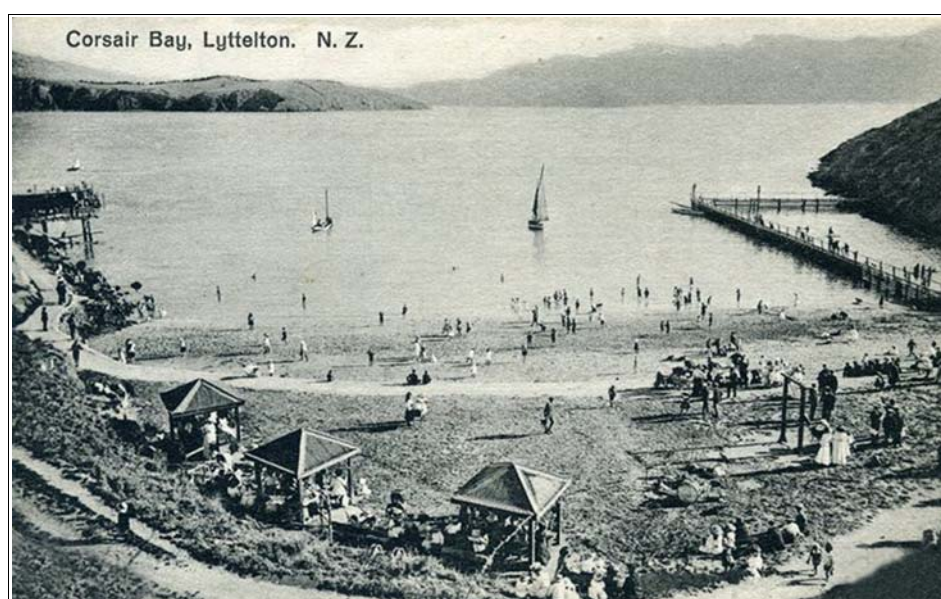


Figure 51. Corsair Bay with swimming bath and pavilions, ca.1910.
Source: Louise Beaumont postcard collection

In Akaroa town reserve development was prompted by the newly formed Akaroa Beautification Association who chose the Akaroa Wharf as their first project in 1907. With the consent of the council's Reserves Committee the group raised money for the laying out of the reserve and the purchase of seats. Work on the reserve was completed in 1908 with the planting of toi toi, flax, cabbage trees and ngaio from Red Point, and the placement of the extant Kinman Canon. Also at that time the reserve was renamed the Britomart Reserve to better reflect the historical associations

of the town.

The development of other passive amenity reserves across the Peninsula gradually followed, although in the case of some this was often after a lengthy period as leased land. From 1914 the approach to planting and laying out this type of reserve became more consistent within the Akaroa with the appointment of the Borough's first 'expert' gardener.

Road reserves, endowment reserves and small, spent quarry reserves were planted with trees as a source of revenue and also as a timber resource for future construction projects. In contrast, the high profile esplanade and town reserves were planted for ornamental effect, frequently with flower beds to enable a regularly changing floral display and were most often the chosen setting for memorial or commemorative fabric. Despite changes in reserves management administration (reserves are now managed by an elected committee which includes representatives from the local community) and evolving horticultural trends (annual displays have gradually been replaced with low maintenance, and frequently native species) the placement of memorial and commemorative fabric in this category of reserves continues. Recent examples of this include the 2004 placement of the Frank Worsley bust in Britomart Reserve, Akaroa and the railway wagon seat placed in Sutton Reserve, Lyttelton in 2009.

Conservation reserves, (those containing significant ecosystems and habitats such as are wildlife habitats, indigenous flora and fauna, and areas of landscape and geological interest) are scattered across the whole of the Peninsula. Management generally includes restoration, with community involvement, within of a regime which recognises the fragility and sensitivity of this category of council-owned public open space.

The Peninsula's history of the provision of playground and skateboard parks has yet to be investigated.



Figure 52. Britomart Reserve, 1913 Source: Shuttleworth collection.

3.7. Building towns and settlements: Creating burial places and public spaces

General discussion:

Banks Peninsula/Te Pataka o Rakaihautū was one of the major areas of occupation for Canterbury Māori and consequently the district contains burial grounds/urupā which are located in many strategic sites around the Peninsula. European cemeteries are represented as graveyards, clustered denominational burial grounds and general 'stand-alone' public cemeteries. In many locations the cemeteries are strong geographical indicators of past settlement patterns and the development and growth of settlements across the Peninsula.

Domains and reserves played a significant role in the development of settlements across the Peninsula and the history of sports and many cultural and celebratory events are tied to these public spaces.

Relevant listings:

The Camp Bay Quarantine Cemetery, is listed in the Schedule of Notable Buildings, Objects and Sites; and an "oven(s)/midden(s) and a possible burial site" are listed archaeological sites.

The Kinman Cannon is a scheduled object within the Britomart Reserve, as are the 3 trypots on Beach Road near the French landing site and 1 on the reserve on Rue Lavaud.

Possible new building, object, site and landscape-related listings:

The grave site on Quail Island should be considered for listing as part of the greater Quail Island cultural landscape.

Current listings for all churches should be checked to ensure that these include graveyards (where these are present) and all other features within the setting of the church. Graveyards and the wider setting should also be included in any suggested new church listings.

Consideration should be given to listing the Akaroa Domain/Garden of Tane in its entirety to better reflect the garden/heritage park nature of the site. The listing should include all memorial markers, archaeology, 1950s playground equipment, vestiges of the early layout etc.

Consideration should also be given to listing the Britomart Reserve in its entirety to reflect the garden/heritage park nature of the site.

Consideration should be given to listing the Britomart Reserve in its entirety. Other listings are possible following a review of primary reference material which is needed to establish the history of the Peninsula reserves.

Possible new archaeological listings:

Consideration should be given to listing all of the burial site listed in Table 3.2.

Bibliographic note:

The histories of a number of graveyards are covered in the general histories of the region and there are also several local parish histories, including one for the Akaroa Anglican parish, and histories of specific churches, such as St Luke's, Little Akaloa.

Brief histories are also contained in a number of council publications including the 2007 *Overview of Cemetery Development in Christchurch and Banks Peninsula* and the recent *Christchurch City Council Cemeteries Master Plan*.

Some history relating to the Akaroa Domain appears in the Council Management Plan for the 'Garden of Tane' and the histories of a very small number of the other domains are summarily noted in local histories. In general, however there is a dearth of information and lack of clarity around the history and development of the Peninsula's domains, reserves and parks, particularly Lyttelton and the smaller bays.

Further research:

Additional research into both Lyttelton and Akaroa cemeteries should be undertaken to further determine their need for listing. This should take into account their typology as clustered denominational burial grounds, social history, record of notable individuals buried, architectural values etc. Investigation into interments beyond the legal/accepted boundaries of graveyards and cemeteries may be necessary as these areas are potentially archaeological sites.

Considerable further investigation is required to trace the planning and developmental history of the Peninsula's public open spaces. This is particularly the case with Lyttelton and smaller bays.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 53. Akaroa's Britomart Reserve in 1941.
Source: PB0902- 3, V.C. Browne & Sons

4

Utilising the land and natural resources



SECTION CONTENTS

Māori use of the landscape

Seals and flax

Whaling

Fishing and shell extraction

Timber milling and boat building

Quarrying and brickmaking

The farming industry and rural associations

Horticulture

Theme 4. Utilising the land and natural resources

4.1 Māori use of the landscape

In pre-contact times the importance of Banks Peninsula/Te Pataka o Rakaihautū mahika kai (places where resources were obtained) was one of the principal reasons the area was popular for Māori settlement. These resources largely governed the location of occupation sites which were concentrated in the coastal zones where food sources were most varied and abundant and the climate was most benign. Besides freshwater resources the harbours, ocean, adjacent bays, rocky shoreline, beaches and islands provided these settlements with a diversity of kai moana (seafood) and the regularity of migration and visibility of shoals created a reliable and rich fishery between November and April each year.

Schooling pelagic species, were plentiful in the wave shadow waters around the Peninsula and freshwater fish, particularly whitebait, eels and waikōura (freshwater crayfish) were also abundant. During summer fish such as hoka (red cod), hāpuku (groper) rari (ling), tamure (snapper), kahawai, blue cod, butterfish and wrass were caught around the reefs and in the warm inshore waters in large numbers using a range of methods including constructed fish traps in the intertidal zones of the harbours, bays and estuaries. By far the largest example of a fish trap in New Zealand lies on the western side of the Onāwe Peninsula, in Akaroa Harbour.

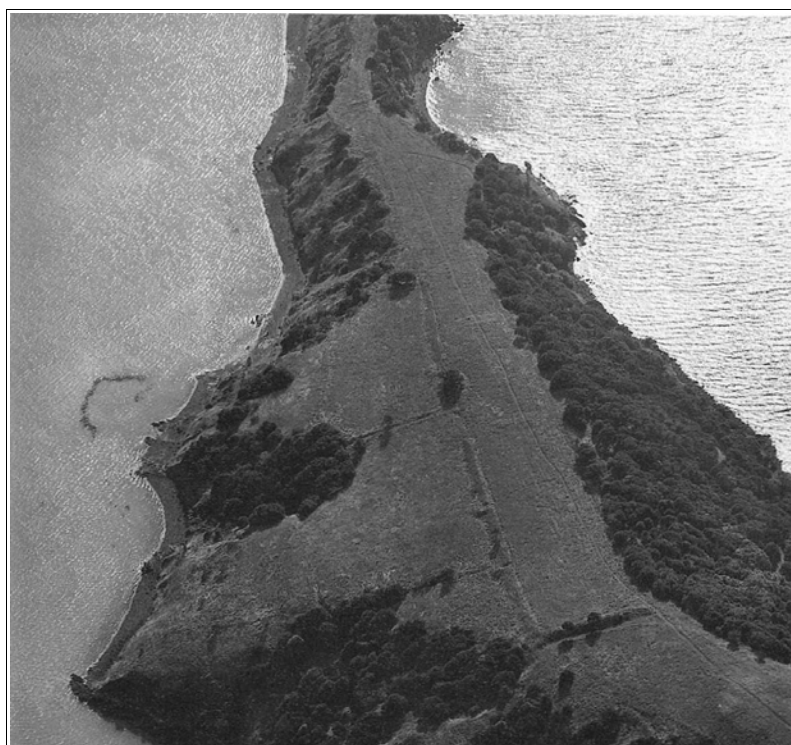


Figure 54. Aerial view of the Ōnawe fish trap. The fish trap is marked by the distinct arched band of seaweed immediately offshore, at centre left. The seaweed is attached to the original rock wall which is probably lower in height than it was originally. Towards the shore, the stone wall appears to have been destroyed. The view is to the north-west; the fish trap is about 25 metres across. Evidence of defensive earthworks is visible on the top of the peninsula.

Source: Kevin Jones, 1994

A variety of shellfish and crustaceans were gathered from the rocky shorelines and sandy beaches, and the lakes provided a never-ending supply of fish, particularly black flounder which spawned in Te Waihora (Lake Ellesmere). Wairewa (Lake Forsyth) was an important fishery for mahika kai particularly freshwater eel, and core sampling from within the lake suggests that the lake was a potential source of scallops.

Local breeding populations of kekeno (New Zealand fur seals) were also exploited at or near Akaroa and beached whales were utilised for food, bone and ivory.

The surrounding forests provided numerous forest-dwelling birds and archaeological investigations also confirm the presence of moa in association with Māori activity in a number of locations on the Peninsula as well as the now extinct flightless South Island goose (*Cnemiornis calcitrans*), adzebill (*Aptornnis defossor*) and New Zealand quail (*Coturnix novaezealandia*). Birds were not only a valued food source, but in the case of the kererū, feathers were treasured for adorning cloaks and kererū oil was used for a variety of purposes including tā moko (tattooing).

The utility of the Peninsula extended to the land, forest, bush and swamp areas and numerous trees and shrubs were exploited for dietary, medicinal, construction and other purposes. This included tutu berries (*Coriaria sp.*), rāupo root and pollen, flax flowers, tī kōuka (cabbage trees), karaka and fernroot which were processed for consumption and a myriad of other uses. The plentiful harakeke (flax) was important for the production of fibre for twine, nets, lines, bird snares, baskets and clothing.

Cultural plantings of groves of karaka (*Corynocarpus laevigatus*) near known archaeological sites (Panau pā and the pā at Menzies Bay) suggest that Ngāi Tahu, like other tribes, orcharded this species.

Other trees, shrubs and grasses were the source of resins from which scents for bodies and homes were manufactured such as tarata (*Pittosporum spp.*), the leaves of the hakehake (*Olearia spp.*), kāretu (*Hierochloe redolens*). Oil extracted from the fruit of tītoki (*Alectryon excelsus*) at Mat Wright's Bay and other locations was used to anoint chiefs and also used as a curative balm.

Tōtara was utilised in the construction of canoes and houses. Kaikomako (*Pennantia corymbosa*) was used for fire-making and Kanuka for fences. Hardwoods such as akeake and kowhai were fashioned to make digging tools, weapons, bowls etc. Bark from pokaka (*Elaeocarpus spp.*) and beech (*Northofagus spp.*) provided black dye, and yellow dye was made from karamu (*Coprosma spp.*) Red and blue dyes were extracted from the Peninsula clays and other substances for dyeing were obtained from the mud at Te Waihora/Lake Ellesmere.

Plants were also used as ecological indicators eg the time to start collecting kina was when the tī kōuka (cabbage tree) leaves were fully expanded, and trees were also used to mark wāhi tapu (sacred places) or ngā wāhi taonga (place of special value) sites, such as a special placement of tī kōuka (cabbage trees). Cabbage trees were also used to mark campsites, river crossings, trails, settlements and boundaries and their presence in particular locations today has been equated with that of a historic footprint.

The offshore islands such as Ōtamahua (Quail Island) and Billy King Island provided Māori with seabird eggs, and the islands' stone resources were also exploited. Coarse-grained sandstone found on Billy King Island was prized as a grinding agent for stone implements and basalt from the eastern shores and lower hill slopes bordering Wairewa/Lake Forsyth was used for adze manufacture. Other stone from around the Peninsula such as Charteris Bay sandstone, haematite and Panau flint is also likely to have been utilised.

Warm, frost-free and sheltered microclimates across the Peninsula were utilised for horticulture and evidence of horticultural practices and associated landscape modification in the form of various earth and stone rows, modified soils, trenches and borrow pits have been found in a number of locations across Banks Peninsula. Furey (2006) notes that stone rows have been reported from Menzies Bay, Stony Bay, Ducksfoot Bay, Goughs Bay and Paua Bay (Harrowfield 1969), and Island Bay, and most recently from Flea Bay, to the east of Akaroa Harbour with the largest, covering an area of ca. 16 hectares at Panau. Shallow, parallel trenches are noted at Paua Bay and Lavericks Bay. Modified soils are present at Okuora Farm near Birdlings Flat and are near raised-rim storage pits and what appear to be borrow pits on the old beach ridges below. Possible kumara phytoliths have been identified in these soils.

Pre-historic Māori sites

The New Zealand Archaeological Association digital site recording scheme (ArchSite) lists 430 prehistoric Māori sites on Banks Peninsula. These represent 21 site types, including occupation sites as well as prehistoric sites of Māori use. A detailed breakdown of these sites can be found in Appendix 1 together with a map of the Peninsula showing the general location of sites in Appendix 2.



Figure 55. Oruaka Pā site, Birdlings Flat, Wairewa (Lake Forsyth), 2011.

Source: Image 3 025, Ashley Mokena

4.1 Utilising the land and resources: Māori use of the landscape

General discussion:

The nature of the relationship Māori shared with their environment resulted in their remarkable awareness of the Banks Peninsula resource in its entirety. The varied coastline provided a vast array of seafood, the forested area provided additional resources of food such as bird life and materials for weapons and tools, shelter, fishing equipment and natural medicines and the many archaeological sites which exist across the Peninsula attest to landscape's importance.

Traditional practices involved the special placement of tī kōuka (cabbage trees) as markers, cultural planting, landscape and soil modifications for gardening purposes, and the construction of fish traps in intertidal zones illustrate prehistoric Māori lifeways and occupation across the district.

Relevant listings:

The schedule of archaeological sites in the District Plan does not explicitly state whether any cultural vegetation, potential resource husbanding or vegetation significant to Ngāi Tahu is included in any of the listings.

Possible new building, object, site and landscape-related listings:

As noted in Section 2.1 the extant karaka grove at Panua pā should form part of the archaeological listing for this site. Similarly, any surviving karaka at Menzies pā and other pā and midden sites should also be considered for inclusion as part of any archaeological listing.

Cabbage trees in close association with wāhi tapu (sacred places) or ngā wāhi taonga (places of special value) sites should also be considered for inclusion as part of these listings¹ as well as any other trees significant to Māori.

Possible new archaeological listings:

The Ōnawe fish trap, Duvauchelle fish trap (N36/127) and Quail Island fish traps (M36/127 and M36/138) should be considered for listing.

Other suggested listings are discussed in Section 2.1 Banks Peninsula's original inhabitants and listed in Appendix 1.

Bibliographic note:

Māori use of the Banks Peninsula landscape is well covered in Winterbourne, M. (Ed) (2007) *The Natural History of Canterbury*.

Leach and Stowe's 2005 paper 'Oceanic Arboriculture at the Margins - The case of the karaka (*Corynocarpus laevigatus*) in Aotearoa', includes information on the location of cultural karaka on Banks Peninsula.

Ngāi Tahu use of cabbage trees, as markers and the cultural uses of cabbage trees in general are discussed in Simpson, P. (2000) *Dancing Leaves: The Story of New Zealand's cabbage tree, tī kōuka*.

The nature of food harvest sites and resource husbanding by Ngāi Tahu is discussed by Williams, J. (2010) 'Mahika Kai: The husbanding of consumables by Māori in precontact Te Wāipounamu'.

¹ It should be noted that this species has the capacity to regenerate from underground rhizomes therefore the size of trees is not necessarily an indicator of age

Further research:

To date, the recording of ethnobotanical plantings on archaeological sites has typically been carried out in an ad hoc way, mainly only by researchers with an interest in this area. For this reason it is recommended that further research followed by field surveys is carried out to investigate the presence of any likely resource husbanding areas, ethnobotanical planting and planted markers at sites such as seasonal camping areas, habitation sites and wāhi tapu (sacred) or ngā wāhi taonga (place of special value).

Historic place names, local Māori knowledge and mapped data on the Toitū Te Whenua Geographical Information System (GIS) may prove valuable in identifying potential areas for investigation as part of this process.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

4.2 Seals and flax

The first Europeans to attempt to earn livelihoods from Banks Peninsula were sealers and flax-traders, sailing out of Sydney in the first three decades of the nineteenth century. None of these sealers or flax-traders settled. Andersen has written that 'for many years the history of Banks Peninsula is little more than may be comprised in a list of vessels ... of wandering whalers and traders ... visiting its harbours'.

It is unclear to what extent sealers actually hunted seals on the Peninsula's coasts. They certainly visited the Peninsula. In 1809 Captain Chase on a sealing vessel the *Pegasus* sailed close enough to the Peninsula to discover that it was not an island, as Cook had supposed. The first Europeans known to have landed on the Peninsula were a sealer, Captain Grono, and his crew probably in 1815.

Flax-traders came to the Peninsula seeking cargos of dressed flax prepared by local Māori. They arrived soon after the sealers; one visited the Peninsula in 1813 without landing. The visits of flax-traders continued longer than those of sealers. Ports Cooper and Levy were named by a Sydney-based flax-trader, Captain Wiseman, in 1827. It was a flax-trader out of Sydney, Captain Stewart, who was implicated in the notorious 'Brig *Elizabeth* incident' of 1830. By that time, the Peninsula Ngāi Tahu chief Te Maiharanui, who was captured by his Ngati Toa enemy, Te Rauparaha in the incident, was actively engaged in having flax prepared for traders visiting the Peninsula. A notable Peninsula personality, whaler and farmer Joseph Price, first visited Banks Peninsula in 1831 on a flax-trading vessel, the *Victoria*.

Flax (*Phormium tenax*) was gathered around from around Akaroa Harbour and the lake margins and, after the fibre had been stripped from the leaves it was traded for obtain European goods, including muskets. Banks Peninsula was regarded by flax merchants, in the 1830s at least, as the centre of the South Island flax trade. Known trading bases were located at Takapūneke, Port Cooper (Lyttelton) and Port Levy.

The ending of the Sydney-based flax trade, probably in the 1830s, was not the end of the history of flax-cutting and preparation on the Peninsula. New Zealand flax remained a commodity of interest to merchants elsewhere in the world right through the nineteenth century (at least so long as sailing ships needed cordage). A flax mill up the Kaituna Valley was worked by the Rhodes brothers, who owned the land up to the mid 1870s, and by their successor Thomas Parkinson.

At Charteris Bay, Reginald Bradley leased an area of flax on the valley floor to Adam Chalmers who established a flax mill there. It was in operation by 1870 and was worked for probably more than 20 years, though flax was processed and rope made on a relatively small-scale. Water was used for power and for scutching the flax. When Chalmers closed the mill (around 1890), Orton Bradley (who had succeeded to his father's position as head of the family) continued to sell flax harvested at Charteris Bay to a Rangiora flax mill. In the late nineteenth century, elsewhere on the Peninsula, the Buchanans of Kinloch cut flax from swamps on their property and sent it by bullock waggon to the Little River railway station for despatch to flax mills elsewhere in Canterbury.

4.2 Utilising the land and natural resources: Seals and flax

General discussion:

The first European visitors to Banks Peninsula were sealers and flax-traders and trading flax, and possibly sealing, were the first significant European economic activities in the region. Both sealers and flax-traders are recorded as visitors to Peninsula bays in the first three decades of the nineteenth century and a flax-trader played a key role in one of the most important historic incidents on the Peninsula before European settlement of any significance began.

Relevant listings:

There are no present listings which relate to sealing or flax trading.

Possible new building, object, site and landscape-related listings:

It may be possible to indicate the importance of flax in the economic life of the Peninsula by listing the later flax mill site in the Orton Bradley Park and any site or artefact on the Kinloch Estate which relates to the growing and cutting of flax there. It does not seem possible to identify any place or artefact related to any transitory taking of seals on the Peninsula's coasts. On-site interpretation may prove a satisfactory alternative to the listing of sites where there are now no tangible or visible reminders or early activities on the sites.

Possible new archaeological listings:

There are no recorded archaeological sites relating to the sealing or flax industry.

Bibliographic note:

Sealing and flax trading are mentioned generally only in passing in some secondary sources, but the history of the later flax mill in the Orton Bradley Park is recorded in Gregory Hunt's 1986 history of the Park, *Orton Bradley Park Charteris Bay*.

Further research:

Although there appear to be few opportunities to list places or artefacts related to sealing and flax trading, it is important for understanding the early European history of the Peninsula as a whole that the extent of sealing on the Peninsula's coasts be established and the period over which flax trading occurred, and its extent, be established.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

4.3 Whaling

Very much more is known about the whaling industry on Banks Peninsula than about sealing and flax-trading. Whaling first brought European and American ships to Banks Peninsula waters in some numbers and whalers were the first Europeans to spend much time ashore. Former whalers became the Peninsula's (and Canterbury's) first permanent European settlers. Though the industry had a relatively short life on the Peninsula – it became fully established in the mid 1830s and was virtually over by the mid 1840s – it had a profound impact on the Peninsula's history.

Although it is not known for certain when whaling commenced off Banks Peninsula, the first record of ship-based whaling in the waters of Banks Peninsula was in 1835 with at least seven more vessels whaling from Port Cooper (Lyttelton Harbour) by the next year.

The Peninsula became important in New Zealand's whaling history because it protruded into the migration paths of whales, offered numerous anchorages and was a good source of water, wood and other supplies. By the 1830s local Māori were growing significant quantities of potatoes and other vegetables which they were eager to trade for European goods.

The first whalers to visit Banks Peninsula seeking water, wood and supplies from local Māori, were 'pelagic' (open sea) whalers. 'Bay' whalers anchored sometimes for long periods in convenient bays and towed whales caught at sea into more sheltered waters to be tried out. They began to anchor regularly in the Peninsula's bays and harbours in the early 1830s. W.B. Rhodes, who was to play an important role in the Peninsula's history, first visited Port Cooper on a whaling ship, the *Australian*, in 1836. There were six vessels at anchor in Port Cooper at the time.

These early whalers, pelagic and bay, did not establish stations ashore, though the bay whalers did land try-pots and other equipment and render down the blubber of whales caught offshore. Little Port Cooper was never the site of a shore whaling station, except perhaps briefly in 1844. But enough whales were tried out there that in 1849 the whitening whale bones heaped on the foreshore were mistaken for tents. Little Port Cooper was a favoured resort of early whalers because it was the only bay on that side of the Peninsula that could be entered in any weather by sailing ships. Akaroa Harbour was nearer the best whaling grounds, but its entrance was very difficult to negotiate in south-westerly weather.

In 1838, at the time the first shore whaling stations were established, first at Peraki (1837), then Ikoraki (1839), Oashore (1839) and Island Bay (1842), there were 11 whaling ships in Akaroa Harbour, eight in Port Cooper (Lyttelton Harbour), four at Peraki and two at Port Levy. By this time French and American ships had joined the British who were the first to pursue whales in Banks Peninsula waters.

A shore whaling station was established at Peraki, the site of the first permanent European settlement in Canterbury, by George Hempelman in 1837. In 1835-36, a party from Hempelman's ship, the *Bee*, had spent ten months ashore at Little Port Cooper. In March 1837 he set up a station at Peraki, with houses, try works and facilities for boat repair and construction. Mrs Hempelman joined him later in the year. Hempelman also began growing potatoes, which he sold to other whalers, making regular trips round to Akaroa Harbour, where bay and pelagic whaling ships

congregated. In Peraki's peak year for whaling, 29 whales were caught. Whaling ended at Peraki in 1843, when Hempelman sold the station to Joseph Price. (The 'Peraki Log' which Hempelman kept from 1835 to 1844 was published by a later Peraki landowner and is an invaluable (if sometimes frustrating because it is so cryptic) source for the history of the Peninsula in those years.

In November 1839, the Weller brothers, Sydney merchants whose whaling parties had been spending time ashore on Banks Peninsula since the mid 1830s, supported the establishment by Philip Ryan of a shore whaling station at Oashore. Paddy Woods took charge of the station for the 1841 and 1842 seasons. Oashore was still a working station when the Rhodes brothers, whose Kaituna Run extended over the outlet of Wairewa (Lake Forsyth) acquired the interest in it.

Joseph Price, who had first visited Peninsula waters in the early 1830s, established the whaling station at Ikoraki late in 1839. In 1840 there were ten houses in the bay and 29 men and one woman were living there. Price had successful seasons in 1840-41, though through other circumstances he suffered financial losses. Ikoraki was the only shore whaling station to survive longer than the 1840s. Price continued to work the station until around 1847, combining working the station with trading out of Sydney as master of the *Harlequin*. It was worked by Māori in the 1857 and 1858 seasons. After Hugh Buchanan purchased the block of land surrounding Ikoraki in 1857 whaling was undertaken intermittently, on a modest scale, and continued into the 1870s.

The whaling station at Island Bay was established in 1842 (some authorities give 1840). The station had a number of owners. James Wright of nearby Whakamoā took it over in 1844. Wright may have also engaged in whaling out of Whakamoā (as Andersen and Taylor both believed) but it is generally not considered the site of a shore whaling station. Whaling continued intermittently at Island Bay until around 1871, almost as long as whaling continued at the longest-lived shore station, Ikoraki.

The shore whaling stations brought considerable numbers of Europeans and Americans to live on Banks Peninsula. In 1840, the British naval captain Stanley noted that there were (not counting Māori present at the stations) 20 men and two women (in nine houses) at Peraki, 29 men and one woman (in ten houses) at Ikoraki and 24 men at Oashore (camped out).

Even after the establishment of the shore whaling stations, whaling ships which caught whales on the open sea or from anchorages in sheltered bays, continued to come to Banks Peninsula in considerable numbers. The number of whaling ships (the majority now French) to visit Akaroa in the early 1840s were: 1841 – 26; 1842 – 44; 1843 – 31.

By 1843, however, the industry on the Peninsula was in steep decline. (The focus of world whaling shifted in the 1840s to the northern Pacific.) In 1840, 9,000 barrels of oil were shipped from the Peninsula; just two years later, by 1842, the output had slipped to 2,700 barrels.

From the ranks of the whalers came some of the Peninsula's first settlers to settle permanently and make their livings from farming, sawmilling and other land-based pursuits. Several whalers settled with Māori wives, among them Thomas Coffin of Okains Bay and Thomas White who settled first in Port Levy and then moved to Holmes Bay. (See also section 4.3.)

Joseph Price, who had continued the itinerant life of a whaler and trader through the 1840s, in 1852 purchased a block of land in Prices Valley and became a successful farmer, and one of the Peninsula's most notable nineteenth century 'identities'. Two other notable figures in the whaling industry, George Hempelman and James Wright, also became farmers. Hempelman's pursuit of his land claim, based on a deed he signed with Ngāi Tahu chiefs in November 1839 ratifying his 1837 'purchase' of Peninsula land, continued up to the time of his death in 1880.

A whaler was directly responsible for the settlement of the Peninsula by the French in 1840. In 1837-38, the French whaling fleet was concentrated at Banks Peninsula. A French naval corvette *Heroine* was in Peninsula waters in 1838, the year in which Captain Jean Langlois anchored his vessel, the *Cachalot*, in Little Port Cooper. Langlois' 'purchase' of land on the Peninsula from Māori triggered the founding of Akaroa by the French two years later.

A whaler was also responsible for starting pastoral farming on the Peninsula. William Barnard Rhodes first visited the Peninsula on a whaling ship in 1836. He saw the pastoral potential of the open land that ran from south of Akaroa to Flea Bay and at the end of 1839 landed cattle at Takapūneke (see section 4.7). (This marked the start of European farming of any kind – except for the growing of potatoes at Peraki by Hempelman – on the South Island. The landing of cattle by Rhodes in 1839 just preceded Johnny Jones' sending farming settlers to Waikouaiti).

The visits of whaling ships and years of operation of the shore stations over-lapped with the European settlement of the Peninsula, by the French in 1840 and by the early, pre-1850, British settlers who began farming at Pigeon Bay and in the Lyttelton Harbour basin in the early to mid 1840s.

Many of these early settlers profited by trading with the whaling vessels that continued to call into Akaroa Harbour and, to a lesser extent, Lyttelton Harbour in the early 1840s. The only other accessible, available outlets for vegetables, fruit, dairy products, meat and other products produced by the early French and British settlers were the New Zealand Company settlement of Wellington or more distant Sydney. The Māori at Ōnuku were also producing, in these years, potatoes, maize, wheat and pumpkins for sale to visiting whaling ships.

Though there was never a shore whaling station in Port Levy, it was a centre of Māori population in the 1840s and became an important point at which whalers traded for fresh provisions. A bay on the western side of Port Levy became known as 'Whalers Bay'. Adjoining Pigeon Bay did not see more activity in whaling days than the occasional trying out of whales caught by pelagic whalers on its beaches, but the Hays and Sinclairs who settled in the bay in 1843 bartered meat and potatoes with visiting whaling ships.

Akaroa as a town also benefitted from the continuing presence of whaling ships in the harbour through the early and mid 1840s. After the wreck of the *Magnet* in on the Peninsula's south coast in the early 1840s, James Bruce started a hotel in Akaroa whose early patrons included the whalers he had associated with while he was a trader.

As whaling off Banks Peninsula went into steep decline in the late 1840s (whaling ship visits to Akaroa fell from 26 in 1845 to eight in 1847) the Peninsula suffered economic setback, but only until the founding of the Canterbury Settlement in 1850 established a thriving and growing new market close to hand.

The interest in the artefacts of whaling days on Banks Peninsula is long-standing. It prompted the publication of *The Piraki Log* by Frederick Anson in the early twentieth century. At about the same time as Anson published *The Piraki Log*, an article in the *Press* wrote about the traces of whalers in the Peninsula's south-eastern bays:

The huge bones of the leviathans of the deep are strewed upon the strand, the old windlasses used to haul up the carcasses of the whales, and the boats, are visible, as are some of the rough boatsheds and the great iron try-pots in which the blubber was rendered down.

Andersen records that in 1910 the only evidence of whaling at Peraki were try-pots, whale vertebrae flooring a boathouse, the brickwork of two try-pot stands, heaps of stone remaining from chimneys and whalebone. There was no trace even then of the houses or early cemetery.

In 1938, Taylor observed at Oashore heaps of whalebone littering the beach and the mouth of the creek and try-pots on the beach. At Ikoraki were whalebone, rusty chains and 'other small mementoes of whaling days'.

In the first half of the twentieth century, several intact try-pots were retrieved from the whaling bays. One was recovered from Peraki in 1913. They are found now in Christchurch at Rangi Ruru School and in the Canterbury Museum (one each), at the former Little River railway station (two, which were formerly in the Little River Domain) and in Akaroa (three). Three of the try-pots that went to Akaroa from Peraki were mounted by Louis Vangioni near Daly's wharf. Two of these were subsequently mounted in brick near the French landing site. A try-pot from Island Bay was set on the waterfront near the war memorial, where it remains. These are discussed further in section 9.7.)

One try-pot was retrieved from Tumbledown Bay, where there never was a whaling station. Taylor noted in 1937 that at Tumbledown Bay 'a solitary tripot on the roadside is the only artefact of the whaling days'. The explanation for its being there is that many years after the stations closed a whale became stranded in Tumbledown and an old try-pot was 'borrowed' from one of the whaling bays to render it down.

At the south-eastern bays where there were shore stations, the artefacts of whaling days are today fragmentary and scattered. Bits of bone, brick, iron crockery and glass are all that remain in some bays. At Oashore there are still fragments of a try-pot and a few corroding bones.

At Peraki, the sites of the graves of Mrs Hempelman and of whalers who died there while the station was active cannot now be traced but there is a memorial, erected in 1939, to those who lived at Peraki in the late 1830s. It was unveiled on 28 March. (See section 9.7)

It is one of the ironies of the Peninsula’s history that the bays where European settlement began and which in the early 1840s were the homes of relatively large numbers of Europeans are now among the Peninsula’s most lonely and isolated places. Ikoraki, Island Bay, Oashore and Little Port Cooper have no road access and the road to Peraki is long, narrow, steep and winding.



Figure 56. Left. *Holmbank* memorial, 2014.
Source: Ashley Mokena, DSC003407

Figure 57. Below. Try-pot fragment, Oashore, 2011.
Source: Ashley Mokena, 3 025



Figure 58. Above. Remains of a stone hut at Oashore, one of the Peninsula's whaling bays, 2011.
Source: Ashley Mokena, 3 039



Figure 59. Right. The Hempelman memorial at Peraki, erected in 1939. Photographed 2014.
Source: Ashley Mokena, DSC003411

4.3 Utilising the land and natural resources: Whaling

General discussion:

Whaling was the first major European economic activity on the Peninsula and though it was short-lived, it resulted in the first settlement of Europeans on the Peninsula and had a profound impact on the Peninsula's early European history. Whaling ships from Europe and North America began to frequent Peninsula bays in the 1830s and at the end of that decade shore whaling stations were established in several bays along the Peninsula's southern coast. Alongside these stations a considerable numbers of storehouses, cottages and huts accumulated, the remains of which have often survived in the archaeological record.

Shore whalers, some of whom married Māori women, were among the Peninsula's first permanent European settlers. The connection between whaling and the establishment of the French settlement in Akaroa (Langlois, who instigated the founding of Akaroa, first visited the Peninsula as a whaler) emphasises the importance of whaling in the Peninsula's early European history.

Relevant listings:

The Banks Peninsula District Plan (2012) heritage inventory includes four listings related to whaling:

- two groups of try-pots brought into Akaroa from outlying whaling stations
- two whaling stations, BPDC 206 and BPDC 264*

*Due to the difficulties of reconciling the information between the BPDP inventory and ArchSite (the New Zealand Archaeological Association digital recording scheme) which records five whaling station sites; Ikoraki (M37/163), Island Bay (N37/16), Little Port Cooper (N36/125), Oashore (M37/162) and Peraki (N37/18), it is not clear exactly which sites are scheduled by Council.

Possible new building, object, site and landscape-related listings:

In addition to the two already listed whaling station sites the other sites in the southern bays (as noted) should be considered for listing to afford them (and the artefacts which remain at them, including for example the try-pot fragments at Oashore and possibly a farm bridge at Peraki on whalebone foundations) protection and proper recognition as among the Peninsula's most important historic sites.

The monument at Peraki to Hempelman's shore station should be listed. The try-pots at Little River (at present, 2014, under cover at the former Little River railway station) should also be listed. (This is also recommended under section 9.7)

When the documentation for several listed cottages in Akaroa and other bays such as Okains is being prepared or checked, if any associations with early former whaler settlers are established they should probably be highlighted.

Possible new archaeological listings:

There are no additional recorded archaeological sites relating to the whaling industry.

Bibliographic note:

The history of whaling on the Peninsula is well covered in the general histories. The Fitzmaurice biography of Joseph Price has information on his whaling days.

The reports prepared by Jacomb, C. (1998) 'Shore whaling sites of Banks Peninsula: An

archaeological survey'; Smith, I. W. G. and Prickett, N.(2006) 'Excavations at the Oashore Whaling Station (M37/162) Banks Peninsula'; Harris, J. and Smith, I. W. G. (2005) 'Artefacts from the Oashore Shore Whaling Station' detail the findings from archaeological investigations of the Peninsula's whaling stations.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

4.4 Fishing and shell extraction

Long after the demise of the whaling industry, numbers of residents of Banks Peninsula continued to make their livings from the sea, primarily through commercial fishing out of, mainly, Lyttelton and Akaroa, but also, intermittently over the years, from different forms of aquaculture.

Commercial fishing out of Lyttelton began in the mid nineteenth century. In the 1930s, the sizeable Lyttelton fishing fleet was a mixture of larger steam-powered boats and smaller boats with petrol or diesel engines. The catch was almost exclusively for the local market and most was auctioned by P. Feron and Sons at their Moorhouse Avenue premises in Christchurch.

Manufacturing and repair of local fishing vessels was an important part of the work undertaken by the various engineering companies in Lyttelton. (see section 5.2).

Commercial fishing out of Akaroa also began in the 1850s. Reports of large catches were common in the late nineteenth century and early twentieth centuries. At the industry's peak, as many as 40 boats were fishing out of Akaroa. The industry continued to flourish into the 1970s. Akaroa was still the base of a local fishing industry in the late 1980s, the vessels of the small fleet tying up at the main wharf and the catch being transferred to freezers built on the wharf. A very small number of boats continued to fish out of Akaroa into the early twenty-first century, largely to supply the local market.

A freezer and crane on the main wharf at Akaroa are the main reminders that the wharf, which is now used primarily by tourists ventures, once played a key role in the local fishing industry.

Most fish landed in commercial quantities at Akaroa and in other Peninsula Bays was sent straight to market in Christchurch, but one sea-based industry which became established on the Peninsula was the canning of crayfish. Crayfish were taken in commercial quantities by fishermen operating out of Akaroa and crayfish canning factories operated in or near Akaroa at different times in the late nineteenth century and through the first half of the twentieth century.

A crayfish canning factory was opened in Akaroa in 1895. From 1898 to 1901 the former immigration barracks which had been shifted from Akaroa to Takapūneke (Red House Bay) in 1898 was used as a crayfish canning factory, but after a year or two the owner sold out to the owners of the Akaroa factory. A second crayfish-canning enterprise was established in Wainui, after the dairy factory there closed down in 1928. There was also a crayfish tail canning plant in Akaroa in the 1930s.

Crayfish in commercial numbers disappeared from inshore Banks Peninsula waters in the late 1950s. One theory linked the disappearance of crayfish to the washing down of clay into the sea from eroding land. Vessels sailing further afield continued to bring crayfish into Akaroa until at least the early 1970s.

Commercial fishing was also undertaken to a limited extent from other Peninsula bays, notably Little Akaloa, where it flourished in the late nineteenth century and early twentieth century. Later, proper boats from Lyttelton would frequently anchor in Little Akaloa, the closest sheltered anchorage to the

proper grounds off Long Lookout Point. Later in the twentieth century, a local identity, 'Kaikoura George', fished out of Little Akaloa for many years. His boat, the *Nancy Grace*, was one of the first boats used to catch crayfish in a revival of that branch of fishing in the second half of the twentieth century, but commercial crayfishing out of Little Akaloa ended in 1992. Members of local farming families were among those who fished out of Little Akaloa, often as a commercial sideline to farming.

In Lyttelton Harbour, aquaculture had a challenging history, partly because of the effects of a large port operating within the harbour. In 1862, the Deep (or South) Sea Fishing Company bought 1.6 hectares in Church Bay, built a small village for its workers and established a farm on the tidal flats of the bay where oysters spawned in the naturally occurring eel grass (*Zostera muelleri*). The company also fished from the bay, smoking the catch. The oyster farm was in production for only a few years and when dredging destroyed the oysters' eel grass habitat, fishing and aquaculture in Church Bay ceased. New oyster beds were laid down between 1867 and 1872 in Church Bay and in the Lyttelton Harbour.

Natural oyster beds in Charteris Bay were first harvested in the 1850s, when they were being served in Lyttelton hotels. Licences to take oysters from Charteris Bay were granted in the 1860s and as late as the 1930s they were still available in sufficient quantities to be harvested using a grab, but the numbers subsequently diminished to the point that they were gathered only by individuals, for recreation, not commercially.

There is some suggestion that the early French immigrant Joseph Libeau was the first European to establish a mussel farm on the Peninsula. However, the first mussel farm of any scale was developed in 2002 at the head water of Menzies Bay. This farms green-lipped mussels (*Perna canaliculus*), blue mussels (*Mytilus gaioprovincialis*) and sponge (*Lissodendoryx spp.*) using longlines and droppers.

Other mussel farms operate at Pigeon Bay and Squally Bay. Most recently, a Ngāi Tahu joint venture with the Marlborough Mussel Company has seen farms established over 29 hectares comprising two farms at Port Levy, another in a small bay on the northern side of the Peninsula, and another nearby at Beacon Rock East. The first harvest was landed in 2008. Another 20-hectare enterprise by Southern Seas Marine Farms on the eastern side of Port Levy Bay received approval from the Environment Court in 2006.

Aquaculture of different sorts has a long, if interrupted, history in Akaroa Harbour. Oysters were first farmed at French Farm by the French Navy when they occupied the bay in the early to mid 1840s. In 1872, 17 artificial beds were laid down in German Bay by local bricklayer, Mr Morey. Morey introduced Stewart Island sprat which reportedly successfully hybridised with existing natural bay oysters, and when he sold his oyster fishery in 1878 it was estimated to contain 252,000 dozen oysters. Artificial beds were also laid down by Edward Latter of the Canterbury Oyster Fishery Company at Barrys Bay in 1878.

Licences were taken out in 1895 to farm naturally occurring oyster beds in the Akaroa Harbour, at Grass Hill Point (on the Akaroa side of the Kaik) and in the general area of Wainui.

Today Akaroa Harbour supports a number of other marine harvest related enterprises. Salmon sea-cage ranching has been carried out in Lucas Bay since 1985, and abalone (pāua) is farmed for meat and 'pāua pearls' in barrels in the harbour. Associated with this pāua operation, attached and free-floating seaweed (*Macrocystis*) as well as the beach cast seaweed is harvested by permit around the Banks Peninsula coast for aquaculture feed.

Historical photographs suggest that seaweed collecting was carried out in the early twentieth century. This is thought to have been for local use as a fertilising agent on vegetable and market gardens.

Shell extraction and shingle gathering

Prior to the introduction of legal restrictions large banks of cockle shells on certain beaches around Lyttelton Harbour were harvested and processed for sale as poultry grit for laying hens. When it was suspected that shell was important in protecting bay foreshores the practice was prohibited.

Nevertheless, one shell harvester, Mr Walker secured a permit to extract shells, freshly washed up by the tide, on the south-west beach at Quail Island in 1929. When Walker was joined by his son in 1930, the pair was granted an area of 0.8 hectares where they were allowed to mine permanent deposits of shell. Shell was collected and bagged on the beach and dispatched to the crushing plant at Bromley for masticating, drying, screening and bagging.

The Walker family continued to operate on their site on the foreshore of Quail Island until 1970. Evidence of their lengthy enterprise is still visible in the concrete foundations of their hut, an old bulldozer track descending to the beach, and in the name Walker's Beach.

Shingle was another natural resource used from the Peninsula beaches and this is best represented in the pebble dash finish on St Luke's Church, Little Akaloa. Screened shingle, like shell, was also used as a surface on garden walks and paths in both public and private landscapes and some of the stone used in the construction of St Cuthbert's church at Governors Bay was sourced from the beach.



Figure 60. Seaweed gathering, 1911.
Source: Shuttleworth collection

4.4 Utilising the land and natural resources: Fishing and shell extraction

General discussion:

Commercial fishing out of Lyttelton and Akaroa and, to a lesser extent, out of such bays as Little Akaloa, has had a continuous history on Banks Peninsula. For many decades there were inshore fishing fleets, smaller in Akaroa, larger in Lyttelton, which worked out of the two ports. Fish freezers and other facilities for handling the catch were a feature of both ports. For periods, crayfish caught off the Peninsula, were canned for export at different places in the Akaroa Harbour basin.

By the late twentieth century the Peninsula's fishing industry was a shadow of its former self, though by that time foreign fishing vessels were frequent callers at Lyttelton, for provisioning, servicing of the vessels and recreation ashore for the crews.

Aquaculture of different sorts has had an intermittent history, briefly in Lyttelton Harbour, but over a longer period in Akaroa Harbour. The salmon farm established in Akaroa Harbour in the late twentieth century has proved the longest-lasting of the Peninsula's aquaculture ventures.

A shell harvesting operation on Quail Island spanned over 40 years.

Relevant listings:

The Fishermen's Rest, Akaroa, (wrongly described as a 'bus shelter' in the listings) is the only listed item which refers to the Peninsula's fishing industry.

Possible new building, object, site and landscape-related listings:

If the former immigration barracks at Takapūneke are listed, the brief use of the building as a crayfish canning factory should be recorded as contributing to the building's historic interest and significance. There may be other surviving buildings that had the same use at some point in their history.

The freezers and crane on the Akaroa wharf should possibly be listed, separately or by adding them to the listing of the wharf, as some of the few tangible artefacts of the Akaroa fishing industry. There may be freezers, sheds or other premises of fishing companies at Lyttelton which could be candidates for listing.

The concrete foundations of the Walker family work hut on Quail Island and the old bulldozer track associated with their shell gathering operation could be included as part of the suggested greater Quail Island cultural landscape listing.

Possible new archaeological listings:

The Ōnawe fish trap, Duvauchelle fish trap (N36/127) and Quail Island fish traps (M36/127 and M36/138) should be considered for listing. These have also been recommended for listing in Section 4.1 Māori use of the landscape.

Bibliographic note:

There are only passing references in secondary sources to the Peninsula's fishing industry. The (unpublished) documentation prepared by the Akaroa Museum for a show on the Akaroa fishing industry is an invaluable source. Peter Jackson's publication Ōtamahua/Quail Island contains a detailed description of the Walker's shell gathering operation.

Further research:

Further research into the fishing industry generally is necessary to allow its significance in the Peninsula's economy to be properly established. The crayfish canning industry in Akaroa has also yet to be properly researched. This research is necessary to be able to identify possible listings relating to the fishing industry and to assess the significance of any structures or buildings which remain.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 61. Bernard Walker with shell screening and bagging equipment, Quail Island ca. 1940s. The beach where Walker carried out his shell extraction operation for 40 years is now known as Walkers Beach.

Source: Evan Walker and the Ōtamahua/Quail Island Ecological Restoration Trust

4.5 Timber milling and boat-building

Apart from the resources of the sea, Banks Peninsula in its 'natural' state had another significant natural resource, the exploitation of which gave the area a sound economic start. Milling the extensive forests that covered most of the Peninsula when European settlement began was the main economic activity on the Peninsula for many years, gradually but steadily superseded by farming on the land cleared of bush as the nineteenth century progressed.

When William Wakefield walked from Pigeon Bay to Akaroa in August 1844 he observed that the land was 'covered with the best sorts of timber of very large growth. I have nowhere seen finer specimens of totara and red and white pine.' A *Press* reporter in 1911 noted that the slopes beside the road up to Hilltop were covered with 'cocksfoot and fallen timber' and that 'judging by the remains the bush must have been very thick and heavy all about here'.

The Peninsula's timber industry eventually cut itself to extinction. Bush fires helped deplete the resource on which the timber industry was based. By the early twentieth century almost all the available timber had been cut down or burned. (Only 1 per cent of the original forest cover survived.) The last major sawmill based on native timbers, the Tarawera mill in the Little River area, closed in 1903. Some milling of native timber continued further into the twentieth century, using small, re-locatable mills. Andersen noted as late as 1927 that in the Little River area, where the main economic activities by then were dairying and cocksfoot seed growing, 'timber is still being cut, but, of course, in far smaller quantities than formerly'.

The timber industry began on the Peninsula with small pit-sawing operations. The first mills were established using water power. Later mills were steam-powered. Even the larger steam-powered mills were often insubstantial and ramshackle in appearance.

The settlers of the 1840s, French and British, cut little more timber than they needed for their immediate purposes, for building and firewood. Several of the Germans who settled at German Bay (Takamatua) had small saw pits on their two-hectare sections which they used principally for growing wheat and potatoes.

Pit-sawing of timber continued into the late nineteenth century, mainly to meet local needs at isolated places like Stony Bay. After the large Saxton and Williams mill in Robinsons Bay closed in 1877, small-scale pit-sawing for local needs continued in the bay into the 1890s. As late as 1919, a portable mill driven by a tractor (the natural successor to small, local pit-sawing operations) was cutting mountain totara high on Mount Sinclair above Pigeon Bay.

What kick-started the Peninsula's commercial timber industry was the founding of the Canterbury settlement and the establishment of Christchurch on an almost treeless plain. The nearest source of timber to meet the demand in Christchurch and Lyttelton was Banks Peninsula (though the foothill forests around Oxford were also an important source of timber for the building of Christchurch). Commercial timber cutting on the Peninsula to supply Lyttelton and Christchurch began in 1849, with the arrival of Captain Thomas and the erection of the first buildings in Lyttelton (though the first shipments of timber into Lyttelton came from Hobart). Demand – for building timber and firewood –

leapt after the first Canterbury Association settlers arrived in December 1850 and the construction of Christchurch began. Timber was sent by boat from Akaroa and the settled bays to Lyttelton or into the Estuary and up the Avon or Heathcote Rivers. By 1857 there were several mills operating on the Peninsula, including steam-powered mills at Barrys Bay and Le Bons Bay, and large quantities of timber were being shipped to Lyttelton.

The history of the Peninsula's sawmills is complicated. Ogilvie has identified 40 sawmills which operated all over the Peninsula from 1854 until the early 1900s. The machinery was periodically moved from places. Most of these early sawmillers purchased bush sections to secure timber for their mills but in a few cases timber was cut on public land under licence from the Provincial Government.

The mills produced mostly building timber, but the products shipped from the Peninsula to other parts of Canterbury included railway sleepers, telegraph poles, posts and rails for fences and roofing shingles, besides firewood. The principal trees cut for timber were tōtara, mataī, kahikatea and rimu, but even such other timbers as lancewood and kowhai were cut. (The lancewood was considered the best wood for cheese vats.)

The first sawmill proper in all of Canterbury was established in 1854 at Robinsons Bay by the Pavitts. The Pavitts had arrived on the *Monarch* in 1850 and begun pit-sawing timber in Robinsons Bay in 1854. They bought more bush-covered land in Robinsons Bay in 1856 and had their son-in-law, Samuel Farr, design and build a water-powered mill, with a large overshot wheel. After the Pavitts wound up their firm in 1864, the mill was bought by Saxton and Williams and rebuilt by them in 1865. Under Saxton and Williams ownership, the mill became one of the largest on the Peninsula. Tramlines were built to bring logs out of the bush and to transport the sawn timber to the Robinsons Bay wharf for shipment to Lyttelton. The mill closed in 1877.



Figure 62. Logging totara. Robinson's Bay, Akaroa, 1868 showing bush railway.
Wash drawing by William Hodgkins.
Source: A-0-27-006, ATL

Sawmills were established in other bays around Akaroa Harbour. The second (after Cuff's mill in Le Bons Bay) steam-powered mill on the Peninsula opened at Barrys Bay in 1857. The first sawmill in Barrys Bay was established by E.C. Latter, a notable early Peninsula personality. A new steam-powered mill was installed in 1863. The mill had tramways not just from the bush down to the mill but also from the mill out to the jetty from which the timber was shipped away. After passing through different hands, Latter's mill closed in 1881.

Sawmilling began in Duvauchelle and in the valleys leading back from it in 1858. Henry Piper worked in Peninsula sawmills after his 1852 arrival until he was able to buy a 12-hectare bush section in Duvauchelle. His initial attempt to set up a sawmill failed, but his later efforts were successful and Piper's and Hodgson's mill flourished, after 1874 in Piper's hands alone. The mill was initially water-powered but was converted to steam in 1866. Tramlines were built to bring the logs down to the mill.

After the Cumberland mill in Pipers Valley changed hands in 1878 it was closed down and the boiler transported first to Goughs Bay, to power a sawmill there, then moved again to the head of Hickory Bay. A mill was also established up Pawsons Valley in 1859, using machinery moved from Barrys Bay. Rebuilt, and provided with a tramway, the mill came into the hands of Ben Shadbolt, who combined sawmilling with keeping a hotel, cutting cocksfoot for seed and other farming pursuits. When it closed down in 1878, the mill machinery was transported to Pigeon Bay to be used in a mill there.

At French Farm there was a pit-sawing operation in the late 1850s, but no mill was built there, or at Wainui. At Ōnuku three sawmills operated at different times, the largest, the Ōnuku Kainga mill, for just a few years, from 1879 until 1883.

Sawmilling was also a major pursuit in the Peninsula's outer bays. A steam-powered mill built at Le Bons Bay in 1857 was the first on the Peninsula to use steam power. The second Peninsula steam-powered mill was built later in the same year in Barrys Bay. (Some authorities give 1856 as the year this mill was established.) The Barrys Bay mill was started by John Cuff, who bought an eight-hectare bush section in 1856, and William Cuddon. The mill changed ownership in the 1860s and was moved up the valley in 1869. There was also a second mill in Le Bons Bay, established near the beach by Hartstone and Savage, which was bought by Dalglish in 1869, two years after he had arrived in Le Bons Bay. The mill operated until 1880.

In 1878, the last owner of the original Le Bons Bay mill, John Smith, moved the engine and boiler to nearby Waikerikikari (Hickory Bay) where the mill worked until 1886. It was for a period the largest mill operating on the Peninsula at the time. At its peak the sawmilling population of Hickory Bay (which is now regarded as one of the more isolated and inaccessible bays of the Peninsula) topped 90. In the 1890s another, smaller, mill operated at the top of the Hickory Bay Valley, using machinery which had come first from Piper's mill in Duvauchelle then been used in Goughs Bay before being moved for a second time to Hickory Bay.

Another bay now thought remote, Lavericks, had a mill from probably the late 1850s. It burned down in 1873, was rebuilt, the closed down permanently in 1876. The sawmill in Goughs Bay was

built in a gully above the bay in 1878, with machinery from Piper's mill in Duvauchelle hauled over the hills via German Bay (Takamatua). The timber was taken out from the bay by boat, after being hauled along a narrow road round the foot of the cliffs on the south side of the bay.

At Okains Bay, the largest mill was that of John Thacker. Some owners of smaller bush blocks in Okains Bay, mill workers and bush-fellers, milled timber themselves. By 1873, Thacker's mill was the largest then working on the Peninsula. The timber was shipped to Lyttelton from the successive Okains Bay wharves.

In Little Akaloa, individuals were pit-sawing timber prior to 1860, when a mill was established in the bay by local landowners. The mill operations were large enough for a tramline to be built from the mill to the beach so that the timber could be shipped away. Bullock waggons were also used to haul logs and sawn timber. Mills were also established at Chorlton, above Little Akaloa, by Frazer and Brown, R. Shuttleworth and F. Heath. The Shuttleworth mill operated from 1887 until 1892.

There was even a steam-powered mill in remote Decanter Bay, west of Little Akaloa. It was worked from 1874 until 1877, then moved to the head of the valley. In the Chorlton-Little Akaloa-Decanter Bay area machinery was moved rather frequently, at different times, from one mill to another.

At Pigeon Bay, the commercial timber industry began when Ebenezer Hay secured a contract to supply totara piles for a jetty in Lyttelton. A year later, 30 or more bush-fellers, sawyers and shingle-splitters were at work in Pigeon Bay. George Holmes established a mill on the beach of the bay which bears his name in 1862 to secure supplies of railway sleepers and bridge timbers for various contracts which he held. Holmes' mill employed up to 50 men. A serious bushfire in 1863 impeded expansion of the mill. In 1870 Holmes moved his milling operation about a kilometre up the valley, where he had a steam-powered mill operating until 1886.

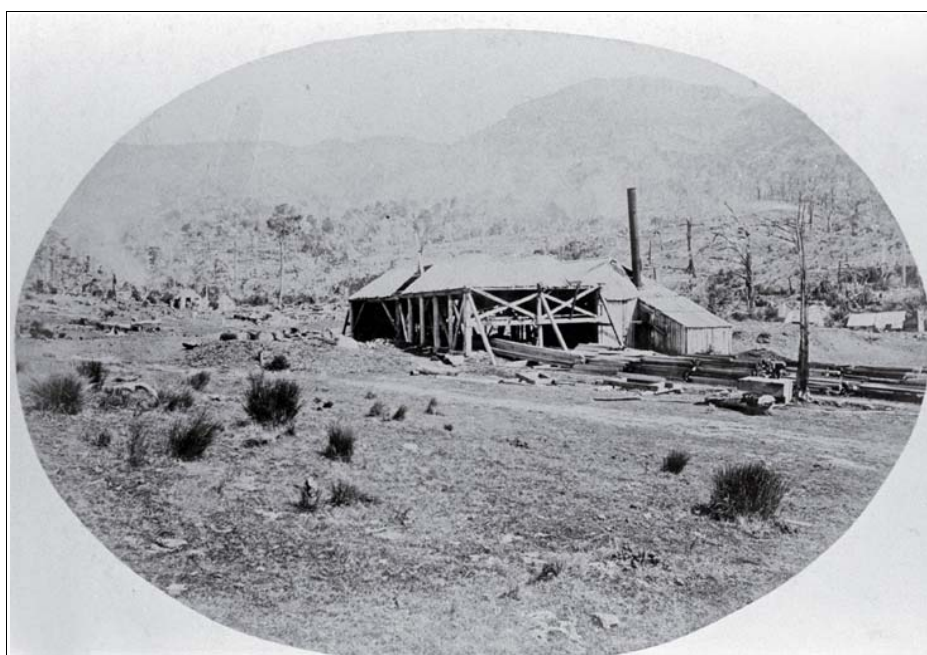


Figure 63. George Holmes' sawmill, ca. 1865
Source: CCL PhotoCD 1, IMG0001

In the main Pigeon Bay Valley, Pettigrew's mill at Kukupa operated between 1878 and 1883, using a steam engine that had been used previously at Duvauchelle. Of the other timber mills in Pigeon Bay, the Goodwins' mill was powered by a pelton wheel. The last small mill in Pigeon Bay closed down as late as 1919.

For many years, the main centre of sawmilling on the Peninsula was Little River. Difficulties of access meant that sawmilling had a relatively late start in Little River – the first major mill was not established there until 1864. But Little River in effect owed its start to the sawmilling industry. The importance of sawmilling to Little River was emphasised by a Press reporter who visited the Peninsula in 1911, after the last of the big mills had closed.

In the early days, when the bush felling industry was in its prime, [Little River] was busy indeed and the saw mills that were established in the near-by valleys sent huge quantities of timber away to the settlers in the treeless plains.

Timber milling in Little River began on a small-scale as early as the late 1830s/early 1840s. Joseph Price, after establishing his Ikoraki whaling station, had timber pit-sawn above the head of Waiwera (Lake Forsyth). Another whaler, Philip Ryan, also sawed timber in the area in the early 1840s. In the 1850s, timber was pit-sawn on what became Buchanan's Kinloch Estate, mainly to meet local needs for building timber, shingles and posts and rails.

The first major mill in the area was established, by William White, in 1864. To supply the Forsyth mill with logs, White extended a tramway progressively further up the Western Valley. White sent his timber away by lake punt and tramway, as described in section 6.5. The mill recovered from a fire in 1866 and continued to operate on its original site, about where the Little River railway station was later built, for ten years. In 1873, William Coop, who was White's partner in the first mill, removed the mill to his Springvale property further up the main Little River Valley, at Cooptown. The mill operated there until 1900. The machinery was then used in the Kaituna Valley for four or five years before being returned to Springvale, but by then the Little River timber industry was effectively defunct. The timber produced by the mill when it was at Springvale was usually sent down to Little River by horse waggons and sent on to Christchurch from there, but when the mill was filling an order for railway sleepers for Timaru, the sleepers were taken over Hilltop to Barrys Bay and shipped direct to Timaru from there.

Others who operated mills in the Little River area were George Joblin (1880s-1890s), Sydney Harris (1890s-1900s) and Josiah and George Jones (1890s-1900s). The last major mill to operate on the Peninsula, the Tarawera mill in the valley above Little River, began operating in 1883. Its closure in 1903 marked the effective end of the large-scale timber industry on the Peninsula.

Few relics remain of the large number of sawmills that were found all over the Peninsula. In 1938, Taylor noted of the mill in Crown Island Gully in Goughs Bay that, the 'ruins of the sawmill can still be seen' and that in Le Bons Bay, the slide on which logs were shot down the hillside to Dalglish's mill could still be seen.

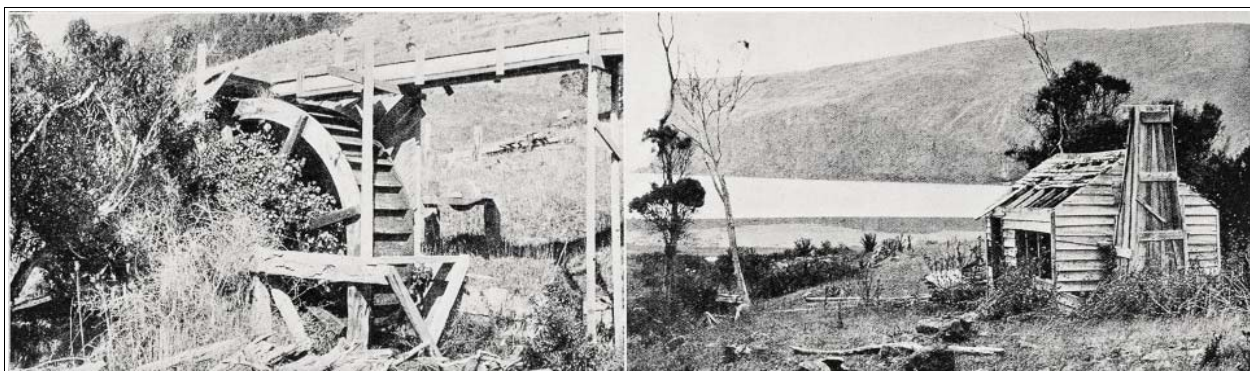


Figure 64. W.A. Taylor's photographic record of some of the relics of the sawmilling industry in Banks Peninsula. Abandoned water- wheel on left and sawmiller's cottage at Goughs Bay, 1926.
Source: Auckland Public Libraries, Governor George Grey collection, *Auckland Weekly News*, 24 April 1926, p. 44

At Lavericks Bay a hillside log chute is visible, as is the line followed by the tramway that took the timber to the jetty. The much-travelled boiler which moved from Duvauchelle to Goughs Bay to the top of Hickory Bay is still in the last location it was used. Several of the roadways chipped out of the sides of cliffs to get the sawn timber out to jetties in water deep enough for the coastal vessels to be loaded, for example at Goughs Bay, were built originally for, and in some cases used primarily in, the nineteenth century timber trade, though most remained in use to ship farm products away in the later nineteenth and early twentieth centuries. Grooves on the hillside, where logs were slid down to the tramways and remains of the tramways themselves can still be traced in the Puaha Valley, above Little River.

More than a century after sawmilling ceased to be a major economic pursuit on the Peninsula, the industry survives in the form of a small sawmill on Onawe Flat Road in Barrys Bay which mills exotic timbers, mostly *macrocarpa*. Large-scale commercial forestry has been mooted for Banks Peninsula, but generally only farm woodlots have been planted (following the example set by Orton Bradley in Charteris Bay in the first half of the twentieth century and others). Production from these has not been sufficient to revive a local sawmilling industry. Most of the farm woodlots have been felled for the log export trade.

The timber industry was important in the economic history of Banks Peninsula, but its importance extended beyond its being a means of livelihood for many residents of the Peninsula. It was to a large extent responsible for the steady settlement of the region. The first four Europeans to make their homes in Okains Bay, for example, were timber cutters. In Ōnuku, in the years that sawmilling was in its heyday at the same time as farming was becoming established, there was a population of more than 100 in an area where only a handful of people now live. Many of the mills employed 50 men or more.

Large numbers of workers in the industry proved to be transients in the Peninsula's history, but large numbers stayed to become farming settlers, at several levels. A reporter for the *Press* noted this in 1911:

With the advent of the bushfellers who thronged all over the Peninsula in the sixties, every bay having its sawmill, matters livened up considerably, and large areas of country were

made to carry stock of all descriptions.

Many of those who owned sawmills, once their land was cleared of bush, became relatively large-scale farmers. But also many of their workers, bushmen and mill-hands both, took up small sections and began farming. Between eight and 20 hectares was usual for a start, with further sections added to the holdings as the former mill workers prospered as small farmers. In the later nineteenth century it was possible to make a reasonable living for a family from farms as small as 30 hectares by combining dairying with cutting cocksfoot for seed (see section 4.7). The transition from sawmilling to farming was the key economic development on the Peninsula in the last four decades of the nineteenth century.

Among the sawmill owners who became farmers on a relatively large-scale were Dalglish in Le Bons Bay, John Thacker of Okains Bay, Arthur Waghorn of Little Akaloa, James Pettigrew of Pigeon Bay (who began his life on the Peninsula as a humble mill-hand), Ben Shadbolt of the Head of the Bay, E.C. Latter of Barrys Bay and Henry Piper of Duvauchelle. Over different periods men such as these both continued to run sawmills and to farm.

As the mill workers bought cut-over land, on which the timber had been cut under license, the formerly concentrated settlements of workers around the mills broke up and the pattern of occupation on the Peninsula became one of isolated, single-family homesteads. In some places, such as German Bay (Takamatua) where there was never a sawmill, small dairy farms developed on land which had been cleared by the individual landowners who pit-sawed timber on their own holdings.



Figure 65. A Takamatua property in ca. 1886 with a mix of tree stumps, surviving native trees and orchard trees. A well fenced paddock, timber outbuildings and a house attest to the site's past tree cover. Source: Burton Brothers photograph O.00470, MNZ

Boat-building

The abundance of good timber on the Peninsula made possible another important early industry, boat-building. Many of the small coastal vessels which served the Peninsula's bays from before the middle of the nineteenth century were built on the Peninsula. Most Peninsula milling settlements which had appropriate bay frontages attracted boat-builders.

The man who established Canterbury's first permanent European settlement, the shore whaling station at Peraki, George Hempelman, inaugurated the Peninsula's boat-building industry when he stayed for several months in 1836 at Little Port Cooper. There he repaired his ship, the *Bee*, and built a whaleboat. After he had settled at Peraki, Hempelman built a tender to service the station ashore and then a larger vessel, the *Mary Ann*, which made its maiden voyage to Akaroa in April 1839 with a cargo of potatoes. Small boats were also built at other shore whaling stations in the early 1840s.

Boats were built in the early 1840s at Port Levy and Pigeon Bay, by whalers sheltering in the bays and by the Hays and Sinclairs, who settled at Pigeon Bay in 1843. When Shortland visited the Peninsula in 1844 he reported that the building of three small vessels was in progress in Holmes Bay. Bishop Selwyn took passage to Wellington on the *Eliza*, built at Port Levy in 1843-44, on its first voyage in 1844. Two schooners, the *Dart* and the *Gypsy*, were under construction in Pigeon Bay when the Hays arrived. The first boat built by the Hays and Sinclairs themselves was the *Jessie Millar*, which foundered three years later with Francis Sinclair and one of his sons aboard. The Hays then built the *Agnes Hay* in Pigeon Bay.

After 1840, once Akaroa had been founded, boat-building began at several places around the harbour. Boats were built at Robinsons Bay in the 1850s, using timber from the Pavitts' mill. In the early 1860s, three partners, Wilson, Berwick and Newbiggin, built a boat called the *Foam* at Takapūneke. It was launched on 3 January 1863. Barwick and Wilson then established a ship-building yard at Duvauchelle, where they built six further vessels. At another older boat-yard at Duvauchelle boats were built for the timber trade. The *Canterbury*, launched at Duvauchelle in December 1861, was the largest vessel built in Canterbury up to that time. Barwick and Wilson continued to build boats at Duvauchelle until about 1878. There was also some boat-building undertaken at Manukatahi a short distance down the harbour from Ōnuku.

Beyond Akaroa Harbour on the Peninsula proper, boat-building, which had begun at the earliest settled bays, Peraki and Pigeon Bay, gathered momentum through the 1840s but only became well-established in the following decade. As the sawmilling industry developed in various bays, small schooners were built in the bays themselves to carry the sawn timber to Lyttelton.

Boats were also built at Le Bons Bay and at Okains Bay. At Little Akaloa boats were built on the beachfront in 1859 by members of the Dixon family and John Barker. Boat-building continued at Port Levy and Pigeon Bay after the first boats were built there in 1843-44. There was a boat-building slipway at Port Levy by 1851, and a second yard operated from 1858 to 1867.

This relatively small-scale boat-building on the Peninsula proper came to end in the 1870s. Although coastal shipping remained important to the Peninsula's bays until well into the twentieth century,

the improvement of roads contributed to a decline in the demand for small coastal trading vessels of the sort typically built around the Peninsula. Storms and tsunamis in the late 1860s disrupted some small ship-building yards in places like Le Bons and Okains Bays.

Boat-building has had a much longer history in Lyttelton Harbour, mainly at the port. In Lyttelton boat-building did not develop as an adjunct to the sawmilling industry but as a facet of a major port.

But the first boats built in Lyttelton Harbour were small wooden vessels of the sorts being built in the bays. One of the first was the *Lass of Erin*, a yawl constructed by the Ward brothers after they had taken up Quail Island. Two of the brothers drowned when the *Lass of Erin* was lost while making the crossing from Lyttelton to the island. Dampiers Bay was the scene of early boat-building in Lyttelton. John Grubb and George Marshall launched a cutter, the *Caledonia*, there in September 1853. Other boat-builders also set up business in Dampiers Bay in the 1850s and early 1860s. Between 1853 and 1876 nearly 40 small vessels were built in Lyttelton shipyards.

Corsair Bay was also popular with early Lyttelton boat-builders. A Glasgow-built paddle-wheel steamer was assembled at Corsair Bay and launched in February 1860. Called the *Avon*, it provided service on the river of the same name. In 1874, Malcolm Miller, a major figure in the early history of boat-building at Lyttelton, established a slipway at Corsair Bay and began building boats there. He later moved his business to the port, on reclaimed land at Dampiers Bay where others already had ship-building yards.

Lyttelton never, subsequently, developed into a major centre for ship-building. But the engineering firms which undertook all manner of repairs to ships, also occasionally built small vessels. In the 1880s, dredges and other ships were built in Andersons engineering shop and in 1891 the firm launched in Lyttelton the coastal steamer *John Anderson* which was to become so familiar around the Peninsula.

During the Chatham Island crayfish boom of the late 1960s, a number of boats used to fish for crayfish on the Chathams were built in Lyttelton yards. (There is more about ship-building in Lyttelton in section 6.2.)

Historic boat-building sites

A number of potential archaeological sites associated with boat-building have been located through desk-based research as detailed in the following table.

Table 4.1. Pre-1900 boat-building sites recorded around Banks Peninsula

Name	Date	Location
Adolph Henrici's first boat-building yard	1870s	Ōnuku
Adolph Henrici's second boat-building yard	1880s?	Akaroa
Brown brothers' boat-building yard	1858 - 1867	Port Levy

David Wrights' boat-building yard	1862	Le Bons Bay
Dixon brothers' boat-building yard	ca. 1858	Little Akaloa
Hay, Wallace and Cullen's boat-building yard	1844	Pigeon Bay
Hempelmann's boat repair yard	1836	Little Port Cooper
Hempelmann's boat-building yard	1837	Peraki
James Daymond's boat-building yard	1857	Pigeon Bay
James Wilson and John Barwick's first boat-building yard	Before 1863	Red House Bay
James Wilson and John Barwick's boat-building yard	1863	Duvauchelle
Jean Baptiste Eteveneaux's boat-building yard	1858	Akaroa
John Barker's boat-building yard	????	McIntosh Bay (now known as Menzies Bay)
Marshall brothers' boat-building yard	1854	Pigeon Bay
Marshall's boat-building yard	1853	Pigeon Bay
Richard Murphy's boat-building yard	1874	Okains Bay
Robert and Magnus Allan's boat-building yard	1851	Port Levy
Robert Close's first boat-building yard	1859	Robinsons Bay
Messrs. R. Close and Co boat-building yard	1860	Duvauchelle
Robert Howson's first boat-building yard	1859	Robinsons Bay
Samuel Brown's boat-building yard	1844	Port Levy
Seth Howland's boat-building yard	????	Okains Bay
Sinclair and Hay's boat-building yard	1844	Holmes Bay
Thomas Hughes boat-building yard	1863	Robinsons Bay
William Gilbert's boat-building yard	1853	Okains Bay
William Smith's boat-building yard	1844	Pigeon Bay
Williams Clifford's boat-building yard	ca. 1865	Okains Bay

4.5 Utilising the land and natural resources: Timber milling and boat-building

General discussion:

Milling of the Peninsula's extensive native forests was a major economic activity on the Peninsula from the middle of the nineteenth century until the beginning of the twentieth century, by which time most of the forest had been cut down or burned. Peninsula sawmills supplied much of the timber used for building in Christchurch and elsewhere on the Canterbury Plains. The mills (there were approximately 40 of them) were large and small, and powered initially by water but then by steam. Some mills were short-lived but others were worked for up to several decades, depending on the availability of timber. Geographically, the mills were concentrated in the eastern half of the Peninsula, east of a line from Port Levy to Little River.

There were no commercial mills in the Lyttelton Harbour basin, but almost every one of the northern and eastern bays and of the Akaroa Harbour bays had at least one sawmill at some point in its history. Timber was shipped out by sea from many of the bays. Little River was the centre of the Peninsula's sawmilling industry for many years. The sawn timber from Little River was originally sent out by tram and barge across Wairewa (Lake Forsyth) and Te Waihora (Lake Ellesmere), but after 1886 most left by rail.

In the nineteenth century, local boat-building was associated with the sawmilling industry. In the twentieth century, boat-building on the Peninsula was almost exclusively a Lyttelton activity, associated with the development of an engineering industry in the port (see section 6.2).

Relevant listings:

Some of the many listed houses in Akaroa and the bays have associations with people prominent in the timber milling industry. In Robinsons Bay the Mill Cottage and the Pavitts' sawmill site (including the remains of an early water-wheel) are the important listings associated with the timber industry.

None of the existing listings relate to the boat-building industry, except that some listed houses, including some in Lyttelton eg Grubb Cottage, have associations with people prominent in the industry.

Possible new building, object, site and landscape-related listings:

The sites of major sawmills should be examined for any artefacts relating to the sawmilling industry which may be suitable for listing. The artefacts may include some relating to the use of steam power and in particular the site at the top of the Hickory Bay Valley should be checked to see if a much-moved boiler remains in situ. Areas such as Lavericks Bay, Le Bons Bay and others should be checked for landscape features – chutes or slides down which logs were slid to the mills or tramway formations – which remain from timber milling days.

The place of ship building at the Lyttelton engineering works should be taken into consideration when any features of the works on their present or previous sites are being considered for listing.

Possible new archaeological listings:

It is possible that some subsurface evidence remains on the sites at which wooden boats were built in the nineteenth century, and for this reason known sites should be checked.

Bibliographic note:

The histories of both the sawmilling and boat-building industries in the eastern half of the Peninsula are reasonably well covered in the general histories of the Peninsula and in the local histories of the bays or valleys where there were mills or boat-building yards, but there is no study dedicated specifically to the industries.

Further research:

Collation of the already available information on the sawmilling and boat-building industries would help guide field searches for items, artefacts, sites or landscape features that should possibly be listed.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

4.6 Quarrying and brickmaking

Geologically, Banks Peninsula is composed primarily of young volcanic rocks which are not rich in minerals. The only significant economic activities on the Peninsula based on mineral resources have been quarrying, for building stone and road metal, and brick-making, using the loess clay which was deposited on the Peninsula's hills during glacial periods.

In Akaroa, Joseph Libeau and Charles Blackbee began making bricks in the 1850s. There were a number of small brick-making enterprises through the nineteenth century. One of the last enterprises, a relatively large operation started in the early years of the twentieth century, was that of Joseph Vangioni and John Walker. This was known as the Akaroa Brick Company.

Bricks were being manufactured in Lyttelton as early as 1849. Local brick-making continued until at least the 1870s, demand increasing after the Great Lyttelton Fire of 1870. Local brick-making in Lyttelton appears to have ceased because of the ease of obtaining supplies from the large brickworks on the Christchurch side of the Port Hills.

In the Lyttelton Harbour basin a number of quarries were opened in the nineteenth century. Twenty of these are described in some detail by the Provincial Geologist in a newspaper report in early 1864. Some were for stone for ballast for ships returning to Britain. These included Paynes Quarry at Church Bay which came into use about 1875 and quarries on the north-west side of Quail Island. The Quail Island quarries were in use from the early 1850s until around 1874, when the island became a quarantine station. The remains of these quarries, along with their loading platforms and the mooring bolts used to secure the ballast craft to the shore, are still visible on the north-west shore of Quail Island. Charteris Bay was the site of another early ballast quarry.

A quarry at Diamond Harbour for ballast operated probably between approximately 1860 and 1880. The stone was shipped away from a wharf below the cliffs.

From these ballast quarries stone from the Peninsula, often up to 25 tons per vessel, found its way into various overseas ports and building sites.

At Charteris Bay, inside what is now the Orton Bradley Park, a cemented (partly metamorphosed) marine quartz sandstone, deposited 60 million years ago (which makes it far older than the younger volcanic rocks of most of the Peninsula), was first quarried in 1869. The quarry was developed commercially while Orton Bradley owned the property. Bradley sought advice about the stone from Robert Speight, Professor of Geology at Canterbury College, and in 1938 leased the quarry to a Lyttelton stonemason, Wendelbourne, who cut the stone for his own use. In the 1950s a new lessee increased the output from the quarry to 300 tons per annum. A hydraulic cutter was installed at the quarry in the 1960s. The stone was used mainly for building in Christchurch. Demand for the stone dropped in the 1970s and by 1981, when the history of Orton Bradley Park was written, the quarry was seldom used, but it remains open.

Two notable early Lyttelton Harbour Basin houses – the Purau homestead and Ohinetahi – were built of locally quarried stone, but the quarries appear not to have been used except for the houses. Most

of the stone walls built on Quail Island, on the hillside behind the quarantine station and leper colony buildings and along the foreshore of Whakamaru Beach, were constructed using stone cut (by the members of the hard labour gang who built the walls) from a rhyolite quarry overlooking Walkers Beach. The stone for the retaining walls in Lyttelton which were also built by the hard labour gang was also quarried locally.

Quarrying for road metal has been undertaken at many sites all over the Peninsula. Some quarries became quite large, for example one at Duvauchelle beside the main road and another on the road to Pigeon Bay above Duvauchelle. When the new road was built between Purau and Charteris Bay in the 1930s, a quarry was opened at Diamond Harbour on the road towards Purau to provide rock for the crusher used when the road was being metalled.

In the south-western Peninsula a mobile stone crusher, hauled by a traction engine, was used by the local council as the roads were being metalled. It crushed both stone from the shingle beaches at places like Te Oka and Magnet Bay (mostly greywacke which had been carried down the Rakaia River from the Southern Alps and carried up the coast by sea currents) and volcanic stone extracted from various small quarries in the area. The last quarry used was at the saddle at the top of Te Oka Bay.

In the Little Akaloa/Chorlton area alone ten sites where road metal was quarried and crushed have been identified. In 1957, baches at Le Bons Bay were damaged by blasting at a long-established quarry from which stone was taken for the road metal crusher.

Historic quarrying, brickmaking and related sites

A number of archaeological sites associated with the subtheme quarrying and brickmaking have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another.

Table 4.2 Quarrying and brick-making sites recorded on ArchSite for Banks Peninsula.

NZAA Site Number	District	Site Type	Description
M36/265	Ataahua	Source site	Basalt quarry and associated railway sidings and other facilities
M36/150	King Billy Island	Source site	A sandstone quarry
M36/151	King Billy Island	Source site	A length of about 15 metres of shoreline sandstone has been quarried
M36/153	King Billy Island	Transport/ Communication	A sandstone quarry with an associated landing site
M36/152	King Billy Island	Transport/ Communication	Quarry and landing place, King Billy Island
M36/117	Little River	Industrial	Quarry for railway
M36/94	Lyttelton	Industrial	Brickworks/laundry
M36/123	Quail Island	Source site	Evidence of quarrying of columnar basalt and some stock-piling of quarried pieces

M36/136	Quail Island	Source site	Rhyolite quarry
M36/129	Quail Island	Source site	Several adjacent/adjoining quarrying areas
M36/124	Quail Island	Source site	Evidence of quarrying columnar basalt and waste pieces of basalt rock

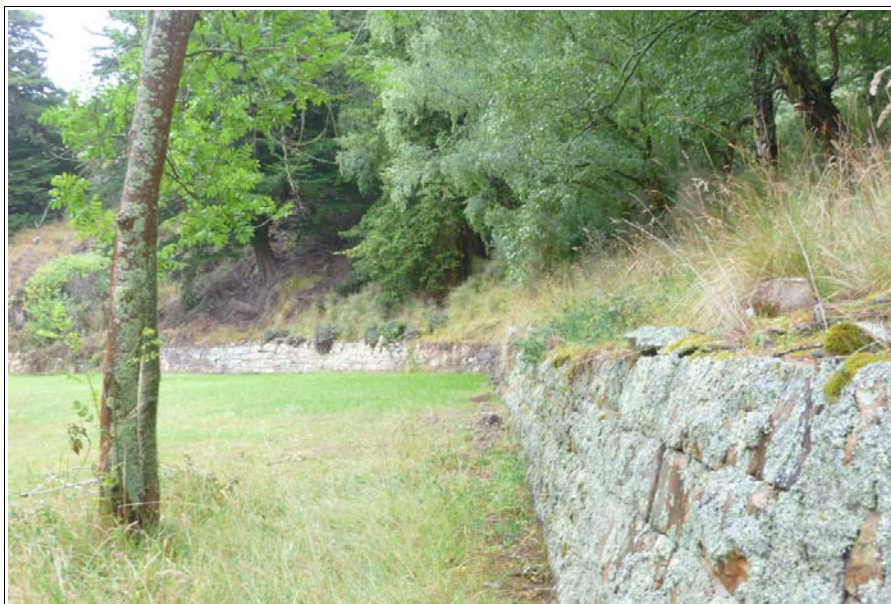


Figure 66. Top. One of two quarries on Quail Island, 2014. These were worked by ‘hard labour gangs’ of prisoners from Lyttelton Gaol and the stone was used to build retaining wall and terraces on the island. Source: Ashley Mokena, DSC003620

Figure 67. Bottom. Retaining wall constructed by the hard labour gang, Quail Island, 2014. Source: Louise Beaumont, P1100381

4.6 Utilising the land and natural resources: Quarrying and brickmaking

General discussion:

Banks Peninsula has no mineral resources of significance. Local clay was used to make bricks in both Akaroa and Lyttelton in their early years, and in Akaroa's case on into the later nineteenth century. Stone has been quarried at a considerable number of locations for local building purposes, for ships' ballast and for road metal and has left highly visible markers on the landscape around Banks Peninsula. The only quarry with a history of any length is the one now located within the Orton Bradley Park.

Relevant listings:

No prehistoric quarry sites have been recorded on Banks Peninsula District Plan (2012) heritage inventory. One site of brick-making, and one of European quarrying, are included in the Banks Peninsula Plan.

Some listed buildings have been built of locally quarried stone, such as the Ohinetahi, Purau and other homesteads, the Sign of the Packhorse and several churches. The Governors Bay culverts, Fort Jervis, and the war memorials at Akaroa and Little River were also built of locally quarried stone.

The Akaroa kiln ruins on Rue Grehan are the only listed item associated with the brick-making industry, although some listed buildings, such as the Akaroa powerhouse were built of local bricks.

Possible new building, object, site and landscape-related listings:

Some of the older quarries should be considered for listing, such as those on Quail Island and at Church Bay and Diamond Harbour. Even some relatively recent quarries for road metal may need to be considered for listing.

Historic features built of locally quarried stone which may need to be considered for listing include the Lyttelton retaining walls, the stone retaining wall at Battery Point, the retaining walls on Quail Island, the early cottage at Orton Bradley Park. Reference should be made in the documentation of buildings already listed to the use of locally quarried stone or locally made bricks in their construction. (Note that the listing of Quail Island in its entirety as a cultural landscape is recommended in Section 3.7)

Prisk and Williams brickworks at Corsair Bay and the Akaroa Brick Company and Vangioni and Walker's brickworks, both of Akaroa, could also be considered for listing.

Lyttelton's brick barrel stormwater drain system should be considered for listing.

Possible new archaeological listings:

The sites described in Table 4.2 should be considered for listing.
A number of these have been recommended for listing in other sub-themes.

Bibliographic note:

Quarrying is mentioned in general histories such as Ogilvie's *Banks Peninsula: Cradle of Canterbury* and in local histories such as Gregory-Hunt's *Orton Bradley Park Charteris Bay* and Jackson's *Ōtamahua/Quail Island A Link with the Past*.

Brick-making in Akaroa is mentioned in histories of the town.

The Provincial Geologist's Report on the Building Stones of the Province of Canterbury, New Zealand, 1864 is a valuable reference to the earliest quarries operating in Banks Peninsula.

Challis' 1995 paper 'Ka Pakihi Whakatekateka o Waitaha: The archaeology of Canterbury in Maori times' provides information relating to the investigation of Banks Peninsula stone artefacts.

Further research:

Further research may be needed to establish the locations of quarries where stone used for ships ballast and for local buildings was extracted. There is insufficient information on brick-making in both Lyttelton and Akaroa for a proper assessment of its importance or for the location of sites or other artefacts of the industry.

It is also recommended that further investigation of quarry sites is undertaken based on the information contained in reports prepared by the Provincial Geologist including his 1864 report on the Building Stones of the Province of Canterbury, New Zealand.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

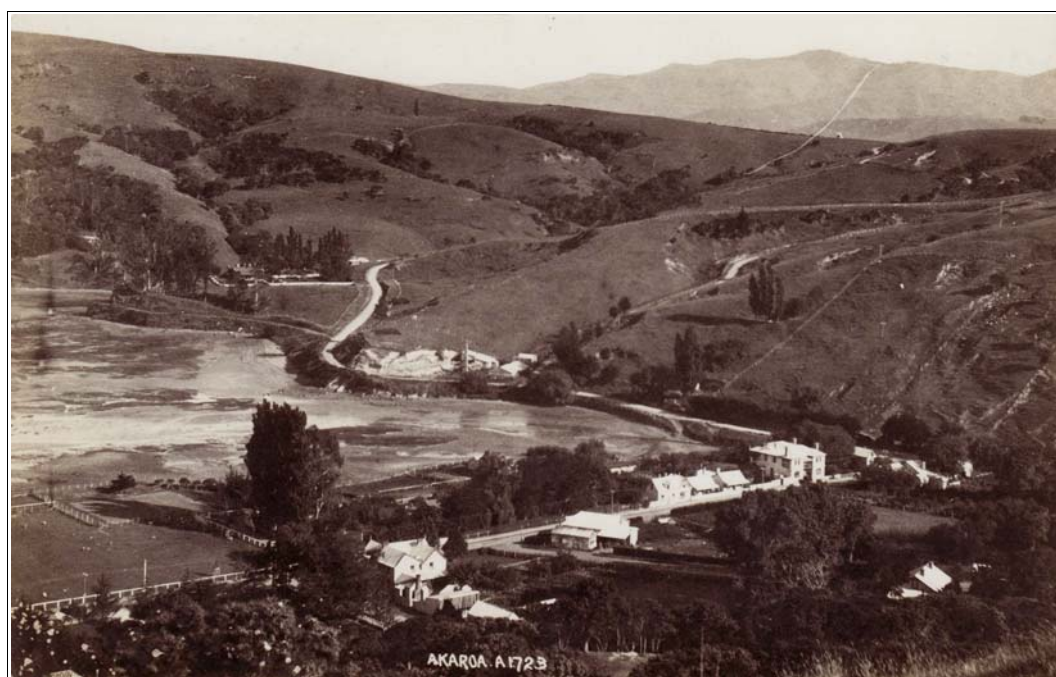


Figure 68. Akaroa Brick Company (mid-ground) in 1908. The works were located at the base of a bank of clay fronting the Main Coach Road (now known as the Old Coach Road).

Source: Shuttleworth collection

4.7 The farming industry and rural associations

European farming on Banks Peninsula – and in Canterbury – began in the late 1830s with the growing of potatoes at the shore whaling station at Peraki and the establishment of a cattle run by the Rhodes brothers at Takapūneke in 1839.

As previously discussed potatoes and some vegetables, including cabbages, were grown at Peraki in the summer of 1838-39, both to provision the whaling station itself and for sale to other whaling ships. There were gardens also at Ikoraki, but the locations of the whaling stations at Oashore and Island Bay were too bleak for gardens.

The cultivation undertaken at Peraki was on the borderline between gardening and farming. European farming proper is judged to have begun on the Peninsula when William Rhodes, who had visited the Peninsula as a whaler and trader earlier in the 1830s, landed 50 shorthorn cattle at Takapūneke (Red House Bay) on 10 November 1839. Rhodes was taking advantage of the existence of the stretch of relatively open country that ran from Takapūneke across the hills to Flea Bay and out towards the heads of the Akaroa Harbour. This 'Akaroa run' of the Rhodes brothers remained primarily a cattle station for some years, but other forms of farming were pursued in addition to running stock.

The station was managed initially and briefly by William Green then from 1843 by Israel Rhodes (who was not related to the brothers) who took up residence at Flea Bay and combined small-scale dairying with management of the pastoral run. The combination of dairying with other agricultural pursuits, notably the harvesting of cocksfoot seed, was to become a feature of farming on Banks Peninsula for a hundred years or more. In the mid 1840s, the Rhodes were selling dairy produce, beef, potatoes and salt pork locally to the whaling ships and the French settlers but also shipping the products north to Wellington. Sheep were introduced onto the run in 1845 and wool was first shipped from Flea Bay in 1846.

The Rhodes cattle station was established less than a year before the arrival of the French settlers, in August 1840. The French did not, initially, bring stock with them, but arrived with a great variety of seeds. The settlers did not, for the most part, go in for large-scale farming. Instead most of them simply 'cultivated industriously' the small, two-hectare holdings granted them by the Nanto-Bordelaise Company. By 1844-45, 38 hectares were under cultivation in Akaroa. Nineteen hectares were in cereal crops (wheat, oats or barley), 14 in potatoes and five in other vegetables, including cabbages, broad beans and beet. In 1841, the French bought four ploughing oxen from Herriot and McGillivray, who had made the first unsuccessful attempt to establish a farm at Riccarton in 1840-41.

As noted in section 1.2 the French settlers were also cultivating fruit and nuts and enough wheat and barley were being grown in or near Akaroa by 1846 to warrant Jacob Waeckerle erecting a flourmill. (See section 5.1.)

The settlers were also running stock by the mid 1840s. The agent of the Nanto-Bordelaise Company, Belligny, brought stock back from Sydney in 1841, including a bull, 10 or 12 cows, sheep, pigs, goats and a horse. When Belligny left Akaroa in 1845, he sold his stock to settlers. In 1843 the French naval

captain, Berard, brought pregnant ewes from Hobart to Akaroa. In that year, the French began running sheep on the Ōnawe Peninsula. The grazing exposed the bones left after the massacre of little more than a decade previously. By 1844 there were 369 sheep, 145 goats, 438 pigs and 36 cows on Akaroa holdings. By that time, wheat and potatoes were in plentiful supply in Akaroa.

The most extensive of the farms/gardens of the French was the naval garden at what is still known as French Farm. The first naval gardens were in Akaroa itself, on Rue Lavaud. The gardens were transferred to French Farm by Lavaud in January 1843. His successor, Berard, carried on with the project and by 1846, 16 hectares of land had been cleared and four houses erected at French Farm.

In 1843 the first of several 'pre-Adamite' British settler families took up land on the Peninsula (see section 2.2) and began farming. These families were the Sinclairs and Hays at Pigeon Bay (in 1843), the Greenwoods at Purau (later in 1843), the Gebbies and the Mansons (who had accompanied the Deans to Riccarton in 1843) at the head of Lyttelton Harbour (in 1845).

At Pigeon Bay, the Hays ran cattle some of which they purchased from the Rhodes brothers' Akaroa run in 1843 (cutting the first track between Akaroa Harbour and Pigeon Bay to get the cattle to their land – see section 6.4). They found a market for their dairy produce in Akaroa, Ebenezer Hay walking a 50-kilometre round trip to take loads of between 15 and 30 kilograms from Pigeon Bay to Akaroa. The Hays (and Sinclairs) also sent salted butter and then cheese to Wellington.

By 1844, when Edward Shortland visited Purau and helped resolve the dispute with local Māori about the Greenwoods' leasing of the land, the Greenwoods were running 50 horned cattle and 500 sheep at Purau.

From their land at the head of Lyttelton Harbour, Samuel Manson and John Gebbie began selling butter and cheese to visiting whaling ships and shipping the products to Wellington and Australia. Like the Rhodes at Purau, Manson was later able to take advantage of the establishment of the Canterbury Settlement in finding markets for his farm products.

The presence of whaling ships in Peninsula waters proved a 'godsend' to both the French and the early British farming settlers, providing a market for, besides wood and water, such farm products as meat, potatoes, fresh vegetables, cheese and butter. James Hay recalled later in his life the presence of as many as eight whaling ships in Pigeon Bay at one time.

The Rhodes took over Purau from the Greenwoods in 1847. The arrival of the party making preparations for the Canterbury Settlement and establishment of Lyttelton in 1848 provided the Rhodes with a market just across the harbour for meat, butter, eggs, cheese, vegetables and fruit.

The first of the Canterbury Association settlers to begin farming in the Lyttelton Harbour basin followed the pattern of 'mixed farming' set by the earlier settlers on the Peninsula. On Quail Island, the Ward brothers (until their enterprise was cut short by the drowning of two of the brothers in June 1851) ran goats, cows and pigs. They produced their first butter in April 1851. Subsequent

owners of Quail Island, up to the time it became a quarantine station in 1874, ran both sheep and cows.

In this same decade, the 1840s, some of the whalers who had worked at the shore stations in the Peninsula's southern coast, which really flourished only between 1837 and 1845, started farming. They included Malcolm McKinnon at Island Bay, Alexander McIntosh at McIntosh (later Menzies) Bay, and James Wright at Whakamoā. McIntosh first leased the Sinclair's land at Holmes Bay after Sinclair and his son were lost at sea in 1846 before moving to McIntosh Bay in 1848. James Wright, who had owned the Island Bay whaling station, took up land in the area and was soon dairying on a relatively large-scale.

By the end of the 1840s, the Peninsula's farming industry was well-established. In 1848, the Peninsula exported to Wellington 62 head of cattle, 62 tonnes of pork and 30 tonnes of butter. In 1849, 490 hectares of Peninsula land was in crops and 1,235 horned cattle and 12,051 sheep were grazing Peninsula pastures.

In 1864, a French doctor, Louis Thiercelin, who had visited Akaroa on a whaling ship in 1840, returned to the town and was impressed by the way fields, meadows and herds of cattle had replaced the forest of 24 years earlier. 'Immense wheat fields were only waiting for the reaper's scythe; rich pastures were alive with numerous cows and thousands of sheep' he wrote. It was, he added 'a European countryside, but one with an air of youth, vitality and rich disorder'. By the time Thiercelin penned that description of the countryside around Akaroa, all the main farming pursuits of subsequent decades were well-established on the Peninsula, although the balances between the different sorts of farming were to change significantly through the years.

Dairying on the Peninsula

Running dairy cows and producing butter and cheese were among the earliest farming activities on Banks Peninsula. In the later nineteenth century, and through the first three or four decades of the twentieth, dairying, usually in conjunction with harvesting cocksfoot seed (see below), was the mainstay of the Peninsula's farming economy.

Settlers of the 1840s, both French and British, had begun running small herds of dairy cows and in that decade 'Akaroa cheese', a hard cheese which kept well, earned a good reputation in the Wellington and Sydney markets.

In the 1850s, Dr Thomas Moore, who in 1851 took up land at Charteris Bay that later became part of the Bradley family's holdings, brought further pedigree shorthorn dairy stock onto the Peninsula and produced beef as well as butter and cheese.

What gave dairying its impetus from the 1860s on was the progressive clearing of forest (see section 4.5) and establishment of pasture on the cleared land. By the 1870s, small dairy holdings were becoming common across the Peninsula, running from as few as three or four to as many as 20 or more cows. Some large landowners who were running sheep leased favourable parts of their properties to small dairy farmers. An article in the *Press* in 1911 contrasted 'the huge area of dense

bush that practically covered the whole of the Peninsula in the days when the early settlers arrived' with 'the present state of the district, with its hundreds of neat and productive farms'. A slightly later article noted that the Peninsula country was 'most beautifully adapted for the grazing of cattle, both dairy and otherwise' and that the district's 'steep but warm and grass-clad valleys produced the richest feed and so the best quality and largest quantity of milk'. By 1911, dairying had 'assumed enormous proportions' and was giving employment to 'hundreds of farmers'.

A typical dairy farm in the years before the establishment of the co-operative dairy factories was that of the Radcliffe family, who lived below the Monument, above Purau. The family kept 36 cows and made cheese on their farm. The 27-kilogram cheeses were taken by bullock sledge to the Port Levy jetty and shipped from there to Lyttelton.

The hey-day of dairying on the Peninsula lasted from around 1910 to around 1940. An article in the *Press* in 1911 noted that improvements in the Peninsula's dairy herds was well under way, that the best bulls were being used for breeding and that cow testing was well established. Shorthorns were still in supremacy, to the practical exclusion of a 'butter breed, such as the Jersey', because the district was primarily a cheese-producing one. Later Friesian and Jersey cows almost completely replaced shorthorns. Cow numbers rose to 7,240 in 1925, peaked a few years later, in the early 1930s, at more than 10,000, and in 1940 were still above 9,000.

After the local co-operative dairy factories closed Peninsula dairy farmers mostly supplied cream to the Christchurch butter factories. (After some of the earlier closures, a few farmers reverted to making cheese on their farms.) Even before World War II and the closures of the Peninsula's dairy factories, some dairy farmers, for example in the Chorlton area, had begun sending cream (separated on the farm) twice a week by truck to the Tai Tapu and Central dairy factories in Christchurch. Improvements to the Peninsula's roads and the development of the trucking industry after World War II made extension of this practice possible. On the Morice settlement farmers separated cream and delivered it to the Puaha creamery, which opened in 1906, until the Wairewa (Little River) factory at Cooptown opened in 1915. When the factory closed in 1963, settlers up the Puaha Valley resumed home-separation and sent their cream into the Christchurch dairy factory. When the Little Akaloa factory closed in 1956, some farmers sent their whole milk in tankers over to the Okains Bay factory while others took cream up to the Summit Road where it was collected and taken into the Christchurch butter factory.

A small number of Peninsula farmers continued, through the second half of the twentieth century, to run dairy cows, supplying the surviving factory at Barrys Bay and, until its closure, the Central Tai Tapu factory in Christchurch. But by the end of the twentieth century, the Peninsula dairy industry was a shadow of its former self. Most farmers had switched to running sheep and beef cattle.

Cocksfoot harvesting on the Peninsula

Most of the Peninsula's dairy farmers in the later nineteenth century and first half of the twentieth century combined running cows with harvesting cocksfoot seed. 'Scores of farmers', Ogilvie observed 'were now able to make a useful living on quite small holdings by combining grass seed with cows'. In 1911, the *Press* noted, the settlers on the smaller farms which were then being created out of previously larger holdings were dividing their attention 'fairly equally between dairying and cocksfooting'. Even some large dairy farmers combined their main pursuit with harvesting cocksfoot seed.

Cocksfoot grass, the seed of which was in demand for establishing pastures on newly cleared land in the North Island and further afield, flourished on the Peninsula's hills, on land fertilised by the ash from the area's burned forests. Good rainfall in spring and a hot, dry late summer were conducive to good yields. Typically a farmer would shut off some of his paddocks to allow the cocksfoot seed to mature over the summer, then allow his cows to graze on the stubble left after the seed had been harvested. A cocksfoot paddock could also be grazed through winter, before being 'shut off' in spring or early summer to allow the seed to mature. Banks Peninsula became perhaps even better known for cocksfoot seed than for cheese. (Unlike sheep, dairy cattle did not graze the cocksfoot so closely that seed production, after the paddock had been 'shut up', was impaired.)

Cocksfoot seed was first imported into Canterbury in 1852, by William Wilson. It quickly found its way to the Peninsula. Robert Rhodes at Purau, Ebenezer Hay at Pigeon Bay and Richard Fleming at Port Levy all acquired seed and were harvesting it within a year or two of its first arrival in Canterbury. Within a decade the seed became what a 1940 publication described as 'the sheet anchor of Peninsula farming', the product on which the prosperity of the district depended.

By the mid 1860s, within a decade of the seed first reaching the Peninsula, production was in full swing and large orders were being placed to supply farmers engaged in clearing bush country in the North Island. In 1874, 120,000 sacks were produced and from the mid 1880s on, as dairying also became well established, production rose even higher. Production of cocksfoot seed on the Peninsula peaked in 1904-05. Through the first years of the twentieth century more than 10,000 hectares were being harvested and between 50,000 and 60,000 sacks shipped from the Peninsula each year.

Much of the seed was produced by small farmers who had only small holdings, but there were also large producers, who harvested hundreds rather than tens of acres. William Coop began harvesting cocksfoot seed at Little River in 1871. He grew small quantities for some years, but in 1889 sold a large number of sheep and shut up an extensive area for seed production. In 1913, the Coops were harvesting cocksfoot seed from around 360 hectares. The Coop family's production rose from 1,500 sacks in 1889 to 4,500 sacks in 1914. The Goodwins of Pigeon Bay cut their first harvest of cocksfoot seed in 1862. By 1890 they were harvesting 365 hectares. In 1900, the Goodwins' production was around 4,000 sacks and in 1901, the family built a large cleaning and storage shed on their property. (A smaller seed-dressing shed in Okains Bay had been built much earlier, in 1880.) The Moores of Hickory Bay also produced large quantities of seed. Although the usual combination was cocksfoot harvesting with dairying, on these larger holdings, harvesting cocksfoot seed was combined with

other forms of farming (see below).

The Peninsula cocksfoot harvest was labour-intensive. Up to 1,000 casual labourers flocked to the Peninsula for the harvest in January-February. They would be dropped off in the various bays by the coastal steamers. For the season of a month to six weeks they would live with the farmers or in a variety of makeshift accommodation, from haylofts to tents. Some larger farmers built whares to house the harvesters and hired cooks to provide for them.

Many of those engaged in the cocksfoot harvest on smaller properties worked for contractors, rather than directly for the farmers because the work of harvesting cocksfoot did not fit well with the routines of dairy farming. On the Peninsula's steep hillsides the grass had to be cut by hand. It was left to dry on the stubble, then threshed (using a flail), riddled and bagged on the hillsides. (Sometimes the seed was bagged on the hillside before being riddled, taken down to the farmstead, cleaned there by sieve and then rebagged.) From the hillside, the bagged seed was sledged or hauled by bullock waggon or horse dray to the nearest wharf or to the Little River railway station. The seed was bought from the farmers by such dealers as the Vangionis, based in Akaroa, or George Stead, based in Christchurch. A few large producers marketed their own seed. The Coop family of Little River shipped its 'Springvale' seed direct to London. The seed produced on Banks Peninsula went mainly to the North Island, but also found markets in Australia, South Africa and South America.

The populations of several bays, among them Le Bons, was never higher than in the years when cocksfoot production was at its height, from around 1880 until 1910. Such was the demand for labour that if the season was late, local school committees would be asked to extend the holidays so farm children could help with the harvest. If schools re-opened before the harvest was over, children could be kept out of school for a month or more.

The only significant mechanical innovation was that threshing by hand using a flail was, on some farms, replaced by threshing using a portable thresher that could be hauled into position on the hillside. A mobile threshing machine was invented by Arthur Radford of Little River in 1911. It was powered by a single-cylinder, locally built gasoline engine. Use of a mobile threshing machine designed by the Christchurch engineering firm Andrews and Beaven, was pioneered in 1913 by the Moore family at Hickory Bay. The machine was powered by a small petrol engine and was mounted on runners. Using the machine, up to 25 sacks an hour could be threshed, but only a handful of the machines were made. (A earlier machine developed by Andrews and Beaven was in use by the Coop family of Little River in 1892, but what this machine was used for has not been established.)

One further mechanical innovation was that at Pigeon Bay in 1910, the Goodwins installed a riddling machine, powered by a pelton wheel, in their 1901 shed. The machine processed up to 100 sacks of seed day. But sieving the seed by hand on the hillside threshing floors continued into the 1930s.

In 1931, a Banks Peninsula Cocksfoot Seed Growers' Association was formed, ironically at the start of the decade, the 1930s, when the cocksfoot industry on the Peninsula went into decline. In the 1930s, increasing quantities of cocksfoot were grown on the Canterbury and Southland plains, where it could be harvested by machine. Production on the Peninsula fell from a peak of 100,000 sacks at

the beginning of the century to between 10,000 and 20,000 sacks in the late 1930s. By 1940, Ashburton County was producing as much cocksfoot seed as Akaroa County. Demand dropped away as farming economies elsewhere passed beyond the phase of establishing pastures on newly cleared land. During the war less manpower was available for the labour-intensive Peninsula industry. At Le Bons Bay, which had consistently been one of the most productive of the outer bays, the last crop of cocksfoot seed was taken in 1963. The last significant harvest of cocksfoot seed on the Peninsula was at Little Akaloa in 1968.

The decline of both dairying and cocksfoot seed production was signalled by the disappearance from the Little River show of such classes as ‘factory cheese’, ‘farmer-riddled cocksfoot’ and ‘unriddled cocksfoot’.



Figure 69. Cocksfoot flailers, probably prior to the introduction of mobile threshing machines around 1913.

Source: Shuttleworth collection

Stock on the Peninsula

Sheep and cattle, for the production of wool and meat, were run on Banks Peninsula from the earliest years of farming in the area. Although dairying and the production of cocksfoot seed dominated Peninsula farming for many decades, before, after and during those decades stock farming was also of importance.

Significant numbers of sheep were run on Peninsula properties when there were large leasehold runs, some of which were gradually transformed into large freehold estates. While the Rhodes brothers held large areas of Peninsula land, both leasehold and freehold, they had large flocks of sheep on their several, separated properties. The Rhodes' sheep from all over the Peninsula – up to

20,000 – were brought to Purau for shearing. When the Rhodes sold Purau to the Gardiners in 1874, the property was carrying 8,000 sheep and 1,000 head of cattle.

At a smaller scale, the Gebbies' pastoral leasehold of 2,000 hectares at the head of Lyttelton Harbour was carrying only 400 sheep in 1855; by 1858, the number had risen to 1,200.

On Kinloch, tussock and other native grasses were burned and oversown with cocksfoot and clover. The Buchanan family ran mostly sheep on these improved pastures. (Only 80 or so dairy cows were milked, in the Okuti Valley and Te Oka Valley sections of the property.) At the Kinloch clearing sale in 1906 around 24,000 sheep and 1,350 beef cattle were offered for sale. (One source gives 21,000 for the number of sheep. Yet another source gives 18,000 as the number of sheep on Kinloch in 1903.)

In 1863, George Holmes was running 3,500 sheep on his land between Pigeon Bay and Port Levy. His purpose was partly to feed the workers at his timber mill (see section 4.5). When the Hays' Annandale property in Pigeon Bay was put on the market in 1878 it was carrying 7,500 sheep and 900 cattle. On the drier western flank of the Peninsula, William Birdling was running 10,000 sheep on his freehold and leasehold land by 1877. On his Prices Valley land, Birdling's neighbour Joseph Price increased his sheep numbers from 1,400 in 1879 to 3,526 in 1900.

At Menzies Bay, sheep were consistently, as the historian of the bay wrote, 'the basis of our economy', with fat lambs and wool the main products coming off the land. When John Menzies bought the land in the late 1870s, the dairying which had been pursued on the land ceased, though it was revived between 1944 and 1960. Cattle for beef were run only in later years, when water supplies were improved. The only branch of agriculture practiced on the Menzies' land was ploughing of the easier headlands to grow fattening crops. At Menzies Bay a five-stand shearing shed remained in use until after World War I and there were large yards at the beach.



Figure 70. Menzies Bay sheep being loaded on to the *John Anderson*.
Source: <http://www.astro.uni-bonn.de/~deboer/genea/as/as33m.html>

On several larger Peninsula properties, production of cocksfoot seed was associated with grazing other stock than just dairy cows. At Whakamoā, James Wright had a dairy herd, cut cocksfoot for seed and also ran, in 1873, 6,000 sheep. In the 1880s and 1890s Alexander Roberts of Hickory Bay ran upwards of 5,000 sheep and hundreds of cattle on his 1,215-hectare property, but also regularly harvested cocksfoot seed from around 200 of those hectares. Prior to the Morice subdivision of 1905, the White family cut cocksfoot seed and ran sheep as well as dairy cattle on their Giskeen Estate.

On the Peraki Station, when it was owned by the Hall family between 1927 and 1949, cocksfoot production was combined with running sheep for wool and, in the latter years, cattle for beef. In 1944 3,500 sheep and 400 cattle were grazing the property's approximately 1,350 hectares. On the Menzies land at Menzies Bay, where the emphasis was on running sheep, cocksfoot seed was a significant source of income for some 50 years.

The decline of both dairying and cocksfoot seed production, which began before World War II and accelerated through the 1950s and 1960s saw the grazing of sheep and beef cattle, which had always been a feature of Peninsula farming, grow even further. In 1940, it was noted that land once used for cocksfoot seed production was now being used to raise fat lambs and fat cattle which were sent straight to the Christchurch saleyards.

Sheep numbers on the Peninsula rose from 88,200 in 1910 to 136,572 in 1930, then doubled in the next 30 years to around 275,000 in 1960. By 1987, the number had grown again to 357,109. In that same year, 1987, there were 31,658 beef cattle grazing Peninsula pastures. Part of the increase was the result of significant improvement of pastures especially after the end of World War II, but part was also the result of farmers switching from running dairy cattle and cutting cocksfoot seed to running other stock.

One of the reasons for the improvement of Peninsula pastures and the significant rise of stock numbers in the second half of the twentieth century was not farmers switching from one form of production to another but the introduction of aerial top-dressing. In a 1940 publication it was noted that the future of farming on the Peninsula 'will be bound up in the ability to top-dress' and that how to top-dress the Peninsula's 'precipitous' country was a problem for the future to solve. The publication mentioned the Department of Agriculture's investigations of top-dressing Peninsula land, which had begun in 1927, and also the use of aeroplanes for this purpose. But it was not until 1956 that aerial top-dressing was introduced to the Peninsula, at Port Levy. On the Menzies property at Menzies Bay, land was first top-dressed immediately after World War II using first a horse-drawn distributor, then a tractor with a spinner. The first airstrip on the farm was constructed in 1956. By 1964, the strip had been regraded and levelled and superphosphate and lime were being routinely applied from the air.

Another form of assistance offered to Peninsula farmers by the Department of Agriculture was an instructional 'farm development programme', which was run in Paua Bay from 1954 to 1962. This involved the trialling of new land development techniques and farm management practices, including top-dressing with phosphate and DDT, the testing of new grass types, the use of electric

fences and methods for managing gorse and manuka infested country. The full details of these trials were made available to farmers on surrounding farms and in nearby settlements through open day and field day demonstrations.

Also contributing to the growth in production on the Peninsula of fat lambs and fat cattle were the post-war improvements of the Peninsula's roads and use of motor transport from farm-gate to the Christchurch saleyards. Into the 1930s, while sea transport remained important, stock was often sent away by vessels like the *John Anderson* from the wharves found in almost all the inhabited bays. Stock was driven for many years from places like Little Akaloa, Okains Bay or Goughs Bay to the Little River railway station to be railed into Christchurch, or sometimes driven all the way to the city. There were holding paddocks all along the route to Addington from the Peninsula and roadside water troughs were built in many places for passing stock.

From Menzies Bay, sheep were usually driven to Pigeon Bay, on to Hilltop, then down to the Little River railway station, though in the 1930s and 1940s stock was also sent away by steamer direct from the bay. Stock trucks did not do away with droving along public roads until relatively late in the twentieth century, though by the last two decades of the century it was an unusual and infrequent rather than usual and common practice.

The earlier need to drive stock and use the railway from Little River effectively confined Peninsula farmers to producing store lambs, which had to be fattened on properties on the plains before going to the saleyards or the freezing works. That changed with the improvement to the roads and use of stock trucks which saw shipping stock by sea or droving them eventually disappear.

Through the years, farmers' preferences for particular sheep breeds changed. After the early use of merino, English Leicester crossbreds dominated Peninsula flocks into the 1920s. Romneys and Southdowns (for fat lambs) subsequently became popular, and after them Coopworths and Perendales. When the on-farm two tooth flock competition began on the Peninsula in 1969, only Romneys were judged. In 1975, Coopworths and Perendales were added to the competition. The competition ended in 1999.

For beef cattle, shorthorns and Herefords were generally replaced, through the twentieth century, by Aberdeen Angus and Aberdeen Angus/Hereford crosses.

The growth of stock-grazing in the later twentieth century saw other stock, besides sheep and beef cattle, introduced. Among them were deer, first run in the Kinloch area in 1978 and later on the Barrys Bay Estate and in the Takamatua Valley. Goats came in the 1980s, then went. They were judged at the Little River show for only a few years in that decade.

The switch, over several decades, from dairying and cocksfoot seed production to running sheep and beef cattle resulted in the amalgamation of farms. On the larger properties, which were less intensively managed, control of fern (as an early stage of the transition of the land back to its natural forest cover) and of gorse, which spread from early hedges, became a matter of greater concern. The amalgamation of farms also led to the abandonment of many farm cottages or houses. Such abandoned, slowly decaying dwellings were a feature of Peninsula landscapes through the second

half of the twentieth century.

On individual properties the grazing of sheep required woolsheds and dips. One of the largest early woolsheds was built at Kinloch. After the Kinloch subdivision of 1906, the settlers built a communal dip at Te Oka Bay which was only abandoned after dips had been built on individual properties. A new woolshed was built, immediately after the subdivision, at Magnet Bay.

In the nineteenth and early twentieth centuries, public saleyards were built on the Peninsula, particularly at Little River and Duvauchelle. The first saleyards at Duvauchelle were built in the 1890s by the Dixon brothers. In 1903, the Peninsula Saleyards Company modernised the yards and built a row of booths and offices to facilitate the conducting of business at the yards. The saleyards at Little River were described in 1911 as 'commodious'.

Through the century and three-quarters the Peninsula has been farmed a large amount of fencing has been necessary to confine stock and to keep it out of crops. In the early years of farming on the Peninsula, while timber was still abundant, post-and-rail fences, the posts usually of totara and the rails often of kowhai, were common. Limited supplies of wire were used to bind together battens for some early fences. Later fencing on the Peninsula was almost all of wire, with posts and standards of macrocarpa and blue gum. Gorse, one of the species used for hedges in the nineteenth century, flourished so well it became a severe menace to pastures. Grubbing and spraying of gorse to keep pasture clear has been a feature of Peninsula farming life since the late nineteenth century.

The only other significant pest on the Peninsula was the rabbit. The threat was sufficiently serious for an attempt to be made to keep rabbits off the Peninsula by way of a rabbit fence from Teddington to Motukarara, but it proved ineffective. Possums were controlled in the later twentieth century, from a farming point of view, to free the Peninsula of bovine tuberculosis.



Figure 71. Converted barn, Akaroa, 2009.
Source: Louise Beaumont, P000184



Figure 72. Woolshed, Le Bons Bay, 2014.
Source: Ashley Mokena, DSC003003



Figure 73. Old yards and farm equipment, Robinsons Bay, 2014.
Source: Ashley Mokena, DSC003263

Cropping

Cereal crops were grown on Banks Peninsula from the early 1840s, to meet local needs. The wheat was ground to flour in local mills (see section 5.1). By 1854, enough wheat, oats and barley were being grown at Pigeon Bay to warrant the introduction of a threshing machine to the district.

In the 1850s, Charles Haylock jnr grew wheat on land at the heads of the Dan Rogers and Haylocks Bay gullies to supply the family's flourmill in the Grehan Valley. When Alfred Haylock took over the Akaroa Heads property in 1896 (the property had been in the Haylock family's hands since the 1860s) he ploughed more than 400 hectares of the headland to grow wheat.

Subsequently cereal cropping virtually ceased on the Peninsula because there was insufficient flat land to make it viable and because flour could be 'imported' cheaply from the Christchurch mills which were supplied with wheat grown on a large-scale on Canterbury's flat and downs land.

Bee farming

Bee farms were established on Banks Peninsula in the early 1880s. One of the first to take up the venture was Robert Dawber who established his farm in 1882 at Takamauta. By 1888 he had grown his operation to 84 hives, keeping both the ordinary black 'humble' bee and the Acclimatisation Society introduced Ligurian bee. In addition to extracted and comb honey, Dawber sold bees on frames, bee swarms and beeswax.

The Rev. A Davidson was another large-scale Peninsula bee farmer. Davidson, the incumbent of St Peters Church in Akaroa, began his operation in 1883 with 80 hives on the vicarage grounds. A further 120 were soon under construction and he also had hives on 0.8 of a hectare of leased land in Takamatua Bay. A portion of the parsonage grounds was fenced and sown in white clover, sunflower and buckwheat for the bees and hives were placed 2 metres apart in rows. Davidson's hives, complete with alighting boards for bee access, were each painted a different colour to allow the bees to distinguish their own home.

Dawber, Davidson and other bee farmers consigned their honey to various ports around the South Island by the keg load.

Large-scale bee farmers initially faced the opprobrium of many local dairy farmers, who believed that the nectar gathering activities of bees deprived cattle of the valuable nutrients held in clover. However, by the early 1910s this misconception had been corrected through various Department of Agriculture initiatives and bee keeping began to be accepted as a recognised branch of the rural economy.

By 1913 there were at least 14 bee farms on the Peninsula, and a Peninsula branch of the National Beekeepers Association was formed. Known members included C. A. Jacobson at Little River, William Bray at Duvauchelle, and later, Barrett and Bray at Peraki with their 60-hive farm.

Post World War I, bee keeping increased rapidly as more land was developed and returned service-men were trained as bee keepers but these later operations were not generally at bee farming levels.



Figure 74. 'Scientific bee farming' at Little River in 1914.

Source: Auckland Public Libraries, Governor George Grey collection, *Auckland Weekly News*, 19 February 2014

Rural associations

Agricultural and Pastoral Associations

The importance of farming in the Banks Peninsula economy is reflected in the fact that there have been two Agricultural and Pastoral Associations and two annual shows on the Peninsula. The forerunner of the Peninsula's oldest Agricultural and Pastoral Association was founded at Duvauchelle in 1869. Shows at the Duvauchelle showgrounds have been a feature of Peninsula life since the nineteenth century.

The Banks Peninsula Agricultural and Pastoral Association was formed at Little River in 1909, after the Kinloch and Morice settlements (see section 3.4) had attracted more farmers to the area. Representatives of the Peninsula Horse Show Committee, which was then running the annual show at Duvauchelle, attended the inaugural meeting of the new association to discuss such matters as clashes of dates. The first show at Little River was held in November 1909, on the racecourse opposite the Little River Hotel. Two years later, the Akaroa County Racing Club having abandoned its Little River course and moved to Motukarara, the show was held for the first time on the Awa-iti Domain, where it has been held ever since. The two associations joined forces to run the two tooth flock competition between 1969 and 1999.

Despite the Peninsula's small population and the declining number of farms the two shows- Duvauchelle and Little River- continued to flourish independently into the twenty-first century. The both became as important as wider community events rather than just agricultural and pastoral shows.

Farmers on the Peninsula have been active in the Farmers Union and its successor, Federated Farmers. A Banks Peninsula Branch of Federated Farmers and the Akaroa Institute (part of the Country Women's Institute movement) continued to be active into the twenty-first century.

4.7 Utilising the land and natural resources: The farming industry and rural associations

General discussion:

The primary activity on Banks Peninsula for most of its European history has been farming. The basis for the industry has been relatively fertile volcanic soils and an adequate, though irregularly distributed rainfall arising from its maritime location. Over many decades there were significant changes in the predominant types of farming.

By the late nineteenth century, the main farming pursuits were dairying and cocksfoot seed harvesting. Many farmers were able to make a living from these two pursuits on relatively small holdings. Dairying remained important beyond the middle of the twentieth century, but by then the cocksfoot industry had all-but ended and increasing numbers of Peninsula farmers were running sheep and cattle on more extensive properties and producing wool and meat.

There has always been relatively little agriculture on the Peninsula as the steep hill country is not favourable for cultivation. Some wheat and other grains were grown on a small-scale in the nineteenth century and in more recent times feed crops have been grown on the easier tops of spurs and the restricted valley flats.

The main associations which have brought farmers together have been the two associations which have run the Duvauchelle and Little River shows for more than a century in each case, the Farmers Union and its successor, Federated Farmers and to a lesser degree the Department of Agriculture via field days and experimental farm programmes.

Relevant listings:

A considerable number of farmhouses – large and small – are already included in the listings. The stables at Orton Bradley Park illustrate the use of horses in farming on the Peninsula. The cocksfoot seed store at Okains Bay and the Goodwins' shed at Pigeon Bay are important listed buildings of the cocksfoot industry. The Vangionis' building in Akaroa was also associated with the cocksfoot industry.

The Annandale woolshed reflects the importance of sheep on some properties and at different times. The saleyards building at Duvauchelle is a survivor from the days when stock was bought and sold on the Peninsula. The water troughs on Gebbies Pass and in the Gebbies Valley illustrate the importance of droving in the Peninsula's history of farming.

Possible new building, object, site and landscape-related listings:

The French Farm building should be considered for listing as the earliest survivor of dwellings associated with the working of the land on the Peninsula. In addition, the paddock surrounding the farm should be considered for listing based on archaeological investigations which indicate that it has not been ploughed for over 100 years.

Off Lighthouse Road are paddocks with piles of stones dating from the early cultivation of the land for growing wheat. The piles should be considered for listing. The coverage of rural residences in the existing listings needs to be checked to make sure no notable farmhouses have been omitted and that there is a good geographical spread. The Kinloch homestead, Springvale, the Pettigrew homestead, Pigeon Bay and the Price homestead in Prices Valley are surprising omissions from the

present listings of notable homesteads and should be considered for listing in conjunction with their settings (where landscape features and trees contribute to historic context or are otherwise associated with the house).

The Little River saleyards should be considered for listing to complement the listing of the Duvauchelle saleyards building. The Awa-iti Domain and the Duvachelle showgrounds should be checked for possible new listings relating to the exhibiting and buying and selling of stock and farm produce on the Peninsula.

Farm outbuildings are very poorly represented in the present listings, given the importance of farming as an economic activity on the Peninsula, and serious consideration should be given to adding a number of buildings such as woolsheds, cow byres (if any still exist) and machinery, bee hives and associated equipment (if any exist) and other sheds to the listings.

The surviving buildings at Takapūneke which relate to the history of farming in the bay should be considered for listing individually, regardless of the protection some may have as standing on reserve land.

The surviving outbuildings at Kinloch and on the Pettigrew property, Pigeon Bay, would be good starting points for identifying farm outbuildings suitable for listing.

The possibility of listing any old fencelines of different sorts and vintages which remain in situ should be investigated eg Quail Island's remnant totara and wire fence, Orton Bradley metal fence, representative examples of intact healthy twentieth-century shelter belts and hawthorn hedges etc.

There may be further roadside water troughs which should be considered for listing.

Possible new archaeological listings:

Further research is required in respect of the sites described in Table 4.4 before any listing recommendation can be made.

Bibliographic note:

There is abundant information in existing secondary sources, both general histories and the histories of individual bays, on farming in Banks Peninsula, such as the history of Menzies Bay.

The 2013 publication *The Event of the Year: Remembering one hundred Little River A and P Shows* details the history of the Little River show.

The history of cocksfooting has been well researched and is discussed in some of the books that are personal reminiscences.

Further research:

There is probably sufficient information in existing sources for confidence that the history of farming on the Peninsula is well recorded. There is a pressing need for extensive field work to identify farm outbuildings of various sorts for possible listing.

Further archaeological research and recommendations:

Refer to general recommendations in the introductory section of this report on page 5.

4.8 Horticulture

Orcharding

The favourable conditions which allowed Banks Peninsula fruit to ripen earlier than that of many other South Island districts was taken advantage of by French and European settlers, and by 1853, a profitable local export trade of Peninsula-grown fruit had been established.

This was facilitated by the coastal traders that plied routes between the bays and various South Island ports, and in this way Akaroa fruit and jam, as well as walnuts soon became popular in Lyttelton, Christchurch and Dunedin. By the 1860s the residents of Akaroa were shipping 800 consignments of fruit annually. In addition, some residents turned their prodigious orchard and cane fruit crops into jellies and various fruit syrups, and a small handful of French settlers sold cherry and peach wine locally.

As access to the Christchurch market improved with the completion of the rail tunnel, the formation of the Bridle Path to Christchurch and eventually the establishment of a regular carriage service, the number of horticultural producers in Banks Peninsula grew. By the 1890s there were at least fifteen orchards operating in Governors Bay including two strawberry growers, peach and plum orchards and 'Elerslie', a commercial cherry orchard which was said to have the largest netted area of cherries in the Southern Hemisphere.

However, competition from Hobart and Teviot, and the ravages of the codling moth, peach blight and other diseases gradually put a stop to the Peninsula's fruit consignments to other centres. In spite of education programs instituted by the Department of Agriculture and the introduction of spray pumps to combat codling moth, the market never regained its former buoyancy and Peninsula fruit growers continue to be hampered by the cost of transport to market and a lack of extensive flat land.

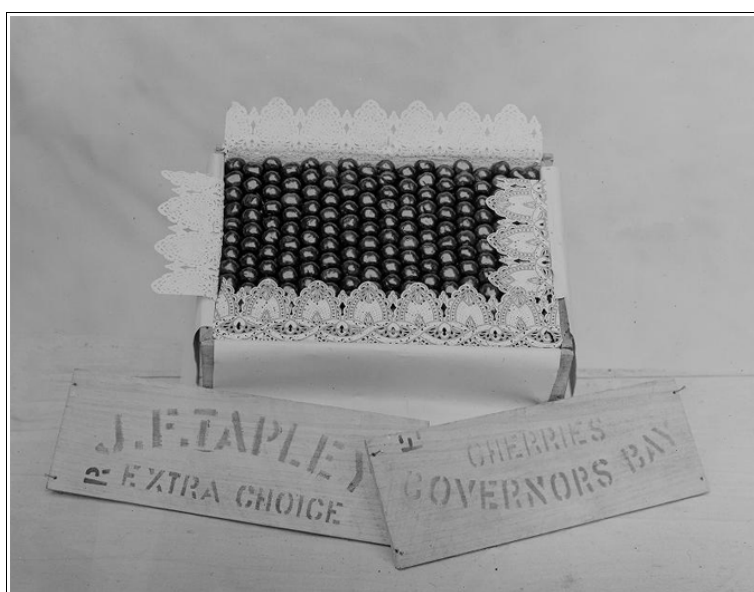


Figure 75. Graded and faced cherries from Tapley's orchard, Governors Bay.
Source: *New Zealand Journal of Agriculture*, January 1921

The Department of Agriculture

From the time of its establishment in 1893, the Department of Agriculture took a particular interest in Banks Peninsula's fruit-growing potential, and the district's suitability as a location for a jam, cider and perry manufactory was promoted to local residents.

Although the jam factory foundered, the Department continued to promote orcharding as the Peninsula's economic future and, in 1912, it established a number of 0.4 hectare experimental orchard plots for the 'scientific' instruction of local residents.

The first of these was planted in 1912 within the Akaroa property of Mrs Porter, whose orchard was located in Grehan Valley. Another was planted in 1913 within the Little River property of John Reed and a further plot was established in 1914 on Mr G. Barclay's property, again at Little River. The Banks Peninsula Agricultural and Pastoral Association subsidised some of these projects, seeing them as a way of inducing its members to take up orcharding.

The Department's agenda was to both educate the public and determine which orchard varieties performed best in the district. For this reason a range of fruit trees and varieties were planted. Two field days a year were held on these sites, and lectures and practical demonstrations were given by the Fruit Inspector. At the end of the seven-year experiment the orchards reverted to the control of the property owners.

In addition to the formation of these experimental plots, the Fruit Inspector undertook periodic inspections of Peninsula orchards and fruit gardens and held demonstrations around the district for the education of the local fruit-growing community. On these occasions the latest in pruning techniques for all types of pip and stone fruit were demonstrated and instruction was given on soil tillage, spraying and the latest methods for pest eradication.

Grapes and wine

As previously noted, recent research suggests that early grape vines were entrusted to the Marist priests to bring to Akaroa for cultivation by the French settlers. These, or other vines brought as part of the Nanto-Bordelaise Company's settlement venture were noted to be under cultivation in both Akaroa and Takamatua one year after the settlers arrived, and by the 1870s, small vineyards were recorded dotting the hillside. From these vineyards wine was produced largely for home consumption although some settlers like Eli Bouriard, offered wine for sale to the general public and passing ships. The passing of the first generation of French settlers brought with it the demise of Akaroa's wine production. By the end of the nineteenth century the vineyards had fallen into disrepair and the Akaroa vines had largely died out, although rare original vines and cuttings from original vines survived in other parts of the Peninsula, and further afield.

In the early 1970s there was a resurgence of vine planting in Okains Bay. However, for a variety of reasons, the vines did not survive. In the late 1990s a number of vineyards were planted for commercial wine production, first at French Farm, in the Takamatua and Kaituna Valleys and, more recently, on the slopes above the head of Wairewa (Lake Forsyth).

In the late 1970s/early 1980s the Department of Agriculture collected a number of old Akaroa vines (these are believed to have been both of French and English origin) for inclusion in their National Vine Reference Collection. The vines were grown in two sites in the Waikato; Ruakoura Research Station and the Te Kauwhata Viticulture Research Station. However, as a consequence of departmental retrenchment and land subdivision most of the vine collection was lost and the provenance of the surviving vines became unclear.

However, over the past 12 years, work in a private capacity has been undertaken to locate, research, DNA test and collect grape vines across Banks Peninsula. This has confirmed that a number of vines of historical, scientific and associative significance are extant in Akaroa and other parts of the Peninsula. For example it is understood that one Akaroa vine may be the last remnant of its variety extant anywhere: it has no match in the world's largest Vitis DNA database (which is now extremely large) and others are likely to have a direct genetic connection to the vines brought by the Marist priests/French colonists and English settlers from 1840.

240 GALLONS of Superior Grape Wine,
guaranteed pure. Made from Grapes
grown in Akaroa. Price Twelve Shillings per
Gallon, cash. Delivery in Akaroa.
ELI BOURIAND.
Akaroa, August 27th, 1861.

Figure 76. Advertisement for Eli Bouriand's Akaroa wine.
Source: *Lyttelton Times*, 4 September 1861

Market Gardening

Lyttelton's Pre-Adamite settlers were initially reliant on fruit and vegetables purchased from the Rhodes brothers at Purau, and local Māori who operated market whares located in what is now Norwich Quay. The first of these whares was located in the area that is now the eastern end of Norwich Quay. Its second location was in the area that is now (approximately) from the corner of Norwich Quay and Dublin Street around Sutton Reserve to the original foreshore area around the rail tunnel entrance. These sites had both been fishing villages in pre-European times. The market produce was largely potatoes, kumara, pork, fish and gathered wild cabbage but turnips, watermelon and corn are known to have been under cultivation by Ngāi Tahu at this time. Ngāi Tahu also traded with settlers in Akaroa by supplying fish and also maize, kumara, wheat, turnips and carrots from cultivations on their Government-allotted native reserve land.

The first European-established market garden was located on the 'Lyttelton town garden lands' in the early 1850s by the nurseryman Joseph Denham. This was a large-scale operation with upwards of 100,000 plants of early peas, onions and cabbage under cultivation in 1852. Kitchen garden and flower seeds, imported from Hobart, had also been earmarked by him for planting. However, Denham died unexpectedly before the fruits of his labours could be realised and his land was either leased or sold in October 1852. It is not known if the site continued to function as a market garden.

Nothing of this scale is known to have operated in other parts of the Peninsula. However, in 1877

Chinese market gardeners leased land opposite the Waeckerle Hotel, both on the flat and on the hillslopes, as well as a portion of hill slope in Takamatua. Their Akaroa town operation became known as the Chinamen's gardens and here, between three and six gardeners grew vegetables for local consumption. The level of industry exhibited by the men was much admired, as was their ability to coax large harvests from small areas and their skill in forcing early vegetables. By 1900 only one, Sing Chow, remained in Akaroa where he operated from leased land on the Pound Reserve for some years. A number of Chinese market gardeners operated briefly in Lyttelton between 1898 and 1913.

Into the twenty-first century many Peninsula farming families were supplementing their farm incomes from horticultural and other 'sidelines'. At Little Akaloa, different farming families at different times kept bees, grew spring bulbs and bedding and vegetable plants and sent cut flowers and early vegetables into Christchurch.

At Purau, the purchaser of the old picnic grounds in 1960 established a market garden on the one-hectare property, growing tomatoes, strawberries, potatoes and gladioli for the Christchurch market. In the 1980s, new residents followed suit, growing potatoes and tomatoes on small plots of land. In the 1990s, some landowners started planting olive trees. Trees planted in Little Akaloa in 1994 produced their first saleable amounts of oil in 2002.

Today, farmers markets operate in Akaroa, French Farm and in Lyttelton. Here locally grown fruit, herbs, vegetables, honey, olive oil, nuts, flowers and local preserves and lavender products are sold.



Figure 77. Sing Chow, 1898, photographed by J. N. Taylor for the *Weekly Press*.

Source: AK:1988.2143.1, AM

4.8 Utilising the land and natural resources: Horticulture

General discussion:

Subsistence horticulture dominated the lives of the early settlers in the period immediately following their arrival in Banks Peninsula. As their situation improved some residents established large-scale fruit orchards and specialist fruit growing concerns and sold their produce on the local market as well as at the Christchurch and Dunedin markets. Orchardng remained a prominent Peninsula industry into the 1930s and Akaroa produce was well regarded throughout the South Island. It was also one of the district's attractions for the tourist market and references to the Peninsula's prolific fruit crops featured in many nineteenth century traveller texts.

Specialist market gardeners operated in Akaroa from the late 1870s and grapes for wine were cultivated by the early French settlers up until the early 1900s.

The Department of Agriculture's involvement in the Peninsula's fruit trade included practical grower education and instruction, the introduction of the first orchard spray pumps and experimental orchard programmes.

Relevant listings:

Horticultural endeavours are very poorly represented in current listings. Only two black mulberry trees in Akaroa, and walnuts (mostly single trees) in Gebbies Valley, Akaroa, Little River and Takamatua are listed and it is unlikely that any of these are remnant commercial orchard species.

No horticultural structures or objects are listed.

Possible new building, object, site and landscape-related listings:

Private research and testing indicate that early and rare grape vines survive across Banks Peninsula and representative examples of these are strongly recommended for their possible listing as heritage trees.

Ca. 1940s Burbank plums at Ohinetahi are other possible listings but field work is required to identify others.

Also, any evidence of the Department of Agriculture experimental orchard plantings in Little River and Akaroa could be considered for listing as heritage trees.

Possible new archaeological listings:

No specific archaeological sites can be identified that relate specifically to the theme of horticulture.

Bibliographic note:

Wards (1995) *Early Fruitgrowing in Canterbury New Zealand*, provides information on Peninsula horticulture and the *New Zealand Journal of Agriculture* is a source of both general and fruit specific information for Canterbury as a whole and occasionally Banks Peninsula.

Further research:

Field work with a vine historian is strongly recommended to identify important surviving vines to enable their listing.

Field surveys to locate the sites of old commercial orchards and identify remnant trees, surviving boundary treatments, sheds, etc and their listing would contribute to a wider appreciation of this aspect of the Peninsula's history.

The area between the Takamatua Domain and the sea could be canvassed for old walnut trees for their connection with nurseryman William Wilson – this was the site from which Wilson acquired his early propagation stock.

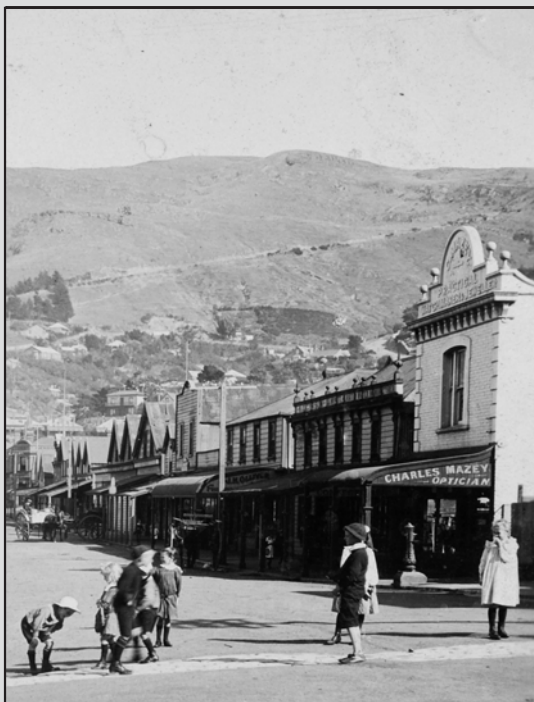
In addition, a review of the holdings of local museums and the Canterbury Museum may reveal surviving horticultural artefacts eg the 1840 (grape) vine pruning knife belonging to Eli Bouriand survives in the collection of the Canterbury Museum (on loan to Akaroa Museum). Such artefacts could contribute to a richer understanding of early French and English horticultural practices.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

5

Building Banks Peninsula's industries and workforce



SECTION CONTENTS

Primary processing industries

Heavy and other secondary industries

Retail businesses

Professional services & penal labourers

Holiday making

Theme 5. Building Banks Peninsula's industries and workforce

5.1 Primary processing industries

The importance of farming on Banks Peninsula is emphasised by the fact that the district's industrial history, with the exception of Lyttelton, is primarily a history of the processing of primary products. Some industry on the Peninsula, notably sawmilling and boat-building (already discussed in section 4.5) involved the harvesting and processing of natural resources rather than farm products.

The Peninsula's main primary processing industry has been, historically, manufacturing cheese, and, to a lesser extent, butter, in dairy factories. The key to the prosperity of the Peninsula's dairy farming industry in the first three decades of the twentieth century was the establishment of co-operative dairy factories. Prior to the establishment of the co-operative dairy factories cheese was made on each farm – 'every farm was its own factory' was how the *Press* put it. A former whaling cooper was kept busy making wooden utensils and vessels for the individual on-farm dairies. In the 1880s, prices for farm-made cheese fell and the reputation of 'Akaroa cheese' dropped. With help from government agencies, a local farmer, J.D. Bruce, and the Banks Peninsula Farmers Association spearheaded efforts first to supply individual farmers with standardised materials (salt, rennet and colouring agents) then to establish factories on the Peninsula which could produce cheese of uniform quality in relatively large volumes.

The first co-operative dairy factory was built at German Bay (Takamatua) in 1893. In quick succession factories were built at Barrys Bay (1895), Wainui, Okains Bay (1894), Little Akaloa (1894) and Le Bons Bay (1900). Slightly later, a factory opened in Pigeon Bay, in 1911. The factory was moved to a new site on the waterfront and enlarged in 1922. The youngest factory opened at Little River (Cooptown) in 1915. In 1911, the *Press* declared that there was little doubt that 'the starting of the co-operative system has given the dairy farmers in the Peninsula a new lease of life, commercially speaking'.



Figure 78. Dairy factory, Takamatua, ca. 1917?
Source: 1/2-048632-F. ATL

In the same article it was noted that the ability of dairy farmers to make an adequate living from relatively small plots of land had led to the subdivision of larger estates, by both private owners (in the cases of the Hays at Pigeon Bay, the Thackers at Okains Bay, the Latters at Barrys Bay and the Pipers at Duvauchelle) and by the Government (in the cases of the Kinloch and the Morice settlements). (See section 3.4.) The paper also noted that one did not hear so much now 'of the younger generation clearing out from their birthplaces and going to other districts'. The settlers who took up subdivided land in the Kinloch and Morice settlements in the first decade of the twentieth century made their livings mostly from dairy farming combined with harvesting cocksfoot seed keeping pigs and running sheep.

Through the years that a majority of the Peninsula's farmers were milking cows, most of the milk produced was processed in local co-operative dairy factories, of which there were eventually eight, at Barrys Bay, Okains Bay, German Bay, Pigeon Bay, Wainui, Little River, Little Akaloa, Le Bons Bay and Little River (at Cooptown). (A cheese factory was started at Duvauchelle in 1911 but was short-lived.) The original German Bay factory burned down in 1916, but was replaced the following year. Typically, a dairy factory had been 15 and 30 suppliers, milking several hundred cows. Annual production ranged between 50 and 80 tons. Some factories had piggeries attached.

In the early years of the twentieth century there were still 'a good number' (Andersen gives the figure of 70 for 1901) of private dairies, and there were also creameries, where cream was collected to be taken by rail from Little River to the butter factories at Tai Tapu and Addington. Cheese was made elsewhere on the Peninsula where, lacking Little River area's access to the railway, cream or butter could not be transported quickly away. A private factory in Le Bons Bay began making butter in 1901, but switched to a co-operative making cheese partly because of shipping difficulties with more perishable butter. Despite these difficulties, a butter factory was established in Akaroa, in substantial brick premises on Balguerie Street near the waterfront, in 1914.

An indication of the expansion of dairy farming on the Peninsula in the first decade of the twentieth century is provided by the figures for cheese production at the six Peninsula cheese factories then operating (all of which largely increased their capacity in the years after their inauguration):

Factory	Production in tons in 1901	Production in tons in 1910
Barrys Bay	125	1,509
German Bay (Takamatua)	1,509	2,342
Little Akaloa	490	1,049
Okains Bay	576	2,651
Wainui	480	824
Le Bons Bay	532	808

The introduction of electric milking machines in 1923 helped maintain the industry.

Dairying remained important on the Peninsula through the 1950s. In that decade there were still 11 dairy farms in the Puaha Valley, above Little River, where the land had been subdivided as the

Morice settlement in the first decade of the twentieth century. Dairying began to decline during World War II and the decline continued through the 1950s. But in 1962 (when there were three dairy factories still operating) there were still 4,867 dairy cows grazing Peninsula pastures.

The Peninsula's dairy factories closed down progressively between 1928 (when the Wainui factory closed) and 1967 (when the Okains Bay factory closed).

Closing dates:

- Wainui 1928
- Le Bons Bay 1937
- Little Akaloa 1956
- Takamatua (German Bay) 1957
- Wairewa (Cooptown) 1963
- Pigeon Bay 1964
- Okains Bay 1967

A new factory was built at Barry's Bay in 1953. Although it closed between 1980 and 1982, it remains as the sole surviving dairy factory (making cheese) on the Peninsula.

Historic dairy industry sites

Eleven potential archaeological sites associated with the sub-theme of dairying have been located through desk-based research as detailed in the following table.

Table 5.1 Historic dairy sites recorded around Banks Peninsula

Name	Date	Locality
First Pigeon Bay dairy factory	1911-1922	Pigeon Bay
Second Pigeon Bay dairy factory	1922-1964	Pigeon Bay
First Little Akaloa dairy factory	1853-????	Little Akaloa
Second Little Akaloa dairy factory	1894-1956	Little Akaloa
Okains Bay dairy factory	1894-1967	Okains Bay
Le Bons Bay dairy factory	1893-1937	Le Bons Bay
Akaroa Butter Factory	????-1930s	Akaroa
Takamatua dairy factory	1893-1957	Takamatua
Barrys Bay co-operative dairy factory	1895-Present day	Barrys Bay
Wainui dairy factory	1894-1928	Wainui
Little River dairy factory	1903-1963	Little River

Flourmills

Although dairy factories loom largest in the Peninsula's history of the processing of farm products, they were relative late-comers. The Peninsula's first industrial establishments were flourmills. The first of these (the first commercial flourmill in Canterbury) was established on the Grehan Stream in Akaroa itself by Jacob Waeckerle in 1846. It was still operating in 1855 but probably ceased

production around 1860. A “French’ flourmill was also operating in Akaroa in the later 1840s. A little later, in 1852, a third flourmill was built a little higher up the Grehan Stream by the Haylock family. It began operating in January 1853. (Wheat for the Haylock mill was grown at a surprising altitude by Charles Haylock jnr at the heads of the Dan Rogers and Haylocks Bay gullies – see section 4.5). The mill had a 5.4-metre overshot wheel. The mill functioned well after Samuel Farr solved initial technical problems. Some time in the 1860s, wooden components of the original mechanism were replaced by ones of metal.

The Haylock’s Grehan mill ceased manufacturing flour in the early 1860s, but the building had a later industrial life. It was converted by George Haylock into a brewery, which was in operation by 1865 and apparently still operating in 1880. Haylock had leased the brewery in 1868, prior to his bankruptcy. By 1877 it was owned by another Akaroa personality, George Scarborough, who sold it that year.

Historic milling sites

Four potential archaeological sites associated with the subtheme of milling have been located through desk-based research as detailed in the following table.

Table 5.2. Historic grain milling sites recorded around Banks Peninsula.

Name	Date	Locality
Haylocks Grehan mill	1853	Akaroa
Jacob Waeckerle's mill	1853?	Akaroa
William Webb's mill	1852	Okains Bay
Waghorn's mill	1852	Little Akaloa

Other processing industries

In the 1880s, the Grehan mill building had a third industrial life as a short-lived jam factory. The Akaroa Fruit and Milk Preserving Company was formed in the 1880s to establish a jam factory to take advantage of the abundant fruit grown in Akaroa. The company abandoned plans to build a jam factory on the corner of Muter and Balguerrie Streets in favour of installing the plant in the Grehan Valley mill building. The factory began making jam in late 1884 or early 1885, but the company failed after just 22 months and the factory closed down.

In the early twentieth century, the former immigration barracks, which had been shifted to Takapūneke at the very end of the nineteenth century and turned into a short-lived crayfish canning factory, was used again as another, again probably short-lived, jam factory.

Most Banks Peninsula stock, lambs and cattle, were sent to the Christchurch-area freezing works for processing but abattoirs supplied local demands for meat. An abattoir was built in Lyttelton in 1901. It was moved subsequently to Cass Bay where it continued in use until 1964. A shed on the foreshore at Takapūneke was used as a local slaughterhouse for some years. In 1915 an abattoir was

built at Takamatua (replacing an older slaughterhouse further up the valley) to supply Akaroa with meat. In 1983 a proposal to establish a meat-processing works at Takamatua on the site of the old abattoir was crushed by popular opposition. A later proposal to build a small meat works at Hilltop did not proceed.

Elsewhere on the Peninsula, Reginald Bradley built a slaughterhouse on his Charteris Bay property in 1878 to supply Lyttelton with meat, but he produced chiefly butter and cheese rather than meat on his property.



Figure 79. Haylock Mill, Grehan Valley, Akaroa, ca. 1919.
Watercolour, Arthur Haylock
Source: A-157-004. ATL

5.1 Building Banks Peninsula's industries and workforce: Primary processing industries

General discussion:

Except for Lyttelton, industry on Banks Peninsula has been primarily concerned with the processing of farm products and with limited manufacturing based on the processed products. The earliest industries were flour milling, which was short-lived because wheat could be grown more cheaply on the plains for processing in large factories in Christchurch.

The co-operative dairy factories, which took the place of on-farm manufacture of cheese and butter in the later nineteenth century and early twentieth century, were for several decades the mainstay of industry on the Peninsula outside the Lyttelton Harbour basin. After the closure of the local dairy factories almost all the farm production of the Peninsula was shipped off the Peninsula for processing elsewhere, mainly in Christchurch. This included milk from the region's surviving dairy farms, so long as dairy factories remained operating in Christchurch, and stock consigned to the Christchurch-area freezing works.

Relevant listings:

The Peninsula's primary processing and small-scale local industrial past is very poorly represented in the current listings. Haylocks Mill cottage in the Grehan Valley, associated with one of Akaroa's early flourmills, is the sole listing of direct relevance to the theme.

Possible new building, object, site and landscape-related listings:

Any other remaining traces of the early flourmills in the Grehan Valley, including the surviving water races, should be considered for listing. Most of the region's dairy factories have disappeared, but the garage at Cooptown should possibly be considered for listing because of its dairy-factory past.

Any historic features at the Barry's Bay cheese factory or on the known sites of the old dairy factories should be considered for listing, given the importance of dairying in the Peninsula's history. Any buildings which had a former use in processing farm products should be considered for listing if they illustrate any aspect of the Peninsula's industrial past.

Possible new archaeological listings:

No specific archaeological sites can be identified that relate specifically to this theme.

Bibliographic note:

Dairy factories are generally dealt with adequately in the general histories of the Peninsula.

Further research:

A general history of the Peninsula's dairy factories, given their importance in the Peninsula's history, would be a useful addition to the literature on Banks Peninsula. The histories of some of the individual dairy factories – the Akaroa butter factory, for example – could usefully be researched further.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

5.2 Heavy and other secondary industries

The Peninsula's heavy, secondary, industry was based primarily at Lyttelton. But in 1912, the Banks Peninsula Engineering Company exhibited a benzene engine at the Little River show and subsequently the firm manufactured the engine in Little River. The engines were used locally for a great variety of purposes – to power launches, seed-cleaning machines, milking machines, cream separators and saw-benches (for firewood).

Such small-scale ventures aside, it was only at Lyttelton that heavy industry of any sort developed on the Peninsula. The industry was primarily engineering, and flourished in Lyttelton only because ships calling at the port or based there required repairs and maintenance.

Many Canterbury industries had their first tentative beginnings in Lyttelton, but 'Lyttelton rapidly lost most of these industries to developing Christchurch and the port industry centres on the activities associated with shipping'.

Small, primitive workshops and forges were set up in Lyttelton in the 1850s, but the history of heavy engineering industry in Lyttelton really begins with the establishment of ship-building yards in Dampiers Bay, on the western side of Lyttelton, (see section 6.2) where the engineering workshops remained through until the end of the twentieth century and beyond. Proximity to the graving dock and patent slip largely explains why the works were clustered on the western side of Lyttelton. The range of work done by these firms included boilermaking, blacksmithing and welding.

The list of Lyttelton's shipwright and engineering firms with their years of operation is:

- Millers ca. 1874-1960
- Andersons 1887-1955
- D. & S. Sinclair ca. 1910-1926
- H. Smith Ltd 1916 – 1945
- Sinclair Melbourne 1927 – ca. 1989
- Toomeys (Lyttelton) 1945 – ca. 1954
- Lyttelton Engineering 1953-1989
- Stark Bros 1958 – present
- CPD Engineering (Lyttelton) 1989 – ca. 1991
- Lyttelton Engineering II 1991 – present.

Although some of the firms appear to have had short lives, many disappeared in name only when they joined with other firms in various amalgamations and mergers. Millers, for example, was sold around 1960 to its long-time competitor Sinclair Melbourne, which had previously itself grown out of the earlier firm of D. & S. Sinclair. Toomeys was the older firm H. Smith Ltd renamed after a take-over. Toomeys in turn was merged with Sinclair Melbourne in the early 1950s.

After the end of World War I, though the local shipping services around the Peninsula had virtually ceased, coastal ships continued to call at Lyttelton and the Lyttelton engineering works secured work from the Northern Steamship Company and Wanganui Shipping Company which provided coastal

shipping services from Lyttelton to North Island ports. Not all the shipping-related work was on the vessels themselves. For the Northern Steamship Company, the Lyttelton Engineering Company also manufactured pallets and small containers.

Between the World Wars, Andersons, an old firm which had been founded in Christchurch, was Lyttelton's main engineering firm, with Sinclair Melbourne, from 1927 on, Andersons' main competitor.

During World War II, significant war contracts were shared by Millers, Andersons and Sinclair Melbourne. Enough contracts came the way of the Lyttelton firms that by 1943-45, Lyttelton had become 'New Zealand's second main naval dockyard', though it was never officially designated, as Devonport was, a naval dockyard.

After World War II ended, work for the firms came from surviving coastal shipping companies which were trading out of Lyttelton (the Union Company, Richardsons, the Canterbury Steam Shipping Company, the Anchor Line and Holm and Company), along with work on the Lyttelton-based fishing trawlers and on the Harbour Board's tugs, dredges, other vessels and equipment like cranes.

In 1955, however, a firm which had been a commanding presence on the Lyttelton engineering scene, Andersons, closed down in Lyttelton in favour of concentrating its work in Woolston. The firm had been heavily involved in shipping-related work (in 1891 it built the SS *John Anderson* in Lyttelton for the Banks Peninsula coastal trade), but to a greater extent than other firms it did important non-marine work. This work included making boilers for Canterbury factories, fabricating bridges, including major railway viaducts, oil tanks and machinery for freezing works.

Just a short time before Andersons ceased work in Lyttelton, a newcomer appeared on the scene. Beadle Engineering set up in Lyttelton in 1953 and established a workshop on the corner of London and Dublin Streets, not far from the Sinclair Melbourne premises at the western end of Norwich Quay. The proximity of the two firms' premises confirmed the industrial character of the western edge of central Lyttelton. By 1954, Beadle Engineering had been renamed Lyttelton Engineering.

After the withdrawal of Andersons from Lyttelton, the main firms in Lyttelton were Sinclair Melbourne (which by then included the old Millers firm) and Lyttelton Engineering, though in the later 1950s another new firm was set up, Stark Brothers, who established themselves as shipwrights and boat-builders on Godley Quay.

Into the 1960s, the local fishing industry continued to provide repair and manufacturing work for the Lyttelton companies. As local fishing declined, work for the visiting Russian, Japanese and other trawlers took up some of the slack. Non-marine work undertaken in the 1960s included steel framing for farm buildings, boilers and steel chimneys for Canterbury factories and tanks and other equipment for freezing works.

There was a complicated re-organisation of the Lyttelton engineering firms in the late 1980s, involving Cable Price Downer (itself owned by Brierly Investments), which took over both Sinclair

Melbourne and the Lyttelton Engineering Company. Sinclair Melbourne had sold its Norwich Quay property to the Harbour Board in 1984 and concentrated its operations by the graving dock, where it built a new complex in 1987-88, just before it was bought by Cable Price Downer. The final outcome of the various purchases and restructuring was the re-emergence of a single firm which took the old name Lyttelton Engineering. Stark Brothers had stayed out of Cable Price Downer and set up an engineering division of its own as its workload increased with contracts to build barges in the 1990s.

In 1995, Stark Brothers built new premises by the graving dock. Its work continued to have a strong emphasis on the building and refitting of barges and trawlers, the emphasis which engineering in Lyttelton had at its outset. Into the twenty-first century, Lyttelton Engineering and Stark Brothers carried on the tradition of heavy engineering in Lyttelton. Below them were a number of smaller firms which also made use of the graving dock and patent slip. These firms included Wood and Thompson, Tank Maintenance, Helps Marine and Tissiman Marine Maintenance.

By the end of the first decade of the twenty-first century, engineering in Lyttelton was still being undertaken by two firms, both based near the graving dock in western Lyttelton. Stark Brothers deliberately focused on ship manufacture and repair, the work which had given the industry in Lyttelton its start, while Lyttelton Engineering had remained a general engineering firm undertaking a wide of range of non-marine as well as marine work.

The only other heavy industry established in Lyttelton, apart from the engineering firms, was the Massey Harris farm machinery plant which operated between the World Wars at the western end of the town, near the oil tank farm.

There was a certain amount of light manufacturing in Lyttelton, more than in any other Peninsula settlement. These included sailmaking, sweet, icrecream and soft-drink manufacturing, bootmaking and the making of egg preserver by J.T. Norton. In the years following the end of World War II Perrys Shoes and Lichfield Shirts both operated small factories in Lyttelton, partly to take advantage of the emerging female workforce, the wives of port and railway workers living in Lyttelton.

Lyttelton also had a long established building firm which had a joinery factory. Before the Otira tunnel was completed, Hollis and Brown imported timber from the West Coast by ship. Once the tunnel was opened, the firm's supplies of timber arrived by rail. The joinery factory on London Street operated into the 1950s, its pulleys and belts driven by an electric motor.

The only similar light, not farm-based, industries in Akaroa were an aerated water factory and the Akaroa Harris tweed factory which flourished in the years immediately after the end of World War II. Akaroa has also had a number of builders' yards through the years, but none engaged in joinery manufacture at the scale of the Hollis and Brown factory in Lyttelton.

5.2 Building Banks Peninsula's industries and workforce: Heavy and other secondary industries

General discussion:

On the Peninsula, heavy, secondary industry developed only in Lyttelton where there was a demand for the construction, repair and servicing of ships. The emergence of firms catering to this demand was stimulated by the construction, in the 1880s, of the graving dock and patent slip. From these origins, some Lyttelton engineering firms developed into general engineering enterprises which undertook non-marine work. Lyttelton also supported at different times light manufacturing enterprises which were established either to meet local demands or to take advantage of an available workforce – the wives of waterside workers, sailors and others.

There were also small manufacturing concerns in Akaroa at different times – short-lived jam factories, aerated water factories and for a period after the end of World War II a Harris tweed factory. Some of these enterprises, like those in Lyttelton, were based on local demand for the goods produced or on the availability of labour. Like the small factories in Lyttelton, some Akaroa factories produced goods for markets beyond the Peninsula.

Relevant listings:

Some of the listed residences in Lyttelton would have been the homes of principals in the early engineering firms. The graving docks played an important part in the establishment and growth of the engineering firms.

Possible new building, object, site and landscape-related listings:

Any buildings which had a former industrial use should be evaluated for possible listing if they illustrate any aspect of the Peninsula's industrial past.

Although the patent slip in Lyttelton has been rebuilt, it should be examined for evidence of its original character in case these warrant its being listed. There may be residences of people prominent in the establishment and growth of Lyttelton's engineering industry which have not yet been listed which should possibly be considered for listing.

Any former and the present premises of engineering firms in Lyttelton should be examined in case there are artefacts or present features which would justify listing on the grounds that they illustrate an important aspect of Lyttelton's economic life.

Any surviving premises of the light industries in either Lyttelton or Akaroa should be examined in case any are suitable for listing as illustrations of those industries.

Possible new archaeological listings:

No specific archaeological sites can be identified that relate specifically to the theme of heavy and other secondary industries.

Bibliographic note:

Amodeo's book on the Lyttelton Engineering Company is an invaluable, and sufficient, source on many aspects of heavy industry in the port. Information on the other, light, industries in Akaroa and Lyttelton is scant and scattered throughout secondary sources on each place.

Further research:

The histories of small, local manufacturing concerns in Akaroa and Lyttelton could be usefully researched with a view to establishing whether there are any buildings or other artefacts which should be considered for listing.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 80. Andersons engineering works (highlighted) in relation to the finger wharfs and railway line, Norwich Quay, 1912

Source: Muir and Moody Photograph O.002043, MNZ

5.3 Retail businesses

Retail businesses on Banks Peninsula were concentrated in Akaroa and Lyttelton, but in the days before roads were improved and quick journeys by car to either Akaroa or Lyttelton or, more recently, into Christchurch became possible, there were individual shops in a number of the bays and other settlements which supported larger populations.

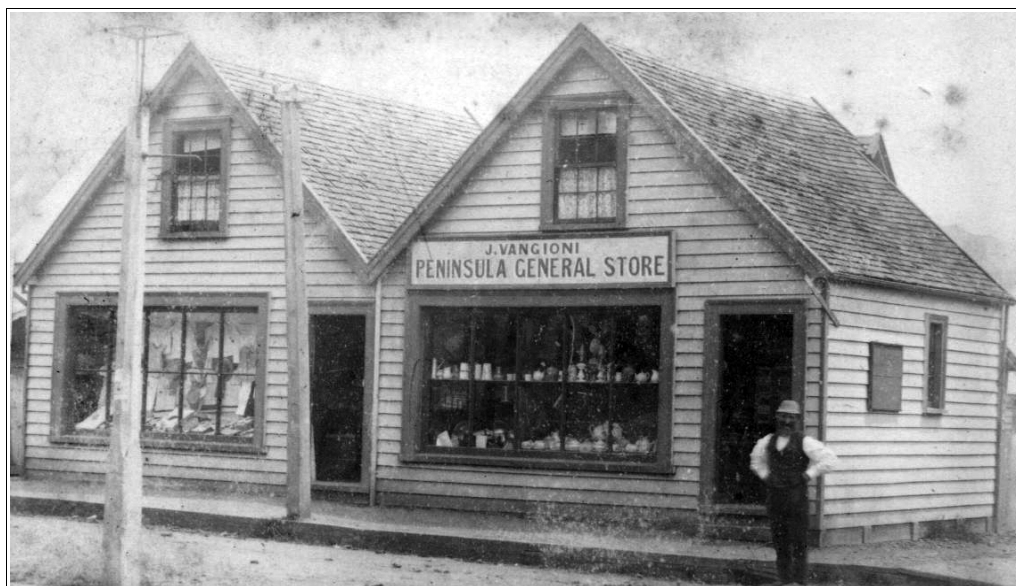


Figure 81. Joseph Vangioni outside his first general store in Lavaud Street, Akaroa.
This opened in 1878.

Source: Shuttleworth collection

Little River had a store by the 1860s. By around 1900, there were a baker and butcher as well as the store. In 1906 the general store was being run in conjunction with a refreshment rooms serving travellers to Akaroa who changed from train to coach (or, later, service car) at Little River. Today's Little River store (which replaced a nineteenth century wooden building which burned down) also caters to travellers rather than people shopping locally.

Several of the bays also had stores by the 1860s, including Pigeon Bay where the new store building of 1881 survives, though it is no longer a store. The 'new' store built at Okains Bay in 1878, to which a post office extension was added in 1892, survives and remains a store. The first store opened in Little Akaloa possibly in the 1850s; the shop there was well-established by 1862-63. In 1940 it was still operating as a store but closed after the end of World War II. A store opened at Barry's Bay in 1878 and at Duvauchelle probably in the same decade.

Le Bons Bay had a number of stores serving the local farming community through the years but there was no store in the bay from the 1970s. In the 1930s, when people began camping and then building baches on the Le Bons Bay foreshore, the local landowner, Ned O'Connor, opened an informal shop to supply the holiday-makers with milk, bread and vegetables. This store closed in 1970.

Today (2014) the only stores outside Akaroa and Lyttelton which are still trading are at Okains Bay, Duvauchelle and Little River. The Okains Bay store remains open in part only because a local resident was determined it would not close. The stores at Duvauchelle and Little River now cater mainly to passing travellers.

Although most Peninsula residents shopped locally, a number of retail businesses offered delivery services, sometimes quite far-flung. In the first half of the twentieth century, deliveries were made door to door in the Little Akaloa/Chorlton area by the Little Akaloa store itself (using a horse and cart and then the school bus service) and also by the Akaroa butchery and Akaroa drapery. Even larger Christchurch firms, Beaths and the D.I.C., made door-to-door calls in the area several times a year.

Both Akaroa and Lyttelton have had a wide range of retail businesses since the towns were founded. When he returned to Akaroa in 1864 after a 24-year absence, Louis Thiercelin commented on, among other things, the number of shops in the town. The town has had a continuous history of retailing of various sorts, in a great variety of buildings, several of which survive from the late nineteenth century and early twentieth century.

Lyttelton had a number of retail shops in business in the 1850s, and has had, like Akaroa, a continuous history of retailing ever since. In the first half of the twentieth century almost all the residents of Lyttelton shopped locally. Frederick Page, remembering his early twentieth century Lyttelton childhood, recalled shops that were fixtures of the town for several decades: Mahers the draper, Ludlow the tailor, Wyatt's sweetshop, Austin's paper shop, Norton's cake shop and a fishmonger. Despite the ease of travel between Lyttelton and Christchurch which followed the opening of the road tunnel, a supermarket opened in Lyttelton in the later twentieth century.

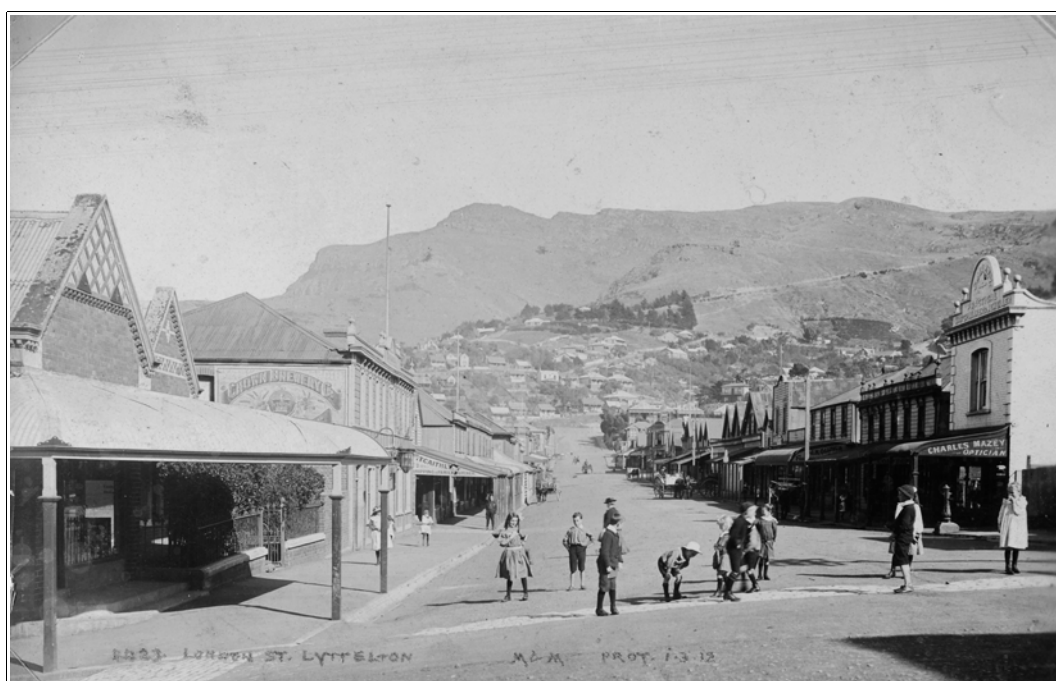


Figure 82. London Street, Lyttelton, 1912.
Source: Muir and Moody, O.000862, MNZ

An important and long-standing feature of Lyttelton's commercial life was the ship chandlers and other firms whose customers were not townsfolk but those responsible for supplying and provisioning the vessels which berthed in the port. One of the several prominent ship chandling firms in Lyttelton was Robert Forbes Ltd.

While horses remained important to work farms and provide transport, blacksmiths shops were to be found in several bays, as well as in Akaroa and Lyttelton. In Akaroa, Jacob Kissel had a saddle and harness making business on Beach Road in the 1870s. From 1872 up until the outbreak of World War I, Patrick and Charles O'Reilly had a shoeing and general smith's shop, first on Rue Lavaud, then nearby. In the Little Akaloa/Chorlton area there were four local blacksmiths at different locations over the years.

As the use of motor transport increased steadily through the early decades of the twentieth century, local garages took the places of blacksmiths shops.

Garages were established in Akaroa and Lyttelton in the 1920s. The Lyttelton Borough Council issued its first permits to supply petrol from bowsers in 1926. In Lyttelton, the engineering firm Sinclair Melbourne in 1930 established a petrol station and car repair shop on the corner of Dublin Street and Norwich Quay which remained a feature of the town for many decades.

There were garages in Okains Bay, Little Akaloa and Little River. A second garage in the Little River area opened at Cooptown after the end of World War II in the redundant dairy factory.



Figure 83. The business premises of A. Dix, Plumber, Gasfitter and Tinsmith and H. Smith & Co. Ships Engineers, Norwich Quay, Lyttelton, 1912.
Source: Muir and Moody, O.002050, MNZ

The importance of hotels and boarding houses in the Peninsula's tourist industry is discussed in section 6.12, but a number of hotels were as much local businesses serving residents as part of the Peninsula's tourism infrastructure.

Akaroa's first retail business (and Canterbury's first pub) was the Victoria Inn established by William Green on the Takapūneke side of Greens Point in the early 1840s. Green established a second hotel on Beach Road in Akaroa which in 1852 became the Commercial Hotel of George Armstrong. As early as 1843 Akaroa's Police Magistrate, C.B. Robinson, started issuing publican's licences. In that year, James Bruce established the long-lived hotel that bore his name on Beach Road. A French settler, Jean Adolphe Francois, established his French Hotel near the French jetty in the 1840s and a former whaler, William Woods from Oashore, opened the Whalers Arms, near the Bruce Hotel, in the same decade.

Other hotels which opened in Akaroa in the nineteenth century included Waeckerle's (which became the Grand), the Hotel Normandie, the Criterion, the Madeira and Wagstaff's. There were hotels briefly, in the nineteenth century, in Pigeon Bay and Little Akaloa. One of the region's longest-lasting hotels, in Duvauchelle, like the hotel at Pigeon Bay, combined offering accommodation and hospitality to travellers with serving a local clientele.

Hotels were among the first businesses established in Lyttelton, in advance even of the arrival of the first body of Canterbury Association settlers in December 1850. Over the following years the port continued to support a number of pubs, serving visiting seamen (in the days when cargo ships took several days or even weeks to load and unload) as well as local people. The number of pubs in Lyttelton was not always regarded with favour by some locals. In 1868, the Borough Council voted four to three to request the Licensing Bench not to allow the number of licences to be increased 'beyond the requirements of the place'.

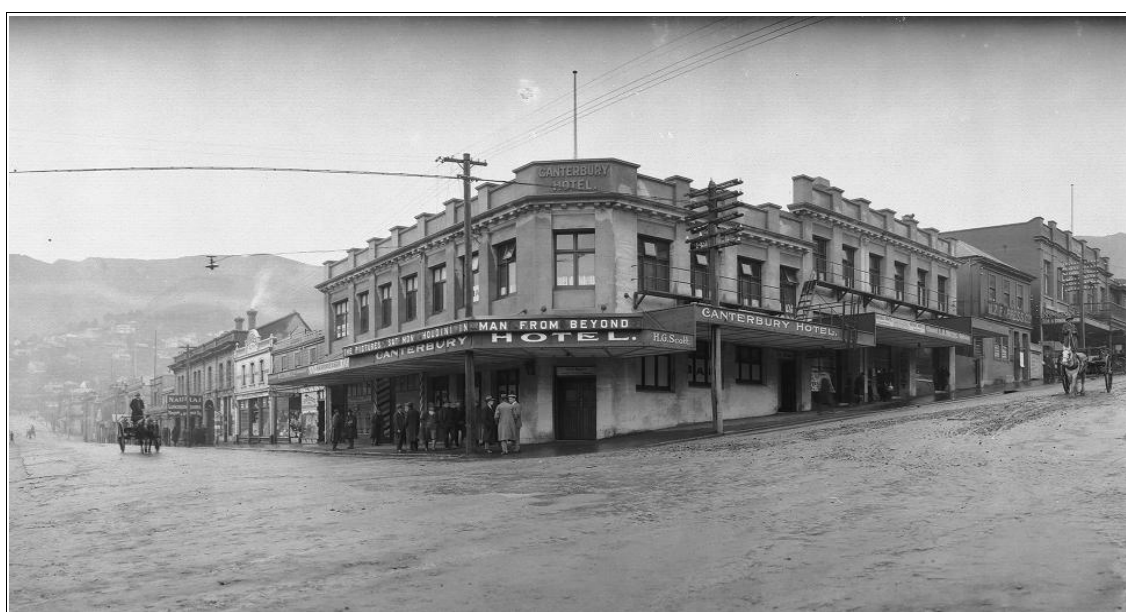


Figure 84. The Canterbury Hotel in Lyttelton's business centre in 1923.

Source: R.P. Moore Collection, (part) Pan-1734-F, ATL

At the time of the earthquakes of 2010-11 its several masonry hotels were among the notable buildings of Lyttelton, architecturally and for their importance in the town's social history, but most of them were demolished after the earthquakes.

Historic business sites

Four archaeological sites associated with the sub-theme of retail business have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another.

Table 5.3. Business premise sites recorded on ArchSite for Banks Peninsula.

NZAA Site Number	Locality	Site Type	Description
M36/220	Lyttelton	Commercial	The Forbes building
M36/230	Lyttelton	Commercial	Nineteenth century building location
M36/239	Lyttelton	Commercial	1860s hotel
M36/250	Lyttelton	Commercial	The site of a nineteenth century commercial building



Figure 85. Pre-earthquake photograph of the Mitre Hotel, corner of Norwich Quay and Canterbury Street. The hotel's connection with the Norwich Quay site dates back to 1849, when a sly-grog shop called the Mitre opened. The hotel sustained damage in the 2010-11 earthquakes but has escaped demolition. Source: Kete Christchurch : Lyttelton Clubs, Bars and Cafes, creative commons license

5.3 Building Banks Peninsula's industries and workforce: Retail businesses

General discussion:

Lyttelton and Akaroa have been thriving centres for retailing from their foundation through to the present. Lyttelton, as the larger centre, had both more shops and a greater variety of them. In the years that transport on the Peninsula was slower and more difficult than it became in the second half of the twentieth century, there were also general stores in a number of the more populated bays and in some also butchers' shops.

Other local businesses were blacksmiths which, as horses gave way to cars and trucks, developed into or were replaced by motor garages. A number of hotels were more important as local pubs than as places where travellers found accommodation.

Relevant listings:

A large number of the listed commercial buildings in Akaroa (predominantly on Beach Road and Rue Lavaud) and in Lyttelton (predominantly on London Street) were or still are retail shops of one description or another. They include a number of buildings which were combined shops and dwellings.

All the significant commercial premises in Akaroa appear to have been listed already. The shops of Akaroa were mostly built of timber with corrugated iron roofs while many of those in Lyttelton were more substantial masonry buildings. A number of those which had been listed were demolished after the earthquakes of 2010-11. Even so, the representation of retail shops in the listings for Lyttelton, as well as those in the listings for Akaroa, remains adequate. Two of the isolated stores in the bays which have survived, at Okains Bay and Pigeon Bay, have both been listed. Of the hotels which were as important as local pubs as places to stay, in Lyttelton the Mitre and the British remain (after other listed hotels were demolished following the earthquakes) while in Akaroa the Criterion (originally a hotel), the original Madeira and the Grand have been listed.

Possible new building, object, site and landscape-related listings:

Any former blacksmiths' shops and any buildings formerly used as motor garages (such as one at the northern end of the Little Akaloa foreshore) should be identified and considered for listing. So should any other surviving buildings which served as shops in the various bays, including those of the two harbours.

The former butcher's shop at Little River should be considered for listing, as should the present Little River Hotel though it is a relatively recent replacement of the original wooden hotel on the site.

The present Hilltop Hotel, though it too is a replacement of the original building and has historically been more important as a place providing refreshment for travellers than as a place to drink and socialise for locals, should also be considered for listing.

If the second Madeira Hotel in Akaroa is not included under the listing for Chez La Mer, it should be considered for listing.

Possible new archaeological listings:

The four commercial premise sites listed in Table 5.1 should be considered for listing.

Bibliographic note:

Many small businesses are mentioned in passing in the secondary sources, both general and those pertaining to particular bays or localities, but there is no systematic study of retail businesses on the Peninsula.

Further research:

Research into the histories of specific commercial premises, both those already listed and those being considered for listing, would enable a more complete general picture of retailing on the Peninsula to be gained.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 85. The British Hotel, Lyttelton, 2010.

Source: Kete Christchurch : Lyttelton Clubs, Bars and Cafes, creative commons license

5.4 Professional services and penal labourers

Professionals – mainly lawyers and accountants – offered services in both Akaroa and Lyttelton from the early years of each town. (Two important groups of professionals are discussed elsewhere, health professionals in section 9.2, and clergymen in section 9.1.) It was only in one or other of the two towns that Peninsula residents could access professional services without having to travel to Christchurch.

In the nineteenth century and early twentieth century Akaroa had resident lawyers, but by the later twentieth century, legal services were available in Akaroa only from lawyers who travelled regularly from Christchurch. By that time, most Peninsula residents were accustomed to driving into Christchurch to access professional services. Lyttelton has had resident lawyers and accountants since the mid nineteenth century.

Both towns had banks, offering financial services. From the later nineteenth century on bank buildings were important features of the towns architecturally. One of Lyttelton's earliest stone buildings was the Union Bank, the residence of which survived until the 1950s. Lyttelton's Bank of New Zealand building of 1879 was designed by the notable architect William Armson. Akaroa's 1905 Bank of New Zealand is one of the town's most important surviving older commercial buildings.

Both Lyttelton and Akaroa had their own newspapers, though Lyttelton's, the *Lyttelton Times*, decamped to Christchurch in the 1860s and though the paper kept 'Lyttelton' in its name for several more decades it was in effect a Christchurch newspaper.

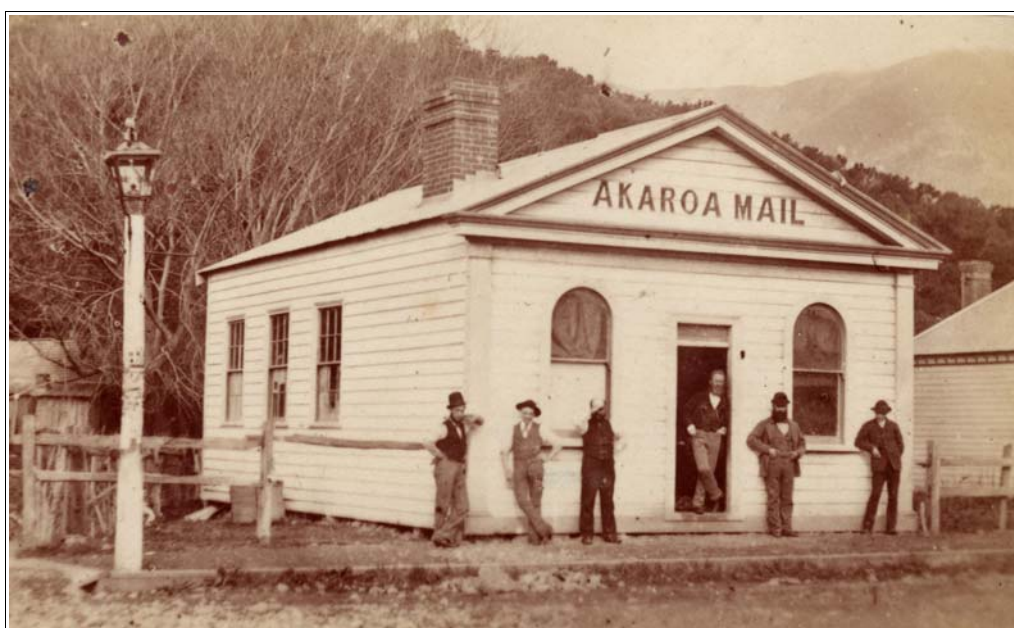


Figure 86. Akaroa Mail premises.
Source: Shuttleworth collection

The *Akaroa Mail* was founded in 1876, by Joseph Ivess, who founded local papers in a number of places throughout New Zealand. The paper's first premises were on Rue Jolie, near the Coronation Library and Gaiety, but it was later based on Rue Balguerie, near the waterfront. The paper was bought in 1881 by Howard Jacobson. Jacobson edited the paper for 22 years, until 1903, when his daughter Ethel took over. Though Howard Jacobson died in 1910, the *Mail* remained in the hands of the Jacobson family for many years. (Howard Jacobson not only edited the *Akaroa Mail* he also became the Peninsula's historian, publishing the first edition of his *Tales of Banks Peninsula* in 1883. It was followed by a larger second edition in 1893 and was the basis of the 1940 publication, *Akaroa and Banks Peninsula*.)

By the early twenty-first century, the *Mail* was still being published. Although the editor was no longer a permanent resident of the town and the paper was printed elsewhere, the paper remained strongly focused on the Peninsula and Akaroa. Community 'newspapers' have been produced at different places on the Peninsula at different times, usually by amateurs or volunteers. The *Diamond Harbour Herald* was first established in 1952 to publicise fund raising for a community purpose.

Professional gardeners, nurserymen and agriculturalists arrived with the first influx of settlers in the 1840s and 1850s, encouraged in the first instance by the Canterbury Association's assisted passages offer for (a limited number of) gardeners, shepherds, farm servants, labourers and county mechanics. Many of these men had impressive past employment histories. Henry Hayward, of Robinsons Bay had worked as a gardener at both Blenheim Palace and Middleton Park before coming to New Zealand and William Gray of Governors Bay had been a landscape gardener for the renown Wemyss family of Fyfe, Scotland. Frenchman Eli Bouriard was a gardener and nurseryman and another colonist had been involved in the laying out of Crystal Palace Exhibition grounds in Hyde Park.

The skills, horticultural knowledge and period design conventions that these men brought with them were applied to many of the newly clear-felled larger properties across the Peninsula. By 1863 Lyttelton had seven gardeners and Akaroa five, three of whom were of French extraction.

Numbers grew and occupations diversified so that by 1880 there were seven specialist fruit growers, three nursery/seedsman and seven gardeners in Akaroa. At Lyttelton these numbers were lower with five gardeners listed in the *Southern Cross Almanac* for that year. This diversification corresponded with the growing need for specialist assistance to tend the gardens of 'propertied' families who had established pleasure grounds, plantations, orchards, hothouses, vineries and other pastoral ventures. On some of the larger properties gardeners were charged with the additional responsibility of selling and delivering produce that they had cultivated. In addition, some such as Goen Bicknell, the gardener on Garwood's 'Green's Point' property, also supplied the public with bouquets, table decorations, pot and other plants and sent bunches of violets by steamer to Dunedin for sale.

The need for skilled gardeners continued into the twentieth-century but their early role in the laying out of gardens had by this time been largely taken over by specialist landscape designers. A.W. Buxton was one such specialist firm, who not only provided plant material, garden ornamentation and fencing, but also offered a layout and design service. At least five gardens on the Peninsula are

known to have been designed and laid out by this firm between 1910 and 1926. These were the gardens of; J. H. C. Thacker's property 'Essydale Estate' in Okains Bay; T. E. Taylor's garden (now known as the Maison de la Mer) in Akaroa; J. C. Hay's property 'Glenralloch' in Pigeon Bay, and F. G. Birdling's property at Poronui.

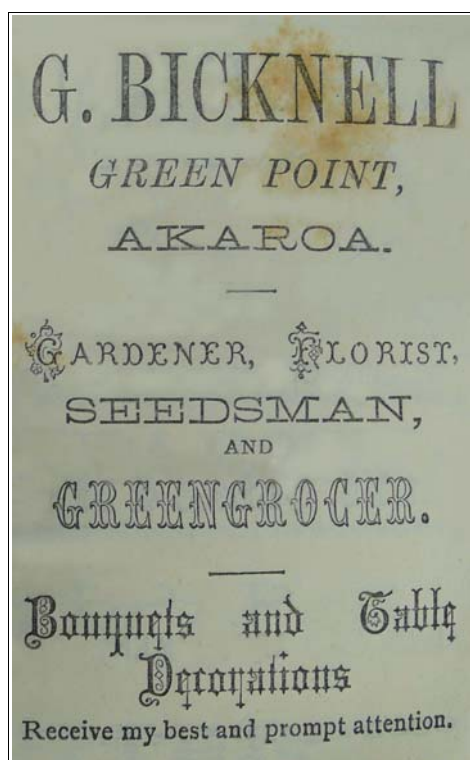


Figure 87. Goen Bicknell's advertisement, 1890.
Source: *Lovely Akaroa*

Penal labourers

Lyttelton owes much of its early infrastructure to the prisoners incarcerated in Lyttelton Gaol. As part of the reformatory deterrent aspect of their incarceration those who had been sentenced to hard labour were required to undertake strenuous physical work both inside the prison and outside on public works projects.

Known as the hard labour gang the group had its genesis in the first half of the 1850s. In the 1850s and 1860s prisoners provided the labour for piecemeal additions to the gaol and also worked on the Bridle Path in 1854. From at least 1864, the hard labour gang did work for the Borough Council. In 1872, the *Lyttelton Times* reported that of the 65 prisoners then in the gaol, 33 were working on the Officer's Point breakwater and noted that 'a very large and appreciably valuable amount of work' was being performed by members of the gang.

The hard labour gang was a familiar sight around Lyttelton for six decades undertaking stone-breaking and road-building. In addition they formed cuttings, planted trees and erected stone walls. In the 1870s, the gang worked was involved in the rebuilding and extension of the gaol, excavating and building the concrete walls of the new cell blocks. They were also engaged levelling the site of the Borough School on the former Market Place, immediately south of the gaol in 1874.

The gang also built retaining walls on the site of the Timeball Station, helped construct the Officer's Point breakwater (from 1865 onwards), and worked on the fortification of Rīpapa Island. The quarantine station on Quail Island was constructed by the gang as well as the extant lengthy retaining wall on the island.

The gang continued to work round Lyttelton in the early years of the twentieth century, on the reclamation at Sticking Point, on the Sumner and Governors Bay Roads and at Corsair Bay, where they levelled ground and built retaining walls and the jetty. In 1910, the gang was working on the artillery barracks, back on Rīpapa Island and on the site of the West Lyttelton School where they levelled the playground and built its terrace walls. The gang continued to build walls around the town right up to the beginning of World War I, just a few years before the gaol was closed.

The substantial surviving works of the hard labour gang are important as physical evidence, second only to what survives on the site of the gaol itself, of the presence of the gaol in Lyttelton. The historian of the Lyttelton Borough, James Watson, has noted that 'to a degree which for a town of the size must be unique in New Zealand, Lyttelton continues to display substantial evidence that it once had a notable gaol within its boundaries'. Watson also wrote that 'in the streets of the town the men of the hard labour gang are remembered by their own anonymous memorials.'

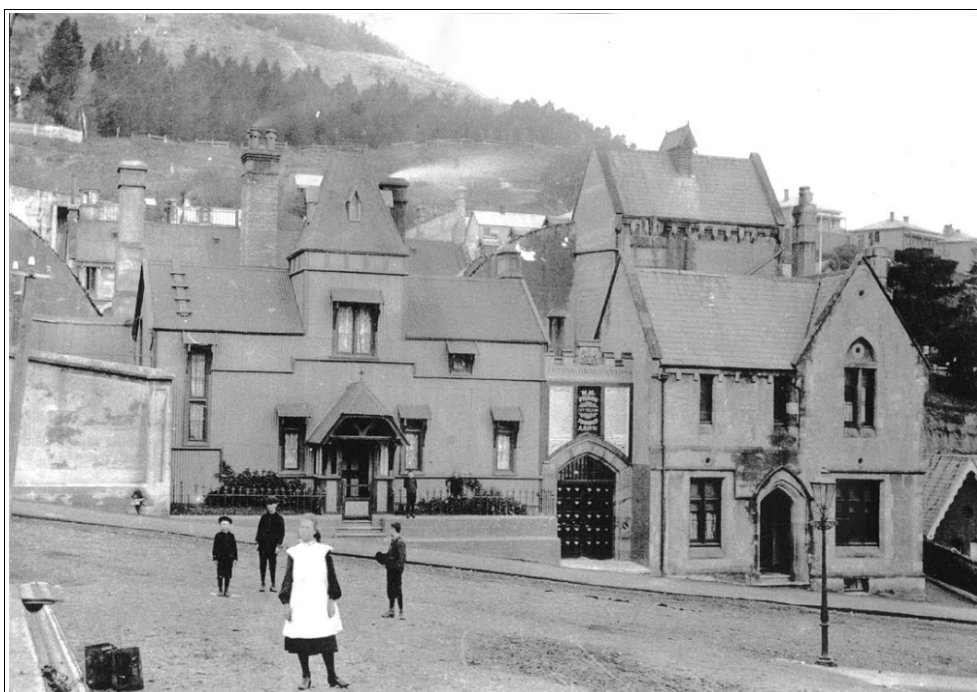


Figure 88. Lyttelton Gaol, between 1872 and 1903.

Source: *The Cyclopaedia of New Zealand [Canterbury Provincial District] 1903.*

5.4 Building Banks Peninsula's industries and workforce: Professional services and penal labourers

General discussion:

Legal, accounting and banking services have all been provided historically in Lyttelton and Akaroa by resident professionals, although in Akaroa, by the late twentieth century, such services were generally provided by visiting professionals who came over by the day from Christchurch. Those living elsewhere on the Peninsula than in Lyttelton or Akaroa had to travel to either of those two towns or Christchurch to avail themselves of professional services.

Lyttelton had a newspaper in its earliest days, but in the 1860s it departed for Christchurch, though it kept the name Lyttelton in its title for several decades more. The Akaroa Mail is one of Canterbury's longest lived local newspapers, though it is no longer produced in Akaroa and both its former premises no longer exist.

Skilled professional gardeners, mostly from England and Scotland, were responsible for laying out and maintaining many of the Peninsula's gardens from the second half of the nineteenth century. Alfred Buxton, generally regarded as one of New Zealand's first landscape architects, was responsible for the design of at least five of the Peninsula's important properties.

Work by the hard labour gang contributed significantly to the Lyttelton's infrastructure and today is a character defining element within the town and the nearby bays.

Relevant listings:

The residences in Lyttelton and Akaroa of a number of the professionals resident in the towns in the nineteenth and early twentieth century are included in the present, comprehensive, lists of residences. It may be necessary to highlight, in the documentation for some of these existing listings, the connection they have with the provision of professional services in the towns.

Some of the listed commercial buildings in both towns were formerly the premises of professionals. These include the quaint, two-doored building on Rue Lavaud in Akaroa which has associations with the legal profession. Again, the association with the provision of professional services may need to be emphasised in the documentation for these already listed buildings. It is unclear whether any of the listed buildings include settings which could reflect the provision of professional gardener services.

The Oxford Street cobblestone gutters are listed and probably reflect work undertaken by the hard labour gang. There are also many dwellings listed in the District Plan and it is assumed that these listing include all heritage fabric associated with the setting of the dwelling including stone retaining walls which may have been constructed by the hard labour gang.

Any stone work which survives from the hard labour gang's endeavours at Rīpapa Island will be included in the listing for the island. The remnant structure within the former Lyttelton Gaol site references their presence.

Possible new building, object, site and landscape-related listings:

It seems likely that most relevant dwellings and commercial premises connected with the provision of professional services are already listed but some more that should be considered for listing may be identified if the research suggested below is undertaken. This is also the case for professional gardener services as noted below.

The Quail Island retaining wall is recommended for listing as part of the greater cultural landscape listing of the Island. (This is also recommended as a possible listing in section 4.6)

Any seawall rockwork in Corsair Bay that survives from the hard labour gang works in 1906-1907 could be considered for listing along with stone retaining wall at Battery Point and any surviving Lyttelton stone walls.(Also recommended as a possible listing in section 4.6)

Other ways of making visible the important role played by penal labour in the development of public infrastructure in the Peninsula should also be explored.

Possible new archaeological listings:

No archaeological sites can be identified that relate specifically to professional services.

Bibliographic note:

The coverage of the provision of professional services in Lyttelton and Akaroa is haphazard and incomplete in the secondary sources. Much of the work undertaken by Alfred Buxton has been recorded by Tipples, R. (1989) *Colonial landscape gardener: Alfred Buxton of Christchurch, New Zealand, 1872-1950*

Some of the work undertaken by the hard labour gang is documented in Pearson, D., Wilson, J., Beaumont, L., & Watson, K. (2011) 'Former Lyttelton Gaol: A Conservation Plan'.

Further research:

Further research in to the roles played by professionals in the economic and social lives of Lyttelton and Akaroa is needed for a better understanding of those aspects of the histories of the town. Something as basic as checking street directories over time for occupations would contribute to that better understanding.

Further research into the development of some of the larger Peninsula properties may shed light on the work of the early professional gardeners. Similarly, field work to further investigate the Peninsula landscapes designed by Alfred Buxton may reveal remnant landscape elements, period design conventions and planting styles that survive in situ and reflect the role of the professional landscape designer.

Further research into the records of the Lyttelton Gaol would reveal the true extent of the work undertaken by the hard labour gang throughout the Peninsula.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

5.5 Holiday-making

Akaroa, described at times in the past as ‘the Riviera of New Zealand’, has been a popular destination for holidaymakers since the nineteenth century. As early as 1851, the *Lyttelton Times* predicted that Akaroa would become a ‘fashionable watering place’, providing escape from the monotony of Christchurch and dust of Lyttelton’.

Most of the holidaymakers have come from Christchurch and other parts of Canterbury, but with the upsurge of international tourism in the last quarter of the twentieth century, increasing numbers of the visitors to the town came from other countries.

The Peninsula became popular as a holiday destination partly because Akaroa and the bays had mostly pleasant climates and because there were abundant opportunities for boating, swimming, fishing or simply relaxing on sheltered beaches. The opportunities visitors enjoyed for relaxation on the Peninsula are discussed further in section 9.6.

Akaroa also had a reputation, from the nineteenth century, as a picturesque, historic town. The *Press* noted in 1911 that ‘one cannot fail to notice that the town presents a totally different appearance from most New Zealand settlements. There is a peaceful and old world air about it that is distinctly novel and very pleasing.’ Akaroa enjoyed, the paper continued ‘a reputation as a holiday resort for the jaded inhabitants of the cities’.

Akaroa in particular, and the Peninsula generally, maintained this reputation right through the twentieth century. In the late 1920s, J.C. Andersen wrote that ‘Akaroa has never, since its busy early days of whaling, milling and shipbuilding, shown any active desire to be other than a holiday resort; and for this it is eminently suited’.

‘Akaroa carries about it’ W.A. Taylor wrote in 1938, ‘the atmosphere of an Old World town’. Taylor also suggested that its role as a holiday destination was to an extent forced on it: ‘Hemmed in by steep hills, Akaroa’s situation has mitigated against the place ever becoming other than a county town and pleasure resort’. Harvey McQueen’s boyhood memories of Akaroa in the 1930s are of a town in which ‘tourism was important’ as demonstrated by its five large wooden hotels and many guesthouses. A study towards the end of the twentieth century emphasised the importance of Akaroa as a resort and ‘urban playground’ and that holidaymakers on the Peninsula included those who camped in various bays and those who made day trips.

Organised excursions by sea to the Peninsula’s bays began in the 1850s, first to Purau, Pigeon Bay and Akaroa. The first excursion of all may have been a steamer excursion in 1855 from Ferrymead to Pigeon Bay.

When Akaroa and other Peninsula bays first became popular as a holiday destination, the great majority of the visitors stayed in hotels and boarding houses. In the histories of hotels on the Peninsula it is difficult to disentangle the role of hotels as places where travellers stayed overnight or locals came to drink and their role as places where people stayed for longer periods, on holiday. The Pigeon Bay Inn which operated from 1851 until the late 1870s was probably more important as a

‘watering hole’ for local timber-workers than as a place where travellers or holiday-makers found accommodation, even though Pigeon Bay was, in those years, a way-station on the usual route between Lyttelton and Akaroa. (Its successor, the Pigeon Bay Hotel, operated for only two years, from 1884, until it was taken over as a homestead by a family whose home had been destroyed by a landslip.) The Pig and Whistle operated at Little Akaloa from the early 1870s until 1882, and the Pier Hotel at Okains Bay only from 1878 to 1880. They were both, like the Pigeon Bay establishments, more important to locals as places to drink than to travellers as places to stay.

Other early hotels on the Peninsula developed primarily as places travellers could stay overnight when travelling to Akaroa from Lyttelton or Christchurch rather than as places to go on holiday. The Purau inn, established in the original homestead of the Greenwood brothers around 1860, was used by those travelling to Akaroa along the ‘Purau line’ (see section 6.4) but lasted only five years or so.

The first hotel at Duvauchelle – ‘a public house of very small pretensions’ was how Charlotte Godley described it – was built in 1851 when a common route to Akaroa was by sea to Pigeon Bay, over the Pigeon Bay Saddle, then on to Akaroa either by ferry down the harbour or along the road of sorts that ran from the head of the harbour to Akaroa. A more substantial hotel was built later in the 1850s, only to burn down in 1861. Its wooden replacement burned down in a second fire in 1875 and was replaced by the substantial brick Somerset Hotel which survived, under different names and ownerships, until the earthquakes of 2010-11. The Duvauchelle, like many Peninsula Hotels, played the double role throughout its life as a place where visitors found accommodation and meals and as a place to which locals came to drink together.

The other early route to Akaroa from Christchurch skirted the edges of Te Waihora (Lake Ellesmere) and Wairewa (Lake Forsyth) to Little River, then crossed over the Hilltop saddle by way of, initially, a bridle track. The Beach Arms Hotel at Birdlings Flat (it was also known as Wascoe’s and Birdling’s) opened in 1861. By 1938 only bluegums and an old stockyard marked the site. The Ellesmere Arms Hotel at Tai Tapu, which was outside what became the Banks Peninsula District, was also on this route to the Peninsula. It opened in 1856.

After 1872, the main route between Akaroa and Christchurch was the coach road through Little River and over Hilltop. Two hotels owed the origins to the opening of the coach road over Hilltop. The first Hilltop Hotel itself was built in 1872, the same year in which the coach road was opened, by an Akaroa businessman, James Garwood. It was replaced in the first half of the twentieth century. At Little River, the Lake Forsyth Arms Hotel was built in 1878 and immediately became an important stop when the full journey from Christchurch to Akaroa was made by coach. It lost this role in 1886, being distant from the station, when the railway was opened to Little River and the coaches ran only from Little River to Akaroa. From that time, although it remained in part a place of lodging for travellers it was also where local people came to socialise and drink.

Early hotels in the Lyttelton Harbour basin (other than in Lyttelton itself) also played a role in providing accommodation for those travelling to the Peninsula. At Governors Bay, the Travellers’ Rest opened at the foot of Dyers Pass around 1859. The Ocean View, Governors Bay’s second hotel,

opened in 1870. The Wheatsheaf Hotel at Teddington was built at the important junction of the road over Gebbies Pass with the road around the head of the harbour, but seems to have served mainly as a drinking place for locals.

Other early hotels or boarding houses were more clearly established to accommodate those who were visiting the Peninsula on holiday or for relaxation rather than as places where locals came to socialise. Associated with the growing tourist industry, the hotel and the guest house garden emerged as a new and distinct garden type, particularly in Akaroa. A blend of private and public landscape, these were often developed as pleasure grounds with carefully laid out walks through impressive orchards and ornamental shrubberies which often included native species. Their often commanding views of the harbour and the salubrity of the location were important elements of the garden and their aesthetic and health giving properties were marketed to invalids and convalescents as well as family groups. This had much to do with contemporary environmental theory that held that the stale air of cities was potentially harmful whereas areas located near the coast which were 'cleansed by sea breezes' were beneficial to one's health.

It is likely that the grounds of many of these hotels and guest houses were professionally laid out by the nurserymen or gardeners working in Akaroa at this time. Promotional material in the 1875 *Southern Provinces Almanac* for Wagstaff's Family and Commercial Hotel on Beach Road describes the hotel's garden as an attraction in its own right, making particular mention of its recreational facilities and amenity. "The grounds to the Hotel extend one sixth of a mile along a sea beach, and from every part beautiful views of the Harbour of Akaroa can be entertained. They are tastefully laid out and contain beautiful shrubberies, Flower Borders, Croquet Lawns, Archery Grounds, Shady Walks, Cool Arbours and one of the best orchards in Akaroa".



Figure 89. Bruce Hotel and holiday makers in transit via the Christchurch to Akaroa transport service in 1912. Source: Shuttleworth collection

In Little Akaloa, when excursions by sea from Lyttelton were a popular way of visiting the Peninsula on holiday, several properties, the Willows, Greendale and Moxley among them, offered accommodation to holiday-makers. At Okains Bay an accommodation house run by Ada Haley was well-established by 1900 as a place those coming to the bay for swimming, fishing and other recreational pursuits could stay.

Akaroa's 'tourist trade' continued to expand as the twentieth century advanced. A newspaper report in 1911 voiced concern that tourist traffic to Akaroa was diminishing (despite the town's wealth of walks and beauty of scenery) because of the 'dismally slow journey [by train] from Lincoln to Little River' and because the journey round to Akaroa by sea 'has terrors for many, for obvious reasons'. If Akaroa enjoyed readier means of access, the paper suggested, the town's tourist traffic would be doubled. But these difficulties of access did little to diminish what the paper acknowledged was Akaroa's 'great and growing popularity' and, as the paper also acknowledged, a motor service between Christchurch and Akaroa had already been established. Getting to Akaroa by sea remained popular, even as the road from Christchurch was steadily improved, and in the first three decades of the twentieth century, steamers of the Union Steam Ship Company, the *Rotomahana*, the *Mararoa* and the *Maori* regularly brought large numbers of excursionists to Akaroa, on day trips rather than to spend longer holidays.

Most accommodation houses catering to holiday-makers were in Akaroa rather than other bays. In 1938 Taylor described Akaroa as being 'exceptionally well provided with up-to-date hotels and accommodation houses'. Among the most important were Ilfracombe and Garthowen. A plan of the 1930s to build a large tourist hotel in Akaroa did not come to fruition and travellers continued to find places to stay in the smaller hotels and boarding houses. In the years after World War II the boarding houses slowly went out of business as motels were established and upmarket bed-and-breakfast establishments took over some older large houses.

The increasing popularity among people from Christchurch and elsewhere in Canterbury of Akaroa and Banks Peninsula as a place to take holidays saw the establishment of some commercial campgrounds. Initially, campgrounds at places like Le Bons Bay and Okains Bay developed informally as landowners permitted camping on the foreshores of the bays, rather than strictly as commercial ventures.

The campground at Le Bons Bay developed at about the same time the first baches were built. By 1935, the campground was sufficiently well established to be recommended for listing in the South Island Motor Union's official list of camps. The Le Bons Bay campground survived into the early twenty-first century. The campground at Purau was established after 1961 and had for some years a small store and other amenities, but it too closed in the early twenty-first century.

In 1933, the *Akaroa Mail* noted that there were 'unusually large numbers of campers' on the Peninsula and drew attention to the fact that some camping had become a nuisance because of the campers' use of limited supplies of water and primitive sanitary arrangements. Two years later, the paper observed that in the last few years the Peninsula had been 'thronged' with campers in every bay of the harbour and most bays on the ocean side of the Peninsula. In 1935 the Camps Committee of the Automobile Association found more than 20 parties camping at Le Bons Bay over the

Christmas/New Year break. The summer of 1946 saw ‘several hundred people’ holidaymaking at Le Bons Bay, staying in baches, huts, caravans and tents. But holiday patterns eventually changed and the campground at Le Bons Bay closed in the early twenty-first century.

At Okains Bay holidaymakers began camping among the sandhills behind the beach in the 1930s, but unlike at Le Bons no bach settlement developed at Okains. Taylor noted in 1938 that Okains Bay was ‘now very popular with the visiting public’ and that the settlers in the bay had made strenuous efforts to improve the beach and its facilities. The land behind the beach at Okains Bay remains a campground. In the same 1938 publication, Taylor also noted that ‘Long Bay’ (now Otanerito) ‘is very popular with midsummer campers’. But this popularity did not last and no bach settlement or permanent campground became established at Otanerito.

There was briefly a campground at Diamond Harbour in the 1920s. When it was closed in 1929, people started camping on the foreshore at Purau, but it was not until the early 1960s that a commercial campground was established at Purau. It operated until the first decade of the twenty-first century.

The surviving commercial campgrounds on Banks Peninsula (apart from a small campground at Orton Bradley Park run by the Park Board) are at Akaroa, Okains Bay and Duvauchelle. Okains Bay still has the largest camping ground on the Peninsula. Only the holiday park at Akaroa rivals it in importance, and the Akaroa Park serves overseas tourists rather than, as at Okains Bay, domestic holiday-makers from, mainly, Christchurch.

A campground was established in Akaroa in the twentieth century on Rue Balguerie. It remained on this site until the 1980s when a new holiday park was established above the town on the Old Coach Road after the old campground had been sold for subdivision.



Figure 90. Akaroa campground, 1941.
Source: PB0902-14, V.C. Browne

By the late twentieth century domestic visitors to Akaroa and other parts of the Peninsula fell into three distinct classes: the owners of holiday homes in the town itself or in one of the bays; those who stayed in local motels or used other visitor accommodation; and 'day trippers'.

By then the character of holidays on the Peninsula had changed to some extent. One contributor to the recent anthology of writing about Banks Peninsula, returning to Akaroa in 1995 found a 'sleepy sense of community' replaced by an 'entrepreneurial zeal' to cater to visitors who preferred fine dining and luxury accommodation over the pleasures of staying in a more 'primitive' bach. She found the houses themselves different, the old weatherboard and plasterboard baches she remembered either replaced or expensively renovated. By then several restaurants of quality had become established in Akaroa.

Providing accommodation, whether it was a tent site, a room in a hotel or boarding house, or a rented holiday cottage, and meals were the main ways residents on the Peninsula made money from holidaymakers. But money was also made by offering launch services, on both Lyttelton and Akaroa Harbours. The Henning family offered launch services out of Akaroa, from 1893 in the steam launch *Piraki*, then, from about 1910 in the oil launch *Ruahine*. From Lyttelton, between the wars, there were regular week-end excursions by launch to Purau and Port Levy. By the early twenty-first century the Black Cat Company, which began offering visitors to Akaroa cruises on the Akaroa Harbour, was also offering tourist services out of Lyttelton. At Akaroa other firms offered alternatives to the 'Akaroa Cat' cruises, involving swimming with Hector's dolphins.



Figure 91. Day trippers visiting Akaroa for the regatta in 1907.

Source: PB0902-14, V.C. Browne

Tourists and holidaymakers also provided much of the custom for craft shops and restaurants owned by Peninsula residents. At Le Bons Bay a community of craftspeople making pottery and jewellery, painting and weaving and turning wood or making items from sheepskins was particularly vital for many years. From 1885 until at least 1904 local 'art jeweller' and shell carver, Mr D. Riches sold mussel ornaments and pearl and pāua brooches from an outlet opposite the BNZ in Akaroa. Later, two craft jewellers who also worked out of Akaroa, Kobi Bosshard and Peter McKay created work for both locals and visitors. At Little River artists, craftspeople and others selling goods and products to travellers had outlets, by the early twenty-first century, in both the Little River store and gallery and the neighbouring former railway station.

In Little Akaloa a catering business was established in 1995, to offer services for weddings and business lunches. In 2000 the business became known as Lovely Grubb. Marquees were pitched in the garden of a local homestead for weddings and other functions.

As a 'working port' Lyttelton has not had the same history of catering to visitors and tourists as Akaroa, although some passengers travelling on the Lyttelton-Wellington ferries possibly used Lyttelton hotels for meals and accommodation. (Most of the ferry passengers for many years simply passed through Lyttelton on the boat trains. In the late twentieth and early twenty-first centuries Lyttelton became an important port of call for cruise liners, until damage to the port led to the liners calling instead at Akaroa for some years. In those same years, Lyttelton's restaurants began to cater not just to the town's residents (old and new) but also to people coming through the tunnel from Christchurch specifically to 'dine out'. Among the restaurants which catered at least partly to an 'out-of-town' clientele was the Volcano Cafe, established in the 1980s. In the same decade, the conversion of the old Harbour Light cinema to a bar, cabaret and live entertainment venue drew 'out of towners' to Lyttelton. Both the Harbour Light and the Volcano Cafe fell victim to the earthquakes of 2010-11.



Figure 92. Luggage being transferred to interisland ferry, 1923.

Source: CCL PhotoCD 9, IMG0052, CL

5.5 Building Banks Peninsula's industries and workforce: Holiday making

General discussion:

Akaroa's popularity as a holiday destination since the nineteenth century has meant that providing accommodation, meals and other goods and services to visitors has been (and remains) an important part of the town's economic life. In Akaroa itself accommodation has been provided in hotels, boarding houses and at campgrounds.

Although some of the bays have shared in the opportunities offered by people visiting the Peninsula, the various forms of accommodation, cafes and restaurants, and such services as fishing or sight-seeing trips on the harbour have been concentrated in Akaroa.

Lyttelton's role as a major port militated against its becoming popular as a holiday destination, but launch services for day-visitors have been provided out of Lyttelton for many decades. More recently, a 'cafe culture' developed at Lyttelton and drew day-visitors from Christchurch, as did a popular farmers' market.

From the late twentieth century, international cruise ships became regular visitors to Lyttelton, although the passengers mostly merely passed through Lyttelton on their way to destinations elsewhere in Canterbury. Damage to the port's facilities in the 2010-11 earthquakes saw the cruise ships diverted to Akaroa, to that town's economic benefit.

Relevant listings:

Hotels and boarding houses which accommodated visitors to Akaroa are included in the listings. They include the Chez La Mer guesthouse and the Grand Hotel. Several listed residences have been or are being used as boarding houses or bed and breakfast establishments. Some of the listed shops have a tourist orientation.

Although restaurants tend to come and go, several former residences or commercial premises in Akaroa which have already been listed have been, or still are, restaurants whose clientele is drawn mainly from visitors to the town. They include the former Plunket Rooms on the foreshore and several buildings which were originally residences on Rue Lavaud.

The listed former Kukupa School at Pigeon Bay had historical importance as one of the country's earliest youth hostels. The documentation for existing listings which have played some role or another in the provision of accommodation or other services for travellers may need to be checked to make sure that aspect of the histories of the listings is given due prominence.

Possible new building, object, site and landscape-related listings:

None of the present listings reflect the importance of camping on the Peninsula. Although it may not be easy to identify buildings or other structures which could represent camping in the listings an effort should perhaps be made to identify some such buildings or structures which could be considered for listing.

Other buildings which have been used as boarding houses or to provide other forms of accommodation for travellers, perhaps especially beyond Akaroa, may need to be considered for listing. Consideration of listings in this category should extend to the building's setting where there may be evidence of historic landscape development.

Possible new archaeological listings:

No archaeological sites can be identified that relate specifically to holiday making.

Bibliographic note:

The importance of catering to travellers attracted to Akaroa is covered reasonably well in such general sources as Ogilvie's *Banks Peninsula: Cradle of Canterbury* and mentioned in other general and local histories.

Further research:

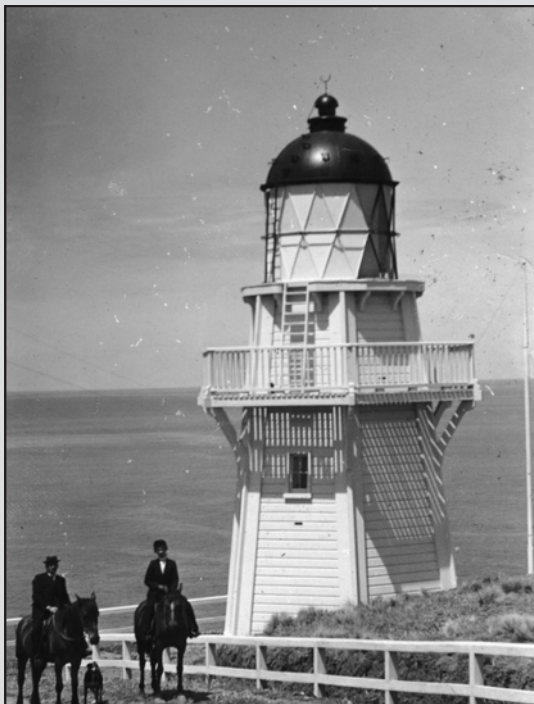
To supplement the sometimes patchy information on hotels, boarding houses, restaurants and other businesses catering to travellers in Akaroa and elsewhere on the Peninsula it might be useful to check the *Southern Cross Almanac* and street directories to build up a more complete picture of such businesses, through time, in Akaroa and elsewhere.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

6

Connecting Banks Peninsula by transport and communication



SECTION CONTENTS

Developing entrepôts

The port of Lyttelton

Shipwrecks

Tracks, roads and bridges

Rail transport

Public transport

Communication

Theme 6. Connecting Banks Peninsula by transport and communications

6.1 Developing entrepôts

Coastal infrastructure

Until well into the twentieth century people living on Banks Peninsula, with sea on three sides, relied to a significant degree on sea transport. The historian of Menzies Bay wrote that 'for one hundred years, the eastern bays of Banks Peninsula relied for communication almost entirely on the sea'.

The building and use of jetties and wharves in the more populous bays and construction of navigation aids such as lighthouses is an important part of the history of transport on the Peninsula.

Navigation aids and other services to shipping were particularly important at Lyttelton, the region's only major port and the only place where overseas, as opposed to coastal, vessels berthed. Lyttelton's role as an international port, and the development of the 'coastal infrastructure' of Lyttelton Harbour, are discussed in section 6.2.

The first jetties in Akaroa Harbour were built by the original French settlers. Berard reported in 1843 that there were 'French' jetties at Akaroa itself and at French Farm. Two British settlers, Green and Bruce, also built small jetties at Akaroa in the early 1840s. Both were on Beach Road by the commercial premises of each.

A jetty was built at the Head of the Bay, Duvauchelle, in 1868, mainly so that timber from the sawmills in the area could be shipped away. (It was from this wharf also that the ferry service down the harbour to Akaroa (see section 6.6) operated.) A new wharf was built in 1912 further out towards the isthmus of the Ōnawe Peninsula. The wharf was nearly destroyed by heavy seas in 1992 but was subsequently repaired by locals. The concrete foundations and floor of the wharf shed and a winch used to haul cargo along the wharf remain on site. The surviving wharf at Robinsons Bay was the third built in that bay, in 1914. It was restored in the early twenty-first century by which time it was serving only recreational boaties. A wharf was not built at German Bay (now Takamatua) until 1910, when it was needed to send away the cheese made in the factory built around that time.

Barrys Bay had a long wharf which was used mainly to ship away timber from Latter's mill. The mill closed in 1883 and the wharf may not have survived long after that.

A new wharf (with shed) built at French Farm in 1901 became, in 1950, the base for the French Farm Aquatic Club. The public jetty at Tikao Bay remains, but the wharf built when the defence building was erected during World War II does not. There is a surviving jetty at Wainui.

Most of the more populous bays on the northern side of the Peninsula, from Le Bons round to Port Levy, also had jetties or wharves. In many bays original jetties or wharves were later replaced by structures in deeper water. The construction of these new wharves, further down each bay, often required the construction of tracks or roads along steep hillsides just above the sea. It was also

typical of many Peninsula wharves that sheds were built at the base of the wharf for the storage of goods that came and went by coastal vessels.

Port Levy was unusual in having two wharves. The 'Māori' wharf was on the eastern side of the inlet near Horomaka Island and the settlement of Koukourarata and the 'European' wharf on the western side, well up the bay. The first wharf built at Pigeon Bay in 1867 was destroyed by the tsunami of the following year (see section 1.1) but quickly replaced.

At Menzies Bay goods were initially landed or shipped away from a platform secured to a convenient reef by iron bolts. The first jetty, built in the late 1870s after John Menzies had bought land in the bay, extended from the shingle beach. It was replaced by another wharf in deeper water further down the bay on the western side, with a road built out to it. The jetty was damaged in 1945 and then demolished after a further storm in 1952. With road transport having by then replaced coastal shipping to all but a very few remote bays, the jetty was not replaced.

At Little Akaloa an early wharf was replaced by a second in the 1870s, which was in turn replaced in the 1880s by a new wharf in a more sheltered location with deeper water further down the bay.

At Okains Bay three wharves were built in succession, each further out. An original jetty of 1877 was replaced in 1891 by a second wharf further down the bay, reached by a road cut into the coastal cliffs. In 1912 a third wharf, even further out, was constructed and the cliff-side road extended. The wharf was used until 1964 but subsequently became derelict and disintegrated. Evidence of the wharf and associated artifacts survive both in the bay and on the track.



Figure 93. Okains Bay wharf road retaining wall, 2014.
Source: Louise Beaumont, P1100036



Figure 94. Wharf remains Okains Bay, 2014.
Source: Louise Beaumont, P1100040

At Le Bons Bay, however, instead of building a new jetty further out, the jetty built in 1871 was extended in the 1880s, at the same time as the road to the jetty was widened and a wharf shed built.

At Goughs Bay a track was hewn out of rock to a shipping place far enough down the bay to be in deep water. These hillside tracks or roads leading to jetties and shipping places have lasted longer than the wharves or jetties to which they once led.

The history of the Port of Lyttelton is discussed in a following section. In Lyttelton Harbour jetties were built at Diamond Harbour, Church Bay, Governor's Bay, Corsair Bay, Rāpaki, Purau, Camp Bay, Little Port Cooper and Charteris Bay. Except in their earliest years, these Lyttelton Harbour jetties served different purposes than most of the jetties in Akaroa Harbour and the outer bays, which were vital life-lines for the movement of passengers and freight to and from the bays. In Lyttelton Harbour most of the jetties were used mainly by people on excursions from Lyttelton and, in the case of Diamond Harbour, people commuting by ferry to Lyttelton.

The first jetty at Purau was built on the eastern side of the bay when the Rhodes brothers owned the Purau run. It was from this jetty that the Rhodes shipped produce across to Lyttelton when Captain Thomas was establishing that town and later for the Canterbury Association settlers. When the track from Purau to Port Levy was upgraded to a road in the 1890s, a new deeper water wharf was built on the Diamond Harbour side of the bay. It was on this wharf that the day-trippers and picnickers who came to Purau in numbers in the late nineteenth and early twentieth century landed. The new Purau wharf was also used, however, as wharves were in other Peninsula bays – to bring in mail, newspapers and groceries and to take away such farm products as wool, cheese, sheepskins, cocksfoot seed and livestock. This use of the wharf at Purau continued, as it did in other bays, until

truck services began to make the Peninsula's coastal shipping fleet redundant.

The jetty at Camp Bay was used to ship out wool and other farm products until the road between Purau and Camp Bay was shingled in 1947. The wharf was pulled down in the early 1960s after it had become dangerous.

At Governors Bay two jetties co-existed for some years. The first jetty, built in 1883, was not demolished until 1938 but in the meantime a new, much longer, jetty had been built in 1915. The narrow jetty at Rāpaki was built as a war memorial soon after the end of World War I.

Mark Stoddart possibly had a wharf at Diamond Harbour on the site of the present wharf in the 1860s. There was also a wharf below the cliffs where stone was quarried in the 1860s and 1870s (see section 4.6). The later wharf at Diamond Harbour was used by the ferries which have crossed the harbour for a full century. One of the two wharves on Quail Island is of historic interest because it was in use when the Antarctic expeditions of the early twentieth century quarantined their animals on the island (see section 10.1). The other wharf also has a long history of use on the island.

The end of reliance on small ships for communication between the bays and Lyttelton saw the demise of many of the Peninsula's wharfs. Those which survived served, from the time of World War II or even earlier, other purposes (mainly recreational) than providing the main means of communication between bays poorly served by roads and Lyttelton. In the bays wharves survive only at Port Levy and Little Akaloa. Within the two harbours several jetties survive, in part because of recreational use of the more sheltered harbour waters. The surviving wharves in Akaroa Harbour (besides the two in Akaroa itself) are at Robinsons Bay, Duvauchelle, Tikao Bay and Wainui. In Lyttelton Harbour there are surviving wharves at Rāpaki, Governors Bay, Diamond Harbour and Purau.



Figure 95. Stock wharf used for loading supplies and quarantined animals, Quail Island, 2014.
Source: Louise Beaumont, P1100357



Figure 96. Duvauchelle wharf, 2014.
Source: Ashley Mokena, DSC03300

The main aid to navigation on the Peninsula beyond Lyttelton Harbour is the lighthouse on the Akaroa Heads. A report on possible locations for a lighthouse at the entrance to Akaroa Harbour was completed in January 1875 and a site on the North Head chosen. The materials for the original lighthouse (a wooden tower of a distinctively New Zealand design) were all shipped to Haylocks Bay and the lantern apparatus was secured from Europe; the lens and mount from France and the mechanism from Scotland. The road linking the landing stage with the site of the lighthouse was built in 1878. This was dynamited out of solid rock for nearly its entire length. Construction of the lighthouse began at the end of March 1879 and the light was first lit on 1 January 1880. The lighthouse was manned, and keepers' houses were built on cliff-top sites at the Heads. The lighthouse was linked to Akaroa by telephone in 1885.

The light was electrified in 1951. The lighthouse was serviced from the sea until the 1950s. In 1977 the light was automated and the keepers' houses subsequently removed. Automation ended 100 years of habitation at the Heads. In 1980 the redundant wooden tower, which was to have been pushed over the cliff, was acquired by locals, cut into sections, transported over the steep and narrow road to Akaroa, and reassembled at Cemetery Point just south of the centre of Akaroa. In 1984 the reserve land at the Heads came under the control of the Department of Conservation.

In 1932 an automatic lighthouse was built on the east head of Le Bons Bay. The headland is now the site of a radio beacon (installed by the Post office in 1976) and an automatic weather station (installed by the Meteorological Service in 1984).



Figure 97. Akaroa lighthouse landing stage, Haylocks Bay, Akaroa.
Source: John Wilson, private collection

Coastal shipping

Until road transport superseded both coastal shipping and rail in the second and third quarters of the twentieth century, a large amount of Banks Peninsula's 'trade' with the outside world was carried on small coastal vessels. The Peninsula was, in the nineteenth century at least, 'in effect an island'. The vessels traded out of Lyttelton to bays all round the Peninsula and into Akaroa. Coastal shipping was also used by passengers, although after the railway was completed to Little River in 1886 most people used the train to Little River and first coaches, then service cars over Hilltop to reach Akaroa.

The trade was two-way. In the days before farm families travelled by their own vehicles into Akaroa, Little River or Christchurch to shop, the coastal vessels brought bread, other stores and mail to the bays. 'Boat day' gave many Peninsula residents their chief contact with the outside world in the days when roads were poor and only relatively slow horse-drawn vehicles were available.

The Peninsula's main products once it had been settled by Europeans until the middle of the twentieth century – timber, cheese and cocksfoot grass seed – were all taken away by small ships, which also brought in supplies to bays which could be reached but were ill-served by poor roads.

The large amounts of timber milled in the Little River area were sent to other parts of Canterbury by land or across Te Waihora (Lake Ellesmere) in punts or barges, but all the bays in which there were major sawmills from about 1860 until 1900 sent the timber away by coastal vessels. These bays included Okains, Le Bons, Little Akaloa and Pigeon and, in Akaroa Harbour, Robinsons, Duvauchelle and Barrys. John Thacker, who had a sawmill in Okains Bay used his own boats to carry timber to a wharf and timber yard he owned on the Heathcote River, above Ferrymead.

Cocksfoot grass seed was, for most of the period the industry flourished, hauled from the steep hillsides where the grass was cut and threshed by bullock waggon to the nearest wharf to be shipped to Lyttelton.



Figure 98. Main wharf, Akaroa with cocksfoot seed ready for loading, 1908.
Source: Shuttleworth collection

Once dairy factories had been built in the early twentieth century, cheese was also sent away by coastal vessels. At Port Levy, which had two jetties but never a dairy factory, cream was sent away by steam launch for many years.

The first vessels to serve the Peninsula's bays were small sailing vessels of various descriptions. (Some of these vessels were built on the Peninsula – see section 4.5.) In the 1860s and 1870s sailing vessels such as the *Maria-ann* and *Gipsy* were regular visitors to Le Bons, Okains and Pigeon Bays. Steam ships (paddle and screw) began to supplant sailing ships from the 1860s on.

The *Jane Douglas* served the Peninsula's outlying bays from 1887 until 1895. One of the best known vessels of the twentieth century to serve the Peninsula was the *John Anderson*. Launched in Lyttelton in 1892, the *John Anderson* had its busiest of many years making regular runs round the Peninsula's bays in 1912. It continued its regular runs around the Peninsula until 1939 when it was requisitioned by the Government for war purposes. For some of that time, the *Monica*, *Cygnets* and *Orewa* shared the Peninsula's trade with the *John Anderson*.



Figure 99. The *Cygnet* at Wainui wharf, 1911.

Source: Shuttleworth collection

Some landowners did not rely solely on the fleet of small coastal steamers but used private launches to get themselves, mail, supplies, and farm products from and to Lyttelton.

Even bays which did not have wharves or jetties used coastal shipping to send their products to market. From Stony and Flea Bays, wool was manhandled on waggons or small boats out through the surf to waiting coastal vessels, in later years the launches *Orari* and *Onawe*. The practice of sending wool away by sea ceased in Stony Bay only in 1956 when the road to the bay was at last fully metalled and extended right down to the beach. Goughs Bay too lacked a jetty and the wool produced there was rowed out to coastal steamers anchored in the bay. But when the first lambs were sent from Goughs Bay to the Christchurch-area freezing works around 1900 they were driven over the hill roads to Little River then sent by train into the city. From other bays, stock was also loaded onto coastal vessels for the journey to Lyttelton. In the 1930s, wool from the Lands End station was still being shipped from a landing place at Lucas Bay.

Most of the trade was between the Peninsula bays and Lyttelton, but some vessels, including the scow *Ngahau*, sailed from places like Port Levy direct to the river port of Kaiapoi. There was also for some years a coastal service between Akaroa and Dunedin.

The use of coastal shipping started to taper off from the mid 1920s. A Kinsey and Company boat discontinued its weekly trips to Le Bons Bay in 1924, even in summer. This was a sign that trucks were starting to carry goods that had gone by sea. Andersen, writing in 1927, noted that although most bays were by then well-served by roads and motor traction was slowly taking the place of horse traction, produce was still sent away by coastal steamer. Ships continued to call at Le Bons until the dairy factory closed in 1937. As road transport gradually took over from shipping, it remained common for produce in bulk to be sent away by coastal steamer. The requisition by the Government of the *John Anderson* in 1939 was a critical blow to the use of coastal shipping, but

services continued through and after World War II. The last regular twice-weekly runs to Little Akaloa were made in 1956. The wharf at Okains Bay remained in intermittent use until 1964. Through the first three decades of the twentieth century, vessels trading to Lyttelton called in to Pigeon Bay two or three times a week, and Taylor noted in 1937 that steamers from Lyttelton were still visiting Pigeon Bay and that the steamer from Lyttelton was still one of the ways to reach Le Bons Bay. But by 1940, sea-borne traffic had dwindled almost right away and lorries were carrying most of the freight in and out of the bay by road.

Historic marine infrastructural sites

A number of archaeological sites associated with marine infrastructure on Banks Peninsula excluding Lyttelton port have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by the Council in one way or another.

Table 6.1 Historical sites of maritime infrastructure located around Banks Peninsula excluding Lyttelton port

Reference	Date	Name and location
Regional Coastal Environment Plan for the Canterbury Region ¹		
9	1874	The Concrete Seawall in front of the old Explosives Magazine Building in Magazine Bay, Lyttelton Harbour / Whakaraupō
10		Corsair Bay jetty, Lyttelton Harbour/ Whakaraupō
11		Gallipoli wharf, Rāpaki Bay, Lyttelton Harbour/Whakaraupo
12	1883	Governors Bay jetty, Lyttelton Harbour/ Whakaraupō
13		The jetty structure on Rīpapa Island, Lyttelton Harbour / Whakaraupō
14		Charteris Bay jetty, Lyttelton Harbour/ Whakaraupō
15		Church Bay jetty, Church Bay, Lyttelton Harbour Whakaraupō
16	1881	The “Old Stock wharf” Quail Island, Lyttelton Harbour/ Whakaraupō
17		Diamond Harbour wharf, Lyttelton Harbour/ Whakaraupō
18		Purau Bay jetty, Lyttelton Harbour/ Whakaraupō
19		Pilot Boat Slipway, Little Port Cooper, Lyttelton Harbour/ Whakaraupō
21		Fields wharf and Transit Shed, Western side of Port Levy/Koukourarata
22	1884	Puari wharf, Eastern side of Port Levy/Koukourarata
23	1884	Pigeon Bay wharf
24		Little Akaloa wharf and Transit Shed
25		Wharf Remains and Piles, Okains Bay
26		Jetty Remains and Piles, Le Bons Bay
27		Wainui jetty, Akaroa Harbour
28		T wharf, at the Head of the Bay, Duvauchelle Bay, Akaroa Harbour
29		Robinsons Bay jetty, Akaroa Harbour
30		Takamatua Bay jetty, Akaroa Harbour

¹ Regional Coastal Environment Plan for the Canterbury Region (Environment Canterbury 2005)

43		The Ballast Quarry landing Sites and the Ships Graveyard of Quail Island, Lyttelton Harbour/Whakaraupō, comprising all of the foreshore, and the seabed within 50 metres of the shore, from the northern point of the island in a south westerly direction to the south westernmost point on the island
45	1942	The Rock Breakwater that formed the WWII Naval wharf in Tikao Bay, Akaroa Harbour
NZAA ArchSite digital database.		
M36/33		Timeball Station and grounds, Lyttelton
M36/146		A possible jetty, Quail Island
N36/116		Signal station, Little Port Cooper
Desk-based research		
Wharf	1850s	Bennett's wharf, Little Akaloa
Jetty	1840	Green's jetty, Akaroa
Jetty	1843	Bruce's jetty, Akaroa
Jetty	1914	Third Robinson's Bay jetty, Robinson's Bay

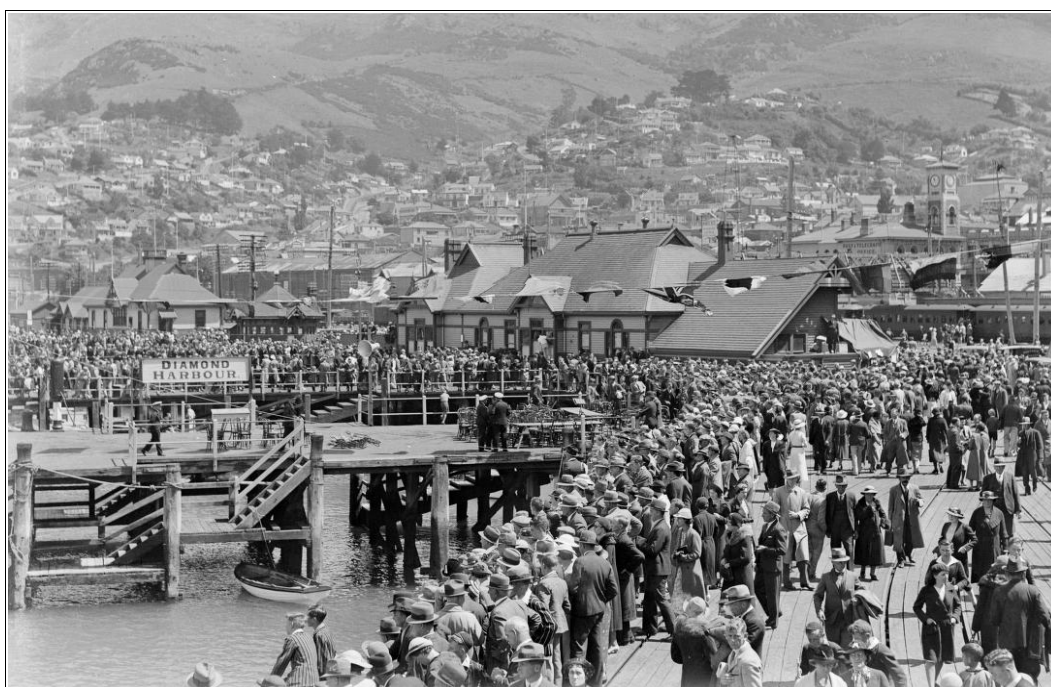


Figure 100. Crowds at the Diamond Harbour wharf, Lyttelton port, 1938.

Source: WA-11086-G, ATL

6.1 Connecting Banks Peninsula by transport and communications: Developing entrepôts

General discussion:

For many decades, from the 1850s until the 1930s, coastal shipping was one of the main ways people travelled and goods were shipped to and from bay communities which were poorly served by roads. To support these shipping services a large number of landing places and jetties or wharves were built all round the Peninsula's northern and eastern coasts and in the two main harbours. Navigation aids were also provided, notably the older lighthouse at the Akaroa Heads and the twentieth century beacon on a Le Bons Bay headland.

A fleet of small vessels served the Peninsula's bays through the years coastal shipping was the main form of transport between the Peninsula and Lyttelton and so the 'outside world'. Passengers and freight were carried on these vessels

Relevant listings:

The Shipping Office in Akaroa and the weighbridge building by the Akaroa main wharf were both important in the servicing of Akaroa by coastal vessels.

The Akaroa custom house also has associations with sea transport in and out of Akaroa, but at a different period than that in which coastal shipping was one of the main means of transport between the Peninsula and the rest of Canterbury.

One commercial building in Lyttelton which has been listed was the premises of a provedoring company.

No archaeological sites are listed.

Possible new building, object, site and landscape-related listings:

The surviving landing stages, jetties and wharves in both harbours and in the bays, including those in Table 1, which are not yet listed should all be considered for possible listing. So should the surviving roads or tracks built along hill or cliff edges to jetties or wharves built in deeper water.

The Haylocks Bay landing stage and the road from it up to the site of the lighthouse should also be considered for listing because of their importance in the construction and servicing of the lighthouse. The installations on the Le Bons Bay headland should be evaluated for possible listing.

There may be other commercial buildings in Lyttelton which relate to the to-and-fro of coastal vessels between Lyttelton and the Peninsula's bays. The Lyttelton engineering works, which are discussed in section 5.2, were where coastal vessels used in the Peninsula trade were repaired and in some cases built.

Possible new archaeological listings:

Further research is required in respect of the sites described in Table 6.1 before any listing recommendation can be made.

Bibliographic note:

There are many references in general histories to the building of landing places, wharves and jetties and the history of the Akaroa lighthouse is well covered in secondary sources.

There are also many references to coastal shipping in the general histories of the Peninsula and in the histories of particular bays.

There is also information on coastal shipping services to the Peninsula in one of the 'On the move' series, No. 6. *The Tidal Travellers*, and in Amodeo, *The Mosquito Fleet*.

Further research:

There is sufficient information in the existing sources to identify further buildings that may have associations with coastal shipping and coastal infrastructure and to evaluate them for possible listing.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

6.2 The port of Lyttelton

Introduction

By virtue of its status as an international port, Lyttelton has its own maritime history, distinct from that of the other parts of the Peninsula. The coastal ships that served Akaroa and the Peninsula bays also frequented the port of Lyttelton, but they were only a small part of the shipping that called into Lyttelton. Lyttelton was a major export port for goods produced over a wide area of Canterbury and also the port of entry for goods imported into Canterbury from other parts of the world. Elsewhere on the Peninsula, only Akaroa was also a customs port of entry and although in whaling days vessels sailed direct to and from Akaroa to other parts of the world, with the demise of that industry, Akaroa became in effect a merely coastal port, though it was visited occasionally by warships from other countries. It was not until the earthquakes of 2010-11 closed Lyttelton to cruise ships that significant numbers of international vessels began calling regularly at Akaroa again, as they had (though vessels of a very different description) when whaling was in its heyday in the 1830s and 1840s.

Lyttelton also played a role as a port for passenger ships, though in this respect it was never as important as the ports of Wellington and Auckland, both of which carried a much heavier traffic of passenger liners in the decades when sea was the main way people travelled between New Zealand and the rest of the world, including Australia.

Some overseas passenger liners did call into Lyttelton to take on or disembark passengers, but the port had a role in passenger transport mainly by virtue of the Lyttelton to Wellington steamer express ferry service and memories of boarding the inter-island ferries or of seeing people off from the wharf are strong among older generations of Cantabrians.

Administration of the port

Lyttelton was gazetted a port of entry on 30 August 1849. In the provincial period (1853-76) responsibility for developing and running the port at Lyttelton rested with the Provincial Government. When the provinces were abolished in 1876, a Lyttelton Harbour Board was established under an Act of Parliament passed in that year. The board met for the first time in January 1877. One of its early appointments was Charles Hood Williams as its secretary and treasurer. Williams served in the post until his death in 1912 and was one of the key figures in the early history of the development of the port facilities. The Harbour Board built its first offices in Lyttelton soon after it had been set up. (The building lost its top storey as a result of the earthquakes of 2010-11.) The board did not build new premises in Lyttelton until a new high-rise block on Norwich Quay was opened in 1961. (The board also had high-rise premises in Christchurch.) The 1961 building was replaced in turn by a new building, also on Norwich Quay, which was opened in February 1987.

Shortly after the new building had been opened, the Lyttelton Harbour Board was abolished as part of the 1988-89 reforms of local government. The board was replaced by a port company, which took over the port's commercial operations in October 1988. The transition from board to company was controversial, but the port was owned and operated by the new company from 1989.



Figure 101. Harbour Board offices (left) on the south-eastern corner of Norwich Quay and Oxford Street, opposite the finger wharves.
Source: Burton Brothers photograph O.011652, MNZ

Navigation and other aids at Lyttelton

Through the years, a number of facilities were provided to ensure ships from overseas could enter and leave Lyttelton Harbour safely and efficiently.

A group of boatmen from Deal lived at Little Port Cooper in the 1850s and piloted ships into port. After their brief service at Little Port Cooper most of these Deal boatmen moved to Timaru to work at the landing services there. The Provincial Government voted money to place a beacon and look-out on Adderley Head in 1860, but nothing was done until 1867 when a pilot and signal station was erected. The station was manned on a four-hour watch (later extended to six hours), day and night, and shipping movements were relayed to the Time Ball Station using code flags flown from the flagstaff during the day and by carbide Morse lamp at night.

In 1863-64 a beacon was erected by the Provincial Government on rocks off Baleine Point as an aid to ships sailing into Lyttelton. In 1868 an official pilot station was established in Little Port Cooper. A lifeboat was stationed there in 1874. Houses were built at Little Port Cooper for the pilots and signalmen and for some years a school was maintained for the children of the pilots and signalmen.

In 1876 Little Port Cooper was linked to Lyttelton by a telegraph cable which was used only until 1880 when a telephone line was laid under the entrance to the harbour between Godley Head and Little Port Cooper. This was the first submarine telephone service in New Zealand. In 1885, the pilot station was moved to Lyttelton by the harbour board, but the signal station remained on Adderley Head, with the signalmen living at Little Port Cooper, until 1949. The houses were removed from

Little Port Cooper when the station closed, but the schoolhouse remained and became a private batch. The signal station building, restored by the Department of Conservation was destroyed by the 2011 earthquake. The remains of a World War II-era signal station remain nearby.

On the other side of the harbour's entrance, a lighthouse was built on Godley Head by the Provincial Government in 1865. It was demolished in 1939 to clear the field of fire for the guns installed on the headland on the outbreak of World War II (see section 7.4). A new light was installed a short distance down the cliff face.

A signal station was built on a spur above the port itself in the 1850s. On this site a Timeball Station was built in 1876. Housed in its own stone 'castle' the purpose of the Timeball Station was to give a signal to ships in port to enable them to make sure their chronometers were keeping correct time. The signal station which remained associated with the Timeball Station was in line of sight to the similar station on Adderley Head. The Timeball Station's visual time signal was replaced in the 1930s by radio signals from Wellington. The redundant station remained in harbour board ownership until the 1970s when, after a local effort to save it, it passed to the Historic Places Trust. It was severely damaged in the earthquakes of 2010-11 and had to be deconstructed.

Wharves, breakwaters and reclamations

The first jetty on the original foreshore of Lyttelton was built by Captain Thomas prior to the arrival of the main body of Canterbury Association settlers. Further wharves and jetties were built in the 1850s, the most notable being the private 'Peacock's wharf' of 1857.

In the early 1860s several plans were prepared for the further development of the port. In the mid 1860s work began on the building of the two original breakwaters, at Officers Point and Naval Point, on the construction of a seawall, on the extension of Thomas's 'government jetty' and on the building of a new jetty at the western end of the seawall.

As the Lyttelton rail tunnel was dug in the 1860s, spoil was used to reclaim the foreshore, on which the town's first railway yards and later other facilities and buildings, were built. In the following decade, the breakwaters were completed, Gladstone pier was built against one breakwater and the no. 3 jetty completed in the 1870s. More wharves were built in the now-sheltered inner harbour in the 1880s. The no. 7 'ocean steamer' wharf replaced Peacock's wharf in 1885.

In the 1880s and 1890s, as more wharves were built and the foreshore was reclaimed, a number of grain, wool and coal stores were built mainly to hold export goods awaiting shipment. In these years, the port played a key role in the export of the wheat, wool, frozen meat and dairy products on which Canterbury's prosperity depended.

The Dampiers Bay reclamation, begun in 1879, saw the cutting back of Naval Point and the creation of a two-hectare strip of level ground on the western edge of the inner harbour below Godley Quay. (It was on this reclaimed ground that the Harbour Board built its graving dock and patent slip – see below.)

The early twentieth century saw wharves repaired, re-decked and extended, but the most significant change to the port was the large Naval Point reclamation, which was begun in 1909 and finally completed in 1925. (The reclamation saw Sandy Bay, which had been a popular swimming beach, filled in, as a previously popular swimming spot, Dampiers Bay, had already been.) Once the reclamation was completed the ground was levelled, roads and railway sidings laid down on it and an area eventually given to the Lyttelton Borough Council as a recreation ground for the town.

The next major reclamation did not proceed until after the end of World War II. When the board's new engineer, James Cashin, arrived in 1949, he proposed a large 'eastern reclamation' behind a short breakwater to be built out from Windy Point. (Gollans Bay, east of Windy Point, had been identified in 1925 as 'the proposed site of any extended harbour works at Lyttelton'.) A harbour extension loan was raised, a new dredge purchased, and quarrying for the reclamation began in 1957. 'Induced subsidences' helped firm up the spoil dumped on the muddy harbour bottom. Cashin Quay was opened in 1964. It allowed larger ships to berth and provided flat land for the handling of containers and the storage of bulk cargoes – grain, coal, fertiliser and logs.

A recently announced long-term plan by Lyttelton Port of Christchurch proposes, over the next 10 years, to develop the Dampiers Bay area and later the western wharves in the inner harbour. The development will restore public access to part of the waterfront in the inner harbour where it is proposed cafes, bars, a fish market, a commercial marina and green areas will be established. The second stage of the project includes the development of number 7 wharf and other space near the finger wharves for further cafes and restaurants. As part of the Port's 30-year upgrade plan, it is planned to relocate some cargo handling further east within the port.

Port facilities and plant

The steady expansion of the port was associated with the provision of facilities for handling cargoes and for the repair and maintenance of ships. As soon as the Dampiers Bay reclamation on the western side of the inner harbour was completed, the Board built a graving dock (opened in 1883) and patent slip (completed in 1884). The graving dock and patent slip were converted to electricity in the 1920s. From the 1950s through into the 1970s, the graving dock was used extensively for the maintenance of dredges which worked at other New Zealand ports, as well as for the annual surveys of the Lyttelton Harbour Board's own vessels. In the later twentieth century the widening and lengthening of the graving dock was considered, but in the event only the old iron caisson of 1883 was replaced in 1997-98. Although the graving dock was not altered, the patent slip was rebuilt in 1987.

After the end of World War I, with supplies of electricity from Lake Coleridge plentiful and secure, electric capstans and electric cranes were installed by the Harbour Board. The electric cranes remained in use through the early years of the 'container revolution' in the handling of cargo, but six older cranes were dismantled and sold for scrap in 1968. There were in the late 1960s still some 40 cranes on Lyttelton's wharves, but their days were numbered and the last of them was dismantled in 1994. The Harbour Board purchased its first container crane in 1977. Lyttelton's role as a container port was affected by the collapse of the container crane in February 1985, but the operation of the container terminal continued using a borrowed crane until the damaged crane was re-commissioned

in March 1986. Straddle carriers were introduced in 1992 and a second container crane commissioned in 1993.

The shift to containerisation of cargoes occurred simultaneously with an increase in bulk handling of certain commodities. Grain silos came into use in 1968. In 1973 a new bulk loader was installed on Cashin Quay. The large area of flat land at Cashin Quay also proved useful when the large-scale export of coal and logs began in the later twentieth century.

The Harbour Board needed a number of vessels to run the port. A paddle-wheel tug, the *Lyttelton*, served the port from 1878 until 1907. In 1907 a new tug arrived. It was known as the *Canterbury* until 1912 when it was renamed the *Lyttelton*. (For the saving of this tug see section 9.8.)

A steam dredge began deepening the inner harbour in 1876. A second dredge, the *Manchester*, arrived in Lyttelton in 1900. At about the same time, the Board purchased a grab dredge to deepen the water close to the wharves. A new bucket dredge, which was given the name *Canterbury*, arrived in 1912, followed by a new grab dredge, *Te Whaka*, in 1910. *Te Whaka* served the port for 80 years. In 1926 the Harbour Board's self-propelled floating crane, the *Rapaki*, arrived. It was used to move the electric cranes from wharf to wharf and in 1929 was used to unload the electric locomotives imported when the Lyttelton rail tunnel was electrified.



Figure 102. Floating crane, *Rapaki* photographed soon after its arrival in Lyttelton from the United Kingdom in 1926.

Source: 1/2-097349-F, ATL

The tunnels and the port

Lyttelton’s destiny to become a major port was sealed with the opening of the Lyttelton rail tunnel in 1867 (see section 6.5). For many decades most of the goods exported or imported through Lyttelton were loaded or unloaded from the ships that carried them into or out of railway waggons run out onto the wharves alongside the ships. Wool bales, frozen lamb, bags of grain and fruit in cases were lifted from the railway waggons over the ships’ sides in nets or on trays.

The opening of the road tunnel in February 1964 was both a sign of the transfer of freight from rail to road and accelerated the trend towards fewer cargoes being carried by rail. The opening, at the end of the same year, of Cashin Quay also accelerated the trend. Railway lines were laid on Cashin Quay, and remained in use for some cargoes, such as coal, into the twenty-first century. But the space available at Cashin Quay meant that trucks could also be used to move cargoes to and from the ships’ sides, as they could not easily be used on the relatively narrow wharves, which were well-suited to rail, although the overbridge at the bottom of Oxford Street, opened in 1962, did allow trucks to access the wharves more easily. Through the 1970s, the railways’ share of goods traffic into and out of Lyttelton fell. When the road tunnel became toll-free in 1979, trucks gained a further advantage.

Historic marine infrastructure sites

A number of archaeological sites associated with marine infrastructure located at Lyttelton port have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by the Council in one way or another.

Table 6.2 Historical sites of maritime infrastructure located at Lyttelton Port

Reference	Date	Location / Details
Regional Coastal Environment Plan for the Canterbury Region		
6	1850	“Screw Piles” beneath the No. 2 wharf, Inner Harbour, Port of Lyttelton
7	1883	The “Patent Slip” Inner Harbour, Port of Lyttelton
8	1878	The Gladstone Pier Lighthouse Inner Harbour, Port of Lyttelton.
40		Godley Head Lighthouse landing site, Mechanics Bay, Lyttelton Harbour/Whakaraupō, comprising the foreshore 100 metres either side of the landing site
Desk-based research		
Wharf	1849	Government wharf, Lyttelton Port
Seawall	1850	Erskine Bay seawall, Lyttelton Port
Wharf and seawall	1850	No 1 wharf and seawall, Lyttelton Port
Store	1850	Bonded stores 1850, Lyttelton Port
Wharf	1857	Peacock wharf, Lyttelton Port
Wharf	1867	Railway wharf, Lyttelton Port
Jetty and slip	1873	Boatmen's jetty and slip, Lyttelton Port
Reclamation	1877	Eastern reclamation, Lyttelton Port

Offices	1877	Old Harbour Board offices, Lyttelton Port
Breakwater	1877	Naval Point breakwater, Lyttelton Port
Breakwater	1877	Officers Point breakwater, Lyttelton Port
Reclamation	1881	Dampiers Bay (Naval Point) reclamation, Lyttelton Port
Jetty	1881	No 4 jetty, Lyttelton Port
Jetty	1881	No 5 jetty, Lyttelton Port
Steamer jetty	1885	No.7 Ocean Steamer jetty, Lyttelton Port
Quay	1849	Norwich quay (Esplanade), Lyttelton Port
Wharf	ca. 1874	Export wharf, Lyttelton Port
Reclamation	ca. 1867	Railway-yard reclamation, Lyttelton Port
Jetty	ca. 1867	No 6 tunnel mouth jetty, Lyttelton Port
Breastwork	ca. 1884	Breastwork No.6, Lyttelton Port
Boat shed and store	1849	Canterbury association's boat shed and store, Lyttelton Port
Landing places	1850s	Landing places, Lyttelton Port
Simeon quay	1850s	Simeon quay, Lyttelton Port
Godley quay	1850s	Godley quay, Lyttelton Port
Reclamation	1865?	Northern reclamation (railway reclamation), Lyttelton Port
Breastwork and jetty	1866	Breastwork and lighter jetty (No 5), Lyttelton Port
Wharf	1871	No 3 intermediate wharf, Lyttelton Port
Wharf	1872	Gladstone pier (Breakwater wharf), Lyttelton Port
Slipway	ca. 1853	John Grubb's slipway, Lyttelton Port

Fuels and bulk cargoes

The use of containers revolutionised the appearance of the port, and the character of the town (see below), but so did the bulk handling of many commodities. Bulk handling increased significantly from the 1970s, but had a relatively long history at Lyttelton. It began with the importing of oil-based fuels in the 1920s. The first bulk fuel tanks were erected on the site of the older Dampiers Bay reclamation between 1926 and 1928. The first tank was installed south of the patent slip, on the edge of the Naval Point reclamation, in 1927. (Most of the tanks were fabricated in Lyttelton at Andersons – see section 5.2.) The first bulk petrol tanker called at Lyttelton in October 1928.

Over the years, fires at the Lyttelton bulk fuel storage depot caused disquiet among Lyttelton residents. New Zealand's first bulk fuel tank fire occurred at Lyttelton in August 1937, when a Vacuum Oil Company kerosene tank caught alight. There were fires in the Dampiers Bay oil storage tanks in 1961 and 1985. After the second of these fires the tanks were removed from the area close to dwellings to the main oil storage area on the Naval Point reclamation.

The need to hold fuels in bulk tanks at Lyttelton diminished when a pipeline was laid over the Port Hills following (approximately) the line of the Bridle Path in 1956. The pipeline ended at an installation in Woolston. In the late twentieth century, imports of liquid petroleum gas began. The

Borough Council opposed construction of a liquid petroleum gas terminal in Lyttelton, so it was decided to build pipeline between Lyttelton and a depot in Woolston. Construction of the line began in December 1983 and the line came into use in September 1984. The line was laid, partly in tunnels and partly on the seabed, from Lyttelton to Rāpaki via Magazine, Corsair and Cass Bays before it crossed the Port Hills.

Bulk handling of coal began at Lyttelton in 1922, when the Union Steam Ship Company built a steam-powered coal-handling plant at the outer end of Gladstone Pier. The facility was used to unload colliers sailing from Greymouth and Westport which brought coal for domestic use in Canterbury and to supply coal-burning steamers. The opening of the Otira tunnel in 1923 (which saw West Coast coal brought to Canterbury by rail) and the increasing number of oil- rather than coal-fired ships saw use of the facility diminish, but coal-burning tramp steamers continued to use it until well after the end of World War II.

A new era in the handling of coal at Lyttelton began when Lyttelton was designated the export port for coal from Mount Davy. The coal came from the West Coast by rail. By the 1980s, with trucks handling most other goods, including those in containers, most of Lyttelton's rail traffic consisted of long coal trains. New waggons and upgraded handling facilities came into use in 1985. Stockpiles of coal on Cashin Quay became a feature of the port in the late twentieth century and early twenty-first century.

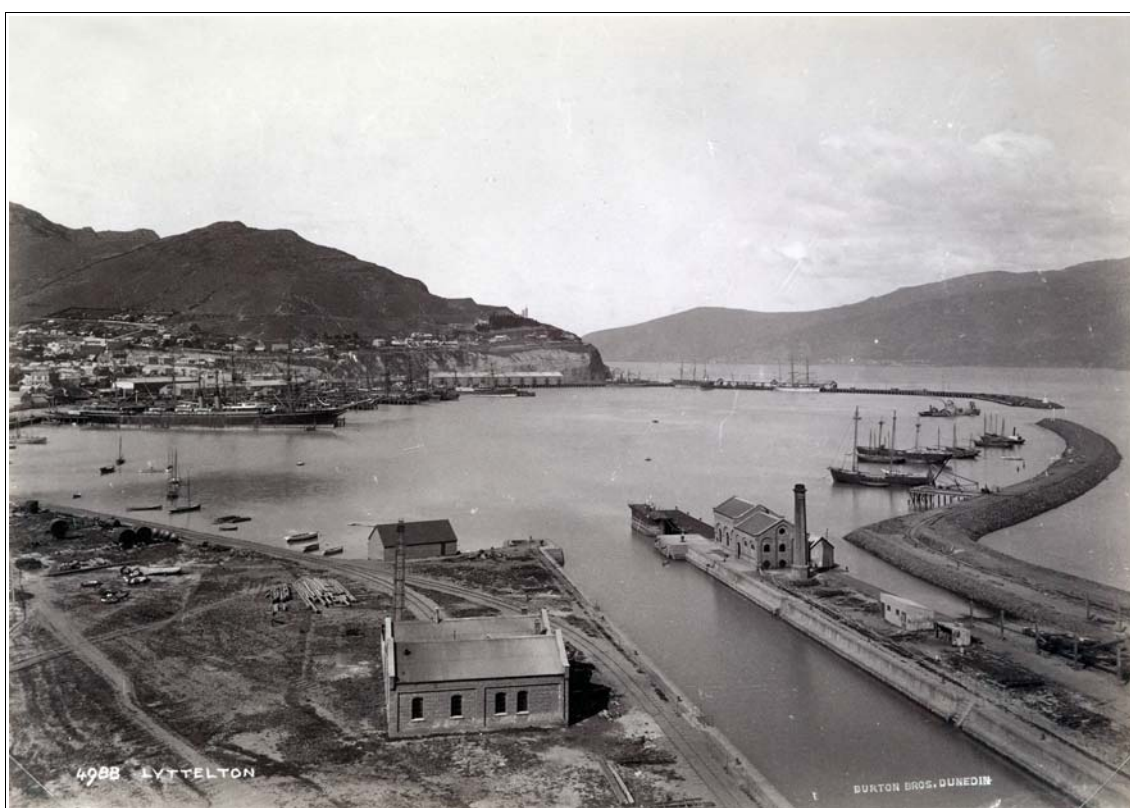


Figure 103. 1880s view of the port showing finger wharves, Officers Point and Naval Point breakwaters, graving dock and various buildings.

Source: Burton Brothers photograph O.000993, MNZ



Figure 104. 1912 view of the port showing additional wharves associated with breakwaters and an increase in the number of warehouse buildings.
Source: Muir and Moody photograph O.002047, MNZ



Figure 105. 1947 view of the port and eastern reclamation for bulk fuel storage.
Source: Whites Aviation WA-10880-F, ATL

Ships of all sorts

Besides the general overseas cargo ships and the bulk fuel tankers, Lyttelton was visited by a great number of other vessels. Inconspicuous among them, but important to the rest of Banks Peninsula were the small coastal trading vessels that served Akaroa and the bays.

Coastal ships which sailed further afield than the small ships serving the Peninsula also called regularly at Lyttelton. There was a trend, as the twentieth century advanced, for these coastal vessels to become larger. The Richardsons, Holm, Canterbury Steam and Union Companies all ran ships to and from Lyttelton. The Northern Shipping Company inaugurated a service between Lyttelton and Onehunga in 1949 and vessels of the Wanganui Shipping Company began calling at Lyttelton in 1952.

But through the 1950s and 1960s, coastal shipping declined as ships steadily lost ground to road, rail and air freight. The inauguration of the roll-on roll-off service (for trains as well as motor vehicles) between Picton and Wellington in 1962 was decisive in reducing the amount of coastal shipping using Lyttelton. In 1984, the Northern Shipping Company went into voluntary liquidation. The Union Steam Ship Company, which had introduced a roll-on roll off service to Lyttelton in 1966, found itself in difficulty in the same year. The operations of the port were not seriously affected by the decline of coastal shipping because through the years it declined, the overseas bulk and container trades were booming and Lyttelton was a popular port for foreign fishing vessels to call into.

Coastal shipping revived with the inauguration of an inter-island service by the roll-on roll-off *Coastal Trader* in the early 1980s, but it was withdrawn from the Lyttelton run in November 1986. Subsequently the Pacifica Company maintained a coastal shipping service to Lyttelton. A revival of coastal shipping in the 1990s, associated with the South Pacific Shipping Company, faltered when the company failed.

For very many years a large number of New Zealanders associated Lyttelton not with cargo ships but with the inter-island ferries that were the main way people travelled between the South and North Islands between the early twentieth century and the 1960s, when aeroplanes and motor-cars became more common as means of travelling between the islands.

Regular passenger services from Lyttelton began as early as 1854 with a screw steamer, the *Nelson*, providing a government-subsidised service to Nelson and Wellington. A competing service by the *Zingari* began in 1858. Several ships provided an inter-island service of different frequencies in the following years. In 1895, a weekly service began with the *Penguin*, then a year later the Union Steam Ship Company began a service of three trips each way every week. The service was increased to six days a week each way in 1906. In the meantime, in 1902 the practice of running passenger trains onto the wharf began, with the first shelter on the wharf erected in 1903.

In the 1960s, although the Picton-Wellington service that was to take much of the inter-island patronage from the Wellington-Lyttelton service began in that decade, a link-span loading ramp was installed at Lyttelton in 1965 and a new passenger terminal opened in January 1966. (It was redundant a decade later and demolished in the 1980s.) A regular two-ship service continued until

1968, when the *Wahine*, a new vessel introduced to the run in 1966, was lost in its namesake storm in Wellington Harbour. After the loss of the *Wahine* in 1968, the *Maori* continued the run until 1972 when the new *Rangatira* arrived. The *Maori* was laid up the same year and the single-ship service continued only until 14 September 1976, when the *Rangatira* made its last run.

Through the first three-quarters of the twentieth century, the inter-island trip was part of the lives of many generations of New Zealanders, entered New Zealand literature, and was for many the main experience they had of Lyttelton.

Passenger ships were infrequent visitors to Lyttelton following the withdrawal of the *Rangatira* until, towards the end of the twentieth century, Lyttelton became a port of call for cruise ships. The first cruise ships arrived in the 1970s, in the last years of the inter-island service. By 1990s, cruise ships were regular visitors. The visit of the *Queen Elizabeth II* in 1991 was a sign of Lyttelton's growing importance as a cruise ship port of call. The visits continued until the earthquakes of 2010-11 caused serious damage to the port. For some years (continuing until the year of writing, 2014) the cruise ships called instead at Akaroa.

Lyttelton was also for many decades a fishing port, the home port of a fleet of fishing boats, which had moorings on the western side of the inner harbour (see section 4.4). The decline of a Lyttelton-based fishing industry in the second half of the twentieth century was matched by the increasing popularity of Lyttelton as a port of call (for crew 'rest and recreation', re-provisioning and re-fuelling and repairs for overseas shipping vessels). The first of these visiting deep-sea trawlers were Japanese, which were coming in considerable numbers by the 1970s. Later the visiting fishing vessels were Taiwanese, then Russian and Korean. By the 1980s there were regularly more Japanese and Taiwanese fishing boats in port than coastal ships. In the 1990s new berths for deep-sea fishing vessels were constructed and coolstores and fish-processing facilities built on Gladstone Quay. A Lyttelton writer, Joe Bennett, noted that in 1999 there were 'always Russians in port', coming off 'rusting trawlers', along with knots of Koreans or Filipinos.

War ships have never been based for long periods at Lyttelton (the early Thornycroft torpedo boat excepted – see section 7.4) but visits by naval ships drew large crowds from Christchurch. The first naval visits to attract large crowds were the visits in the 1890s of the Royal Navy's Australasian Squadron. When H.M.S. *New Zealand*, the Dreadnought battle cruiser for which New Zealand had paid, visited Lyttelton in 1913 special trains were put on to bring schoolchildren from Christchurch to view the ship. H.M.S. *New Zealand* paid a second visit in 1919 and in 1920 H.M.S. *Renown* was in port. In the 1920s ships of the New Zealand Squadron of the Royal Navy paid visits and in 1925 an American destroyer squadron called. Peacetime warship visits continued into the 1930s and resumed after World War II.

Other vessels which drew crowds to Lyttelton included the first twin-screw steamer to visit the port (1894), the ships of the various British Antarctic expeditions (see section 10.1), the first icebreakers of the American Operate Deep Freeze (the 1950s) and the replica barque *Endeavour* in 2006.

The changes to the port

The combined impact of many of the changes in the operation of the port discussed in the preceding paragraphs changed the physical appearance of the port almost beyond recognition between the 1960s and the first decade of the twenty-first century. Gone by the early 2000s were the long rakes of railway trucks, covered by tarpaulins and hauled by steam trains; gone too were the tall cranes that formerly stood on all the wharves of the inner harbour. Coastal steamers and the bigger 'home' boats no longer called and remained tied up at the wharves for days or even weeks. The evening boat train no longer disgorged hundreds of passengers on the inter-island wharf. The inner harbour was at times close to deserted, except for the oil tankers that continued to berth at the oil wharf. The local fishing fleet disappeared, its place taken by foreign deep-sea fishing vessels of many nationalities. The wharves where Lyttelton and Christchurch children formerly wandered at will were closed to the public. The long coal trains passed the front of the town without stopping, to add to the huge piles of coal on Cashin Quay, which competed for space with equally large piles of logs.

The character of Lyttelton

In the years cargo-handling was labour intensive, the watersiders were a significant group in sustaining Lyttelton's reputation as a strongly working class, union town. A union formed at Lyttelton in 1883 was broken in a strike in 1885. After the 1890 waterfront strike (which lasted for two months at Lyttelton) the influence of the unions was undermined by the re-organisation of wharf labour by the Employers Association and the shipping companies. But in 1913, the unions were strong enough again to make Lyttelton a focus of the 1913 watersiders' strike (which originated in Wellington).

Special constables took control of the port in what was described as the 'invasion' of Lyttelton. After the strike was broken, the strikers were forced into a new 'arbitrationist' union, but the strike was also followed by the election of James McCombs as the first of a long line of Labour Party M.P.s who represented Lyttelton. On the last occasion which saw serious industrial friction on the Lyttelton waterfront, the 1951 'strike'/'lockout', servicemen worked the port and a new union formed which worked under police protection. The dispute caused long-lasting bitterness in Lyttelton.

That working the port was labour intensive also affected the physical character of the waterfront. For many years a conspicuous feature of the port was the Coronation Hall, first built as a shelter for 'lumpers' in 1889 but subsequently enlarged (in 1902, 1908 and 1917) to become a centre for social and political activity on the waterfront. It was replaced in the 1950s by a building which has also been demolished.

The influence of the watersiders as a group and of their unions diminished dramatically with changes in cargo-handling practices in the second half of the twentieth century, particularly with containerisation which saw containers packed and unpacked off the wharves and the wharves of the inner harbour used less. Bulk-handling of coal, logs and other products also reduced the waterfront workforce.

The social character of Lyttelton and its differentiation from Christchurch are also discussed in section 3.5, the Town of Lyttelton.

6.2 Connecting Banks Peninsula by transport and communications: The Port of Lyttelton

General discussion:

Lyttelton has a distinctive maritime history, different from that of any other part of the Peninsula. Its development as a major port, particularly for the export of produce from all of Canterbury, but also for imports and for passenger travel, has given it features which are not shared by any other part of the Peninsula. It has its own history of the development of aids to navigation, of the construction of wharves and breakwaters and of the reclamation of large areas of land to ensure the port could continue to function efficiently.

Relevant listings:

Some of the very many residences in Lyttelton were the homes of people important in the history of the port. These associations should be emphasised in the documentation of those listed residences. They should also be emphasised in the documentation relating to those of the listed commercial buildings which relate to the operation of the port, such as stevedoring companies.

The graving dock is one of the most important surviving features of the development of the port in the nineteenth century.

The (partly demolished) original Harbour Board office building is the only listing which relates to the administration of the port.

The Adderley Head signal station is a key site in the development of navigation aids for the port and the Timeball Station was another key site in the story of the provision of navigation aids at Lyttelton until its deconstruction following the earthquakes of 2010-11.

Possible new building, object, site and landscape-related listings:

Any historic features relating to the development and growth of the port, such as older wharves, breakwaters and reclamations, the preservation of which is consistent with the efficient running of the port should be considered for listing. (Refer to table 6.2). The candidates involve a mid twentieth century tug and pilot station and the 1960s roll on/roll off ramp installed for the Lyttelton-Wellington ferries.

The most recent former Harbour Board building should be considered for listing partly on the grounds of its place in the story of the administration of the port.

Any further residences or commercial buildings which research into the individual properties shows are related to personalities or commercial activities connected with the development and running of the port should be considered for listing.

Possible new archaeological listings:

Further research is required in respect of the sites described in Table 6.2 before any listing recommendation can be made.

Bibliographic note:

In the general histories of Lyttelton and in the titles which deal specifically with the development of the port there is sufficient information for the identification (in association with field surveys) and

evaluation of possible further listings.

Further research:

Additional research on the development of the port may help to locate the historic sites of some of the engineering and other port-associated businesses.

Further archaeological research and other suggested action:

As recommended in Section 6.1 Developing entrepôts consideration should be given to archaeological-based investigation of the historical record of the construction and expansion of maritime infrastructure in respect of potential archaeological sites.

Refer to general recommendations in the introductory section of this report on page 5.



Figure 106. Postcard showing the ferry *Maori* berthed at the Ferry wharf, Lyttelton.
Source: Shuttleworth collection

6.3 Shipwrecks

The Peninsula's reliance for many decades on shipping for transport and communications, and the presence of a major port in Lyttelton Harbour, have meant that shipwrecks have been part of the Peninsula's history for many years. Ogilvie has described the Peninsula as a 'perilous bulge of coastline where shipwrecks became commonplace'.

One of the earliest recorded wrecks was of the *Magnet* on the southern coast. (Ogilvie gives the year of this shipwreck as 1844, but Andersen, basing his conclusion on the fact that its captain, James Bruce, established his hotel in Akaroa in 1841, puts the wreck three years earlier than Ogilvie.) The *Magnet* was just one of several vessels wrecked in the years there were shore whaling stations in several of the southern bays. Others included the *Robin Hood*, *Jewess*, *Transfer* and *Speculator*. In the 1841 wreck of the *Transfer* and *Jewess* at Ikoraki six of the hands at Price's whaling station drowned when they tried to save the crew of the *Transfer*. In the same period, in 1842, the *Brothers* capsized inside Akaroa Harbour. A woman and her children were drowned and the New Zealand Company surveyor, Mein Smith, lost his equipment and survey plans and other papers.

One of the best-remembered wrecks on the Peninsula (Taylor recorded in the late 1930s that 'the story of the wreck is still told by the greybeards of the district') was that of the *Crest* in October 1868 on the headland between Flea and Damons Bays. The *Crest* was sailing with a cargo of telegraph poles for a port north of Kaiapoi. Two of the four men aboard reached shore safely but two drifted on wreckage into a cave. Efforts to rescue them over several days were thwarted by heavy swells, dangerous rocks and heavy beds of kelp and the men drowned.

When the *Jane Hannah* was driven ashore in a storm near Dan Rogers Bay in 1880, the crew of four were all lost. Much worse loss of life – the worst in all Peninsula shipwrecks – occurred when the *Clyde* was wrecked on Snufflenose in November 1884. A sole survivor reached Island Bay; eighteen were lost, including the captain, his wife and three children. Taylor described Snufflenose as 'the graveyard of ships' because a strong ocean current sets in against it from the south. Around 1900 a brig laden with timber was lost with all hands in the same area, between Lands End and Island Bay.

Nineteenth century wrecks on the Peninsula's northern coast included that of the schooner *Florence* in 1876, overtaken by a sudden squall off Long Lookout Point. All but one of the crew escaped when they drifted in a boat without oars into Lyttelton Harbour. But when the ketch *Clematis* foundered in the same area later in the same year, the crew of six and the single passenger were lost. A much larger brig, also named *Clematis*, struck rocks off Long Lookout Point in February 1881.

Wrecks seem to have been particularly frequent at Le Bons Bay, which lies open to the east. In 1868, two vessels, the *Breeze* and *Challenge* were both driven ashore in the same storm and one person drowned. Other wrecks recorded at Le Bons Bay later in the nineteenth century were the *Struggler* (1872), *Water Lily* (1885), *Gipsy* (1886) and *Hero* (1888).

The most notable nineteenth century wreck inside Lyttelton Harbour was that of the *May Queen* on the Red Rock between Little Port Cooper and Camp Bay in January 1888. Its remains were visible for many years and items salvaged from it ended up, many years later, in the Lyttelton Museum.

In the twentieth century, when the *Bell Flower* was wrecked in 1911 between Murray's Mistake and Tumbledown Bay, on the south coast which had been the scene of several earlier wrecks, the crew were all rescued by a rope secured to the 100-foot-high cliff top, but the captain drowned. (He was buried at Murrays Mistake.)

In December 1940, the inter-island ferry *Rangatira* ran aground off Little Pigeon Bay, but the approximately 800 passengers were transferred safely to Lyttelton and the vessel was refloated at high tide. Wrecks became less frequent in the later twentieth century, as navigation aids improved but in September 1963, the coastal steamer *Holmbank* foundered off Peraki and the ship and all aboard it were lost.



Figure 107. Ship's graveyard Quail Island, 2006. Clockwise from the top, *Frank Guy* (schooner), *Darra* (composite barque), outline of the *Lyttelton* (Steam launch) and the *Mullogh* (steamship).
Source: Otamahua/Quail Island Ecological Restoration Trust/DOC

Historic shipwrecks, scuttled vessels and hulks

The historical research undertaken by maritime archaeologist Andrew Dodd, and the shipwrecks listed as archaeological sites in the Regional Coastal Environment Plan for the Canterbury Region, suggest that the total number of ships wrecked in the waters around Banks Peninsula is in excess of 78. Within the area known as the 'ship's graveyard' off Walkers Beach, Quail Island, there are up to 14 deliberately scuttled vessels. The most notable of these is the *Mullogh*, an iron screw steamer which was dumped there around 1923 and the *Darra*, built in 1865. This second vessel had been a coal hulk in Lyttelton for many years before being dressed up in 1950 to represent the *Charlotte Jane*

in the Canterbury centennial celebrations of that year. It was dumped at Quail Island three years later.

Table 6.3. Recorded shipwrecks, scuttled vessels, and hulks around Banks Peninsula 1839 – 1990
 Source: Andrew Dodd and the Regional Coastal Environment Plan for the Canterbury Region Inventory of Protected Recreational, Cultural or Historic Structures (2005).

Site type	Location	Name	Wrecked
Shipwrecks, hulks etc			
Shipwreck	Adderley Head, Lyttelton	<i>Randolph</i>	1874
Shipwreck	Adderley Head, Lyttelton	<i>Empress</i>	1899
Shipwreck	Adderley Head, Lyttelton	<i>Dolphin</i>	1939
Shipwreck	Adderley Head, Lyttelton,	<i>Triena</i>	1990
Shipwreck	Off Adderley Head, Lyttelton	<i>Kimi</i>	1917
Shipwreck	Off Adderley Head, Lyttelton	<i>Toi Toi</i>	1924
Shipwreck	Akaroa	<i>Atlantic</i>	1839
Shipwreck	Akaroa	<i>Jane Hannah</i>	1880
Shipwreck	Akaroa	<i>The Pup</i>	1974
Shipwreck	Akaroa Harbour	<i>Brothers</i>	1842
Shipwreck	Akaroa Heads	<i>Uira</i>	1863
Shipwreck	Akaroa Heads below the Kaik	<i>Pioneer</i>	1965
Shipwreck	Akaroa, bouldery coast just south of Ōnuku	<i>Glimpse</i>	1875
Shipwreck	Baleine Point, off Port Levy	<i>Catherine Ann</i>	1856
Shipwreck	Breeze Bay	<i>Breeze</i>	1868
Shipwreck	Corsair Bay	?	1881
Shipwreck	Damons Bay (The Amphitheatre)	<i>Crest</i>	1868
Shipwreck	Decanter Bay Rocks	<i>Elizabeth Ann</i>	1876
Shipwreck	Diamond Harbour, Lyttelton	<i>Kestrel</i>	1883
Shipwreck	Godley Head, Lyttelton	<i>Kotare</i>	1968
Shipwreck	(Near) Godley Head, Lyttelton	<i>Auckland</i>	1863
Scuttled	(Near) Godley Head, Lyttelton	?	????
Shipwreck	Goughs Bay	<i>Margaret</i>	1899
Shipwreck	Horseshoe Bay	<i>Jason M.</i>	1976
Shipwreck	Horseshoe Bay, Snuffle Nose	<i>Clyde</i>	1884
Shipwreck	Kaituna Beach and near Lake Forsyth	<i>Hope</i>	1944
Shipwreck	Le Bons Bay	<i>Breeze</i>	1868
Shipwreck	Le Bons Bay	<i>Challenge</i>	1868
Shipwreck	Le Bons Bay	<i>Struggler</i>	1872
Shipwreck	Le Bons Bay	<i>Water Lily</i>	1885

Shipwreck	Le Bons Bay	<i>Gipsey</i>	1886
Shipwreck	Le Bons Bay	<i>Hero</i>	1888
Shipwreck	Le Bons Bay	<i>Blackwall</i>	1889
Shipwreck	Little Port Cooper	<i>Wairau</i>	1924
Shipwreck	Long Look-out Point, Little Akaloa Bay	<i>Clematis</i>	1881
Shipwreck	Lucas Bay, Akaroa Harbour,	<i>Gipsy</i>	1867
Shipwreck	Lyttelton	<i>Lass of Erin</i>	1851
Shipwreck	Lyttelton	<i>Torrington</i>	1851
Shipwreck	Lyttelton	<i>William and John</i>	1851
Shipwreck	Lyttelton	<i>Old Man</i>	1852
Shipwreck	Lyttelton	<i>Margaret</i>	1853
Shipwreck	Lyttelton	<i>Catherine</i>	1864
Shipwreck	Lyttelton	<i>Three Brothers</i>	1869
Scuttled Vessel	Lyttelton	<i>Ocean Bird</i>	1905
Shipwreck	Lyttelton	<i>Aroha</i>	1922
Shipwreck	Lyttelton	<i>Theseus</i>	1981
Shipwreck	Lyttelton Harbour	<i>Dove</i>	1864
Shipwreck	Lyttelton Harbour	<i>Annie</i>	1866
Shipwreck	Lyttelton Harbour	<i>Brothers</i>	1866
Shipwreck	Lyttelton Harbour	<i>Iona</i>	1868
Shipwreck	Lyttelton Harbour	<i>Three Sisters</i>	1868
Shipwreck	Lyttelton Heads	<i>Edward</i>	1877
Shipwreck	Lyttelton, near jetty	<i>Flirt</i>	1851
Shipwreck	Lyttelton, on seawall	<i>Glasgow</i>	1866
Shipwreck	Lyttelton, on the reef near Quail Island	<i>Dolphin</i>	1862
Shipwreck	Lyttelton, Shag Reef	<i>Daniel Watson</i>	1868
Shipwreck	Magnet Bay	<i>Magnet</i>	1844
Shipwreck	Okains Bay (Grounded on the bar)	<i>Elizabeth</i>	1864
Shipwreck	Okains Bay	?	1861
Shipwreck	Okains Bay	<i>Julia Ann</i>	1870
Shipwreck	Okains Bay	<i>Minnie</i>	1890
Shipwreck	Pa Point	<i>Coquette</i>	1888
Shipwreck	Peraki	<i>Speculator</i>	1841
Shipwreck	Peraki	<i>Holmbank</i>	1963
Shipwreck	Peraki	<i>Transfer</i>	1841
Shipwreck	Peraki	<i>Jewess</i>	1841
Shipwreck	Peraki	<i>Cologne (Colon)</i>	1846
Shipwreck	Pigeon Bay	<i>Emu</i>	1874

Shipwreck	Pigeon Bay	<i>Quiver</i>	1877
Shipwreck	Port Levy	<i>Cowan</i>	1948
Hulk	Port Levy Rocks	<i>Luna</i>	1903
Scuttled	Quail Island Ship's Graveyard	Up to 14 ships – some are these are listed below	Various
Hulk	Quail Island, Walkers Beach	<i>Belle Isle</i>	1923
Hulk	Quail Island, Walkers Beach	<i>Mullogh</i>	1923
Hulk	Quail Island, Walkers Beach	<i>Flying Squirrel</i>	1902
Hulk	Quail Island, Walkers Beach	<i>Waiwera</i>	1907
Hulk	Quail Island, Walkers Beach	<i>Lyttelton</i>	1907
Hulk	Quail Island, Walkers Beach	<i>Don</i>	1907
Hulk	Quail Island, Walkers Beach	<i>Dorset</i>	1907
Hulk	Quail Island, Walkers Beach	<i>Red Jacket</i>	1907
Hulk	Quail Island, Walkers Beach	<i>Darra</i>	1951
Hulk	Quail Island, Walkers Beach	<i>La Plata</i>	1927
Hulk	Quail Island, Walkers Beach	<i>Frank Guy</i>	1937
Shipwreck	Red Rock, off Little Port Cooper	<i>May Queen</i>	1888
Shipwreck	Scenery Nook, Squally Bay (west of Akaroa)	<i>Konene</i>	1949
Shipwreck	Stony Bay	<i>Edward and Christopher</i>	1867
Shipwreck	(Between) Tumbledown Bay and Murrays Mistake	<i>Bell Flower</i>	1911
Shipwreck	Whakamoia reef 4 miles west of Akaroa Heads	<i>Kereru</i>	1972
Hulk	Wreck Bay, south of Rīpapa Island	<i>Derwent</i>	1883
Hulk	Wreck Bay, south of Rīpapa Island	<i>Menschikoff</i>	1906
Hulk	Wreck Bay, south of Rīpapa Island	<i>Marie</i>	1913

6.3. Connecting Banks Peninsula by transport and communications: Shipwrecks

General discussion:

The Peninsula's indented and often storm-bound coast has been the scene of numerous shipwrecks since European ships first began to frequent that coast and two aircraft wrecks. Some have involved loss of life and some are associated with memorials such as the Holmbank memorial.

Relevant listings

None of the known various shipwrecks or hulks around Banks Peninsula are recorded on the Banks Peninsula District Plan (2012).

Possible new building, object, site and landscape-related listings:

The 'ships graveyard' on Quail Island should be considered for listing.

The *Holmbank* memorial at Peraki should be considered for listing.

Any graves of people who died in shipwrecks should be considered for listing.

Possible new archaeological listings:

As suggested above it is recommended that the remains of a number of ships on Quail Island as listed in the NZAA ArchSite record (M36/126) is considered for listing.

Bibliographic note:

Information on shipwrecks around the Peninsula's coasts is scattered throughout the secondary literature, in such titles as Andersen's *Place Names of Banks Peninsula: a topographical history*.

In addition, a number of general publications contain information on Peninsula shipwrecks, such as Diggle, L. (2009) *New Zealand Shipwrecks: Over 200 years of disasters at sea*.

The history of the Quail Island ship's graveyard is well covered in Jackson, P. (2006) *Ōtamahua/Quail Island: A link with the past*; and historical research into shipwrecks in the Banks Peninsula area has been undertaken by maritime archaeologist, Andrew Dodd.

Photographs and commentary of the sinking of the *Holmbank* can be found on KeteChrischurch on-line resource, along with a number of other ships with Banks Peninsula connections.

The Wrecks and Hulks of Lyttelton Harbour page of the New Zealand Maritime Website includes information on a number of vessels. <http://www.nzmaritime.co.nz/whatsnew.htm>

Further archaeological research and other suggested action:

Some of these wrecks may have components above and below Mean High Water Springs (MHWS). As such, consideration should be given to undertaking further historical research to ascertain if any wrecks are in this position and if so, their location and condition should be recorded by a maritime archaeologist. Site record forms for each of these sites should be completed and added to ArchSite.

Refer to general recommendations in the introductory section of this report on page 5.

6.4 Tracks, roads and bridges

The Peninsula's steep, convoluted terrain and the existence of many relatively sheltered bays and harbours which made coastal shipping practicable meant that overland travel by way of tracks and roads was slow to develop.

Some early tracks and later roads followed the lines of Māori tracks. The road over the Waipuna Saddle between Port Levy and Little River follows more or less exactly the line of the Māori track between Koukourarata and Wairewa. But for the most part the tracks and roads of the years of European settlement were laid out without regard for established Māori tracks.

One of the earliest European tracks on the Peninsula was a pack track formed from Takapūneke (Red House Bay) to Flea Bay by Green soon after he had landed with the Rhodes brothers' cattle at Takapūneke in November 1839 (see section 2.2). A second early track is noted by Ogilvie around the cliff tops linking Oashore and Peraki. This is described by him as an old whaler's track which was also used by Bishop Selwyn during his visits to Banks Peninsula.

But the history of forming tracks and then roads for overland transport begins effectively with the arrival of the French settlers in August 1840. The two French naval captains Lavaud and Berard both set detachments of their crews to work forming a track to connect Akaroa with the French naval farm at what became known as French Farm and on to Tikao Bay. In August 1844, William Wakefield noted that a 'road' (though there is no evidence that wheeled traffic made use of it at this time) made under the direction of Lavaud and Berard provided an excellent means of communication around the harbour. In that year, Berard also had his men upgrade the track between Akaroa and German Bay (Takamatua) which had been first formed a few years earlier. Berard also put men to work improving the tracks over to Pigeon Bay and over the Wainui Saddle.

The French track from Akaroa round to French Farm and beyond passed through Duvauchelle. From Duvauchelle a track over the relatively low saddle to Pigeon Bay was cut when Ebenezer Hay, one of Pigeon Bay's first settlers, bought some cattle the Rhodes brothers had on their run south of Akaroa and had to get them over to his Pigeon Bay land. The track was cut through thick bush to a width of two metres by Hay's men. This 1843 track was later improved so that it could be used by horses. It became part of a well-used route to Akaroa which started with a boat ride from Lyttelton to Pigeon Bay and ended with the travellers either walking from Duvauchelle to Akaroa along the old 'French' track or taking the ferry down the harbour. The service was begun in 1851 by Francois Le Lievre in association with the hotel he established at Duvauchelle.

Before the arrival of the Canterbury Association settlers in December 1850, Captain Thomas started work on the Sumner Road, over Evans Pass, to give Lyttelton road access to Christchurch. The story of the hasty formation of the Bridle Path because the Sumner Road over Evans Pass was unfinished when the first Canterbury Association settlers arrived in December 1850 is well-known. When Thomas realised he would not be able to complete the road in time for the arrival of the settlers, he had his workmen form the steeper Bridle Path across the hills immediately behind Lyttelton to Heathcote. It was by this route, primarily suitable for walking but negotiable by horses, that the Canterbury Pilgrims reached Christchurch from Lyttelton. Though the path was improved steadily

through the few years it was in use and a spring dray pulled by bullocks crossed the hills over the Bridle Path in March 1857, it never became suitable for regular use by wheeled traffic. The Bridle Path fell out of use once the Sumner Road was completed, although it remained popular as a walking route and in 1938, the Lyttelton Borough Council improved the formation of the path for its continuing use by pedestrians.

The Provincial Government voted funds for the work to resume on the road over Evans Pass in 1854. The road opened in August 1857, with a difficult zig-zag at the summit of the pass. The zig-zag was not eliminated until a new road was formed at a higher level at the approach to the summit of Evans Pass during World War I. In 1937-38, the road between Lyttelton and the summit of Evans Pass was widened and sealed and a stone wall built along its outer edge for safety.

One other track that led from the Lyttelton Harbour basin across to Pigeon Bay and Akaroa Harbour was in common use until the road to Akaroa through Little River and over Hilltop was opened in the early 1870s and the railway reached Little River in 1886. This was the 'Purau Line'. A track was cut in the 1850s from Purau, up past the Greenwoods' original house (which became an inn for some years) and climbed to the summit ridge of the Peninsula at a saddle between the Kaituna and Port Levy Valleys. It then struck east along the summit ridge, past Mounts Fitzgerald and Sinclair until it reached the track cut in 1843 by Ebenezer Hay between Duvauchelle and Pigeon Bay. The track along this route was opened in 1854. It was maintained, at considerable expense, by the Provincial Government until beyond 1864. Though the track was formed at an easy incline and was well benched, it rose to a considerable altitude and was circuitous. It fell out of use once the more expeditious route through Little River became available in the early 1870s.

In the earliest days of European settlement, the usual route between Little River and Akaroa Harbour was over the Wainui Pass, but the case for a track over 'Barrys Pass', that is Hilltop, was made in 1856. In 1858 a surveyor Richard Harman surveyed a bridle path from Little River to Barrys Bay. The benched track was open by June 1858. On the Little River side of Hilltop 'Harman's Line' followed a different route from that along which the coach road was built in the early 1870s (see below). A new bridle track was first formed on that different line in 1865. In 1911, though the coach road had been in use for several decades, 'Harman's Track' could still be seen plainly.

The first track linking Okains Bay with Akaroa Harbour was formed in 1852. It was upgraded to a bridle track in 1856. A track from Le Bons Bay to Akaroa was cut in 1860 up the ridge on the south side of the bay by the owners of one of the early sawmills in Le Bons. (Ogilvie gives 1858 as the date for the first track from Le Bons to Akaroa.) There were also early bridle paths or tracks from Le Bons Bay past Panama Rock to Okains Bay and to Waikerikikari (Hickory Bay).

The first track out of Little Akaloa up to the line of the Summit Road was formed in 1864. Like other early tracks 'Shaw's Line' was given the name of the surveyor who laid it out. A track also existed from the early 1860s from Little Akaloa to Okains Bay.

Tracks were not formed in the south-western part of the Peninsula until rather later than elsewhere. A pack track from Peraki to Akaroa Harbour was not formed until after 1876, once Anson and Snow had bought the property. On the vast Kinloch Estate to the west of the line between Peraki and

Wainui, there were in the nineteenth century in effect only pack tracks leading up to and along the summit of the hills and down towards some of the south-western bays.

In the Lyttelton Harbour basin, a bridle track was formed from Lyttelton to Dyers Bay (within Governors Bay) in 1856 and continued on to 'Gebbies Flat' (Teddington) and over Gebbies Pass in the early 1860s. A line for a track over Dyers Pass from Governors Bay to the plains following an existing Māori track was surveyed in 1856. Formation of the track began in 1859 and the route was complete by 1864. The first road from Charteris Bay to Purau was a stock route which ran higher up the hill than the later Marine Drive (see below). The stock route was formed in the 1870s. A branch road led down the hill to the Diamond Harbour wharf.

Another early walking track in the Lyttelton Harbour basin was the signalmen's track from Camp Bay, past the site of the wreck of the *May Queen* to the houses at Little Port Cooper then on up to the signal station on Adderley Head.

The superseding of the early walking and bridle tracks by proper roads (capable of being used by wheeled traffic) occurred over a relatively long period. In some cases the roads were formed over the early walking or bridle tracks. In others new lines were surveyed for the roads and the old tracks fell into disuse. In other cases again, the old tracks fell simply into disuse when alternatives became popular. From the head of the Kaituna Valley, for example, an old bullock track led up to the 'Purau Line' between Purau and the Pigeon Bay Saddle but no road was ever formed out of the head of the valley. Another early track was formed from the Kaituna Valley up to the Kaituna Pass (where the Sign of the Packhorse was later built) to pack goods from the flats around Te Waihora (Lake Ellesmere) and the Kaituna and Prices Valleys to the Lyttelton Harbour, but once reasonable roads had been formed through Motukarara and Tai Tapu and over Gebbies Pass both Lyttelton and Christchurch could be more easily reached along those routes, and the track over the Kaituna Pass fell into disuse. By the late 1930s the old track from Long Bay (Otanerito) to Akaroa via Sleepy Cove was 'barely traceable' but the bridle track over French Pass from the Okuti Valley to Wainui was still in use. It never became a road, though Andersen in the late 1920s described it as 'the road from Little River to Wainui', because the route over Hilltop had become the main route between Little River and the Akaroa Harbour.

The most important improvement of the Peninsula's land transport network as roads superseded tracks was the development of the road around the foot of the hills from Motukarara to Birdlings Flat and up one side of Wairewa (Lake Forsyth) to Little River. The road was then extended over Hilltop to Akaroa. (This is the route of today's familiar main highway to Akaroa.)

The road to Little River round the foot of the hills was open for traffic by 1870. It followed a route closer to the hills, crossing the lower ends of some spurs rather than skirting them, than the present highway. The coach road on from Little River over Hilltop to Akaroa was formed on an easier grade than the earlier walking and bridle tracks up to Hilltop, across the valley from the older routes. It was opened for traffic in February 1872. The Akaroa County Council took control of the main road from Akaroa over Hilltop in 1886.

Over a period of 30 or 40 years, all the main bays were connected by roads (as opposed to walking or bridle tracks) to the Summit Road and over to the main road to Akaroa where it skirted the harbour. The formation of the roads to the individual bays was undertaken by road boards established under the Provincial Government in the 1860s. The boards included the Akaroa and Wainui Road Board (1864) Okains Bay Road Board (1864) and the Pigeon Bay Road Board (1865). The Le Bons Bay Road Board split from the Okains Bay Road Board in 1884 after complaints roads in the Le Bons area were being neglected. Though the road boards remained in existence for many years, many of their responsibilities for roads were taken over, after the abolition of Provincial Government in 1876 and establishment of county councils in 1877, by the new county councils (see section 8.3).

A coach road to Pigeon Bay was completed in 1871 and to Le Bons Bay about the same time. The road into Little Akaloa was built on the opposite side of the valley from the earlier 'Shaw's Line' in the 1870s. A new road into Okains Bay was also built in the 1870s.

The road up to the Cabstand, which gave access to the remote bays, Hickory (Waikerikikari), Goughs, Paua and Fishermans, as well as to Otanerito (then known as Long Bay) was completed in 1878, replacing the earlier track over Purple Peak Saddle (which remains a walking track).

The Peninsula's Summit Road from Hilltop round to the Cabstand above Akaroa, sections of which had been formed in the course of roads being built to the bays from Akaroa, was completed by the Akaroa County Council in the 1880s. Work began on the section between the roads to Okains and Le Bons Bays in 1882 and the road was opened along its full length by 1887. Unlike the Port Hills Summit Road, which has never been part of a working road network, the Peninsula Summit Road was needed to link the various bays to each other and to Akaroa. (Though Harry Ell's vision was for the Port Hills and Peninsula Summit Roads to be eventually connected by a road and though by 1909 he had succeeded in creating a road reserve along the entire route, a road from Hilltop to Gebbies Pass over the highest parts of the Peninsula was never needed by settlers and farmers, as the Peninsula Summit Road was, so the 'gap' was never filled by a road for wheeled traffic.)

In the Peninsula's south-east, the Akaroa and Wainui Road Board formed the road over to Peraki from Wainui. The bridle track over the hills via the Peraki Saddle to Wainui, which eventually became the Jubilee Road, was not formed until 1887. Part of the Te Oka Road was formed by the owners of Kinloch, the Buchanan's before the estate was subdivided by the Government in the early twentieth century (see section 3.4) and in the later nineteenth century the Wairewa County Council gradually improved the track from Little River to Peraki by way of the Reynolds Valley. Part of the Bossu Road, from the outlet of Wairewa (Lake Forsyth) towards the Peraki Saddle was formed in 1879.

By the end of the nineteenth century, the main lines of the Peninsula's road system were in place. The twentieth century saw steady improvement to the roads, and the building of roads to the last of the inhabited bays. Part of the reason for the improvement of roads was the increasing popularity of the motor car through the first decades of the century. By 1919, people came to the Little River Show in 160 cars plus several motor-cycles with sidecars. Very few rode or arrived in horse-drawn vehicles.

When the Kinloch Estate was bought by the Government and subdivided in the early twentieth

century (see section 3.4) government road gangs formed the roads which gave the settlers access to their sections and also completed the Te Oka Road, which had been partly formed as a private road by the Buchanans, the previous owners of Kinloch.

When the Mount Herbert County was formed in 1902, the Purau to Port Levy road was no more than a track negotiable only by horses or bullocks. The new county council upgraded the road, but it was not widened and sealed until the 1970s and 1980s.

On the Lyttelton side of the Peninsula the main development of roading between the wars was the construction of the Summit Road (which straddles the crest of the Port Hills which is the boundary of the former Banks Peninsula District). The well-known story of the success of Harry Ell's efforts to have the Port Hills Summit Road built belongs rather to the city of Christchurch than to Banks Peninsula.

In 1928, on the northern side of the Peninsula, a road was not finally built to Menzies Bay via Decanter Bay. The road was not built earlier partly because John Menzies wished to retain his privacy and preferred to come and go by horseback or ship. The road, which replaced an earlier steep, zig-zag bridle track, was not metalled until after World War II. Two of the south-eastern bays, Flea Bay and Stony Bay, had to wait until after the war for full road access. In 1940 only a horse track led all the way to Flea Bay, but the road reached the bay in the 1950s, the same decade which saw the road completed all the way to nearby Stony Bay.

During the Depression in the 1930s work camps for men working on improving roads were established at Purau, Diamond Harbour (Stoddarts Point), Hilltop, Pigeon Bay and Duvauchelle. One of the works undertaken during the Depression was the realignment of the road between Takamatua and Akaroa. In the Lyttelton Harbour basin, the workers who camped at Purau formed the new lower level road, Marine Drive, from Purau to Charteris Bay through Diamond Harbour and Church Bay. They also built the road beyond Purau to Camp Bay.

Progressively through the twentieth century road surfaces improved. The Little River Road Board acquired a crusher for making road metal in 1900. Metalling of roads in the Mount Herbert County began just before World War I when the Council acquired a stone-crushing plant which was sent first to Port Levy. By 1940, the Akaroa County Council was using not just an enlarged crushing plant, but also a power drill, trucks and a power grader to improve its roads. There was crusher working at Le Bons Bay in the 1950s.

The Wairewa County Council began sealing the main highway between Motukarara and Kaituna in the 1940s and in that decade considered carrying the seal on to Hilltop, though it was not until well after the end of World War II that the highway between Christchurch and Akaroa was sealed for its full length.

The improvements in the roads as the twentieth century advanced led to the establishment between the two World Wars of local trucking firms. In Le Bons Bay, a local landowner purchased trucks in the 1920s, using them first to transport milk to the local dairy factory, but then to carry cocksfoot and wool to Christchurch. The firm remained in the family into the 1950s. At Port Levy, Frank Jenkins,

who had worked bullock teams, founded a trucking firm around 1930. He carried stock and produce to market, relieving farmers of the need to drive stock out to the Little River railhead or to Christchurch through Purau and Governors Bay.

The increasing importance of the private car was signalled in the 1920s by the local councils having to begin to draw up traffic by-laws and parking regulations and to adapt the streets to the new form of traffic.

The final important chapter in the history of roading on the Peninsula was the construction of the Lyttelton road tunnel, which opened in 1964. The building of a Lyttelton road tunnel was mooted from at least 1929 and advocated by the Borough Council in 1935 as an unemployment relief scheme but it was not until the 1950s, after the Tunnel Road Promotion Committee agreed reluctantly that tolls should be used to finance the project, that the Government passed an Act of Parliament setting up a Road Tunnel Authority and authorising loans for the purpose. The Ministry of Works had completed the plans and specifications for the tunnel by August 1960. The opening of the tunnel in 1964 had a significant impact on the Peninsula's main town, Lyttelton. Until the road tunnel was built the only direct road access to Lyttelton was by the winding route over Evans Pass. The impact of the tunnel on the character of Lyttelton is described in section 3.5 and its impact on the working of the port in section 6.2.

On the Peninsula's road system are a very large number of small bridges that carry the roads over the streams and creeks. Because there are no major rivers on the Peninsula, the Peninsula's bridges have never been remarkable – the longest is the bridge over the tidal estuary of the stream that enters the sea at Okains Bay. Because the streams and creeks were narrow and ample timber was available, a large number of bridges were built early in the Peninsula's history. Bridges that had been built in Le Bons Bay were destroyed by the 1868 tsunami but were quickly replaced. In the twentieth century most of the original wooden bridges on Peninsula roads were progressively replaced by concrete structures.

Historic transport-associated sites

Two archaeological sites associated with the transport on Banks Peninsula have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by the Council in one way or another.

Table 6.4. Transport sites recorded on ArchSite for Banks Peninsula.

NZAA Site No.	Locality	Site Type	Māori or European
N36/135	Little Akaloa	Transport/Communication	Nineteenth century timber bridge
M36/142	Quail Island	Transport/Communication	Fresh-water spring and formed track

6.4. Connecting Banks Peninsula by transport and communications: Tracks, roads and bridges

General discussion:

For several decades from the mid nineteenth century, overland travel on the Peninsula was subordinate to travel by sea. Nevertheless, walking and bridle tracks were formed and used from the earliest years of European settlement of the Peninsula. The 'French' road around the head of Akaroa Harbour, the track from the head of the Akaroa Harbour to Pigeon Bay, the Bridle Path over the Port Hills and the 'Purau Line' were examples of these early tracks.

Subsequently a network of roads suitable for wheeled traffic gradually developed. A key road was the one around the base of the hills between Motukarara and Little River and so over Hilltop to Akaroa. In the first half of the twentieth century the Peninsula's road network was gradually extended and improved, but it was until after the mid century that the last of the roads to the remote bays was completed and the main roads were all sealed.

It was also after the mid century that a key road transport link – the Lyttelton road tunnel – was built. The Peninsula has no major rivers and most of its bridges have accordingly been small and not critical parts of the roading infrastructure.

Relevant listings:

Four early bridges in Akaroa and three in the Governors Bay area have been listed.

The Bridle Path is the only early track to have been listed.

The formation of streets in towns is represented only by the cobblestone gutters on Oxford Street in Lyttelton.

Some listings relate to the use of horses for transport in the later nineteenth century and early twentieth century. They include the Lyttelton Council stables, the stables at Orton Bradley Park and the water troughs on Gebbies Pass and in the Gebbies Valley.

Possible new building, object, site and landscape-related listings:

Some of the old lines and formations of early tracks which have not been effaced by more recent road works should be considered for listing. They include the old track from Little Akaloa to Decanter Bay, the track to Flea Bay and the lines of the original tracks between Little River and Hilltop and down from the Summit Road into the bays, and the route over Wainui or French Pass. The signalmen's walking track to Adderley Head should also be considered for listing.

The road from the landing place in Haylocks Bay up to the former site of the Akaroa lighthouse should be considered for listing. So should the short tunnel excavated in 1855 and used as a powder magazine for blasting on the Sumner Road. (The tunnel may need to be re-exposed as it was at least partially buried many years ago.)

Some older rural bridges could possibly be considered for listing as well as the rock seawall edging the Old Coach Road, Governors Bay to Allandale, Lyttelton Harbour.

The Lyttelton portal of the road tunnel should be considered for listing and, in a number of the Peninsula bays roads built out to wharves and jetties could also be considered.

Possible new archaeological listings:

The sites listed in Table 6.4 should be considered for listing.

Bibliographic note:

The history of land transport and the formation of tracks and roads on the Peninsula has not been independently studied, but there is plenty of information on those topics in various secondary sources.

Further research:

No further research is necessary to document the development of the Peninsula’s road network from the earliest days of walking and bridle tracks, but field surveys will be necessary to identify remains of old formations on the ground.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

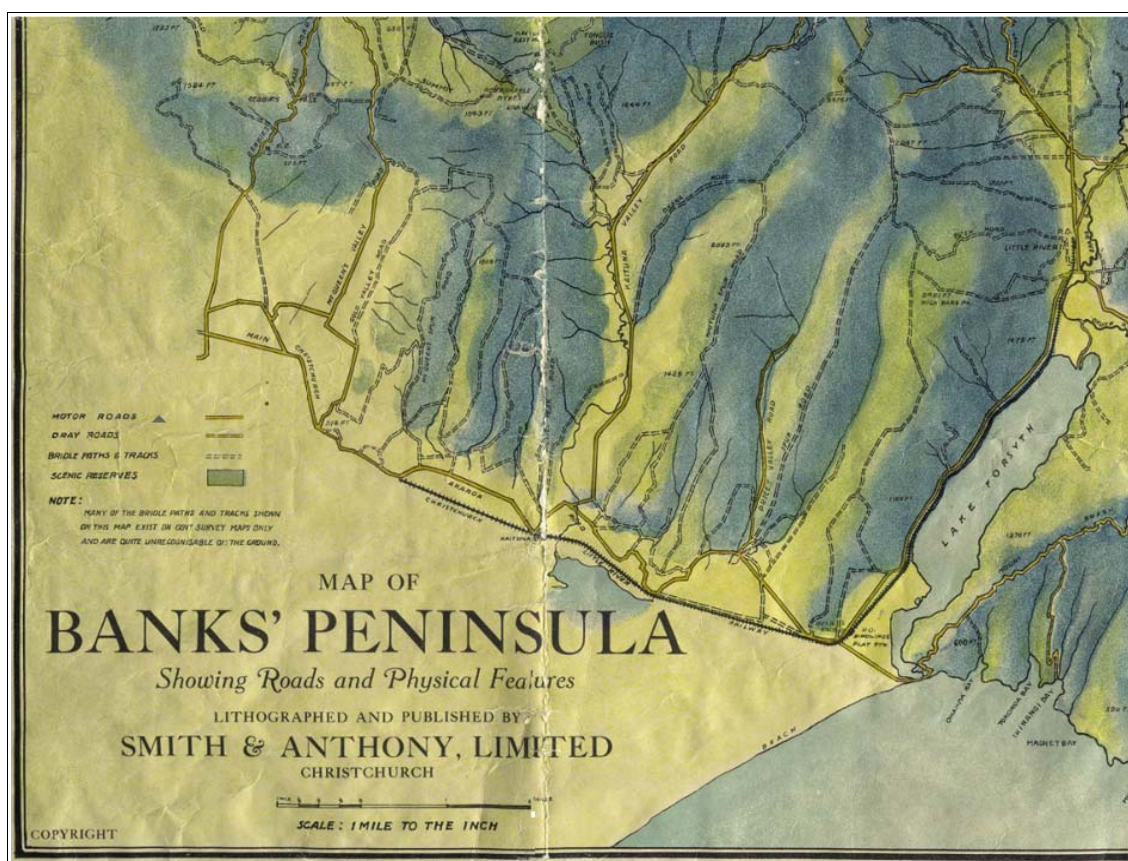


Figure 108. Part Map of Banks Peninsula showing motor roads, dray roads, bridle paths and tracks believed to have been drawn ca. 1924. An annotation on this map records “Many of the bridle paths and tracks shewn on this map exist on Govt. Survey maps only and are quite unrecognisable on the ground”. Source: Map of Banks' Peninsula showing roads and physical features[1924?], CCLMaps 169109, CL

6.5 Rail transport

Rail transport played an important role in the history of two distinct parts of the Peninsula. The history of Lyttelton, as a port and a town, was affected profoundly by the early construction of the Lyttelton rail tunnel which was opened in 1867. Just under 20 years later, the completion of the railway line to Little River, in 1886, promoted the farming development of the eastern Peninsula.

The construction of the Lyttelton rail tunnel, from when Moorhouse first proposed it in 1858 until its opening in December 1867, is a Canterbury rather than specifically Peninsula story. The tunnel's effect on the town and port of Lyttelton is discussed in sections 3.5 and 6.2.

The battle to get the Lyttelton rail tunnel electrified was successful in 1929. The line between Christchurch and Lyttelton remained electrified until 1970. The battle to get a new railway station for Lyttelton took somewhat longer to succeed. The new station opened in October 1963. It had a short useful life-span because passenger services on the line to Lyttelton, except for a few trains that connected with the faltering inter-island ferry service, ended in 1972.

At the time the Lyttelton rail tunnel was being built, Little River's development was advanced by another form of rail transport – the tramway. In 1862 the right to lay a tramway from Christchurch right to Little River was granted by the Provincial Government to William White. The tramway was to be used to carry stone quarried at Halswell and timber milled at Little River into a rapidly growing Christchurch. In 1864 a right-of-way was reserved for the tramway along the full route. In the event the tramway was constructed, at the Christchurch end, only as far as the Halswell quarry. At the Little River end the tramway was laid from White's mill (see section 4.5) to a point on the river bank that was accessible by punt from Wairewa (Lake Forsyth). The sawn timber was loaded onto punts for transport down Wairewa (Lake Forsyth). At the southern end of the lake another short tramway took the timber overland to Te Waihora (Lake Ellesmere) to be shipped across to Timberyard Point by Harts Creek from where it was carted to the Great Southern Railway to be taken south (to the Rakaia River which White had a contract to bridge) or north into Christchurch.

Short tramways were also used at other Peninsula sawmills to get logs out of the bush and to get sawn timber from the mills down to the wharves to be loaded on coastal ships, or, later, to the Little River railway station.

The railway line to Little River was built in the 1880s, from Lincoln, which was on the earlier line to Southbridge. The line from Lincoln to Little River was surveyed in 1879 and the first sod turned in that year. The line reached Birdlings Flat in May 1882, but it took another four years to build the line along the western side of Wairewa (Lake Forsyth). Much of the stone for the embankments on which the line ran across the swampy ground on the foreshore of Te Waihora (Lake Ellesmere) and alongside Waiwera (Lake Forsyth) was quarried from a rocky 'island' close to the line a short distance south-east of the Kaituna Station.

The full length of the line came into use in March 1886. The stations along the line which served areas of the Peninsula were Rabbit Island (renamed Motukarara in 1900), Kaituna, Birdlings Flat and Little River at the line's terminus. A route was surveyed to carry the line on to Akaroa, but the plan

never came to fruition (the line would never have been economic) and Little River remained the Peninsula's railhead.

The Little River line earned a place in New Zealand's rail history when the first New Zealand-made locomotive was run to Little River in February 1888, less than two years after the line opened. Between 1927 and 1934 New Zealand's only electric rail car, the Edison, was used on the Little River line until it was destroyed by fire and not replaced.

The main historical significance of the Little River line derives from its local role as a key transport link between the Peninsula and Christchurch. Rail transport from Little River was important for many years because the Peninsula's roads were notoriously poor. Until roads were improved, beginning in the years between the two World Wars, the railway carried most of the Peninsula's products into Christchurch. Stock was driven overland from all corners of the Peninsula to be loaded into railway stock waggons at Little River.

The railway was also important for passenger journeys (see section 6.6). From 1886, New Zealand Railways ran regular picnic excursion trains from Christchurch to Little River on public holidays and Sundays. Also, for many years up to the outbreak of World War II special exhibit and passenger trains were crucial to the success of the Little River show. In 1944 when petrol was rationed and the Railways Department was unable to run the special show trains to Little River, the show was cancelled. Prior to this, in 1930, travellers' experience of the Little River line was enhanced with the creation of a station garden. A regular prize winner in the Railway Station Garden Competition in the 1930s, the garden reached its pinnacle in 1933 with a fine sward of lawn to the east and west of the station, 74 named rose bushes, 30 azaleas and dozens of carnations, chrysanthemums and annuals.

Coal shortages during World War II contributed to curtailing of services during and after the war. In 1945 buses rather than passenger trains brought people to the Little River show. By 1957 there was no mention at all in the catalogue for the show of rail arrangements for the show, even though the line was still open. Road transport had taken over entirely for the transport of people, stock and products to and from the show.

The Little River line did not survive the post-war closures of all Canterbury's branch lines. Passenger services on the line ceased in 1951. Eventual closure of the line was announced in March 1954 and the last train ran on 30 June 1962.

However, the Little River station and the formation from Motukarara to Little River both had 'after-lives'. The railway station was bought by the Wairewa County Council for use as council office in 1964. This use of the building continued until just before its demise in 1989 the Council moved across the road to the redundant Little River post office. The line itself, from Motukarara to Little River, has been described as the most visible of all Canterbury's closed branch lines. In 2006, after a vigorous publicity and fundraising effort by local people, it was opened as a rail trail for recreational cyclists.

6.5. Connecting Banks Peninsula by transport and communications: Rail transport

General discussion:

The history of transport using vehicles running on rails began on Banks Peninsula with tramways that were built to serve the larger sawmills. Construction of the rail tunnel to Lyttelton and then (20 years later) the building of the railway line to Little River gave rail an important place in the history of transport on the Peninsula until after the middle of the twentieth century.

The Little River line was also important for its role in enabling popular nineteenth and early twentieth century social pastimes (picnicking, attendance at the Akaroa Regatta and Little River A. and P. Show) and helped to grow tourism in Banks Peninsula.

Relevant listings:

The high profile structures of the Moorhouse rail tunnel railway line and the Little River railway station have both been listed. The Gladstone Quay signal box has also been listed. However, no railway-related archaeological sites have been recorded.

Possible new building, object, site and landscape-related listings:

If the formations of any sawmill tramlines can still be identified they should be considered for listing.

The rail formation between Motukarara and Little River and any other significant features along the line associated with its construction and operation (where they are located within the former Banks Peninsula district) should be considered for listing.

Other historical features of the Little River station yard, besides the already listed station, should be considered for listing, perhaps especially the goods shed and loading bank and any surviving archaeological evidence of the railway garden should also be considered as part of this station complex.

The 1963 Lyttelton railway station may be relatively recent, but the use of the railway line between Lyttelton and Christchurch for passenger transport is sufficiently important to warrant considering the station for listing.

Possible new archaeological listings:

Remaining archaeological infrastructure on Motukarara/ Little River line should be considered for listing. These are recorded under the NZAA recording scheme (M36/158) and include the railway embankment, sidings, quarry, ballast pits, bridges, culverts, remains of stations, marker pegs, etc.

Bibliographic note:

The sawmill tramways are usually mentioned only in passing in the general literature.

The history of the construction of the Lyttelton railway tunnel and its impact on Lyttelton is well covered in any number of secondary sources. One of the 'On the move' series, No. 5, *The country commuter*, has a good account of the construction and operation of the Little River line.

An archaeological survey was completed by Katharine Watson in 2003 *The Little River Branch Railway: An Archaeological Survey*.

Further research:

It may be advisable to research the sawmill tramways more thoroughly so that any surviving lengths of formation can be located.

More information on rail infrastructure and train movements at Lyttelton would help identify any surviving features which illustrate the importance of rail transport to the operation of the port which could be considered for listing.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 109. Little River station goods shed, 2014
Source: Ashley Mokena, DSC02903



Figure 110. Little River station platforms and wagon, 2014
Source: Ashley Mokena, DSC02907

6.6 Public transport

Banks Peninsula has a long history of the provision of public transport services. Lyttelton has had public transport links with Christchurch since passenger trains started running through the Lyttelton rail tunnel immediately after its opening. This was, historically, the most important and well-used of the Peninsula's public transport services. Regular passenger services through the tunnel ceased in 1972. Subsequently buses running through the road tunnel provided public transport between the two places, with a more limited service extending through Cass Bay to Rāpaki. Lyttelton remains well served by buses, on a through route from Papanui and on a link route to the Eastgate shopping centre in Linwood. There is a limited service to Rāpaki.

Through the second half of the nineteenth century, while roads around the harbour remained poor, it was common to travel between Lyttelton and Purau, Charteris Bay and Governors Bay by sea. There was a more or less regular service between Purau and Lyttelton from as early as 1851, used by travellers heading for Port Levy, Pigeon Bay or Akaroa by way, after 1854, of the 'Purau line' (see section 6.4). For a time it was common for travellers from Port Levy and other eastern bays to leave their horses at Purau and be taken across the harbour to Lyttelton by a waterman. The service was discontinued when the opening of the railway to Little River in 1886 provided an alternative means of getting from the bays and Akaroa to Christchurch, but in the 1890s a steam launch service between Purau and Lyttelton was running.

The other long-lasting passenger service in the Lyttelton Harbour Basin was the ferry service between Lyttelton and Diamond Harbour. There was regular traffic by boat between Diamond Harbour and Lyttelton in the late nineteenth century and early twentieth century but the Peninsula's longest-lasting ferry service on this route was only inaugurated by the Lyttelton Borough Council when it bought and subdivided the Stoddart Estate in 1913-14 (see section 3.5). For many years from 1918, the service was run by a Lyttelton firm, the Rhinds. The service was, in the late 1930s, offering six return trips day (though only four on Sundays). In the 1930s there was also a regular summer service between Lyttelton and Corsair Bay. The Diamond Harbour ferry service continues to this day (2014). Various companies have run the service over the years under contract with the Lyttelton Borough Council and the Banks Peninsula District Council. In the 1990s, Lyttelton Harbour Cruises was set up as a local authority trading enterprise. In 1999, the Black Cat Group, operators of successful tourist cruises on Akaroa Harbour, took over running the service. The operators used a variety of vessels. Two motor launches, the *Onawe* and the *Ngatiki*, were among the boats used longest on the service in the twentieth century. The Diamond Harbour ferry has been, for most of its life, the only sea ferry service in Canterbury.

Rail transport was also important to people living elsewhere on Banks Peninsula than in Lyttelton and its harbour basin. Passenger trains or rail cars ran on the line from Little River to Christchurch from 1886 until 1951. However, initially at least, it was not a fast experience as described in an extract from the *Ellesmere Guardian* in November 1899, "Once again we return to the speed of the local train - it takes 2.5 hours to cover over 30 miles. Cyclists, both men and women, boast of having beaten the train from Station to Station when it was moving at only 12 miles per hour!"

Up until after World War II a twice daily train carried passengers between Little River and Christchurch. The timetable allowed Peninsula residents to travel into Christchurch in the morning and return in the evening. The journey took about an hour. Road services buses met the morning and evening trains for those travelling on to Akaroa (see below).

Before the completion of a reasonable road all the way from Christchurch to Akaroa (in 1872) and the opening of the railway line to Little River (in 1886), those travelling to Akaroa from Christchurch took a more varied and roundabout route, catching a boat from Lyttelton to Pigeon Bay, crossing the Pigeon Bay Saddle on foot or horseback, then continuing on to Akaroa either by road or by boat down the harbour.

A ferry service down the Akaroa Harbour, when one of the main ways of reaching Akaroa was via Pigeon Bay, was inaugurated in the 1850s by the owners of the accommodation house at Duvauchelle. This service by boat from Duvauchelle and Akaroa continued until 1864, when Ben Shadbolt started a thrice-weekly service using a two-horse buggy on the road linking the two places. By this time the original French track round the head of the harbour had been greatly improved. The service had competition from Waeckerle, who had various mail contracts and in 1871 started a coach service to Pigeon Bay, when a new coach road between Akaroa and Pigeon Bay was opened. Waeckerle offered a thrice weekly horse-drawn coach service between the two places. He sold the service two years later to Ben Shadbolt.

For some years after the coach service over Hilltop was inaugurated in 1872, some travellers still preferred to go by sea from the head of the harbour to Akaroa, rather than by way of the hilly, twisting road. For some years a steam launch met the coaches to and from Little River at the Barrys Bay jetty to take passengers on to Akaroa by sea. Eventually, however, it became more common for travellers to journey by road from the head of the harbour to Akaroa.

A public coach service ran between Akaroa and Little River and on to Christchurch from February 1872, when the new coach road over Hilltop was opened. Coaches ran all the way into Christchurch from Akaroa until 1886 when the railway to Little River was opened and the coach run limited to the ride over Hilltop. Until the railway opened, there were coaching stables at Ahuriri. Once the coaching route was limited to the run from Little River on to Akaroa the Ahuriri stables were closed, leaving only the stables at Little River and at Duvauchelle.

Although by the late 1870s the coach ride through Little River had become the usual way for travellers to journey between Christchurch and Akaroa, the journey still took a long day and was over a road that was 'very heavy and rough' and had 'sudden curves' in places, with the last descent into Akaroa down an 'exceedingly steep and rather dangerous hill'.

Motor-buses began running on the route in 1910, when Pilkingtons, based in Akaroa, started a daily service by car between Akaroa and Little River. The competition soon brought an end to coach services, the last of which ran in 1913. The stables at Duvauchelle closed in that year and were dismantled about 1915.

Since motor transport took over from horse-drawn coaches for the journey from Little River to Akaroa (as long as there were passenger services on the Little River railway line) and for the full journey from Christchurch (after railway passenger service to Little River ceased in 1951), a number of different operators have provided the service. After Pilkingtons came Ramsays Motors and then Newmans Motors until, by 1940, New Zealand Railway Road Services were plying the route. Road Services had a depot in Akaroa on Aubrey Street. After passenger trains were withdrawn from the Little River line, Road Services ran a coach service for the full journey between Christchurch and Akaroa.

In the last years of the twentieth century, Road Services ceased to operate on the route. For some years after that two services, the Akaroa Shuttle and the French Connection, competed on the run. Both companies continue to offer daily services on the run between Christchurch and Akaroa but the patrons of both are primarily tourists. Very few locals use public transport for the journey.

Public transport on the Peninsula proper has also been focused on the journey between Christchurch and Akaroa, but there were also public transport services from Akaroa to at least some of the bays.

Pigeon Bay was the only bay to have a scheduled coach service to Akaroa. Established by Waeckerly in 1871 but taken over by Shadbolt in 1873, the service ran thrice weekly for many years and even after the combined rail and coach service became the usual way to get to Akaroa from Christchurch, some travellers still made the journey by way of Pigeon Bay. Into the 1930s, steamers still carried passengers between Lyttelton and Pigeon Bay, but this was not by then part of a longer journey to Akaroa.

As motor transport gained ground, bays which had not enjoyed a coach service gained services by cars or buses on mail runs. By 1916 there was such a run between Le Bons Bay and Akaroa. By the early 1920s there was a regular run by motor vehicle from Duvauchelle to Little Akaloa, Chorlton and Okains Bay. Public transport from Akaroa to the bays was provided for many years by a daily service car run, which also took mail, groceries and other deliveries to residents of the bays, round the Eastern Bays. The mail run which serves 10 bays daily still carries passengers, but they are almost exclusively tourists and the run is not a public transport service in any meaningful sense.



Figure 111. Little River railway station and buses, 1940s.
Source: Shuttleworth collection

6.6. Connecting Banks Peninsula by transport and communications: Public transport

General discussion:

Ferry services were among the earliest forms of public transport on the Peninsula, between Purau and Lyttelton and between Akaroa and the Head of the Bay. The Diamond Harbour-Lyttelton ferry began running in the early twentieth century and is the region's longest lasting ferry service. The most important public transport services have been those between Lyttelton and Christchurch and between Akaroa and Christchurch.

Between Christchurch and Lyttelton the service was provided for more than one hundred years by passenger trains through the rail tunnel. When passenger services on the Lyttelton line were discontinued buses running through the road tunnel took their place.

For the few years that the main way to reach Akaroa from Christchurch and Lyttelton was through Pigeon Bay, a number of public services along the route made the journey possible. Subsequently, the coastal steamers that served the Peninsula's bays for many years regularly carried passengers. With the opening of the road over Hilltop (1872) and the Little River railway line (1886) passenger trains to Little River and public coaches over Hilltop took travellers to Akaroa.

Buses took over from coaches over Hilltop, then eventually the whole route, when passenger services on the Little River line ceased. Public transport services between different points on the Peninsula itself have mostly been limited to vehicles carrying mail also taking passengers.

Relevant listings:

A listed house on Rue Jolie, Akaroa, was the base for one of the service car runs over Hilltop, that of the Pilkingtons. The Little River railway station played a key role in public transport services from 1886 until 1951.

Possible new building, object, site and landscape-related listings:

The 1963 Lyttelton railway station should possibly be listed because of the importance for many years of the passenger service through the Lyttelton tunnel. Any historic features of the wharf and shelters at Diamond Harbour could be considered for listing because of their association with the longest-running ferry service on the Peninsula.

If any buildings used to maintain the coach and alter bus services to Akaroa (such as any New Zealand Railway Road Services garages) can be identified they should be considered for listing.

Possible new archaeological listings:

No archaeological sites have been identified that relate specifically to public transport on Banks Peninsula.

Bibliographic note:

There are passing references in many general and local sources to various public transport services. The service on the Lyttelton and Little River lines is covered in the series *On the move*, No. 5 *The country commuter* and the Diamond Harbour and other ferry services around the Peninsula in No. 6 *The tidal travellers* in the same series.

Further research:

The information in available sources is enough to form a reasonably clear over-all picture of public transport services on the Peninsula, but the details of many individual services, such as the road services between Akaroa and Little River and Christchurch, could be usefully researched.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 112. Coach arriving from Little River at the Hilltop Hotel, 1905
Source: Muir and Moody photograph o.026621, MNZ

6.7 Communications

In the early days of European settlement on Banks Peninsula mail was the only form of communication over distance available. Postal services to Akaroa began in the 1850s. A wooden post office built on the corner of Lavaud and Balguerie Streets was replaced in 1914 by the building which remained the town's post office until the reorganisation of New Zealand Post in the late twentieth century.

In Lyttelton, earlier wooden post offices were replaced by a new post office which was opened in 1876. The building survived until the earthquakes of 2010-11, though by then postal services were being provided out of other premises. The Post Office moved out of the building in the 1990s.

As settlements developed (see section 3.5) most rather quickly gained post offices. Most were initially not in purpose-built, separate buildings, but in private homes or in schools. In some smaller communities separate post office buildings were never erected and more sparsely settled bays and postal services were only ever provided in private homes.

Little River had a post office in the nineteenth century, long before a new post office was built in the town in 1938. At Duvauchelle a post office was opened in 1861 in the school; a separate post office was built in 1879, then a new building in 1921 after the old burned down. The new building survived until the earthquakes of 2010-11, though it ceased to be a post office following the Government reforms introduced in the 1980s by the fourth Labour Government. At Robinsons Bay there was a local post office, housed successively in different homes, from 1863. A post office building was opened in October 1912 and operated until 1960.

German Bay's (Takamatua's) first post office was opened in a local cottage in 1864. An official new post office was opened in 1872. Between 1881 and 1898 there was also a post office in the German Bay side school, high up on the road towards the Cabstand.

On the other side of Akaroa Harbour, the first post office opened in Wainui in 1895. At French Farm a post office was opened in 1907 in the private home where the telephone office had been located since 1895. In 1918 a small office on a sledge was located on the foreshore. The office remained in use until 1931, when the rural mail service began in the area.

Most of the more populous of the bays had post offices, some for quite long periods. The post office in Le Bons Bay opened first in a local store around 1868, at about the time the practice of sending mail to Le Bons by ship ceased in favour of it being carried overland from Akaroa, on foot or horseback. By the 1880s mail was being delivered to Le Bons Bay regularly three times a week. The post office moved around various private homes and commercial premises in the following years, though it 'stayed put' at the Leonardos' home between 1890 and 1910. The office closed in 1954, after rural mail deliveries had begun.

Little Akaloa's first postmaster was appointed in 1863. The office was in the school. At Chorlton a post office was run from private homes from 1886 until 1918, when a small building was erected near one homestead.

A mail service began in Pigeon Bay in 1858. At that time the mail to Akaroa was sent by sea to Pigeon Bay then carried over the Pigeon Bay Saddle to Duvauchelle to be taken on to Akaroa. The mail was conveyed to Akaroa in this way until after the railway line to Little River was opened, when it was taken from the railhead by coach, then service car, over Hilltop. The first postmaster in Pigeon Bay, William Fitzgerald, the teacher at Ebenezer Hay's Academy, was appointed in 1863.

For many years, those living in the isolated south-western bays collected their mail from a little post office on the Te Oka Saddle. A settler went down to Little River twice a week to collect the mail. Later the mail was delivered by a rural mail service, initially twice a week, but in later years daily.

Some of the local post offices served simply as distribution points, by way of private mail boxes, of mail, in the days before there were rural mail deliveries to individual properties. In the 1920s mail was taken from Duvauchelle to Little Akaloa, Chorlton and Okains Bay post offices. In the 1930s, New Zealand Railways Road Services took over delivering mail to Little Akaloa and Chorlton from Akaroa. In 1991 the eastern bays rural mail service replaced the Road Services deliveries to small post offices.



Figure 113. Chorlton post office, 2014.
Source: Ashley Mokena, DSC03164

Electronic communications, in the 'primitive' original form of the telegraph came to Banks Peninsula in the second half of the nineteenth century. The telegraph line erected over the Bridle Path in 1862, linking Lyttelton and Christchurch, was the first such line in New Zealand. A telegraph line linking Akaroa to Little River (which was already connected to Christchurch) was erected around 1870.

Telegraph lines were built to most inhabited bays in the last 30 years of the nineteenth century. In

addition, new telegraph offices were opened along existing lines as the Peninsula's population grew. Telegraph offices were set up, for example, at French Farm and Barry's Bay in 1895.

Telephone services followed the telegraph generally after just two or three decades. For many years, until well after World War II in most cases, subscribers remained on party lines. Telephone lines reached Little Akaloa and Okains Bay in 1892. The line was extended from Little Akaloa to Chorlton in 1906. The service became semi-automatic in 1959 and fully automatic in 1987.

A telephone service was provided in Le Bons Bay from 1892. The line was extended from Le Bons Bay to Okains Bay later in the same year. In Le Bons an automatic exchange replaced the telephone office in 1959.



Figure 114. Okains Bay telephone exchange, date unknown.
Source: 115605-F, ATL

The telephone office in Wainui opened in January 1895. The first telephone office in French Farm opened in the same year in a private home. Telephone exchanges were opened at Little River in 1902 and at Duvauchelle in 1905. A telephone office was opened in 1899 in German Bay (Takamatua). The telephone reached Pigeon Bay in 1901, by way of a private line from the existing government line which had reached Port Levy the previous year.

The scattered dates at which telephone services were first available in different places on the Peninsula, and telephone exchanges built, with some more remote places having telephone offices (though not exchanges) before others on the main roads, reflected that in most cases telephone lines were erected by private individuals.

Since the later twentieth century the telephone service to some parts of the Peninsula has been provided by a radio-telephone network using line-of-site aerials and repeater stations. As in the rest of New Zealand, people on the Peninsula have taken enthusiastically to cell-phones, though the region's terrain means cell-phone coverage is sometimes patchy.

Postal services are still provided in Lyttelton, Diamond Harbour, Little River and Akaroa, and rural mail delivery still reach most isolated residences.

Historic communication sites

Three archaeological sites associated with communication on Banks Peninsula have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by the Council in one way or another.

Table 6.5. Communication sites recorded on ArchSite for Banks Peninsula.

NZAA Site Number	Locality	Site Type	Māori or European
N36/132	Little Akaloa	Historic-Land Parcel	Former Little Akaloa Store and Post Office
M36/33	Lyttelton	Transport/Communication	Timeball Station and grounds.
M36/230	Lyttelton	Historic-Land Parcel	Lyttelton Post Office (1875-2011)

6.7. Connecting Banks Peninsula by transport and communications: Communications

General discussion:

Postal services were crucial in enabling Peninsula residents to keep in touch with each other and the outside world from when they first established in the 1860s. They remained important through the period when first the telegraph and then the telephone were introduced.

The country's first telegraph line, between Lyttelton and Christchurch, passed over part of the Peninsula. Both telegraph and telephone were well established on the Peninsula by the end of the nineteenth century, though the telephone service was progressively extended and upgraded through the twentieth century.

The history of the introduction and use of radio on the Peninsula appears to follow the same pattern as elsewhere in the country.

Relevant listings:

The former Akaroa post office is the main listed reminder of the importance of postal services in enabling Peninsula residents to keep in touch.

(The former Lyttelton and Duvauchelle post offices were both listed but demolished after the earthquakes of 2010-11.)

The Norwich Quay site where the first telegraph office in New Zealand opened in 1862 has been demolished however the plaque which was placed on the building as part of the Canterbury centenary is likely to have been saved.

Of the smaller post offices in the bays, the Chorlton and Okains Bay post offices have both been listed.

Possible new building, object, site and landscape-related listings:

The Lyttelton telegraph office, which remains beside the site of the Post Office building, should be considered for listing. There may be other items or places that could be listed to illustrate the introduction and use of the telegraph on the Peninsula in some other settlements or bays. Field work will be necessary to identify any buildings or other objects which relate to the extension of the telegraph on the Peninsula.

Three buildings that could be considered for listing to illustrate the importance of mail services are the former Little River post office, the small Robinsons Bay post office and the even smaller postal 'shed' on the Bossu Road which served the Kinloch settlers.

One or more of the several small automatic exchanges which were built during the improvement to telephone services through the middle of the twentieth century could be considered for listing.

Possible new archaeological listings:

The sites listed in Table 6.5 should be considered for listing.

Bibliographic note:

The introduction of mail, telegraph and then telephone services to different parts of the Peninsula is mentioned in such general sources as Ogilvie's *Banks Peninsula: Cradle of Canterbury* and Andersen's *Place Names of Banks Peninsula: A Topographical History* and also in most of the local histories, but there is no systematic study of the different forms of communication used on the Peninsula or of their impact on life in the region.

Further research:

There is probably sufficient information in the existing sources to allow for adequate identification and documentation of possible listings. There is scant information about the introduction and use of radio on the Peninsula in the existing secondary sources and the topic could usefully be researched, although the possibilities for listing may be few.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

7

Making Banks Peninsula habitable and safe



SECTION CONTENTS

Establishing services

Securing energy supplies

Emergency services

Defending the Peninsula

Theme 7. Making Banks Peninsula habitable and safe

7.1 Establishing services

Water supplies, sewage and drainage

Rainfall on Banks Peninsula varies considerably area by area, but is mostly plentiful. There are no major rivers on the Peninsula, but many streams flow year-round. The Peninsula's geological structure – with layers of porous rock interspersed with layers of denser, more impervious rock – has made springs a feature of the area. Early settlers drew their supplies of water from streams and springs, and many rural properties continue to rely on these sources for household use and to water stock. An important and rare surviving example of the early reliance on natural water sources is the pair of drystone weirs in Diamond Harbour. These were constructed by Mark Stoddart around 1870, to form a stock dam. Only 10 nineteenth century weirs of this type are known to survive in New Zealand.

A number of thermal springs in and adjacent to the Lyttelton Harbour were scientifically recorded in the late 1870s and 1880s. These were at Rāpaki Bay, in the Lyttelton Railway tunnel and at Cass Bay. Others were subsequently documented at Motukarara and Purau Bay. Although the recorded dates for these springs were relatively late in the nineteenth century it is likely that the springs were known to local residents prior to this, and in the case of the Lyttelton Tunnel spring, known to the engineers involved in the tunnel's construction.

Unlike Christchurch and the Canterbury Plains there are no significant reserves of artesian water on the Peninsula. Streams and springs – the 'natural' sources of household and stock water – proved inadequate for the Peninsula's two towns. Lyttelton, on a drier side of the Peninsula, began to experience shortages of water in the first quarter century of its life. Initially wells were sunk in the gullies, eventually up to about 18 metres deep, and the water raised by windlass and bucket or pumped up. When the tunnellers building the Lyttelton rail tunnel broke into a copious spring near the tunnel entrance, water was piped from the spring into a public tank to supplement the town supply. This was initially described as good water, however when the tunnel was finished and the steam engines began running through it, the water reportedly became 'smoky'.

When even this supply proved insufficient, the solution adopted was to pipe artesian water through the Lyttelton rail tunnel. Wells were sunk on the north side of the railway line between Woolston and Heathcote and a pumping station built to raise the water to a reservoir on the spur below Castle Rock from where it flowed by gravity through the tunnel. When it reached Lyttelton the water was pumped by a steam-driven plant on Canterbury Street to a reservoir on Cornwall Road which was built by the hard labour gang. These works were officially opened on 24 October 1877. Enough water flowed through the tunnel for the Borough Council to be able to sell it to steamers in port. The pumping plant was converted to electricity in the first half of the twentieth century and new wells sunk at the Heathcote end of the tunnel. By 1962, the pumping station in Lyttelton had been moved to Exeter Street and new mains and additional reservoirs built. Problems with the quality of the water resulted in further improvements to the system between 1965 and 1967. In the 1990s, contamination of the water resulted in illness and the old brick reservoirs were eventually replaced.

Lyttelton's -and Diamond Harbour's- water continues to come from artesian wells on the Plains side of the Port Hills.

Lyttelton's sewage was initially (starting in the 1860s) collected as night soil and tipped into the harbour. An underground system of brick-barrel sewers for both storm water and sewage was built in Victorian times. In the first decade of the twentieth century, a separate sewerage drainage scheme was built. The scheme discharged Lyttelton's sewage into the outer harbour. In 1996 a new wastewater treatment plant was built below the Sumner Road in the vicinity of the container terminal and coal stockpiles. The plant treats wastewater from Rāpaki and Cass and Corsair Bays as well as from Lyttelton town.

Governors Bay residents relied on septic tanks, which by the second half of the twentieth century were causing problems, mainly because of the nature of the ground into which they discharged. A treatment works was built in 1989.

Water supply was a particular problem on the southern side of Lyttelton Harbour, particularly once the Lyttelton Borough Council's purchase and subdivision of the Stoddart Estate saw the number of residences in the area start to grow. The supply of water to Godley House (which was part of the purchase) came from a combination of springs and rainwater tanks. A well was dug to a depth of 180 metres without success.

When the Diamond Harbour Burgesses Association was set up in 1931 one of its main aims was to ensure an adequate water supply to Diamond Harbour. Tapping springs or streams at Purau or Charteris Bay was considered in the 1930s and 1940s. The solution finally adopted was to lay a pipeline under the harbour from Lyttelton (which had ample supplies of water from the wells at Heathcote) across to Diamond Harbour. The threat that Diamond Harbour might 'secede' from Lyttelton and become a county town of Mount Herbert County prompted the Lyttelton Borough Council to lay the under-sea water line and build a reservoir above the settlement in 1954. The reservoir was fed by gravity from the reservoirs above Lyttelton. The Diamond Harbour water supply was inaugurated on 2 April 1955. The system was later upgraded. The water lines did not initially extend to Church Bay, which was in Mount Herbert County and so could not be supplied from the Lyttelton Borough's line to Diamond Harbour. A new under-sea water line was laid in the late twentieth century.

Diamond Harbour's first sewerage system was built just before the water pipeline was laid from Lyttelton. Sewer lines were laid in 1952-53, leading to a 'septic column' on Stoddart Point from which the effluent was discharged into the harbour. A treatment plant was built at Diamond Harbour in 1988. After the Banks Peninsula District Council was formed in 1989, bringing the whole area under a single administration, Church Bay was connected to Diamond Harbour's water and sewerage services and the era of rainwater or spring supplies and individual septic tanks ended in Church Bay.

Akaroa's municipal water supply was built after a 1902 report on the availability of water in the town for domestic use and for fire-fighting. The report was prepared after the ratepayers had approved a loan for a water supply in 1900. Up to that time the town had drawn its water from rainwater tanks, creeks and shallow wells. A reservoir was built in the Aylmer Stream 57 metres above the town from

which an iron main took the water down into the town.

After Akaroa's water supply system had been inaugurated, a sewerage system using three septic tanks, with outlet pipes into the harbour below the low-tide mark, was built. The loan for the system was authorised in October 1912. This system functioned until 1960, when a new treatment works at Takapūneke was opened. These works were upgraded in 1984, 1998 and 2009. By the time of the last upgrade the decision to locate the treatment works on a site tapu to Ōnuku Māori was regarded as at best culturally insensitive and discussions began about relocating the town's treatment works to another site entirely.

A public water supply was inaugurated in Little River, with water drawn from a bore, treated and pumped through water lines, in the late 1980s. The township's sewage is still disposed on in private septic tanks, though construction of a wastewater treatment plant is under consideration. Birdlings Flat residents also rely on septic tanks for wastewater disposal. The settlement's water is drawn from a shallow well and has been treated only very recently.

Beyond the Peninsula's towns and larger settlements, water supplies came often from local springs, which abound in the rural areas of the Peninsula. Rainwater tanks supplemented the supply from springs to isolated farmhouses or bach settlements. As the Le Bons Bay baches increased in number, water was supplied to the baches from large tanks uphill from the settlement on the Lavericks Bay Road. The tanks were filled from springs. The system was upgraded, and a formal easement for the pipeline obtained, in the 1950s. A new spring was tapped and a new pipeline laid in 1966, then in 1978 yet another spring was used to fill a small reservoir and a new pipeline was laid. Some bach settlements, where there were no springs, relied solely on rainwater tanks. Until the supply of water to the southern side of Lyttelton Harbour was improved with the construction of the under-sea pipeline from Lyttelton in the 1950s and then, in the 1990s, extension of the area served by this pipeline, water was brought in to replenish household tanks by truck.

The main work to prevent flooding on the Peninsula has been drainage to the sea of Wairewa (Lake Forsyth) and Te Waihora (Lake Ellesmere). Wairewa (Lake Forsyth) may have been regularly open to the sea in the 1830s, but by mid-century was closed off by a shingle barrier, behind which flood waters accumulated raising the lake level and flooding roads and farmlands. In the 1870s an attempt to keep the lake level low by a permanent culvert was thwarted when the culvert was washed out to sea. Subsequently, the lake was opened regularly (usually once or twice a year) by scooping a channel through the shingle barrier. In the early twenty-first century new works to ensure the lake level could be kept at a satisfactory level involved digging a channel below the cliffs east of the lake's outlet.

The drainage of Te Waihora (Lake Ellesmere) has a similar history. At least two attempts to construct a permanent outlet at Taumutu at the southern end of the Kaitorete Spit proving unsuccessful, the lake was opened regularly by scooping a channel through the shingle barrier at the tip of the Kaitorete Spit. The work was done by hand or using horse-drawn scoops until bulldozers took over.

Rubbish collected on Banks Peninsula was disposed of in a large number of widely scattered local dumps until the regional landfill at Kate Valley was opened in the early twenty-first century. Only

Lyttelton and Akaroa had ‘municipal’ rubbish collection. Until 1979 Akaroa's rubbish was disposed of in a tip on the waterfront on the seaward side of the Recreation Ground, where there are now boat storage and launching facilities.

In 1979, Akaroa’s rubbish tip was located controversially at Takapūneke. It was closed at the very end of the twentieth century. A dump remained on the Robinsons Bay side of the Ōnawe Peninsula, which eventually became a transfer station when, with the inauguration of a regional rubbish collection system, the rubbish from the Peninsula was taken by truck to a landfill in North Canterbury. Rubbish is now usually placed by residents in skips or transfer stations located right across the rural Peninsula.

In places like Le Bons Bay, rubbish collection services developed, if at all, haphazardly and informally. Around 1970 the Akaroa County Council placed rubbish bins on the foreshore and provided drums in the bach settlement behind the beach, collecting rubbish weekly over the summer.

Historic service sites

Four archaeological sites associated with services have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another.

Table 7.1 Water supply, drainage systems

NZAA Site Number	Locality	Site Type	Description
M36/166	Lyttelton	Administrative	Water reservoir
M36/161	Lyttelton	Health care	Drainage system
M36/134	Quail Island	Agricultural/Pastoral	Earth dam built across valley
M36/144	Quail Island	Unclassified	A water catchment area.

7. 1 Making Banks Peninsula habitable and safe: Establishing services

General discussion:

Most of Banks Peninsula enjoys sufficient reliable rainfall that securing supplies from streams and springs has met most of the region's needs for water. In Akaroa, a public water supply from a stream was inaugurated in the early twentieth century and was subsequently augmented by tapping other streams.

The only settlements where water supply proved a problem were Lyttelton and Diamond Harbour. For Lyttelton, the problems were solved by piping artesian water through the rail tunnel; Diamond Harbour secured a sufficient reliable supply of water only after World War II, when an undersea pipeline was laid from Lyttelton.

For many years sewage was disposed of all across the Peninsula either by pit-toilets or septic tanks, both private and public. In the second half of the twentieth century sewage treatment schemes were built for Lyttelton and Akaroa.

For most of the Peninsula's history, rubbish was disposed on in local dumps. From the early twenty-first century rubbish has been trucked off the Peninsula to a regional landfill in North Canterbury.

Relevant listings:

No listings illustrate the development of either water supply or sewage treatment and disposal systems on the Peninsula. The only listings with an even remote connection to water supply are the roadside water troughs on Gebbies Pass and in the Gebbies Valley.

Possible new building, object, site and landscape-related listings:

Surviving lengths of Lyttelton's nineteenth-century brick barrel sewers should be considered for listing. (These are also recommended for listing under Section 4.6 Quarries and Brickworks.)

Any other evidence of earlier methods of public sewage disposal, if it exists, should be evaluated for possible listing.

Visible features of the public water supply systems of Akaroa, Lyttelton and Diamond Harbour that illustrate the historical development of the systems (reservoirs, tanks, pump houses and the like) should be considered for listing.

The listing of representative private water tank stands, other tanks or pipelines from springs should be considered if they can be identified and the private owners are co-operative. This should include the two drystone weirs at Diamond Harbour referred to as the Stoddart weirs (M36/157).

The water supply arrangements on Quail Island should be examined for possible listing.

Possible new archaeological listings:

Because of the relative rarity of the combinations and associations of the archaeological features, the contextual value, and information potential it is recommended that the remaining portions of the Lyttelton brick barrel drainage system (M36/161) is listed in future council heritage inventories

Bibliographic note:

Information about water supply and sewage treatment and disposal systems can be found in several secondary sources, but the information is fragmentary and scattered. No works have

addressed specifically and in adequate detail the provision of such infrastructure in different parts of the Peninsula.

Further research:

Research into the history of specific historic features of water supply and sewage disposal systems across the Peninsula, identified by field surveys, would probably be the most effective way to build up a better over-all picture of the provision of such services.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

7.2 Securing energy supplies

Banks Peninsula's plentiful rainfall, which keeps reasonably sized streams flowing year-round, and steep terrain gave water power a prominent place in the early history of securing supplies of energy in the region. That the Peninsula was mostly forested when Europeans first began to settle meant that wood was the main fuel used for domestic heating and cooking in the early years of settlement. The use of wood as a domestic fuel continued and saw-benches on which firewood was cut up, powered by water or portable oil engines, were common on Peninsula farms.

Water-wheels powered both the early flourmills – Waeckerle's and Haylock's – in the Grehan Valley (see section 5.1) and a large number of the early sawmills (see section 4.5). They included the early mills in Robinsons Bay, the Fleming's mill at Port Levy and several others.



Figure 115. Remains of waterwheel, Robinsons Bay, 2014.
Source: Ashley Mokena, DSC03269

Once the sawmilling industry had changed over to steam power (see below) some of the old water-wheels were pressed into alternative service. At Port Levy, the water-wheel that had powered the Flemings' sawmill was used to drive shearing machines. Small water-wheels were used on other farms to power farm machinery. A water-wheel now in the Okains Bay Museum was made in Robinsons Bay to power the vacuum pump of an early milking machine on a large dairy farm. Water-wheels were used elsewhere on the Peninsula for this purpose, even after electricity became available, because the running costs were so low. The water-wheel which had been used to power a sawmill in Hickory Bay remained in use to generate electricity into the 1950s and was only decommissioned when mains power reached the bay. For a few years before it began to use electricity, the Le Bons Bay cheese factory powered its stirring equipment by a water-wheel.

The most extensive use of water power to drive farm machinery was at Charteris Bay, where Orton

Bradley installed an over-shot water-wheel 3.3 metres in diameter with 32 metre-wide buckets which powered a range of machines and generate electricity. Exactly when Bradley installed the water-wheel is uncertain. It may have been as early as the 1880s, but was definitely before 1900. By the time the water-wheel was installed it was already an outmoded technology. By the 1890s, all over the Peninsula, Francis turbines and pelton wheels were being used to secure power from water rather than less efficient water-wheels. The machinery powered by the Charteris Bay water-wheel, by way of shafts and belts, included a grindstone, reciprocating pump, saw, oat-crusher, drill, lathes and a planer. Generators installed in 1901 (1.3kw) and 1922 (5kw) remained in use even after mains power reached Charteris Bay in 1923 until the Bradley homestead burned down in 1967. A storm in 1968 damaged the system, but it was put back into working order by 1973.



Figure 116. Refurbished waterwheel, Orton Bradley Park, Charteris Bay, 2014.
Source: Louise Beaumont, P1100494

In the later nineteenth and early twentieth centuries small pelton wheels were used at a number of locations on the Peninsula, as a direct source of power as well as to generate electricity. At the Goodwin's Pigeon Bay seed shed (see section 4.7) a pelton wheel was used to drive the riddling machine. After the Akaroa Borough built its water supply system in the early twentieth century (see section 4.1), a number of local residents bought small pelton wheels as a direct source of motive power. A handful of the owners of such pelton wheels took the further step of connecting them to a generator, in effect introducing electricity to the town.

Prior to the reticulation of the Peninsula in the 1920s (see below) there were small hydro-generating plants on a number of individual rural properties. In 1902, William Piper lit his Duvauchelle house with power generated using a small water-wheel. A plant installed in Goughs Bay in 1910 generated electricity used to power milking machines and a circular saw and to light the farmhouse. William Montgomery had one on his Little River farm and an installation on a Hay family property in Pigeon Bay, dating from 1913, survives. The Hays' plant was used both to generate electricity and to power farm equipment directly. One of those who had a small private hydro-electric power plant, Arthur

Goodwin of Pigeon Bay, was one of the prime instigators of the reticulation of Banks Peninsula.

In 1911, the Akaroa Borough Council, after considering the step for more than a decade, built an 'electric light works' to provide power to the town, primarily for street lighting. The small hydro-electric scheme drew water from the Balguerie Stream. An additional pipeline was laid from the Grehan Stream in 1913 to increase the plant's output. The pelton wheel and generator were installed in an attractive brick powerhouse built at the foot of L'Aube Hill, on top of which was the reservoir which supplied the pipeline (penstock) leading down to the powerhouse. The plant was the only public source of electricity in Akaroa until 1923. The grounds of the powerhouse were laid out by Walter Scott, the borough electrician in 1916. Scott was also responsible for the construction of the (initialled) decorative fountain which utilised the water harnessed for the hydroelectric scheme, the extant decorative planter and a rock garden. The extant palms were also planted around this time.

The Akaroa butter factory (see section 5.1) became a major user of power from the borough plant. The factory's demands created problems for the operation of the power plant. The problems came to an end in 1923 when Akaroa was connected to the supply of power from Lake Coleridge. The old hydro-electric plant was kept in running order until 1955.

The use of water power at a local level continued until well into the twentieth century. Stony Bay was not connected to the national grid until 1958. Up to that time besides relying on kerosene lamps and candles for lighting and a wood-burning stove for home heating and cooking, the Armstrong family had a small water-wheel in the creek, the main purpose of which was to supply the small amounts of electricity needed to keep radio batteries charged.

Mains electricity came to Banks Peninsula in the 1920s. By then ample supplies of electricity were available in Canterbury from the Lake Coleridge power scheme, which had been commissioned in 1914. The Banks Peninsula Power Board District – one of the earliest in the country – was constituted in January 1920 and the first board elected the following month. A loan for reticulation of the district was carried by an overwhelming majority in July. The Peninsula's steep, broken country made building power lines difficult. Costs were kept low by the donation of poles by local landowners. A substation was built at Motukarara and the first pole to carry power on to the Peninsula erected there in April 1921. Power was available from Governors Bay round to Purau by Christmas 1921, but it was not until April 1923 that power was switched on at the Duvauchelle substation. From Duvauchelle lines were built around to Akaroa and over the hills into the various bays. Power reached Port Levy by 1923 and even remote Menzies Bay in 1928. By 1940, the Banks Peninsula Electric Power Board had 1,100 consumers on its books.

Remote areas of the Peninsula were not reticulated until the 1950s. Mains power reached the bays on the south coast, including Peraki, Magnet Bay and Island Bay (including the Kinloch settlement properties) in 1956. Stony Bay was not connected to the public power supply until 1958. Until power lines reached the more remote areas, householders continued to rely on kerosene for lighting or installed their own small generators, powered by kerosene, petrol or diesel.

Electricity first came to Lyttelton in 1884 when, following an 1882 demonstration of the system, the Harbour Board installed a Gulcher system, which used boilers and a dynamo. The power generated

was used to light the wharves and graving dock.

Just before the outbreak of World War I, with the Lake Coleridge power station commissioned, Lyttelton was reticulated for electricity by the Public Works Department. The reticulation was taken over by the Borough Council in 1916. The arrival of Lake Coleridge power in Lyttelton saw the town's street lights converted from gas (in 1919), the conversion of the port's cranes and capstans and the graving dock and patent slip to electric power (1924) and the electrification of the Lyttelton rail tunnel in 1929. In the 1960s, the Borough Council's Light, Heat and Power Department handled both the distribution of electricity and the manufacture and distribution of coal gas.

For a few years an 'air gas' machine which ran on 'benzylene' was used to power lights, irons and the stove at Purau homestead. It remained in use at the Kaik homestead for some years after the area was reticulated from Lake Coleridge in preference to electricity.

Lyttelton was the only place on the Peninsula to have a gas works. The works were built as a private venture in 1875. When supply began in 1876, the town's street lights were converted from kerosene to gas. The works were offered for sale to the Borough Council in 1886, but it was not until 1901-02 that the council took them over, raising a special loan to purchase and extend the works. The works remained council owned and operated until they closed in 1968, just six years after an automatic stoking plant had been installed to meet increasing demand.

Steam power was used on the Peninsula, apart from the use of steam locomotives on the railway line to Little River, mainly for sawmills and in dairy factories. A number of sawmills converted to steam after first using water power. They included the large Cumberland Mill in Pipers Valley. Portable steam engines were used on various Peninsula properties to drive chaff-cutters and shearing machines, for example Kinloch when it was a single property, prior to its subdivision in 1905-06. From about that time the use of oil-powered, portable stationary engines became more widespread on farms. One such machine was designed and manufactured in Little River.

Most energy on Peninsula farms came from draught horses until they were gradually supplanted, through the first half of the twentieth century, by tractors powered by kerosene, petrol or diesel. Draught horses remained in use at Menzies Bay until 1950, when the high wool prices of the Korean War boom allowed for the purchase of a tractor. Apart from firewood, all the peninsula's energy is now sourced from beyond the region in the form of oil-based fuels for transport and farm vehicles and electricity generated elsewhere for other purposes. An experimental wind turbine on Gebbies Pass, installed in 2003, was the first in the South Island. Though installed primarily to test the turbine, it generates small amounts of electricity.

7.2 Making Banks Peninsula habitable and safe: Securing energy supplies

General discussion:

In the early years of the Peninsula's European history energy was secured by burning wood or by taking advantage of the region's water-power resources – limited by the relatively small volumes of water available but made by feasible by the steep terrain. Water-wheels and later small pelton wheels were used across the Peninsula, partly for industrial purposes (saw and flour mills) but also for other applications. Steam power was used when sawmills grew larger and also for locomotives.

The most important episode in the introduction of electric power to the Peninsula was the construction of the Akaroa Borough Council's 'electric light plant' in 1911. Power had previously been generated by other means in Lyttelton, for use in operating the port, and there were also a few small hydro-electric plants on individual farm properties. Use of electricity only became widespread on the Peninsula following the reticulation of the region for a supply of power from Lake Coleridge.

Lyttelton was the only place on the Peninsula to have a gasworks. For transport and farm work, horses were the indispensable source of energy before the introduction of motor vehicles and tractors powered by internal combustion engines.

Relevant listings:

The supply and use of energy on the Peninsula is poorly represented in the existing listings. The mill house at the Orton Bradley Park, and the Glencarrig and Pavitts' mill water-wheels illustrate the use of water power on the Peninsula.

The former powerhouse in Akaroa tells the story of an important chapter in the history of the generation and use of electricity on the Peninsula. Five trees associated with the power house are listed.

Akaroa's street lamp stand on Rue Lavaud illustrates the lighting of the town's streets.

Possible new building, object, site and landscape-related listings:

Another early small hydro plant is known still to exist on a Pigeon Bay property and there may be others, or artefacts associated with them, on other rural properties. They should certainly be considered for listing.

There may be relics of steam engines (including boilers) on old sawmill sites and if any such artefacts can be located the sites should be considered for listing.

The Lyttelton gas works are long closed but there may be artefacts of the manufacture and distribution of coal gas remaining and if there are, they should be considered for listing.

Early electricity reticulation lines should be investigated to see if it is feasible to list any lengths of them.

The listing for the former power house in Akaroa should be checked to confirm that the setting forms part of the listing. This should include the fountain, planter, evidence of the 1916 rock garden and any other surviving aspects of the early landscape design.

Possible new archaeological listings:

No archaeological sites have been identified that relate specifically to securing energy supplies.

Bibliographic note:

There is usually only passing mention of the supply and use of energy in secondary sources, but a reasonably full picture of the supply of energy on the Peninsula can be built up from these sources. The book by Wilson and Davis, *All Our Volts Electrifying Akaroa* on the Akaroa power plant also contains information on other aspects of the supply of electricity on the Peninsula, including the reticulation of the region in the 1920s.

Further research:

The history of the Lyttelton gas works needs to be researched, partly so that the possible locations of any relics of the manufacture and distribution of coal gas can be identified. The full story of the use of water power on the Peninsula would be useful addition to the literature and would help identify and evaluate sites that could possibly be listed.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 117. Brick power house building and fountain, 2009.
Source: Louise Beaumont, P129

7.3 Emergency services

The main emergencies with which services on the Peninsula have had to cope have been fires. Destructive bush fires were a feature of life on Banks Peninsula from the 1850s until the early twentieth century. Some were the result of fires deliberately lit to burn felled bush; others were accidental. The 1870s and 1880s were the worst decades for bushfires. As early as 1853, a fire burned for three weeks. An October 1859 fire at the Head of the Bay in Akaroa Harbour threatened the first Duvauchelle Hotel and several cottages, but the buildings were saved. In 1863 a dry summer and autumn led to fires breaking out all over the Peninsula. One fire at Pigeon Bay led to a law suit between two neighbouring landowners, Ebenezer Hay (who died at the end of that year) and George Holmes. After a six-week drought in 1878 a fire raged across the hills between Barrys Bay and Little River. Twenty years later, in January 1898, another fire burned from Little River across to Barrys Bay and French Farm, destroying cocksfoot, felled logs and stock.

Numerous buildings have been destroyed by fire through the years. Most famously, in 1882, Waeckerle's Hotel in Akaroa and the Pig and Whistle in Little Akaloa burned down after being set alight, it was believed, by an ardent prohibitionist. Fires at the same time at the Bruce and Criterion Hotels in Akaroa were extinguished before the buildings had been destroyed. The most serious of the Peninsula's fires was the January 1962 fire which destroyed the Metropole Hotel in Akaroa, with the loss of four lives. The Bruce Hotel burned down at the end of the same year. Other hotels or boarding houses which burned down or were damaged by fires include the Grand View boarding house (1925), Ilfracombe (1928), the Hilltop Hotel (1931) and Garthowen (1937). Akaroa's fish and chip shop burned down in 1963 and its successor in 2013.

Lyttelton's Great Fire of 24 October 1870, which spread from the Queens Hotel on the corner of Oxford and London Streets, was New Zealand's worst urban fire to that date. Although no lives were lost, around 75 buildings were destroyed. The town was quickly rebuilt.

Subsequent fires in Lyttelton included a 1915 fire in West Lyttelton which destroyed two harbour stores, a 1921 fire in a London Street shop in which two lives were lost, successive fires in 1925 and 1926 which destroyed the historic Mitre Hotel, a 1927 fire which burned the Whitford and Miller boat-building sheds and their wooden slips, and a 1928 fire which burned down the Shaw Savill and Albion woolstore. A spectacular fire in the early 1940s destroyed Rhind's grainstore, the Lyttelton Hotel and three shop/dwellings on Canterbury Street. Assistance came from the Christchurch and Sumner brigades to control the fire.

On the south side of Lyttelton Harbour, the most memorable fire was the May 1967 blaze which consumed the historic Bradley homestead at Charteris Bay.

One of the more spectacular accidents in the Peninsula's history was the fatal crash, in June 1940, of a Royal New Zealand Air Force Airspeed Oxford bomber at the corner of Cross and Lavaud Streets in Akaroa. A house burned down and the town's draper and barber shops were damaged by fire.

Another fatal aircraft crash occurred near Camp Bay, in September 1952, when the pilot of a North American Mustang dived into Lyttelton Harbour from high altitude owing to the failure of the oxygen

supply. This was the first loss of a New Zealand Mustang.

Emergency services on Banks Peninsula have been provided mostly by volunteers. A Hook and Ladder brigade was formed in Akaroa, under the auspices of the new Borough Council, in August 1877. It functioned for ten years or so but is believed to have then gone into recess. It was re-established in 1902, at the time a municipal high-pressure water supply was inaugurated in Akaroa (see section 7.1). A shed was erected on Beach Road for the brigade and a new fire-bell tower erected in 1902-03. The building was extended in 1954. In March 1982, a new fire station on the site, built the previous year, was formally opened. The brigade's primary focus through the years was fighting fires, but in the second half of the twentieth century it also took on responsibility for responding to other emergencies, including car crashes. In 1979, the brigade was equipped with its first emergency rescue vehicle. It was replaced by a new first response vehicle in 2002. The fire-bell tower was damaged in a land slip in 2010 and it, together with the pelton wheel, were placed into storage. A decision on the future of this landmark structure is still pending.

In Lyttelton a private brigade formed in the early 1860s with support from the council lapsed, though its appliance remained in Lyttelton. A new brigade was formed in 1868 and survived. A new building to house both the library and fire station was built by the Borough Council in 1901-02. The fire brigade had moved out of the building, to a new station on London Street, before the old building was demolished after the earthquakes of 2010-11. In 1960, fire fighting in Lyttelton came under the control of the Christchurch Fire Board. The fire engine which the council had bought new in 1958 remained in Lyttelton, moving to the new London Street station.

A volunteer fire brigade was formed at Diamond Harbour in 1955. Before that year, there were informal 'turn-outs' whenever the fire bell was rung. The main hazard on the south side of Lyttelton Harbour was grass fires on summer-dry hillsides. The Diamond Harbour fire brigade was formed as a sub-station of the Lyttelton brigade, but in 1960 amalgamated with the Christchurch metropolitan fire service. A new fire station was built at Diamond Harbour in 1966. A volunteer fire brigade was formed in Little River in 1972. Volunteer fire brigades at Akaroa, Little River, Diamond Harbour, Governors Bay and Lyttelton continue to provide fire-fighting services and also serve as first-response medical units for such emergencies as road accidents.

St John Ambulance brigades have provided first-aid and other services in both Lyttelton and Akaroa at different periods.

7.3 Making Banks Peninsula habitable and safe: Emergency services

General discussion:

The main emergencies with which services on the Peninsula have had to cope have been fires, ranging from nineteenth century bushfires and Lyttelton's Great Fire of October 1870 to individual building fires in both the nineteenth century and twentieth centuries.

Emergency services have been provided on the Peninsula almost always by volunteers. Volunteer fire brigades (later called emergency response services) and St John's Ambulance Corps have been the main emergency services supported by volunteers. Police have also been involved in dealing with civil emergencies since the nineteenth century.

Relevant listings:

The only remaining listing directly relevant to emergency services is the fire bell tower on Beach Road in Akaroa. The tower was topped by a landslip in 2010 and is at present lying in the open elsewhere in the town.

The former Lyttelton fire station was listed (probably for its architectural and streetscape importance rather than its connection to the provision of emergency services), but the building was demolished following the earthquakes of 2010-11.

The Lyttelton police station was listed but has also been demolished. It was also not listed primarily because of its association with the provision of emergency services.

The former Akaroa police station (62 Rue Lavaud) has been listed. (The also-listed police stables on the Rue Jolie frontage of the section were demolished some years ago.)

The location of the 1940 RNZA aircraft wreck in Akaroa could be marked in some way.

Possible new building, object, site and landscape-related listings:

Any surviving older fire stations, such as the one at Diamond Harbour, should be considered for listing.

The former Akaroa police station, based on its association with the provision of emergency services should be considered for listing.

Any former premises of St John's Ambulance Brigade Corps should be considered for listing.

Possible new archaeological listings:

No archaeological sites have been identified that relate specifically to the provision of emergency services in Banks Peninsula.

Bibliographic note:

There are accounts of several fires in a number of secondary sources, but the references in such sources to emergency services are rather scant and scattered. The history of the Akaroa volunteer fire brigade, *Blazes I'm off Celebrating 125 years of the Akaroa Volunteer Fire Brigade: 1877-2002* is the only publication specifically devoted to an emergency service and is an invaluable source.

Newspaper coverage and photographs of the fatal aircraft wreck in Lavaud Street, Akaroa appear in

several newspapers of the day.

Further research:

Consolidation of the information in secondary sources about emergency services would identify gaps in the information which further research may be necessary to fill. There appears to be little information available about the activities of St John's in various Peninsula communities.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 118. Akaroa fire brigade station and fire bell tower.
Source: Shuttleworth collection

7.4 Defending the Peninsula

Māori defensive structures

Banks Peninsula's location along the exposed coastline of the South Island offered major strategic advantages for the maritime peoples who colonised and controlled the region. The abundant marine food resources made the Peninsula an ideal location for prehistoric settlement, and from around 1500 AD pā began to be built on defensible headland locations to protect access to these resources. A total of 17 pā from this time period have been recorded in the archaeological literature of the Peninsula to date.

With the arrival of European technology traditional forms of warfare evolved to include, and counter, musket warfare. This was most evident through the construction of gunfighter pā. Two such pā are recorded on Banks Peninsula: Rīpapa Island, which was also known as Taununu's pā, the site of fierce skirmishes during the Kai Huanga feud, and Ōnawe pā, the Ngāi Tahu island sanctuary that was sacked by Te Rauparaha during his raids into the area in 1832.

The natural defensible position of Rīpapa pā saw it utilised as part of Lyttelton's military defence system during both World Wars, and the island was subsequently gazetted a historic reserve under the Scenery Preservation Act 1903. Today it remains in Crown ownership and is managed by the Department of Conservation as a historic reserve with tōpuni status under the Ngāi Tahu Claims Settlement Act 1998.

In 1850 Ōnawe pā was part of a grant made to the Canterbury Association. Twentieth-century attempts by the Crown to purchase the peninsula because of its historic interest failed, but in 1998 Ōnawe was returned to Ngāi Tahu to manage as a reserve, as part of the Treaty Settlement.

Settler blockhouses

Anxiety over the Wairau Affray in 1843 prompted the settlers of Akaroa to erect three blockhouses as a precautionary protection measure. These were constructed by the French sailors from the corvette *Rhin* between February and May 1845. Two blockhouses were positioned one at either end of the Akaroa township in the French and English quarters of the town, and the third was sited in what is now known as the Takamatua Domain.

No defensive use was ever made of these, and by 1856 the English blockhouse had blown down and the Takamatua blockhouse was no longer part of the landscape. The French blockhouse (or *magasin* as it was then known) fared somewhat better and served as a venue for church and confirmation services until 1858 when its timber was used to line the inside of the police lock-up.

In 1905 the timber was reused once again to re-create, as much as it was possible, the upper portion of the blockhouse for use as a pavilion in the Akaroa Domain. (This reuse is discussed in 9.8.)

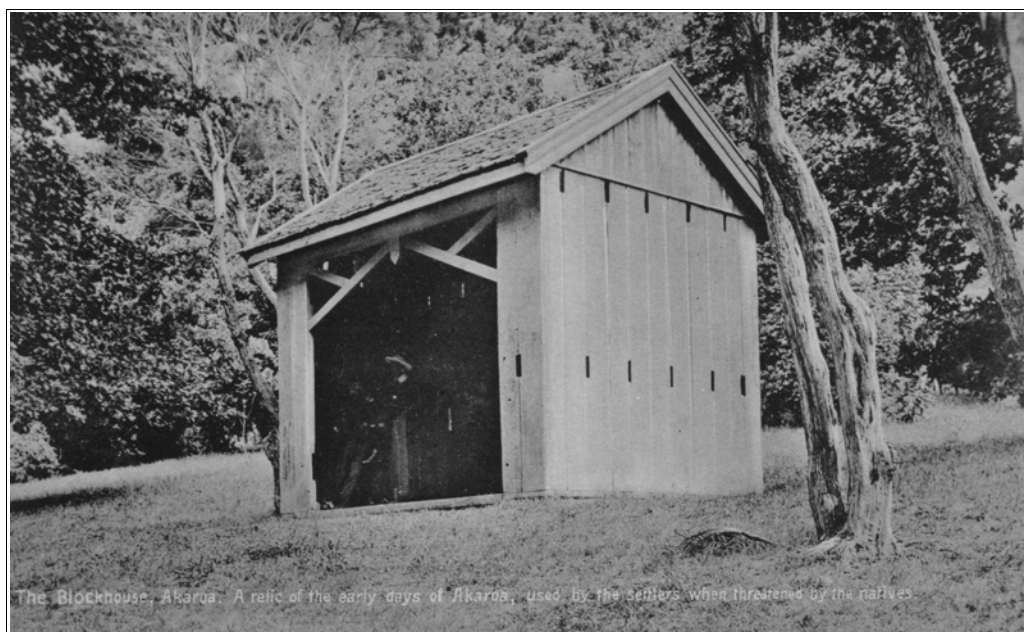


Figure 119. The French blockhouse reconstituted as a pavilion in the Akaroa Domain.
Source: Louise Beaumont postcard collection

Nineteenth century military defences

Until after the end of World War II, the main threat to New Zealand's security was seen as possible attack from the sea. From the time of the 'Russian scares' of the late 1870s and 1880s until the second half of the twentieth century, one of the main activities of Central Government in respect of Banks Peninsula was the construction and maintenance of defence works on the Peninsula's vulnerable coastline and at its major port.

To this end sites on, around and within Lyttelton Harbour were gazetted for military purposes by government from the mid 1850s. The first of these, Rīpapa Island, was set aside for the purpose of military defence in 1857. In this role it was used to house prisoners taken during the Parihaka 'disturbances' of the late 1870s and early 1880s (see section 8.2).

Battery Point was also set aside for military use, initially serving as a live practice gunnery for the Lyttelton Artillery Volunteers between 1867 and 1875. Here, regular gunnery competitions and royal salute practice firing was carried out as well as shell practice which involved firing on targets that were placed at the entrance to the inner harbour or set on Quail Island.

A powder magazine was constructed at Magazine Bay (known at that time as Baker's Bay) in 1874. This was erected for the storage of black blasting powder for the municipal tunnelling work that was underway in Lyttelton, and was also used for the storage of explosives and ammunition. Four years later four guns were placed on Gladstone Pier.

Defending the coast

In the early 1880s, prompted by growing Russian expansionist threats in the Pacific and concern over the country's defensive vulnerability, the Central Government formulated a three-tiered defensive system for the colony's most important ports. This comprised a shore-base artillery, submarine mines and torpedo boats.

At Lyttelton, the first step in this defensive system was the arrival of a government-purchased spar torpedo boat which was deployed to Lyttelton in December 1884. A shed and slipway were constructed for her in Magazine Bay in 1885 and a torpedo corps was formed at Lyttelton soon after, and trained in the use of mines.

After the first flush of enthusiasm the torpedo boat was rarely used, and by 1899, the boat had become thoroughly outmoded. The boat's career with the New Zealand colonial forces ended with its decommission the following year. It was stripped for parts following its sale and the hull was discarded on the Purau foreshore where it was eventually buried. The remains were retrieved one hundred years after its decommission by Project Port Lyttelton for display in the Magazine Bay Museum. Archaeological evidence of the torpedo shed and associated slipway facilities survive on the Magazine Bay foreshore.

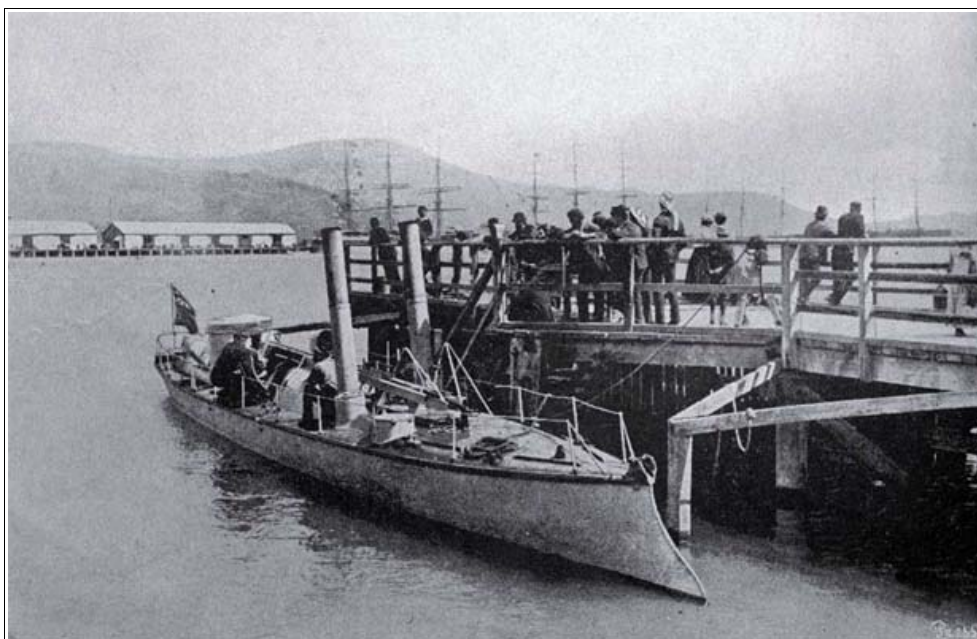


Figure 120. The 'Defender' torpedo boat, 1897.

Source: CCL KPCD-10-040, CL

In 1885 Rīpapa Island was recast as the Fort Jervois Defence Facility, after a brief period as a quarantine island. The topography of the island and its remnant pā archaeology was substantially modified to accommodate the fort and its four large disappearing guns, two of which remain on-site today. Torpedo and submarine mining facilities were erected on the south end of the island and concrete gun pits, ammunition stores and connecting ammunition passages were built on the

bedrock of the northern half of the island and then covered with 10 feet of soil. Bomb-proof accommodation was also constructed together with an arched bluestone gallery with musketry parapets and a drawbridge. These extensive works were carried out in large part by convicts from the Lyttelton Gaol. On its completion in 1889 the fort was described in the British House of Commons as the strongest harbour fortress in the Empire and the most powerful single works in the colony.

Battery Point was also fortified with two 7-tonne guns in 1885. One of these was positioned on an excavated rock platform near the coastline, 17 metres above sea level, and was associated with a 15-man accommodation hut. The second gun was positioned approximately 60 metres further up the hill. A battery observation point store and magazine were also constructed and by 1893 searchlights had been added to the facility. Although the guns were sold in 1910, the site continued to be used for defence purposes as a coast artillery searchlight station.

Also in early 1885 an area of 1.4 hectares on Spur Point (also known as Middle Bluff) was gazetted for military purposes. A gun pit, timber magazine and rifle butts were erected on the point and used by members of the Permanent Artillery, Naval Artillery volunteers and the Garrison Artillery for gun practice and instruction. The butts, both 25 yard and 30 yard, continued to be used until at least late 1929 and evidence of them was still observable in 2006.

A sizeable artillery barracks was erected further up the hillside between Battery Point and Spur Point in 1889 and, one year later, construction began on the Erskine Bay Battery. This gun emplacement was dug into the hillside and linked to a wooden-walled magazine via a trench. A short-lived installation, the battery was decommissioned in 1904/1905.

The port's relative vulnerability was also addressed with muzzle-loading guns that were mounted at Officers Point, and the Lyttelton Drill Shed (the latter for training purposes). Only the barrel of the Spur Point guns survives and this is now mounted at the Burnham Army Camp.

Twentieth century defensive military installations

During World War I, Fort Jervis and Battery Point were recommissioned as the inner harbour's principal defences. The fort's primary role at this time was that of battery headquarters for all of Lyttelton. In addition, it was used as an examination battery in concert with the searchlights at Battery Point. As part of this role the Lyttelton port's examination vessel was based at the Island.

Prior to this, in 1913, the fort had been used as a detention centre for young conscientious objectors, who were known as the Rīpapa Island Martyrs. This role was reprised in 1918 when noted German navy raider, Lieutenant Commander Count Von Luckner, and his associate, Lieutenant Kircheiss, were held there for several months. At the end of his stay on the island Von Luckner inscribed his thoughts on a portion of wall in his accommodation, writing "109 days POW in this dreary place, we are fed up with the monotony and off we go to Motuihe - Thank God." This section of the wall was removed in 1958 and was passed into the custodianship of the Navy League and was held at the TS Cornwall Club Rooms, Redcliffs.

Battery Point's contribution to the defences was the reprisal of its searchlight function. By 1922 the lights and their steam engine plant had been removed and the site leased for grazing. The point's two guns which had been partially operational, were removed in 1925. However, an observation post, 2 gun shelters and 2 searchlight shelters survive on the site.



Figure 121. Battery Point, Number 1 searchlight shelter.
Source: Phil Moore, 2008

World War II and the Lyttelton Fortress

With the advance of the Japanese forces southwards through the Pacific in 1942, a large number of anti-invasion defences were mounted throughout the country. In Banks Peninsula, the whole of the area eastwards of a line drawn from the Ferry Bridge across the hills to Lyttelton became the Lyttelton Fortress. Within this, but outside the geographical parameters of this report, was the Godley Head 80th Coastal Defence Battery which was of pivotal importance to the fortress area, the Southern Group combined army, navy and air force headquarters in a bunker under the home of Colonel J. F. Cracroft Wilson at Cashmere, and the Mount Pleasant heavy anti-aircraft artillery battery on the Port Hills.

Banks Peninsula-based anti-invasion defensive works included three short-lived, controlled mining sites; the Tikao Bay Mine Depot, the Cass Bay Magazine Depot and the Wainui Battery. The first of these, the advanced base and a mine and naval armament, was located on Māori Reserve land at Tikao Bay on the Akaroa Harbour. Constructed between July 1942 and September 1943, the base comprised a large wooden depot, 2 brick mine magazines, examination room, primer magazine, wharf and other structures. When the decision was made to relocate the navy's magazine to Cass Bay, the building at Tikao Bay became an army depot used for artillery storage. The wharf was dismantled in 1960 but the mine depot structures and perimeter fence are still largely intact.

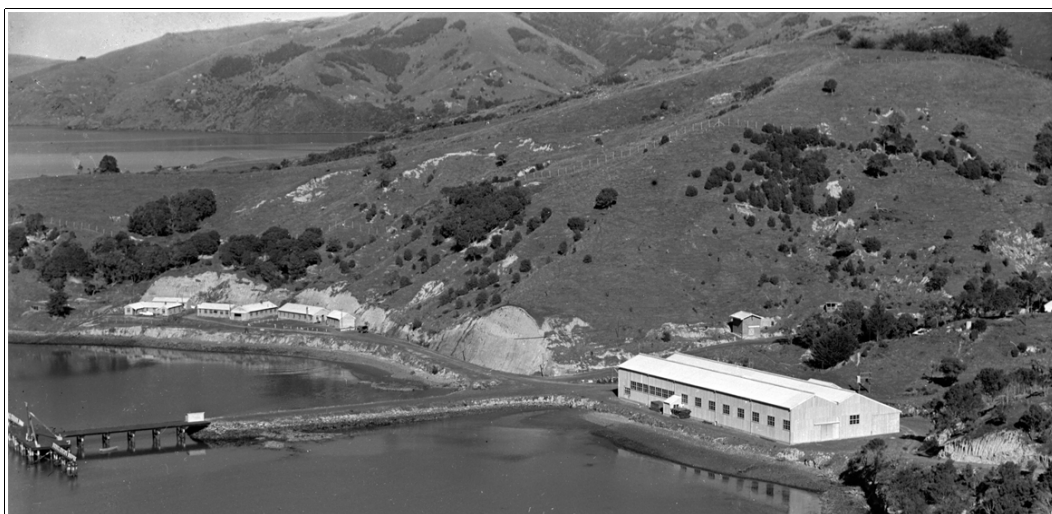


Figure 122. Above. 1943 view of the Tikao Bay Mine facility with harbour-side wooden depot, brick magazine at the rear of depot and other buildings. Source: PB0207-3, V.C. Browne

Figure 123. Centre. Surviving mine depot with guard building to the rear, 2009. Source: Phil Moore

Figure 124 Lower. Guard building and brick magazine, 2009. Source: Phil Moore

The Cass Bay facility on the Lyttelton harbour was made up of three brick magazines, an ammunition processing building, camp/administration buildings, mounting for a naval gun, a four-man hut, guard house, flag station and fencing. Most of the structures are extant but derelict, and the administration of the area is under the care of the local Sea Cadet unit and the Royal New Zealand Naval Volunteer Reserve. Like Tikao Bay a number of buildings survive, including 3 magazines, a guard building and a naval gun mounting.

The Wainui Battery was constructed at Cape Three Points, Akaroa Harbour, in 1943. This consisted of two permanent gun emplacements, a concrete battery observation post, rangefinder, magazine, engine room and two searchlight emplacements. By early 1944 the armament had been removed from the battery and the camp had been decommissioned, leaving the concrete structures largely intact. Today the observation post is used as a holiday bach.



Figure 125. Surviving brick magazines, Cass Bay, 2009.
Source: Phil Moore



Figure 126. Battery observation post, Wainui. The building is now used as a bach. Source: Phil Moore

The Akaroa Harbour defenses were completed with the laying of a mine field in January 1943 and the gazetting of the harbour as a prohibited passage. The mines, which were controlled from an operation point at Greens Point, stretched from Nine Fathom Point to Dark Point. A short-lived emplacement, the mines were fired in February 1944. Two mines remain unaccounted for.

A small Royal New Zealand Air Force station with an airstrip and hut was established at Birdlings Flat for pilot bombing practice on Te Waihora (Lake Ellesmere) in 1939. It is thought to have closed in 1945. However, one writer has recorded that an area near the junction of Habgood's Quarry Road and Bayleys Road, Kaitorete Spit, was used by both the Air Force and the Army as a practice bombing range and flight training field until 1958. Evidence of past bombing exercises (circular hollows, about 2 metres across and 30 to 50 centimetres deep) are still visible, both in aerial photographs and on the ground.

Also at this time, to the west of Birdling's Flat, an area was used for artillery practice. Most of this reportedly involved firing towards the sea.

The defensive strategy for the Lyttelton Harbour saw Battery Point and Fort Jervis recommissioned once again and their defenses bolstered. In addition, the War Cabinet directed the construction of two underground naval oil fuel-storage tunnels at Sticking Point. Work commenced on the construction of these in 1943. The tunnels were designed to each be capable of holding 6,000 tons of oil which would be supplied to ships via gravity flow.

Over a period of twelve months, tunnellers managed to remove 13,863 cubic metres of rock before victory seemed assured and work was halted in September 1944. At this point one tunnel had been completely excavated for its full 152 metre length and honed to a height of 12 metres by 6.7 metres wide, and the other tunnel fully excavated but not honed. Part of this tunnel system was revealed as a consequence of the February 2011 earthquake.

Concurrent with the establishment of defense installations doubts of the effectiveness of the design of various air raid shelters led the Government of the day to direct a programme of bomb-blast tests. This was carried out at Kaituna in late 1942.

Other measures considered integral to the defensive organisation of the Lyttelton port involved the trawler HMS *Whakakura* which spent two periods totalling more than three years on minesweeping duties in the Lyttelton Harbour, assisted by a dozen smaller vessels. Despite this, ten mines were apparently laid on the seabed by the German minelayer *Adjunct* in June 1941. None of the mines exploded and it is thought that they sank into the 'glutinous ooze' of the seabed. Despite their best and most recent efforts in 2010, the mines continue to elude navy divers.

Concurrent with the minesweeping activity of the *Whakakura*, in May 1943, an anti-submarine boom (steel net suspended from floats) was installed at the entrance to Lyttelton's inner harbour. This was removed in July 1945. Sheaves at the site of the winch boom house for the submarine are still in evidence at Gladstone Pier.

Also at Gladstone Pier, a depth-charge thrower was mounted on the pier opposite the sheaves, and guns relocated from Mount Pleasant, were erected at the pier.

Military training and the Home Guard

Although the history of defence on Banks Peninsula was primarily one of the Central Government's building and maintenance of major defence works at the two harbours, the Peninsula also has a history of local, volunteer efforts at defence. The volunteer movement first became popular in the 1860s. Two Lyttelton rifle companies formed in 1860, followed by the Lyttelton Artillery Volunteers in 1865. One year prior, a drill shed had been erected in Market Place for the use of the volunteer defence forces. Subsequently, at the time the first port defences were being built, a volunteer Lyttelton Naval Brigade was formed in 1880. This became the Lyttelton Naval Artillery in 1883.

The Akaroa Rifle Volunteers were operational between 1872 and 1875 before briefly becoming the Akaroa Artillery Volunteers until 1877 when they disbanded. A Banks Peninsula Troop of the Yeoman Cavalry was also active, regularly mustering a sizeable contingent of troops for camps, manoeuvres and rifle competitions at Little River, on the Kinloch Estate of Henry Buchanan.

In the late nineteenth century, Purau was the scene of training 'manoeuvres' of volunteer units formed in Christchurch and elsewhere in Canterbury. On Anniversary Day in 1889, more than 300 men held a field day on the southern side of Lyttelton Harbour. The Mounted Rifles and the Naval Volunteers were landed at Camp Bay as the 'enemy' and advanced on other units moving round from Purau. An 'engagement' was fought on the slopes behind Rīpapa Island. In 1890 a similar muster attracted only 160 men, but manoeuvres at Easter 1893 saw more than 630 engaged.

During the World War I Territorials were active and during World War II, the home defence efforts included the formation of the Peninsula Mounted Squadron, whose members were mostly farmers from Purau round to Akaroa. The Squadron held camps for three years at Motukarara.

Other home defence units were formed on the Peninsula during World War II. These were small in number and not particularly well armed but the units were considered by the army to have the strategic advantage by being made up of 'country bred personnel' and of having an intimate knowledge of the area. At Little Akaloa, the Home Guard dug slit trenches near the church, in the school grounds and up the main road. One of these trenches, near the church, has survived. Similarly, at Le Bons Bay three 1-metre long trenches were dug along the beach front, one at each end and one in the middle. Trenches were also dug by the Home Guard at Rīpapa Island and in many other locations across the Peninsula.

Trenches were also formed on school grounds or close by for the use of pupils and teachers. At Lyttelton West School these were in the grounds 'down on the flat' and at Lyttelton Main School air raid practices were regularly held in constructed shelters which had been erected in the top playground. Akaroa High School also had trenches and air raid shelters in the school grounds.

The Home Guard function was to monitor the coast, give warning and create some delay on a landing force. To this end bonfires were built on the highest point of each bay around the Peninsula

and it is likely that barbed wire entanglements were laid on a number of beach foreshores. In case of an enemy landing party the fires were to be lit as an alert and trenches were to be manned.

An anti-tank ditch was dug on the Akaroa Road, two sentry boxes were erected on the Bridle Path, and a rail 'block' was formed on the rail embankment of the Little River branch railway line. The Home Guard, who were required to erect roadblocks, were also involved in the construction of underground timber bivouacs, waterholes and food caches across the Peninsula.

Decommissioning

In 1943, with the presence of US forces in the Pacific, the immediate threat of danger was reduced and the Christchurch/Lyttelton emergency defence works were gradually erased with the filling of trenches and the removal of roadblocks. Also around this time Spur Point was decommissioned and the barrel of the gun that had been mounted on the point eventually found its way to the Lyttelton Historical Museum.

Fort Jervis was abandoned by the army in 1945 at which point the island was taken over by the Lyttelton Harbour Board. It was held in trust by the Board until 1958 when the Navy League of New Zealand was appointed to control and manage it. Under the Navy's management, the island became the training ground for the Navy Sea Cadets and the fort was opened for public guided tours. In November 1990 the Department of Conservation assumed direct control of the site, now gazetted as a historic reserve, and under the terms of Tōpuni shares its management with the hapu of Ngāti Wheke who are the guardians of Rīpapa. Prior to the Canterbury earthquakes the Department had begun a progressive restoration of the fort and guns.

Battery Point was placed on a care and maintenance regime with reduced staffing. Guns and rangefinders continued to be maintained and were used extensively for Compulsory Military Training through the early 1950s before being dismantled. In 1957 the searchlights were removed, although remnants of the searchlight system remain. The 1880s Battery Observation Post survives intact although modified in 1939, and the sites of the magazine and store are identifiable with the barrack terraces and some of the gun emplacements visible.

Cadet corps and other war related activities

The Education Act of 1902 was responsible for most secondary schools forming cadet units and in Banks Peninsula the Lyttelton School was the first to form a school cadet corps, followed by Akaroa High School. A coastal defence senior cadet corps was also formed from pupils and others in various parts of the Peninsula.

Cadet inspection and training were generally held at the Lyttelton Drill Hall and on the Akaroa Recreation Ground. Camps were held in the grounds of 'Kinloch' at Little River, Waihora and at Motukarara.

During World War II school pupils were given time off to comb the Peninsula for ergot (a tiny seed head-borne fungus in rye grass) which was collected for the manufacture of pharmaceuticals.

Collecting reached its peak during the summer of 1940-41, prompted by Britain's request for as much of the vasoconstrictor as New Zealand could send. Children are known to have harvested ergot in Little River and Purau Bay, but many other locations would have been canvassed.

It is also possible that children were engaged in rosehip collection and seaweed gathering. Both were common wartime activities in other parts of the country. Hips from wild roses growing by the road and on the hillsides were sold to factories that manufactured rosehip syrup, a valuable source of wartime vitamin C. The jelly from seaweed was used to make agar which was used extensively in hospitals for making cultures.

Peacetime exercises

The first peacetime naval exercises were carried out in Akaroa Harbour in March 1950. This was a mock battle played out between the Australian Naval Fleet and the New Zealand Naval Squadron. Since then both Akaroa and Lyttelton Harbours have been the recipient of goodwill visits by many overseas naval vessels and units from the Commonwealth navies. Early visits included the Australian cruiser H.M.A.S. *Australia* in 1953, the Royal Navy anti-aircraft frigate HMS *Cardigen Bay* in 1958 and the escort vessel *La Confiance* in 1959/1960.

In November 2013 Akaroa Harbour was used once again for military exercises when the New Zealand Defence Force mounted a medium-scale amphibious training exercise ('Exercise Southern Katipo') to test the capability of the Force's maritime, land and air assets.



Figure 127. Exercise Southern Katipo beach landing, 2013.
Source: *Naval Today*, 7 November 2013

Historic warfare and defence sites

A number of archaeological sites and other artefacts associated with Peninsula warfare and defence have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another.

Table 7.1: Warfare and defence related sites, structures and items

Name / Site	Date	Locality
Regional Coastal Environment Plan for the Canterbury Region ¹		
Rock Breakwater that formed the WWII Naval Wharf (Plan ref #45)	1942	Tikao Bay, Akaroa Harbour
Thornecroft Torpedo Boat slipway comprising the foreshore from the old seawall in front of the Magazine Building) to a concrete slipway, (presently unused) immediately to the south of the wall.	ca. 1885	Magazine Bay, Lyttelton
Findings from other research		
Coastwatching / signal station	1867-1949	Adderly Head
Akaroa Harbour minefield	1943	Akaroa Harbour
Lyttelton Harbour minefield	1941	Lyttelton Harbour
Wainui battery	1942	Cape Three Points
Northern blockhouse site	1845	Akaroa Township
Southern blockhouse site	1845	Akaroa Township
German Bay blockhouse site	1845	Takamatua Reserve
Anti-aircraft battery	1943	Diamond Harbour
Goughs Bay RDF station	1940s	Goughs Bay
Boom and net defences	1940s	Inner Harbour, Lyttelton
Depth charge thrower	1940s	Inner Harbour, Lyttelton
Coastwatching station	1940s	Le Bons Bay
Cass Bay naval mine depot	c. 1943	Lyttelton Harbour
Heavy anti-aircraft battery	1942	Mount Pleasant
HDA Asdic No. 1	1940s	Outer Harbour, Lyttelton
HDA Asdic No. 2	1940s	Outer Harbour, Lyttelton
Air strip	1939-1945	Birdlings Flat
Battery	ca. 1885	Erskine Bay
Tikao Bay mine depot	1943	Tikao Bay, Akaroa Harbour
WWII fuel tunnels	1943	Lyttelton
Home Guard trench	1940s	Little Akaloa
Anti-tank trench	1940s	Akaroa

¹ Regional Coastal Environment Plan for the Canterbury Region Inventory of Protected Recreational, Cultural or Historic Structures (2005)

Rail 'block' on rail embankment	1940s	Little River branch railway
Pillbox	1940s	Kaituna
Pillbox	1940s	Bridle Path
Portion of wall with Von Luckner graffiti	1918	Provenanced to Fort Jervis but removed in 1958 to the TS Cornwall Club Rooms

7.4 Making Banks Peninsula habitable and safe: Defending the Peninsula

General discussion:

The Peninsula's defence history is a rich and layered theme which spans the period 1500 AD to at least 1945 and includes evidence of both Māori and European defence installations in the form of nineteenth-century gunfighter pā and settler blockhouses, and twentieth-century World War I and World War II structures and archaeology. Evidence of this lengthy history make up some of the most massive and significant archaeological sites around Banks Peninsula.

Relevant listings:

Twenty-four sites representing warfare and defence are currently listed in the District Plan. These sites include two protected buildings, objects and sites, three notable buildings, objects and sites, and 19 archaeological sites. (The Britomart cannon has been included in this count, although it is probably more correctly described as a memorial).

Possible new building, object, site and landscape-related listings:

All parts of Banks Peninsula where sites of warfare and defence related archaeology and artefacts survive should be considered for listing. This includes the two sites listed in the Regional Coastal Environment Plan for the Canterbury Region and 19 other sites found during the archaeological desk-based review and other project research. These are detailed in Table 7.1

Bibliographic note:

Information is readily available on the topic of Banks Peninsula defences, particularly in Cooke, P. (2000) *Defending New Zealand: Ramparts on the sea 1840-1950s*. Jackson, P. (2006) *Ōtamahua/Quail Island: A link with the past*. Ogilvie, G. (2007) *Banks Peninsula: Cradle of Canterbury* also contains useful information with extensive bibliographic sources.

Other more recent reports provide specific information concerning particular structures and sites such as Nobes, D. & Wallace, L. (2007) 'Geophysical Imaging of an Early Nineteenth Century Colonial Defensive Blockhouse'; Hunter, J. W. (2009) 'The archaeology of military mismanagement: an example from New Zealand's colonial torpedo boat defences, 1884–1900'.

A detailed description of the extant Battery Point site fabric can be found in Witter, D. (2009) 'Lyttelton Coal Stockyard Archaeological Assessment'.

Archival and pictorial resources are held by the Thornycroft Torpedo Boat Museum at Magazine Bay and the Lyttelton Historical Museum (temporarily housed at the Wigram Air Base).

In addition, a newsreel clip showing the combined peacetime Australia/New Zealand naval exercise on Akaroa Harbour in 1950 can be viewed on the Digital Newsreel Archive (British movietone) Story 53456. (Incorrectly titled Naval exercises in Australian waters).

http://www.movietone.com/N_POPUP_Player.cfm?action=playVideo&assetno=101546

Further research:

Further investigation of the Kaitorete Spit practice bombing range and the bomb blast test site in Kaituna is suggested to determine whether any topographical evidence of these activities survives.

It is also recommended that the site of the historic rifle butt at Spur Point is similarly investigated

and additional research undertaken to gain a better understanding of the activities and earthworks associated with the activity of the Peninsula Home Guard.

The Peninsula defence network was and is part of a much greater cultural landscape of war. Other aspects of this include, but are not limited to, war memorials and honour rolls, war graves, the Lyttelton port as the point of departure/return for the soldiers and nurses involved in conflict, the role of women during wartime, other societal change as a result of war, dig for victory gardens and the wider Lyttelton Fortress area which encompassed Godley Head and the Port Hills. To better illustrate the narrative of war as it relates to Banks Peninsula it is recommended that further research is undertaken to identify these wider connections and a broad cultural landscape approach taken, rather than one which considers individual and isolated sites and histories.

A review of the holdings of local museums may also be warranted to determine what artefacts these institutions hold that may be specifically related to listed military sites and/or potential listings.

Archaeological recommendations:

Consideration should be given to further investigate the twenty-five New Zealand Archaeological Association's ArchSite digital recording scheme records to determine if any of these should be listed. These include 2 x WWII radar unit, 2 x gun emplacement, 1 x rifle butt, 1 x musket trench, 2 x musket fighter pā, 17 x pā).

Refer to general recommendations in the introductory section of this report on page 5.

8

Governing Banks Peninsula



SECTION CONTENTS

Sovereignty and Government

Central Government

Local Government

Political life and political figures

Theme 8. Governing Banks Peninsula

8.1 Sovereignty and Government

Akaroa has an important place in the history of the decision of the British Government to acquire sovereignty over New Zealand. The Brig *Elizabeth* incident of 1830 at Takapūneke was one of the key events that resulted, ten years later, in New Zealand's becoming a British colony. It contributed directly to the British decision to send a resident, James Busby, to New Zealand in 1833. (A full account of the incident is provided in the (2013) Takapūneke Conservation Report.)

Through the 1830s, Banks Peninsula was second only to the Bay of Islands as a centre of British, other European and American commercial activity in New Zealand. It was, therefore, understandable that in 1840, once the British Government had decided to declare sovereignty over New Zealand, Akaroa was the scene of the decisive events in that process as they involved the South Island.

In January 1840, the boundaries of New South Wales were extended to include New Zealand and William Hobson was sent to negotiate with the Māori the cession of sovereignty over New Zealand to the British Crown. After the Treaty of Waitangi had been signed, Thomas Bunbury was sent south on the *Herald* to obtain the signatures of South Island chiefs on copies of the Treaty. The *Herald* called into Akaroa in May 1840 and two local chiefs, Iwikau and Tikao, signed the Treaty at Ōnuku. Having obtained the signatures of these and other South Island chiefs on the Treaty, on 17 June in Cloudy Bay, Bunbury took possession of the South Island in the name of the Queen. (Hobson had already proclaimed British sovereignty over all New Zealand on 21 May, over the North Island by virtue of the consent given by Māori in signing the Treaty of Waitangi, over the South Island (pending Bunbury's return with the signatures of South Island chiefs on the Treaty) by right of discovery.

This declaration of British sovereignty over the South Island took place before the arrival of the French settlers and the French naval ship, *Aube*, Captain Lavaud, at Akaroa. When Lavaud called in to the Bay of Islands on his way to Akaroa, Hobson sent the *Britomart*, Captain Stanley, south in advance of *Aube* in order to make a demonstration of British sovereignty in advance of the arrival of the French settlers. On 11 August 1840, Stanley raised the British flag on Greens Point and convened a court of law. His actions gave Greens Point great significance in the history of the British acquiring sovereignty over New Zealand. A publication issued at the time of the centenary of the raising of the British flag on Green's Point declared that it has been recognised as the outstanding event on Banks Peninsula'.

Similar demonstrations of British sovereignty were made in the following days at Ōnuku, Peraki, Ikoraki and Oashore (all bar Ōnuku shore whaling stations on the southern coast where there were already significant populations of British whalers). That both the *Aube* and the *Comte de Paris*, bearing the French settlers sent out by the Nanto-Bordelaise Company, arrived in Akaroa within a week of Stanley's having demonstrated British sovereignty led some in the past to believe that there had been 'race' to Akaroa between Stanley and Lavaud and that had Lavaud arrived first, the South Island would have become French. In fact, British sovereignty over the South Island was already secure before Lavaud even put into the Bay of Islands.

For the next few years, until the mid 1840s, although the French eventually acknowledged British sovereignty, they maintained a naval presence in Akaroa and exercised a measure of *de facto* political authority, with the acquiescence of the British. The *Aube* was stationed at Akaroa from August 1840 until November 1841, the *Allier*, Captain Berard from January 1842 until January 1843, the *Rhin*, also Captain Berard, January 1843 to April 1846 and finally, very briefly, the *Seine*.

Over that same period the British took decisive steps to establish the machinery of government in Akaroa. When Stanley left Akaroa after demonstrating British sovereignty over the South Island in August 1840, he left behind Charles Robinson as resident magistrate. The good personal relationships between Captains Lavaud and Berard and Robinson helped make the brief period of *de facto* 'condominium' government while French naval ships were stationed at Akaroa one of relative harmony. That the South Island was securely British was signalled by Robinson's presence and the exercise by Robinson of judicial and police powers in Akaroa.

That New Zealand's Government would be British was also signalled in 1842 by the nascent colonial government in the North Island declaring Akaroa a customs port of entry. The action was taken after Lavaud, appalled by the drunkenness of whalers when ashore, appealed to Hobson to prohibit the sale of intoxicating liquor in Akaroa. It was thought a customs office in Akaroa would curb the smuggling of liquor into Akaroa and the sly-grogging that was a feature of the young town.



Figure 128. Visitors at the monument on Greens Point, soon after it had been erected in 1898.
Source: John Wilson private collection

8.1 Governing Banks Peninsula: Sovereignty and Government

General discussion:

The Akaroa Harbour basin was the scene of important events in the establishment and assertion of British sovereignty over New Zealand, and in particular over the South Island. The 1830 'Brig *Elizabeth* incident' at Takapūneke was one of the triggers which prompted the British to take the decisive step in the early 1830s of sending a British resident to New Zealand. In 1840, Akaroa (along with the southern whaling bays) was where British sovereignty over the South Island was first effectively demonstrated and exercised.

Relevant listings:

The cannon on the Britomart Reserve, Akaroa, although it did not come from the *Britomart*, commemorates the 1840 exercise of sovereignty at Akaroa.

Possible new building, object, site and landscape-related listings:

The Britomart, Green's Point and Takapūneke reserves should all be considered for listing, in addition to their gazettement as reserves. The 1898 memorial on Green's Point should be considered for inclusion in the listings.

Possible new archaeological listings:

The NZAA ArchSite site N37/11 should be considered for listing. This is archaeological site record that documents the location of Takapūneke.

Bibliographic note:

T. L. Buick's *The French in Akaroa* clarified for his generation what happened in Akaroa in 1840.

Subsequent secondary sources, including recent publications and Christchurch City Council's 2013 'Takapūneke Conservation Report', have presented the facts about the relationship between Akaroa and the British acquisition and demonstration of sovereignty over the South Island.

Further research:

There is no need for further research to be able to identify and interpret sites associated with the acquisition and demonstration of sovereignty.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

8.2 Central Government

Police stations, courthouses and gaols

The Central Government had its earliest presence in Akaroa with the holding of courts of law, the establishment of a police presence and the setting up of a customs office (see section 8.1).

Sittings of the court were held in Akaroa initially in a small room on the French *magasin*, the large building erected by the Nanto-Bordelaise Company partly as a storehouse. (see section 9.7.) A separate court house and jail were finished early in 1858. These were replaced by a substantial wooden court house in the late 1870s. The building is now part of the Akaroa Museum.

Akaroa had a magistrate living in the town only until 1885. Robinson resigned as police magistrate in 1845. His replacement, John Watson arrived in December 1845; Watson's title was changed to resident magistrate in 1847. He held the office until 1870. After the last resident magistrate, Justin Aylmer, who had been appointed to the post in 1873, died in 1885, magistrates visited from Christchurch to preside over court sittings. Sittings of the magistrate's court in Akaroa eventually ceased.

Akaroa's police station stood for many years on Rue Lavaud. The wooden building survived even after it ceased to be used as a police station though the police stables which fronted onto Rue Jolie were demolished in the late twentieth century to allow for development of the site.

Lyttelton never had a court house as such (though court sittings were held in rooms in other public buildings), but had an important place in the provincial (and national) history of maintaining law and order through the presence in the town of the Lyttelton Gaol. The gaol was established in Lyttelton in the 1860s. Over a number of years several different buildings were erected on the site, some designed by Benjamin Mountfort. The Lyttelton Gaol remained the main place of incarceration in Canterbury until a new prison was built at Paparua, west of Christchurch. While it was in use as a prison, a number of men were executed there. The prison's hard labour gang became a familiar sight in Lyttelton's streets, undertaking reclamation works, tree planting, retaining wall construction and street formation.

After the gaol was closed, all but a few cells of the buildings were demolished. The massive concrete walls around the perimeter of the site remained. The site was never built on and has remained public open space.

Rīpapa Island was also used intermittently for purposes of military incarceration in the late 1870s and early 1880s when the Parihaka prisoners were imprisoned there. The Parihaka prisoners were also held in the Lyttelton Gaol itself. When the island was fortified in the 1880s, partly by the Lyttelton Gaol hard labour gang, prisoners lived for periods on the island. Some Compulsory Military Training defaulters were held on Rīpapa immediately before World War I (see section 7.4).

Besides the gaol, Lyttelton also had police station. The early wooden police stations and lock-ups were replaced in the 1880s by a building which served as the town's police station up to the time of the earthquakes of 2010-2011. It was damaged in the earthquakes and demolished.

Other places on the Peninsula, besides Akaroa and Lyttelton, to have a police stations were Little River, Governors Bay. The Governors Bay police station was a substantial building which served as a policemen's residence, but it was open only from 1877 to 1880. It was located at Allandale rather than Governors Bay. Only the lock-up remains. The Little River police station also opened in 1877. A new station was built at Little River after World War II. The station was closed in 1964.

Crime on the Peninsula

In the 1840s, no serious crime occurred in Akaroa; runaway sailors annoying residents was the extent of 'criminal' activity. But one notorious crime occurred at Purau in 1846, the robbery of the Greenwoods by members of the 'Blue Cap' gang.

An early murder was that of a Scandinavian timber worker at the Lake Forsyth Arms Hotel in Little River on 2 October 1887 by one of his fellow workers.

The most dramatic case of suspected arson on the Peninsula was the burning in August 1882 of Waeckerle's Hotel in Akaroa, the Pig and Whistle in Little Akaloa and the hotel in Duvauchelle. Set alight on the same night were the Bruce and the Criterion in Akaroa, but both were saved from destruction. The suspected crime was never solved; it was thought an unknown ardent prohibitionist was responsible.

Historic Central Government sites

Three archaeological sites associated with Central Government have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by Council in one way or another.

Table 8.1. Central Government sites recorded on ArchSite for Banks Peninsula.

NZAA Site Number	Locality	Site Type	Description
M36/217	Lyttelton	Administrative	Former Lyttelton Council offices and Courtrooms.
N36/136	Akaroa	Administrative	The former Akaroa courthouse.
M36/279	Lyttelton	Histroric-Land parcel	Intact remains of Lyttelton Gaol

8.2 Governing Banks Peninsula: Central government

General discussion:

The presence of the Takapūneke on the Peninsula has been evident mainly in the maintenance of law and order, though courts of law and the presence of the police. Police forces were present in Akaroa and Lyttelton from their earliest years and in Akaroa a substantial court house was built in the nineteenth century, while Akaroa still had a resident magistrate.

Lyttelton's ready access to Christchurch meant that the town never had its own court house, but the town had great importance in the history of the maintenance of law and order through the presence until the 1920s of Canterbury's main gaol in Lyttelton.

Relevant listings:

In Akaroa, the court house is the most important listed building reflecting the local activities of the Takapūneke. The former police station ('Snuggle Inn') building represents the long police presence in Akaroa. (The former police stables in Akaroa, which remain listed, were demolished before the end of the twentieth century.)

In Lyttelton, the house of the warder of the Lyttelton Gaol and site of the largely demolished gaol itself are both listed. Rīpapa Island has been listed primarily for its role in the defence of the port, but at times in its history it was used a place of incarceration. The Lyttelton police station was listed, but was demolished following the earthquakes of 2010-11.

Possible new building, object, site and landscape-related listings:

The cells which remain at the rear of the site of the demolished Lyttelton police station should be considered for listing. So should the lock-up now located at Allendale.

There was a police presence in Little River for many years and though the former Little River police cells are now at the Okains Bay museum, the area should be checked for any surviving reminders of that presence.

Possible new archaeological listings:

No additional archaeological sites have been identified that relate to the theme of Takapūneke.

Bibliographic note:

The topics of courts of law and police stations, and the history of notable crimes on the Peninsula, are covered adequately in a number of secondary sources.

Further research:

No further research is needed beyond field checks for any surviving reminders of police activity.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

8.3 Local Government

Although Banks Peninsula is a clearly defined geographic unit, it had a single, independent political identity for only a few years – from 1877, when the Akaroa County was formed, until the early twentieth century, when the Mount Herbert and Wairewa Counties split off from Akaroa County, in 1902 and 1910 respectively, and then from 1989, when the Banks Peninsula District was established as part of the local government reforms of that year, until 2006, when the district was merged into Christchurch City. Even in the period 1877 to 1902, the Peninsula was not strictly a single entity because the Lyttelton and Akaroa boroughs existed throughout these years. For most of its history up to 1989 the Peninsula had a fragmented political life, its area being divided among a number of road boards, county councils and two boroughs (Akaroa and Lyttelton) and since 2006 it has not been an independent unit of local government.

The road boards

The first organs of local government set up were the road boards of the provincial period. In 1864, the Peninsula was divided among four road boards – Little River, Akaroa and Wainui, Port Victoria and Port Levy. Subsequently separate road boards for Okains Bay, Le Bons Bay and Pigeon Bay were separated off from the original road board districts, largely because local interests in the bays began to feel their interests were being neglected by bodies based elsewhere.

The Akaroa and Wainui Road Board moved its office from Akaroa to Duvauchelle in 1878. Duvauchelle was to have a long history as the place where local governments had their headquarters because the Akaroa County Council located its headquarters there from 1879 until 1989, when it disappeared with the creation of the new Banks Peninsula District.

The counties

In 1876, following the abolition of the provinces, the country was divided up into a number of counties. The original Akaroa County was formed in 1877. It first met on 4 January of that year. In 1878 it decided to erect its offices at Duvauchelle. The office was opened in 1879. Although Akaroa County embraced almost all of Banks Peninsula, the earlier road boards remained in existence and challenged the dominance of the county council, especially in the north-east where the Port Levy and Port Victoria Road Boards held sway.

In the early twentieth century, two new counties were formed. They were Mount Herbert in 1902 and Wairewa in 1910. Mount Herbert County, set up under a local Act of Parliament passed in 1902, was made up of the Port Levy and Port Victoria Road Districts, which had continued in existence under the Akaroa County. (Port Victoria was, briefly, the name of Lyttelton Harbour.) The new county built its offices at Purau in 1905. The new county's boundaries included Governors Bay.

The Wairewa County came into existence in 1910, embracing the area of the Little River Road Board which had also been part of the original Akaroa County. Its offices were built in Little River in 1919. The road board had previously had offices in different places in the district. After the closure of the Little River branch line, the redundant Little River railway station became the Wairewa County

Council's headquarters. In 1987, just before it went out of existence, the Wairewa County Council moved into Little River's also redundant 1938 post office building.

The creation of the Mount Herbert and Wairewa Counties reduced the Akaroa County to the eastern half of Banks Peninsula.

The counties were in turn divided into ridings. In the original Akaroa County the Port Victoria riding included the Lyttelton Harbour basin. From 1877 to 1890 the riding was represented by the Rev. R. Bradley, who lived at Charteris Bay and had a long ride to meetings of the county council in Duvauchelle. In Wairewa County there were three ridings, Little River, Kinloch and Kaituna.

For many years, the road boards carried on side-by-side with the counties. The Little River Road Board held its last meeting in 1910, at the time the Wairewa County was established. An attempt was made to abolish the Akaroa and Wainui Road Board in 1882, but the attempt was unsuccessful and the board continued to function until 1935, when it finally agreed to merge with the Akaroa County. The tiny Pigeon Bay, Okains Bay and Le Bons Bay Road Boards were still functioning in 1940, when the Okains Bay and Le Bons Bay Boards agreed to merge, while the Pigeon Bay Board was merely 'considering' whether to join in the merger.

The boroughs

Prior to the division of the country into counties following the abolition of provincial government, there was legislative provision for larger centres of population to become boroughs. On Banks Peninsula both Lyttelton and Akaroa were independent boroughs, Akaroa only until the mid 1950s, but Lyttelton until the creation of the Banks Peninsula District Council in 1989.

In Lyttelton, a municipal council was set up under the 1861 Municipal Council Ordinance of the Provincial Council once the Provincial Council had received an unopposed petition from 100 Lyttelton householders. The council, elected at a public meeting, met for the first time in February 1862. After the passing of the Municipal Corporations Act in 1868, the municipal council became a borough council. The council built itself imposing new chambers in 1887. (The building survived until the earthquakes of 2010-11.)

The Akaroa Borough was created in August 1876 and the first election held on the first of the following month. It governed the town until the borough became part of the surrounding county in the mid 1950s. It had small wooden offices at the seaward end of Rue Balguerrie, close to the base of Daly's Wharf.

Range of activities of local bodies

The road boards, the county councils and boroughs alike dealt with such issues as roads, drainage and flooding. The Little River Road Board was largely responsible for the improvement of the road over Hilltop to coach standard. It also undertook drainage works in the land prone to flooding by Te Waihora (Lake Ellesmere). The Akaroa Borough Council in its first decades raised loans for a new

main wharf for the town, for the reclamation of the area that became the recreation ground and for a new town water supply. It was also the key body in establishing Akaroa's 'electric light works' (see section 7.2) in the early twentieth century. In the boroughs, the councils were responsible for forming streets and footpaths (see section 6.4), for water supply and drainage (see section 7.1), for the administration of public open spaces and for a range of other municipal and civic activities and functions. These local responsibilities meant that the road boards initially and later the county and borough councils were the primary focus of local political activity, with the borough mayors and county chairmen important local figures.

Community associations

A number of community groups and associations were formed at different times in different parts of the Peninsula usually to put pressure on the various local bodies. The Diamond Harbour Burgesses Association came into existence in 1931 over a need to lobby the Lyttelton Borough Council (Diamond Harbour had become part of the borough following the borough council's purchase of the Stoddart Estate just before World War I) over the water supply to Diamond Harbour. It went into recess between 1937 and 1945. In 1955, the Burgesses Association set up a hall committee which became in 1984 a Community Association, at a time when water supply was again a key local issue.

At Le Bons Bay, a bach-owners' association was set up in 1955-56 mainly to support the bach owners' interests regarding subdivisions and water rights. In 1973 a separate water association was set up to address the particular issue of water supply.

In Akaroa, from the 1960s, the Akaroa Civic Trust (see section 9.8) became a significant lobby group over certain issues. It was matched by an association of business people which lobbied the local councils over a different range of issues.

A Purau ratepayers' association was founded in 1980 to preserve the 'stability' and 'tranquillity' of the bay. The association's initial concern was with the use of powerboats and jet-skis, but it also made representations to the Mount Herbert County Council about subdivisions, flooding and rubbish collection.

Amalgamation

The local bodies which existed by the early twentieth century – the two boroughs and three county councils – remained more or less intact until 1989. The only significant change was that the Akaroa Borough became part of the Akaroa County in the mid 1950s.

There was a proposal to amalgamate Lyttelton with Christchurch in 1946, but when a poll was taken, the vote was overwhelmingly (1,187 to 323) against the proposal.

The Banks Peninsula District, established under the 1989 reform of national local government, resulted from the combining of the Akaroa, Wairewa and Mount Herbert Counties with the Lyttelton Borough to form the new district. The district had an area of 107,575 hectares with a population of

more than 7,000. It was bound on three sides by the sea. Its 'landward' boundary was determined by the historic boundaries of the former local bodies and did not include the western and northern flanks of the Port Hills though these were, geographically, part of Banks Peninsula. It was bounded on the west by Selwyn District and on the north by Christchurch City.

The Banks Peninsula District was one of the smallest districts by population and area in the country and was hampered by having a relatively small rating base. There was also tension within the district and to some extent on the Council by the perception that Lyttelton had a dominant role and that Lyttelton's interests did not always coincide with those of the rest of the Peninsula – Akaroa and the rural areas with their residual settlements. An initial attempt to amalgamate the district with Christchurch City failed when city residents voted against the proposal. In 2006, after that abortive initial attempt, the Banks Peninsula District was merged with Christchurch City after a favourable poll in which only Banks Peninsula residents could vote. Some of the minority who voted against amalgamation remain concerned that a city-based and city-focused Council cannot easily understand the needs of an extensive, lightly populated rural area.



Figure 129. Akaroa Borough Council office, William Massey, councillors and other local dignitaries, 1921. The office is now a private home (22 Woodhills Road).
Source: 1/2-024775-G, ATL

8.3 Governing Banks Peninsula: Local Government

General discussion:

Through the decades communications around the Peninsula were poor and local communities were largely self-sufficient, local government was fragmented. A number of roads boards saw the start of local government on the Peninsula. They were superseded by three counties and two boroughs.

The Akaroa Borough became part of its surrounding county in the 1950s, but the other four local governments survived into the period of greatly improved communications and transport links.

The Peninsula finally became a single unit of local government in 1989, but only survived as an independent unit until 2006 when it became part of Christchurch City.

A number of local community groups and organisations existed primarily to put pressure on or lobby local bodies regarding community amenities and services.

Relevant listings:

The relocated former Borough Council Chambers in Akaroa are listed as a private residence.

In Lyttelton, the former borough council stables have been listed.

Possible new building, object, site and landscape-related listings:

The former Little River post office (suggested for possible listing under communications) was the last premises of the Wairewa County Council which should be noted if the building is listed.

The former Akaroa County Council building in Duvauchelle (now a private residence) has been modified but should be considered for possible listing, along with the buildings of the adjacent council works yard.

Whether any other buildings with local body associations remain in places where former local bodies were based, such as Purau (Mt Herbert County), Little River (Little River Road Board and Wairewa County) and Lyttelton (Lyttelton Borough), should be investigated so that buildings identified (if any) can be considered for possible listing.

Possible new archaeological listings:

No new archaeological sites have been identified that relate to local government on Banks Peninsula.

Bibliographic note:

There is no study dedicated to local government on the Peninsula, but Watson's *First 100 years* is a useful summary account of the formation and local activities of Municipal Government in Lyttelton

Further research:

Some of the detail of the history of local government on the Peninsula, such as the transition from road boards to county councils, remains unclear, but filling out this detail is probably unnecessary for the purposes of listing any buildings or sites which illustrate the development of local government on the Peninsula.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

8.4 Political life and political figures

Local body politicians

Local body politics on Banks Peninsula was parochial and personal, centring on individuals who did not espouse any political doctrine or ideology but presented themselves as people competent to administer local matters and to address the concerns of different groups of the constituents, depending on where they lived and not on their political beliefs.

George Armstrong was one of the leading local politicians in late nineteenth century and early twentieth century Akaroa. He served a total of 22 years as Mayor of Akaroa, in three terms. He was also a member of the Akaroa County Council, the Akaroa and Wainui Road Board, the Banks Peninsula Electric Power Board and the North Canterbury Hospital and Charitable Aid Board.

The first woman to sit on the Akaroa Borough Council was Blanche Baughan who was elected in 1936 and served until 1938. In addition to her work for penal reform, Baughan, was an outspoken opponent of capital punishment, a financial supporter of the Red Cross and a foundation member of the Canterbury Women's Club. She was recognised for her contribution to social services with the award of the King George V Jubilee Medal the year before becoming a councillor. Ethel Le Lievre was the second woman elected to Council. A descendant of *Comte de Paris* settlers of 1840, she was elected to the council in 1944 after being active for many years in the Red Cross, the Women's Institute, the Horticultural Society, the Child Welfare League, St Patrick's Church and in the administration of the Akaroa Hospital. Another descendant of an early French settler, Terence Brocherie, was a prominent figure in the affairs of the Akaroa County Council in the second half of the twentieth century.

Lyttelton's longest-serving mayor, Bruce Collett, held the post from 1959 until 1978. After the amalgamation of Banks Peninsula with Christchurch City in 2006, the last mayor of Banks Peninsula, Bob Parker, served two terms as mayor of Christchurch.

Provincial and national politicians

Some of those who were prominent in local body politics on the Peninsula, or who represented Peninsula electorates in Parliament, made a mark on first the provincial and then the national stage. In the nineteenth century, the original Robert Heaton Rhodes, who lived at Purau until 1874, was a minister of the Crown. His son, Sir Robert Heaton Rhodes, also rose to ministerial rank in William Massey's Reform Government which came to power in 1912.

George Armstrong, prominent in business and in farming, sat as a member of Parliament from 1864 until 1888. (His son was the long-serving mayor of Akaroa mentioned above.)

William Montgomery, who owned land in the Western Valley, above Little River, first rose to prominence in provincial politics but his political career extended into the first decade of the twentieth century (he died in 1914). He sat as member of the House of Representatives for Akaroa and in 1892 was elevated to the Legislative Council. His son, W.H. Montgomery, was also a member

of the House of Representatives from 1893 to 1899 and again from 1903 to 1909. He died in 1961.

Successive politicians who represented Lyttelton in Parliament rose to high rank in various governments. George Laurenson, who represented Lyttelton from 1899 until 1913, was a prominent political figure in the later years of the Liberal Government which held power from 1890 until 1912.

Members of the McCombs family – James, Elizabeth and Terence – represented Lyttelton successively from 1913 to 1951. James was the Labour Party's finance spokesman until his death in 1933, prior to Labour's accession to power in 1935. His wife Elizabeth took the seat on his death and was the first woman member of the New Zealand Parliament. Their son, Terence, succeeded her after her short term in office and after his political career ended went on to have a distinguished career in education as the first headmaster of Cashmere High School.

Norman Kirk, who was Prime Minister from 1972 to 1974, represented Lyttelton from 1957 to 1969. Other Labour M.P.s for Lyttelton who rose to ministerial rank were Tom McGuigan (1969-1975), Ann Hercus (1978-1987) and Ruth Dyson (1993-1996, then member for the electorates which included Banks Peninsula until Banks Peninsula became part of the Selwyn electorate). H.R. Lake, the National Party member for Lyttelton from 1951 until 1957 (when he was defeated by Norman Kirk) became Minister of Finance in the 1960s in the Holyoake Government.

8.4 Governing Banks Peninsula: Political life and political figures

General discussion:

A number of politicians have made their mark in local, regional and national politics since organised government was established in Canterbury in the 1850s. The Lyttelton seat has been an influential one nationally and a number of Lyttelton M.P.s have risen to the rank of cabinet minister.

Relevant listings:

Blythcliffe in Akaroa is an example of a residence which acquired historical significance as the home of a prominent politician, in this case George Armstrong. Blanche Baughan's home 'Ashrama' in Akaroa is also listed although its significance is also due to Baughan's relative importance as an essayist and poet and the use of the home as an unofficial halfway house.

It will be necessary to scrutinise the listings for the large number of other dwellings in Akaroa and Lyttelton in order to establish whether these include other houses which have been the homes of politically prominent people.

Possible new building, object, site and landscape-related listings:

The scrutiny suggested above of the existing listings, and the research suggested below into people politically prominent on the Peninsula, may identify gaps in the listings of the homes of prominent politicians.

Possible new archaeological listings:

No specific archaeological sites have been identified that relate to the political life and political figures on Banks Peninsula.

Bibliographic note:

Information about politically prominent figures on the Peninsula is scattered through the general histories and the histories of particular settlements or bays.

Further research:

A biographical register of people who have risen to political prominence on the Peninsula would help identify those for whom existing knowledge is insufficient and also help identify the dwellings in the existing listings for which additional information should be recorded or dwellings which are not listed which possibly should be.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

9

Shaping Banks Peninsula's community and cultural life



SECTION CONTENTS

Maintaining spiritual life

Educating people

Providing health and welfare

Community, creative & cultural life

Participating in sports

Recreation and tourism

Memorials, markers and remembering

Preserving traditions and protecting
heritage

Theme 9. Shaping Banks Peninsula community and cultural life

9.1 Maintaining spiritual life

The churches, until at least the later twentieth century, were the most important of all institutions, the family excepted, in maintaining community life and sustaining social bonds.

Māori mission churches

The first churches for European congregations were built in Akaroa in the early 1840s. The same years saw efforts made to convert the Peninsula's Māori population to Christianity and to maintain Māori mission churches. The missionary effort among the Peninsula Māori communities began with the residence of Methodist Māori missionary, Taawao, at Port Levy between 1841 and 1843. A Wesleyan church was built at Port Levy in 1843, on the site of a monument erected in the following century. (It was the first Protestant church built in Canterbury.) In 1843-44, Tamihana Te Rauparaha preached at Port Levy and an Anglican church was built in 1844 on a site close to the Māori settlement on the eastern side of the bay, now also marked by a monument. Bishop Selwyn visited Port Levy in February 1844 and the Methodist missionary Creed visited from Waikouaiti in 1845.

James Stack, who was the Anglican Māori missionary in Canterbury from 1859 until 1887 was based in Tuahiwi but he visited Port Levy regularly and revived Anglicanism among the Māori there. Bishop Harper also visited from 1857 on and in the 1860s a new wooden church, which lasted until 1926, was built on a site close to that of the original church.

Three Roman Catholic missionaries arrived in Akaroa in 1840 with Captain Lavaud but made little headway among Māori who had already converted in some numbers to Methodism and Anglicanism. Bishop Pompallier visited the infant French settlement in its early months. The last of the original priests left Akaroa in 1843. The Catholic mission in Akaroa was re-opened in 1850 by Fr Jean Antoine Seon, but again to little effect among the Māori population of the Peninsula and the mission was closed in 1852.

In the second half of the nineteenth century, churches were also built among Māori communities at Rāpaki (1869), Little River (1870) and Ōnuku (1876). The Little River Church no longer exists, but the other two remain. The church at Ōnuku was repaired and re-opened at the time of the 1940 centennial celebrations in Akaroa (see section 9.8).

Catholic churches

Although the Catholic priests who came with Lavaud to Akaroa in 1840 made no progress among an already Protestant Māori population, they did establish the first church in Canterbury. The first Mass was said in Akaroa on 23 August 1840 and the first Roman Catholic chapel built the following year. Though the priests who had come with Lavaud departed in 1843, a second church was built on L'Aube Hill by the French settlers in 1844. After this church blew down in 1849, the French Catholics resumed using the original chapel until the present St Patrick's Church was built in 1865.

The only other Roman Catholic churches on Banks Peninsula were built at Little River and in

Lyttelton. St Joseph's, Lyttelton, was one of the three buildings that made Winchester Street the 'street of churches'. All three churches were demolished after the earthquakes of 2010-11. The present Little River Catholic Church was built in 1924 and opened in 1925. It was damaged in the earthquakes but remained standing.

Anglican churches

Although British settlers well out-numbered the French by the end of the 1840s and although Bishop Selwyn visited Akaroa at intervals through the 1840s, it was not until after the founding of the Canterbury Settlement at the end of 1850 that the Anglican church became firmly established in Akaroa. Akaroa's first incumbent Anglican clergyman, the Rev. William Aylmer, arrived in the town in 1851. He was to serve as Akaroa's vicar for 22 years. The old French *magasin* was used for services in the early 1850s, until a church designed by Samuel Farr was opened in 1852. A new St Peter's Church, designed by A.G. Purchas, was built in 1863 and consecrated in November 1864. It was enlarged in 1877. Some distance from the church, the Anglicans built a hall and vicarage. The vicarage remains on its original site but the hall, converted to a house once it was no longer needed by the parish, was removed to Duvauchelle.

The Anglicans were the only denomination to become well-established in the more populous bays. In the Akaroa Harbour basin, the first church in Duvauchelle, St John's, was built in 1861, four years after the first services had been held in the bay. The first church was replaced by a new, larger wooden building in 1876. The new church was consecrated on 24 September 1885.

St John's, Okains Bay, was opened in 1863 during the incumbency of the Rev. Henry Torlesse who had been appointed deacon in charge of Okains Bay (where there was then a relatively large population engaged in the sawmilling industry) in 1859. Torlesse left Okains Bay in 1864, the year after the church had been opened. The church, built of locally made bricks, boulders from a nearby creek and stone from Quail Island, was damaged in the earthquakes.

An Anglican church was not opened in Le Bons Bay until 1903, when the Anglicans purchased the dis-used (since 1891) Zion Congregational Church (see below) and opened the refurbished building as St Andrew's. Prior to 1903, Church of England services had been held in the school. Le Bons Bay never had its own minister, but a Sunday School was active. The new St Andrew's, Le Bons Bay, built in 1959 to a design by John Hendry and Allan Mitchener, is the only post-World War II church on Banks Peninsula excluding the Lyttelton harbour basin. A crowd of 300 gathered for the opening in March 1960.

Bishop Selwyn held services in Little Akaloa in the 1850s, but the first St Luke's, Little Akaloa, an old school building enlarged and modified, was not opened until 1882. It was replaced in 1906, by one of the most important of the Peninsula's churches. Designed and decorated by J.H. Menzies, the use of Māori motifs in the interior decoration of the church, combined with naturalistic motifs, give the church, which has an unprepossessing Arts and Crafts exterior, great importance in the history of New Zealand architecture. The site of the new church was close to the cemetery which was on land given by Arthur Waghorn Snr in 1877 and the precinct created is one of the finest on the Peninsula.

War memorial gates opening into the cemetery were built in 1927 (see section 9.7). The original lychgate, dismantled in 1927, was re-erected in 1947 below the church itself.

St Paul's, Port Levy, was consecrated on 26 April 1888. It was built on land donated by a local landowner in 1887. It is one of the few churches designed by the Christchurch architect J.C. Maddison. In Little River, the first Anglican services were held in an old school building and in the Māori church. St Andrew's Church, designed by B.W. Mountfort, was built in 1879.

Three Anglican churches were built on the western flanks of the Peninsula. The Church of the Epiphany, Gebbies Valley, was built in the late nineteenth century. It has a free-standing brick belfry beside it. Much later, St Kentigern's was built in the Kaituna Valley. The first services held in the Kaituna Valley, as early as 1858, were Presbyterian, but when a church was finally built in the valley, it was the Anglicans who were responsible. The foundation stone of St Kentigern's was laid in July 1933 and the church dedicated just a year later.

In Lyttelton, the first St Mary's Church was built in the early 1850s. Mountfort designed a very large church of which only part of the nave was built. The church suffered structural problems (caused by Mountfort's lack of awareness of how New Zealand native timbers seasoned) and had to be dismantled before the end of the decade. It was replaced in 1860 by a stone church designed by George Mallinson. Built of an attractive red volcanic stone, the church survived until the earthquakes of 2010-11.

Elsewhere in the Lyttelton Harbour basin a small stone church, St Cuthbert's, was built at Governors Bay in 1862. Built on a two-hectare church reserve, it replaced an earlier small building of sod. The first resident vicar was appointed to Governors Bay in 1865. Like St Luke's, Little Akaloa, it has a surrounding graveyard and an attractive setting. It was badly damaged by the earthquakes. At the head of the harbour, St Peter's, Teddington, one of Mountfort's successful small wooden churches, was built in 1871.

On the southern side of Lyttelton Harbour, the Rev. R. Bradley, of Charteris Bay, was appointed to serve the area from Governors Bay round to Purau. Though he was as interested in farming as in his ecclesiastical duties, he held services in schools and private houses. But no churches were built in any of the harbour's southern bays until very much later. After the Lyttelton Borough Council purchased and subdivided the Stoddart Estate at Diamond Harbour, the area gradually became more closely settled. A church was first established after World War II, when local Anglicans purchased a former golf club pavilion and converted it to a church. The church was altered in the 1960s. A new church was opened in 2009.

In 1964, the Anglicans amalgamated the parishes or parochial districts of St Cuthbert's, Governors Bay, St Peter's, Teddington, the Church of the Epiphany, Gebbies Valley, St Kentigern's, Kaituna, St Andrew's, Little River and St Andrew's, Diamond Harbour, into a new parochial district of Mount Herbert. The Akaroa and Lyttelton parishes continued as separate entities.

Other Protestant denominations

Services by an ordained Presbyterian minister in Akaroa began with visits from the Reverend Charles Fraser who was appointed to St Andrew's Church in Christchurch in the 1850s. The first Presbyterian church built in Akaroa opened in 1860, but the congregation only became firmly established in the second half of the 1870s, when the Reverend W. Douglas became the resident minister. The original, small church was replaced in 1886 by a larger new church, designed by W. Whitelaw. Later a hall was added, set at right angles to the church.

Presbyterian services were held in Pigeon Bay from the early years of settlement by the Scottish Hay and Sinclair families. The Provincial Government set aside a church reserve at Pigeon Bay in 1856. Even after the first resident minister, the Reverend George Grant, arrived direct from Scotland, no church was built and services continued to be held in local school and other buildings. It was not until 1899 that a church designed by Hurst Seager was built for the Presbyterians of Pigeon Bay. The church was also used by the local Anglicans and subsequently it became in effect an Anglican church. A Presbyterian church was opened in Wainui in 1911.

The Presbyterians were well-established in early Lyttelton and built their stone church on Winchester Street in the 1860s. Like its Anglican and Catholic counterparts on the same street, it succumbed to the earthquakes of 2010-11.

The Congregational church had a vigorous presence on the Peninsula in the nineteenth century mainly due to the efforts of one man, William Barnett of Le Bons Bay. Barnett began preaching in 1864 and was ordained in 1869. The Zion Congregational Church in Le Bons, which was built in 1868 and opened in 1869, was very much Barnett's church. The church fell into disuse after Barnett left the Peninsula in 1891. It was subsequently purchased by the Anglican church, refurbished and re-opened as St Andrew's Church in 1903 (see above). A second Congregational church was built in Akaroa in 1885. After the Congregationalist cause faded once William Barnett had departed from the Peninsula in 1891, the building was bought by the Roman Catholics and moved to a new site by St Patrick's for use as a school.

The Methodist's were strong in Lyttelton in the nineteenth century and the first half of the twentieth century, but their large wooden church in that town was the only substantial Methodist church on the Peninsula.

The church halls in Akaroa and Lyttelton, and the few built elsewhere on the Peninsula, were important centres for social and community life in the years the churches remained strong. Some of the activities associated with church halls and some of the church-related social organisations are discussed in section 9.4.



Figure 130. Ōnuku Church, 2011.
Source: Ashley Mokena, DSC02283



Figure 131. St Lukes, Little Akaloa, 2010.
Source: Ashley Mokena, DSC00785



Figure 132. St Andrew's Church,
Le Bons Bay, 2014.
Source: Louise Beaumont
PDSC00785

9.1 Shaping Banks Peninsula community and cultural life: Maintaining spiritual life

General discussion:

Christianity first came to Banks Peninsula in the form of missions to the local Māori. With European settlement, a number of churches were built representing all the major Christian denominations. In the second half of the nineteenth century and first half of the twentieth century, the churches played key roles in local community life. No non-Christian religions have ever had a discernible presence on the Peninsula.

Relevant listings:

The site of one of Port Levy’s early Māori churches has been listed, as has the surviving Māori church at Ōnuku. Most of the other surviving church buildings on the Peninsula have already been listed. Some are of architectural as well as historical interest. (The omissions are noted below under ‘possible new listings’.)

The listings include the small building that was Akaroa’s first Presbyterian church and the former Roman Catholic convent in Akaroa. Three dwellings of clergymen have been listed – both Lyttelton’s and Akaroa’s Anglican vicarages, and the former Presbyterian manse in Akaroa. Number 26 St David Street is listed, but the listing does not emphasise the building’s importance as one of the earliest Methodist churches in Canterbury.

No archaeological sites related to maintaining religious traditions and ceremonies are listed.

Possible new building, object, site and landscape-related listings:

The listings in respect of Port Levy should be checked to ensure all relevant sites and the Methodist mission and Anglican mission memorials are listed.

The church at Rāpaki should be considered for listing. Of the other churches which have not been listed, St Kentigern’s, Kaituna Valley, and the Church of the Epiphany, Gebbies Valley, should be considered for listing.

The relocated (to the site of the demolished Holy Trinity, Lyttelton) St Saviour’s Church should be considered for listing.

The listing for Trinity Church, Akaroa, should be checked to ensure it includes the adjacent hall and the former Akaroa Anglican church hall, converted to a dwelling then relocated to Duvauchelle, should possible be considered for listing.

The listing of the only two post-war churches on the Peninsula, at Le Bons Bay and Diamond Harbour, should be considered.

All current and new listings should include the setting of the church including graveyards, free-standing bell towers etc.

Possible new archaeological listings:

Archaeological sites as recorded on the NZAA Site Recording scheme should be considered for listing. These are: (N36/124) a church site a Port Levy; (M36/221) mid-nineteenth century church at Lyttelton and (M36/238) the site of a nineteenth century church at Lyttelton.

Bibliographic note:

The histories of many churches are covered in the general histories of the region and there are also several local parish histories, including one for the Akaroa Anglican parish, and histories of specific churches, such as St Luke's, Little Akaloa.

Further research:

There is sufficient information in the existing literature to allow for the identification of buildings that should possibly be listed and for the recording of the histories of individual buildings which are chosen for listing.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 133. St Patrick's, Akaroa, 2011.
Source: Ashley Mokena, 2 052

9.2 Educating people

Schools were second in importance only to churches as institutions which became a focus for community activity. Having a school and a church were important markers that settlements were maturing and developing more complex social and community structures than the early, temporary, shore whaling and later sawmilling settlements.

There were in fact many more schools than churches on Peninsula, especially in the late nineteenth century and early twentieth century when the Peninsula's population was larger and younger than it became later in the twentieth century. Almost every bay or valley in which there was more than a farmhouse or two at one point or another had its own school.

The history of education on the Peninsula is mainly one of primary schooling. The only secondary school on the Peninsula which has had a long history is at Akaroa (see below). Lyttelton had a district high school for a few years, and a Roman Catholic Girls' High School from the 1890s until the 1950s, but for most of the time, most Lyttelton pupils of secondary age travelled through the rail and then road tunnels to secondary schools in Christchurch. For some years, secondary pupils from the Little River district attended Christchurch schools, either as weekly boarders or as day pupils by making the long journey by train morning and night. From 1953, secondary pupils from Little River were taken by bus to Lincoln High School.

The first schools

In most areas schools had informal beginnings, as private or church schools set up on the initiative of local people and churches who were anxious to provide for the education of children in their areas.

The first private schools in Akaroa were opened in the 1840s. In 1851, a short-lived school used the French *magasin* (company store). After his 1851 arrival in Akaroa, the Anglican clergyman William Aylmer began a Church of England school. The Presbyterians opened their own denominational school in Akaroa in 1863. Between 1869 and 1871 the Anglicans ran a boarding school for boys in Akaroa. The first public school opened in Akaroa in 1855. This original public school co-existed for many years with the private or church schools. In 1861, the public school had 71 pupils while only 17 were enrolled in private schools. But just two years later, in 1863, the Church of England school had 37 pupils and the Presbyterian school 42.

Education began at the head of Lyttelton Harbour as early as 1851, when Samuel Manson offered to build a schoolhouse and help pay the salary of a schoolmaster. The school at Teddington had a single teacher and the children were mainly those of the Gebbie and Manson families.

In 1859, on the initiative of the newly arrived Christchurch Presbyterian minister, Charles Fraser, a Presbyterian schoolhouse was built in Lyttelton. A teacher was engaged in 1860 and the school flourished for some years. In 1866 a former Presbyterian schoolmaster established a school in the building now known as Dalcroy House.

At Pigeon Bay, Ebenezer Hay engaged tutors for his children, initially in 1849. Francis Knowles founded the short-lived Audsley Academy in Pigeon Bay in 1854 as a boarding school for boys.

Ebenezer Hay built a school and engaged teachers, beginning in 1859, to educate his own and other children in the district. The second teacher at Hay's school, W.S. Fitzgerald, engaged after the first died 18 months after taking up the position, had a notable influence in the district.

At Okains Bay, education began when the Reverend Henry Torlesse, appointed deacon to Okains Bay in 1859, began teaching in private houses. A chapel/school was built in 1865 on Torlesse's initiative. This school continued, with George Bishop the teacher from 1864 until 1876, until after a Government School was opened in 1872. At Little Akaloa a 'dame's school' was providing local children with an education by the early 1860s.

The first school at Duvauchelle was a denominational school erected by voluntary labour on land given by Lord Lyttelton (who was a significant absentee landowner in the area) to ensure the children of the local sawmillers were educated. It opened in 1860. Henry Torlesse was again instrumental in establishing the school.

At Little River a privately funded school was opened at the Wairewa pā for Māori children as early as 1860, though the Wairewa Native School was not built there by the Government until 1875. A private school was established in the Little River township in 1868.

The public schools

This period in which schools were established in a piecemeal, unco-ordinated way by individuals or churches rather than the Government came to an end in the 1870s. Private or denominational schools outnumbered the few public schools established by the Provincial Government until the beginning of that decade. The first initiatives to extend public schooling came during the later provincial period. In the early to mid 1870s, schools were established by the Provincial Government prior to the passing of the national Education Act in 1877, at Akaroa, Little River, Wainui, Le Bons Bay, German Bay, Duvauchelle, Barrys Bay, French Farm, Okains Bay, Port Levy, Kukupa (in the Pigeon Bay Valley), Robinsons Bay and Lyttelton.

After the Provincial Governments were abolished in 1876, the Central Government passed the Education Act of 1877. When the Act was given effect on the Peninsula, more schools were established under a uniform system of administration. The schools established after the 1877 Act had been passed were the Charteris Bay School (1879), German Bay side School (1881), the Chorlton School (1887), the Hillside School, high up the Puaha Valley (1898), the Okuti Valley School (1900), the Purau School (1905), the Puaha School (1909), the Menzies Bay School, the Long Bay (Otanerito) School and the Birdlings Flat School (1910). (For the Puaha School, the Hillside School was moved down the valley after the Morice settlement brought new families into the lower Puaha Valley.) Public schools were also established under the Education Act not long after it had been passed at Governors Bay and Teddington.

Schools in Akaroa

As elsewhere on the Peninsula, education began in Akaroa with the opening of private schools. The first public school in Akaroa was erected in 1855 after a public petition asked the Provincial

Government to establish such a school in the town. It stood on the site now occupied by the war memorial. Public schools came later than this to other areas. The school has had a continuous history since, though it has shifted twice in its history, first to a site above the town on what became Julius Place then, in the mid twentieth century, to the site on Rue Jolie south which it shares with the high school.

The era of private schools in Akaroa effectively ended once the public school came under the 1877 Education Act. The main exception to this was the founding in 1903, a convent school which opened five years after the convent itself had been founded and the nuns had begun offering classes. The convent school continued until after the end of World War II.

The Akaroa High School opened in the early 1880s. It was governed by its own board until 1900, then opened as a District High School in 1901. The school was then located on a site near Daly's wharf. In 1908, a manual training school was also established on this site by the Banks Peninsula Technical Association. In 1911, the Association was offering courses in cookery, woodwork, dress-making and wool-classing and had nearly 150 students on the roll. A new secondary school opened on a new site on 'Jolie Street South' in March 1936. The school committee's proposal that the new site become the centre of all the town's education was approved by the Canterbury Education Board in 1940. The secondary school's roll in that year was 54.

The Akaroa School is now the largest on the Peninsula (including Lyttelton) and the only one offering and education beyond Year 8. Its roll, for all ages, is around 150.



Figure 134. The Catholic school which sat alongside of St Patrick's Church, Akaroa.
Source: Shuttleworth collection

Schools in Lyttelton and around its harbour

The denominational schools in Lyttelton (there were four by 1865) were largely superseded when the Borough School opened in 1872. The roll of 300 when the school opened had risen to 500 by 1874, when the large new brick building, designed by the notable Christchurch architect, William Armson, was ready for occupation. The school remained on this site, between the Lyttelton Gaol and the Colonists Hall, though the old brick Borough School was demolished. The school had become known by then as the Lyttelton Main School.

In 1887, the West Lyttelton side school was opened to relieve pressure on the main school and to cater to the growing population of the western side of the town. West Lyttelton became a main school in its own right, with a separate school committee, in 1894. When the Rāpaki School closed in 1946, its pupils started attending Lyttelton West School. The school held a 125th reunion in 2012.

A Roman Catholic primary school, St Joseph's, was where most of Lyttelton's Catholic children were educated for approximately 100 years, from the 1890s to the 1990s.

In 1938, the Colonists Hall next door to the Borough School was transferred to the Education Department. A new school was erected on the site after both the original Borough School building and the Colonists Hall had been demolished.

In 2013-14 the two Lyttelton public schools were merged and a temporary school located at on the site of the demolished St Joseph's Church while a new school was being built on the main school site. Secondary education in Lyttelton began in 1908, when an upper room in the Colonists Hall was used for woodwork classes run by the Christchurch Technical School. Cooking and woodwork classes continued until the Colonists Hall was demolished during World War II, but Lyttelton never had its own technical school. Lyttelton did, however, have a district high school for a time in the first half of the twentieth century. In 1940, the Borough Council objected to the transfer of the secondary department from Lyttelton, but Lyttelton children of secondary school age began to travel through the tunnel by train for their education.

On the southern side of Lyttelton Harbour there were public schools at Charteris Bay, from 1879 to 1896. When the Charteris Bay School closed, the school at Teddington remained open but only until 1899. The children from Church Bay, once the Charteris Bay School had closed, went by launch to Lyttelton for their schooling. At Purau the school lasted from 1905 to 1925. The pupils of the school at Purau were drawn mainly from just two families and were taught, for the school's entire life, by a single teacher, Miss Eleanor Isherwood. The school closed when the last of its pupils approached secondary school age.

Once the Purau School closed in 1925 there was no school on the southern side of Lyttelton Harbour until the Education opened a school at Diamond Harbour in 1945, using a school building moved there from Chorlton. Through the years there was no school in the area, children received their education by correspondence or from governesses.



Figure 135. The Lyttelton Borough School, 1912.
 Source: Muir and Moodie photograph O.00204, MNZ

The Diamond Harbour School opened in February 1945 with a first-day roll of 17, which rose to 30 by the year's end only to decline again. A new school was built on a new site in 1969. The school is now one of the largest on the Peninsula, with a roll well over 100, of Year 1 to Year 8 pupils. A free bus takes pupils of high school age from Diamond Harbour to Cashmere High School in Christchurch.

The building which had housed the Charteris Bay School, which functioned only from 1879 to 1896, surprisingly survived. In 1973 it was moved and re-opened, to serve community purposes, on a new site inside the Orton Bradley Park in February 1978. At Governors Bay, local children received their primary in a nineteenth century school building until beyond the middle of the twentieth century. After the school closed, the building was restored by locals.

Public schools in the bays and elsewhere

In the Akaroa Harbour basin, of the schools that were eventually closed, those at French Farm (1876-1915), Robinsons Bay (1878-1937) and German Bay, later Takamatua (1876-1936) had the longest lives.

The school at German Bay (Takamatua) had a history typical of these longer-lasting Akaroa Harbour basin schools. It opened in 1876 with 38 pupils ranging in age from four to 16. At the end of the year the roll had climbed to 48. Children from 15 different families were attending the school, but half the pupils came from just five families. The school's roll peaked in 1886, when the average attendance was 51. (By 1936, when the school closed it had fallen to 12.) A side school was opened on the Long

Bay Road in 1881, but it closed at the end of 1900, by which time its roll had fallen to just eight. A nearly decade-long effort to secure a new school at German Bay (which became Takamatua during World War I) finally succeeded, the new Takamatua School opening in November 1922. (A plan to build a school between Takamatua and Robinsons Bay to serve the families of both bays was dropped and the school's continued their independent existences.) The Takamatua School closed at the end of the 1936 school year.

The Duvauchelle School, founded in the nineteenth century, is the only school in the Akaroa Harbour basin besides Akaroa, which remains open. A new school was built in 1929.

In the outer bays, the Pigeon Bay district supported at different times three separate schools. The first public school in Pigeon Bay, where Ebenezer Hay had initiated the education of the district's children by engaging teachers himself, opened in the early 1870s. A new school was built at Pigeon Bay in 1925. A second school was built in the 1870s up the main Pigeon Bay Valley, at Kukupa, to educate the children of the millworkers at the nearby Pettigrew's sawmill. The school closed in the early twentieth century. The school at Holmes Bay was short-lived. It opened in 1935 and closed less than a decade later, in 1943.

At Port Levy the school lasted nearly long enough to celebrate its centenary. It opened in 1877 and did not close until 1972. There was a separate native school at Port Levy, in the hall at the pa, from 1924 until 1932.

After its first school, opened in 1862, Little Akaloa gained a public school in 1875. The original school was pulled down in 1925 and a new school built. The school at Little Akaloa closed in 1989.

A side school was opened at Chorlton in 1886, initially in a local hall. A new building was erected in 1919. It closed in 1945 and the relatively new building was transported to Diamond Harbour (see above). The children from Chorlton then attended the Little Akaloa School, travelling by bus until the late 1960s, then by car until the Little Akaloa School itself closed in 1989.

At Le Bons Bay the school had a roll of 13 in 1978. The roll had fallen as low as eight. With 20 pre-school children living in the bay there were hopes in that year the school would survive, which it did for more than three more decades. It finally closed at the end of 2012.

There was a one-room school at Flea Bay for a few years after 1904 and another at Otanerito (Long Bay) from 1914 to 1931.

At Little River, a Government School opened in 1873 on a site on the southern side of the town near the present Roman Catholic church. It was replaced in 1880 by a second, two-room school on a new site between Little River and Cooptown. This school burned down in 1939, to be replaced by a new school on yet another site. The school, which opened on 28 February 1942, remains open. With around 100 pupils of Years 1 to 8, it is only just smaller than the three other large schools – Lyttelton, Diamond Harbour and Akaroa. About half the Little River School's pupils reach the school by bus from surrounding rural areas. Little River's High School student mostly travel by bus each day to Lincoln High School

A school was opened in the Okuti Valley in 1900. The eight married couples then working on the Kinloch Station supplied the school's first children. The school closed in 1906, but with the doubling of the population in the area which followed the Kinloch subdivision (see section 3.4), the school re-opened in 1913. A second school was built in 1919, and a third in 1953. The school closed in 1970.

Although some of the Kinloch settlers were able to send their children to the Okuti Valley School, others, those at Robin Hood Bay for example, were obliged to teach their children at home. Their writing to the Minister of Education asking that they be supplied with correspondence lessons (which they knew was the practice in some countries overseas) was one of the initiatives which led to the setting up of the Correspondence School.

In some areas, the existence of schools continued to depend, as the opening of the first schools in the middle of the nineteenth had, on local people taking steps to ensure their children could secure an education. In the 1930s at Menzies Bay, when the local population was between 20 and 30, with minimal financial support from the Education Board, a school was established by holding classes in private premises with the teacher, paid by the Board, boarding with local families. The school closed in 1948, after 16 years, when the roll dropped below the level which the Board considered justified its paying a teacher. Menzies Bay children were then taught by correspondence or sent away to boarding school.

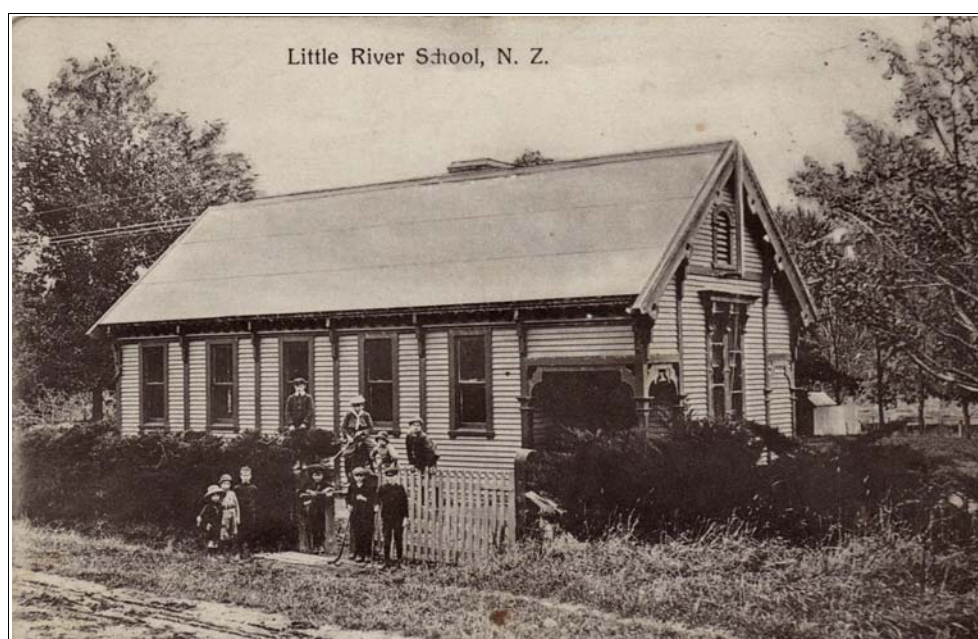


Figure 136. Postcard showing Little River School in 1908.
Source: Louise Beaumont postcard collection

Special schools and pre-schools

From 1876 to 1890, there was a private preparatory school for boys at French Farm. Run by an Oxford graduate, T. S. Baker, the school accommodated up to 30 boarders who came from all over Canterbury, and even further afield.

Pre-school education came to the Peninsula only after the end of World War II. A kindergarten was started by parents in the St Saviour's Hall in the 1950s, with 50 children enrolled at the opening. The school later moved to a new building on Winchester Street. Kindergartens followed later in other settlements including Akaroa and Little River.

Historic school sites

Twenty-five archaeological sites associated with education have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by the Council in one way or another.

Table 9.1 Historically recorded school sites around Banks Peninsula

Name	Date	Locality
Akaroa School	1881	Akaroa
Government School Akaroa	1856	Akaroa
Aylmer's Church of England School	Before 1856	Akaroa
Old Borough School	1859	Akaroa
Akaroa Convent School	1898	Akaroa
French Farm School	Before 1906	French Farm
Baker's School	1876	French Farm
Barry's Bay School	1876	Barry's Bay
Duvauchelle's Bay Church of England Mixed School	1860	Duvauchelle Bay
School House - Duvauchelle's Bay Church of England Mixed School	1861	Duvauchelle Bay
Duvauchelle's Bay Government School	1873	Duvauchelle Bay
First Little Akaloa School	1862	Little Akaloa
Second Little Akaloa School	1865	Little Akaloa
Little River Private School	1868	Little River
Little River Government School	1873	Little River
Wairewa Native School	1877	Little River
Ōnuku Native School	1880	Ōnuku
School House - Ōnuku Native School	ca. 1880	Ōnuku
Pigeon Bay School	1880s	Pigeon Bay
Port Levy School	1877	Port Levy
Port Levy Native School	1932	Port Levy
Purau School	1907	Purau
Robinsons Bay School	ca. 1874	Robinsons Bay
First Wainui School	1874	Wainui
Second Wainui School	1885	Wainui
Governors Bay School and School House	1868	Governors Bay

Closures and consolidation

Over the years there were more than 25 schools on Banks Peninsula, though not all were open at the same time. As schools closed, usually because there were no longer enough children in individual districts to warrant the expense, pupils were sent to nearby schools. When the Charteris Bay and Teddington Schools closed in 1896 and 1899 respectively, the children from the head of the harbour round to Church Bay (Diamond Harbour had not yet been settled) travelled to Governors Bay School or went by launch to Lyttelton schools.

In the late 1930s, the Takamatua and Robinsons Bay Schools were closed partly because the populations of the districts were declining and partly because improvements to the road to Akaroa made it feasible for the children from the two bays to travel into Akaroa for their education.

In 1970, the schools at Puaha, Okuti Valley and Birdlings Flat were closed. The children from those areas then travelled into the Little River School.

By 1992 the remaining schools on the Peninsula (not including Lyttelton) were at Akaroa, Pigeon Bay, Okains Bay, Le Bons Bay, Duvauchelle and Little River. Subsequently, the Pigeon Bay and Le Bons Bay Schools closed, leaving just four schools open. The Okains Bay and Duvauchelle Schools, each with rolls below 30, came under threat when a reorganisation of education on the Peninsula was proposed, but both were reprieved to survive as the only remaining examples of small local schools once common over most of the Peninsula.

The school buildings

In each community in which schools were built, the buildings were often used for school-related and other meetings and for various social gatherings including, during each of the World Wars, farewells to soldiers who had usually received their educations in the buildings. By the time most of the smaller, more isolated schools closed, the ending of public use of the buildings had less impact than it would have had earlier because with declining populations and improved transportation local community life had already become attenuated.

Some of the early, pre-Education Act, Government Schools have survived. At Okains Bay, the 1872 school building remained in use as a school until 1939. For several decades, from the 1950s to the 1980s it was used as car repair garage. After the standing derelict for some time it was restored in 2008 as an Okains Bay Museum project.

As schools closed, the redundant buildings were in several cases put to new, mostly community uses. The Okuti Valley School (closed 1970) became first a community social centre, then the headquarters of the Wairewa Bowling Club; the Takamatua School (closed 1936) became first a community hall and then, in 1977, an outdoor education centre for a Christchurch school; the Port Levy School became a community centre after it closed in 1972; the Kukupa School became a youth hostel (see section 9.6). The school at Little Akaloa became a holiday home. A local effort in 1973, when a developer bought the land on which it stood, saw the historic Charteris Bay School, which had been built in 1878 and opened in 1879, shifted to site within the Orton Bradley Park and restored. The old Governors Bay School was also restored by local effort.

The school landscape

In the 1890s, Canterbury Board of Education inspectors began to encourage staff and school committees to improve the school environment through planting. This, they believed, would add materially to the school's appearance and encourage pupils to take pride in their schools. To this end the Board provided trees from its nursery for planting around school boundaries. As noted previously these were macrocarpa in the main, and Little Akaloa School, Little River School, Puaha School (Little River), Duvauchelle School, Barry's Bay School and French Farm School were all early recipients of hundreds of these trees.

The Board expected the wider community to contribute plants and assistance to further improve their school's setting but progress in this regard was slow. However, by 1910 the school garden had become part of an expanded school curriculum that recognised the value of hands-on experimentation and nature study. New subjects such as horticulture, agricultural arithmetic, insect identification and seed propagation were introduced and these topics, along with others, were taught in 'experimental plots' in the school grounds. Early examples of these included the Akaroa High School experimental plots in which the boys trialled various grass and fodder crops in 1913, and the school at French Farm where plots were used to grow ornamental flowers including chrysanthemums, and special prizes were given for the neatest plot in 1910.

By the 1920s schools were encouraged by the Education Department to become the beauty-spot of their districts and some, like the Akaroa District High School, worked hard to achieve this goal, collecting subsidies and donations of plants from local residents to enable development works. By 1927 the Headmaster had managed to level the grounds around the school, relocate the agricultural plots to a high visibility location near the school's entrance, edge paths with shrubs and flowers and plant roses to embower the fence around the school. The landscape of Takamatua School was considered equally noteworthy for its ornamental rockery, shrubs and native plantings.

Many Peninsula schools were the beneficiary of local support, most notably from Charteris Bay resident Orton Bradley who gifted plants and young trees for school landscapes and commemorative occasions. Other schools utilised native plants from Grehan Valley and other bush areas to form native corners or native study areas. One of the earliest of these was Okains Bay School where pupils created a native garden in the paddock behind the schoolmaster's house in 1919 as an Arbor Day project. In addition to its horticultural role this garden was also used to educate the children in the history of the destruction of the Peninsula bush.

To further students' interest in flowers and shrubs exhibitions of school garden produce were organised at various Agriculture and Pastoral shows. The Canterbury Board of Education, in tandem with the Canterbury Horticultural Society, often invited schools to enter into regular North Canterbury Public Schools' Garden Competitions, and the Lord Bledisloe Native Plants Awards encouraged the study of native species in schools.

School grounds were also a popular stage for commemorative plantings and their associated celebrations. As part of the 1938 British Empire tree planting programme to mark the coronation of King George VI, an oak (species unknown) was planted on the lawn of the Akaroa Convent School.

Another oak (*Quercus pedunculata*) was planted in the grounds of the Akaroa Primary School and in the school grounds at Holmes Bay a cypress (*Retinospora leptoclada*) was planted. (This planting event is discussed further in Section 9.7)

School children also played an important role in marking the Canterbury centennial and a Centennial Native Plant Scheme was promoted by the Canterbury Board of Education who provided native plants for the occasion and encouraged schools to establish of a piece of 'primeval' New Zealand in their school grounds.



Figure 137. Akaroa Primary School grounds, 1940.
Source: Shuttleworth collection

9.2 Shaping Banks Peninsula community and cultural life: Educating people

General discussion:

The history of education on the Peninsula began with the private and church schools founded in Akaroa and Lyttelton in the 1850s and 1860s. With the inauguration of public education, first under the Provincial Government, schools proliferated across the Peninsula. Some individual schools had shorter lives; others lasted longer. Several of the schools which lasted longer than others gained second and even third generations of school buildings.

The buildings of some of the schools which closed down after relatively short lives survived in other uses. In the twentieth century, as the rural areas of the Peninsula became depopulated and as transport improvements made it possible for children to travel further for their education, the number of schools decreased.

Except briefly in Lyttelton, secondary education was provided on the Peninsula only in Akaroa.

Relevant listings:

Six surviving older school buildings have been listed – Charteris Bay, Governors Bay, Kukupa, Little Port Cooper, Takamatua and Okains Bay.

One schoolmaster's house, at Robinsons Bay, has been listed. Some of the many dwellings listed in both Lyttelton and Akaroa may prove to have links with the education through their having been teachers' residences.

Possible new building, object, site and landscape-related listings:

A systematic check may identify other older school buildings that could be considered for listing. Some of the surviving school buildings of later ages – the 1930s and 1940s and even later – should be considered for listing.

The former Kaituna School building is being used as a hay shed; it is derelict but still reasonably intact, and is an example of a former school building that could be considered for listing.

The sites of the schools closed relatively recently, Pigeon Bay and Le Bons Bay, in particular may have buildings that could possibly be listed. If any dwellings are identified as teachers' residences which have not yet been listed such as the Governors Bay Schoolmasters house, they should be considered for listing.

A check should be made on the current school listings to ensure that the setting of these schools has been considered as part of the listing where this is warranted.

Any surviving evidence of experimental gardens or structures associated with this should be considered for listing. Similarly, any commemorative trees in school grounds and surviving evidence of school beautification projects including evidence of any 1940s native gardens should be considered for listing.

Possible new archaeological listings:

Archaeological sites recorded on the NZAA Site Recording scheme should be considered for listing. These are the Le Bons Bay classroom (N36/142) and the site of the first Lyttelton School (M36/216).

Bibliographic note:

The histories of individual schools are often at least touched on in the standard general histories of the Peninsula. Ogilvie and Andersen both regularly at least note the opening and closing of schools when they are writing about particular bays or settlements. Rice and Norris do the same for Lyttelton. A few histories of individual schools provide necessary further detail about the history of education on the Peninsula.

The general history of school horticulture is covered by Beaumont in 'Laboratory Plot to Living Landscape: a History of School Gardens', *Landscape New Zealand* (2002) but there is negligible specific secondary source information pertaining to Banks Peninsula schools' horticultural training and school gardens.

Further research:

A first step would be the collation of the information available in existing sources about schools. This would reveal any significant gaps in the information about individual schools and gaps in the information about the history of education on the Peninsula generally.

Further research is need to determine the nature and extent of horticultural programmes in Banks Peninsula schools and the nature of these and other school beautification works

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

9.3 Providing health and welfare

The provision of health services on Banks Peninsula has been concentrated at Akaroa and Lyttelton. Both towns have had resident general practitioners since the nineteenth century and both towns have had hospitals.

In Akaroa, medical services were provided in the early 1840s by the surgeons on the French naval vessels stationed in Akaroa Harbour from 1840 until 1846. The French naval surgeons gave medical attention free to the French and other settlers as well as to the French naval personnel, as William Wakefield observed when he visited Akaroa in August 1844. At the time of the departure of the last French naval ship, Akaroa gained its first resident doctor, Edward Butler, in 1845-46. Subsequently, a series of doctors had practices in Akaroa. Former doctors' houses are among the larger of Akaroa's dwellings and indicative of the status of the local doctor in small town New Zealand.

Akaroa's original small wooden hospital, 'established in the dim past' a Hospital Board publication of the 1920s noted, was little used in the early twentieth century. On 10 June 1924, the Board opened a new hospital which had accommodation for four maternity and four general cases. The substantial masonry building (one of Akaroa's largest at the time it was built) remained in use, with minor alterations and periodic changes in its functions, until the opening of the twenty-first century. It was damaged in the earthquakes of 2010-11. The damage precipitated a debate about the future of medical and hospital care in Akaroa. The hospital was shut permanently in December 2011 and is to be replaced with a new Health Hub.



Figure 138. Akaroa's first hospital, photographed ca.1910.
Source: From the collections of Akaroa Museum, AK:Photo:105.

Lyttelton had a resident doctor from 1849 when William Donald arrived as an employee of the New Zealand Company and had a prominent public and political as well as medical career in the town.

Lyttelton's first hospital was opened in 1851 in a house owned by the Rev. Octavius Mathias (who did not live long in Lyttelton as he was appointed vicar of St Michael's in Christchurch). In 1854, the customs house was modified to serve as a hospital. Later in the 1850s, the purpose-built hospital was erected on a site in Cunningham Terrace. Some steps and retaining walls dating from when the hospital was built remain on site.

The second purpose-built hospital in Lyttelton, built on the west side of the town, opened in October 1863. The six-ward building was designed by Mountfort and Luck. After it was superseded following the opening of the Public Hospital in Christchurch and of the rail tunnel which made it easy to take patients to Christchurch, the large Lyttelton hospital building became an orphanage, for a time the principal orphanage in the greater Christchurch region. The building burned down in 1904. After the orphanage building burned down in 1904, the orphanage as an institution was transferred to Christchurch.

Not long after the closure of the Lyttelton hospital in the early 1870s, a casualty ward was built in Lyttelton to deal with emergency cases. In 1929 Lyttelton also gained a maternity hospital. The Hospital Board decided to build a maternity hospital in Lyttelton partly as a result of the Borough Council's battling for some years for adequate hospital services in Lyttelton. In 1911-12, the Council made a case for a cottage hospital in the town, with casualty and maternity wards. In 1919 it made further demands for improvements to Lyttelton's hospital accommodation. The new maternity hospital was the Hospital Board's belated response to these demands.

Built on the old hospital/orphanage site, the new maternity hospital was opened by Dr Gilmore, who was a doctor in Lyttelton from 1920 until his early death in 1945. Prior to its opening, there had been maternity beds available in midwives' homes and at the casualty ward, which had been extended after World War I to serve as a 'rural' maternity hospital.



Figure 139. Lyttelton's first maternity hospital, Cressy Street, ca. 193?
Source: IMG0032, CL

When, in the late 1950s, the Hospital Board decided to close the maternity hospital, the town protested, led by Norman Kirk who was then the local M.P. The maternity hospital was closed nevertheless in 1970 and the building converted to a home for the elderly, Cressy House. Two blocks of four flats for the elderly, designed by Paul Pascoe, were built around 1970. In 1975 further units for the elderly, designed by Don Donnithorne, were built on the site of St Saviour's Church, West Lyttelton. The Lyttelton casualty ward was also closed at about the same time as the maternity hospital, after almost 100 years of service to the town. There was little resistance to the closure of the casualty ward because by then there was quick and easy access to the Christchurch hospitals.

The Plunket Society opened rooms in Lyttelton, built on the site of Godley's house after it was demolished in 1944. A new medical centre, built with assistance from the Hospital Board, was opened in Lyttelton in 1980. It was bought privately from the Board in 2002.

Through the years, several Lyttelton doctors chalked up long periods of service. The best remembered is Charles Upham, who was Lyttelton's general practitioner from 1896 until 1950. Of his successors, Melville Heath was a port doctor from 1945 to 1972, Norman Walker from 1948 to 1994 and Noel Chambers from 1949 to 1995. Noel Chambers' daughter joined the Lyttelton practice as a doctor in 1987. For a period from the late 1940s, Lyttelton had three doctors.

Beyond Akaroa and Lyttelton, medical services were available 'on the spot' only intermittently and irregularly. A doctor, G.F. Thomas, established a short-lived medical practice at Pigeon Bay in 1859. One Lyttelton doctor, Norman Walker, recalled that his practice in the 1950s extended to Corsair Bay, Rāpaki, Governors Bay, Diamond Harbour, Port Levy, and sometimes Heathcote.

After the end of World War II, Lyttelton doctors began to hold regular surgery hours in various makeshift premises at Diamond Harbour. In 1985, with the area still without a resident doctor, the Diamond Harbour and Districts Community Care Association sought funding for a local district nurse and doctor. A part-time district nurse was appointed in 1986. Subsequently, a health centre was built in Diamond Harbour as a community project, with some funding provided by the Banks Peninsula District Council by way of a loan. It was built for the use of a part-time visiting general practitioner and the district nurse. The centre, which opened in February 1992, also provided a meeting place for the voluntary First Aid Group, whose members were trained nurses living in the area.

Medical centres now operate on the Peninsula at Diamond Harbour, Lyttelton and Akaroa. These centres are staffed by general practitioners and nurses; for specialised and hospital services, all Banks Peninsula residents look to Christchurch.

In the nineteenth century, epidemics were not uncommon. Seven children died in a diphtheria epidemic on the northern side of the Peninsula in 1865 and were buried in a cemetery on Long Lookout Point. Epidemics continued into the twentieth century. The Little River show was cancelled in 1918 because of the influenza epidemic of that year and in 1948 because of a poliomyelitis epidemic.

In May 1902 a temporary infectious disease tent-hospital was erected briefly in Corsair Bay, prompted by a reported case of bubonic plague in Lyttelton. The hospital, which was located below Governors Bay Road and not far from the slip operated by Mr Miller was only partially erected when

it was decided to relocate the tents to an alternative location at Bottle Lake.

Quail Island became part of the history of health care on the Peninsula when it was used as a convalescent sanatorium during the 1918 influenza epidemic. It was used on other occasions, after it had ceased to be a quarantine station for people with illnesses arriving from overseas (see section 2.4), to quarantine residents with infectious diseases, notably as leper colony from 1906 until 1925, when the last eight sufferers were removed to a colony in Fiji. The grave of one leper, Ivon Skelton, who died on the island in 1923, is the main reminder of the island’s years as a leper colony, though a replica of one of the huts in which they lived (the first was built in 1907) has been placed on the site of one of the original huts.



Figure 140. Quail Island quarantine buildings, early twentieth century. The mens' single barracks is centre mid-ground. Source: PA7-53-19, ATL

Historic health and welfare sites

Three archaeological sites associated with the subtheme of health and welfare have been located through desk-based research as detailed in the following table. Note that some of the sites in this list may already be listed by the Council in one way or another.

Table 9.3 Sites related to health and social services recorded on ArchSite

NZAA Site No.	District	Site Type	Description
M36/131	Quail Island	Hospital	Level areas, terraces (often spread with shelly beach gravel), building foundations, tank stands, water tanks, tracks, drains, from quarantine station established in 1874. 1 standing building, single men’s barracks (HPT Cat 1).
M36/268	Lyttelton	Hospital	The site of a 19th century hospital and orphanage
M36/130	Quail Island	Historic - Domestic	The remains of New Zealand’s only leper colony.

9.3 Banks Peninsula community and cultural life: Providing health and welfare

General discussion:

Akaroa and Lyttelton have both had hospitals of different characters through the years. Both have also had general practitioners offering medical care, and both have also had other health and social welfare institutions, such as Plunket Society branches, based in them. In the nineteenth century, Lyttelton was also the location of a major orphanage. Quail Island has some significance in the history of health care as the place where people with infectious diseases were quarantined.

Relevant listings:

A few of the many listed dwellings in both Lyttelton and Akaroa have been doctor's residences, often with attached surgeries. This should be noted when the listings for doctors' houses are being checked.

The former Plunket rooms in Akaroa are listed.

The Camp Bay Quarantine Station cemetery has an association with health care in the nineteenth century.

There are no archaeological sites associated with health and social services listed.

Possible new building, object, site and landscape-related listings:

If the homes of any notable doctors have not yet been listed they should be identified and considered for listing.

The Akaroa hospital was a candidate to be considered for listing but it is to be demolished after being damaged in the earthquakes of 2010-11.

If any parts of any buildings in Lyttelton which have been used as hospitals survive they should be considered for listing.

Possible new archaeological listings:

Due to the rarity of the combinations and associations of the archaeological features, the contextual value, and the information potential the Quail Island Hospital (M36/131) and Leprosarium (M36/130) should be considered for listing.

Bibliographic note:

There is some information about medical services on the Peninsula in the general and some local histories, but it tends to be patchy and disjointed. Information about the hospitals is best obtained from publications relating to the Hospital Board. Walker's *Tales of a Port Doctor* is an invaluable source for the provision of medical services in Lyttelton.

Both Quail Island and Camp Bay's history as quarantine stations are well covered by Jackson, *Ōtamahua/Quail Island* and Stapylton-Smith's *The other end of the harbour*.

Further research:

There are gaps in the histories of hospitals on the Peninsula and of the doctors who have practised in Lyttelton and Akaroa which need to be filled to create a reliable, Peninsula-wide record of the provision of medical services.

Further archaeological research and other suggested action:

In addition to the previously recorded sites, historical research has found at least one more archaeological site related to health and social services on Banks Peninsula. This is the site of the old Akaroa Hospital that opened in ca. 1878. Consideration should be given to undertaking further historical research in connection with this.* This site could then be surveyed by an archaeologist and its location, current condition and any possible natural or cultural threats be recorded and the site added to the NZAA ArchSite digital database.

* It is however noted that this site has been part of the school grounds for some years and has been built on.

Refer to general recommendations in the introductory section of this report on page 5.



Figure 141. Restored single mens' quarantine barracks, Quail Island, 2014.
Source: Ashley Mokena, DSC03535



Figure 142. Replica leper hut, Quail Island 2014.
Source: Ashley Mokena, DSC03596

9.4 Community, creative and cultural life

In the later twentieth century, community life on Banks Peninsula was affected by the improved means of transportation which widened the horizons of those seeking social interaction, recreation or entertainment and led to a reduction in local community life. Still later, new forms of media (television and then the internet) meant that social interaction and entertainment were available in the home rather than in the community. Until these two developments changed the nature of community life on Banks Peninsula (as elsewhere in New Zealand), most Peninsula communities were socially self-contained and self-sufficient and had a broad complement of vigorous groups and organisations.

At the economic level, this local self-sufficiency meant that households provided for themselves (with home vegetable gardens, house cows and chicken runs) or bought staples at local stores. At the social level this self-sufficiency resulted in the creation of a dense network of local organisations and institutions (social, cultural and sporting) which came into being to cater to this need to find opportunities for social interaction, entertainment and recreation in the local community rather than further afield.

In Banks Peninsula, topography dictated that social and community life centred round a large number of relatively small communities, in each of the more populous bays or valleys, and it has already been noted, (in sections 9.1 and 9.2), that the churches and schools in most of the larger Peninsula districts were crucial in maintaining social connections.

Local social connections were also created and sustained by the existence of large and extended families. Many family groups in particular bays or valleys were extended well beyond individual nuclear families. Many community activities, beyond those which always brought families together – births and christenings, significant birthdays, weddings and funerals – were centred around family groupings.

Ian Menzies described the history of Menzies Bay as ‘a tale of people and property’ and declared that for many years there was ‘practically no community life apart from the family’. In many bays, especially those which were isolated, there was an intimate link between family connections, the ownership of different parts of family properties and local social interaction. Menzies Bay is one example; Purau is another.

That family was the primary focus of social interaction and community life was less true of the larger rural settlements such as Pigeon Bay, Little Akaloa, Okains Bay and Le Bons Bay and less true again of Akaroa and Lyttelton. But even in the larger bays, one or two extended families are, or were, often identified with the bay – the Thackers with Okains Bay, the Hays with Pigeon Bay, and the Flemings with Port Levy are examples.

Providing local meeting places

Beyond the family, a host of organisations and institutions came, went, and in some cases persisted for many decades. The churches, as noted, were the focus for many of these organisations. There

were more church-related organisations for women than men, but Anglican men's fellowships existed at different times in Akaroa, Lyttelton and Little Akaloa, and probably elsewhere. On the fringes of the Protestant churches, temperance societies flourished. In Le Bons Bay, the movement was strong enough for a 'Blue Ribbon' hall to be built soon after a well-attended meeting in February 1870.

Lodges

Compensating for the fact that the churches tended to have more women's than men's societies and groups was that men dominated the lodges. Lodges had a long history on the Peninsula. A lodge, with both British and French members, was founded in Akaroa in 1843 and lodges have existed in the town since the 1840s though they are now less important than they were in providing opportunities for social interaction.

The first lodge formed in Lyttelton was the Freemasons Unanimity Lodge, in 1851. Its 1876 premises on St David Street, designed by Benjamin Mountfort, survived the earthquakes of 2010-2011 and are to be restored. At least four other lodges flourished in Lyttelton in the second half of the nineteenth century and first half of the twentieth century. Several of the lodges built their own premises in Lyttelton, including the Masons' Kilwinning Lodge, the Oddfellows Winchester Street Lodge, and the Druids' lodge on Canterbury Street. The Foresters adapted the 1855 Methodist Church on St David's Street as a lodge and the Buffalos adapted the former Salvation Army Citadel as their premises.

Lodges were also formed in other Peninsula settlements. In Okains Bay a lodge was founded in 1875. At Pigeon Bay there was an Oddfellows lodge.

In the twentieth century, the Returned Servicemen's Association built clubrooms in Lyttelton in 1925, and branches were active elsewhere on the Peninsula.

The strength of lodges and the R.S.A. in Lyttelton emphasises that social activities in Lyttelton were probably more segregated by sex than they were elsewhere on the Peninsula, even in Akaroa where there were also lodges. It has been suggested that the 'public domain' in Lyttelton was 'male dominated' as local men, including wharfies, and seamen, mingled at hotels, lodges and at such institutions as the Sailors' Home and Seamen's Institute.

Though lodge buildings of various descriptions are still prominent features of Akaroa, Little River and Lyttelton, the surviving lodges function in different ways, and are smaller, than in the past.

Public halls

Through the last decades of the nineteenth century and the first of the twentieth, most Peninsula residents ventured only rarely beyond their local communities for social and recreation activities. In Le Bons Bay, for example, the social events included the annual school picnic, dances in the hall, horse-racing on the beach, and plays put on by the Women's Institute. But by the time World War II broke out, most of these activities had all-but disappeared. By the 1970s only the school picnic and the New Year's Day sports were still being held. In Pigeon Bay, through the 1930s, people tended to

go into Akaroa for movies, but flower shows, concerts, social and dances were all held in the local hall, which was also where locals gathered to play poker and table tennis.

Through the years the Chorlton hall served as a public hall, 1883 to 1980, the building was used by lodges, the Band of Hope, and the drama club. It was also the venue for such varied gatherings or events as card and housie evenings, flower shows, concerts, balls, dances and farewells. It was also used for indoor sports – quoits, table tennis and indoor bowls.

Through the years there were a large number of local societies and organisations, most Peninsula settlements had their own halls. Today relatively few halls survive, and are relatively under-used compared to the past.

Akaroa built a town hall in 1864, but after the Gaiety Hall, opened in 1879 and built by a lodge, rather quickly became in effect the town's main public hall, the original town hall was put to other uses. 'The Gaiety' was to remain Akaroa's main venue for social events and entertainment into the early twenty-first century and, though damaged, it survived the earthquakes of 2010-11. It continues to be a focus of community concern. It was once used for showing movies, but Akaroa now has a small, purpose-built movie theatre.



Figure 143. The Gaiety, nd. Source: CCC Communications

In Lyttelton, it was the Colonists' Hall, built in the mid 1860s, which became the main venue for many social and cultural activities. (Prior to the opening of the Colonists' Hall part of the immigration barracks had been used as a town hall, but this makeshift town hall had fallen into disrepair by the early 1860s.) The Colonists' Hall had committee rooms for meetings, a library and reading room and a concert hall on the top floor which became an important venue for theatrical performances and other entertainment. In the twentieth century it ceased to be used for these purposes and in the years immediately before its demolition in 1943 it was used for teaching an overflow of pupils from the neighbouring main school.

The Gaiety was one of the most conspicuous of several examples of public meeting places built by one organisation or for a specific purpose becoming a general venue. Various organisations also built halls which became venues for other organisations and groups. The temperance halls built in Akaroa and Le Bons Bay in the nineteenth century, for example, were used for other events than temperance rallies.

At Le Bons Bay besides the Blue Ribbon hall there was a public hall, opened in 1889. At Okains Bay, a lodge formed in 1875 built a hall and Athenaeum in 1886, which in the early 1900s became a public hall, in much the same way as Akaroa's Gaiety had. At Pigeon Bay, the Settlers' Hall was built in 1921.

At Little Akaloa the first hall was a building relocated from the site of the first church which was built in 1882. The relocated building was opened as a public hall in 1884. A new community hall was built on the old church site in 1933. Shortly afterwards, in 1937, a billiards room from a private residence, the Willows, was moved to the domain and converted for use as a community library, meeting venue and tennis pavilion. The hall built in 1933 was relocated to the domain in 1975.

At Chorlton, above Little Akaloa, the Montgomery hall (named after a local landowner) was opened in 1883. It came later under the administration of the Chorlton Hall Society, which sold it in 1980. It became a private residence.

After the original Duvauchelle hall burned down, a redundant hall from another settlement was moved to Duvauchelle. A Town Hall opened in Little River in 1907, a library in 1913 and a new Masonic hall in 1924. The Diamond Bay War Memorial Hall opened in 1955.

Several public halls, which had been extensively used for meetings and social functions disappeared in the post-war years. At Chorlton, for example, two buildings which had played important parts in local community life, the first school of 1886 and the Montgomery Hall, opened in 1883, both passed into private hands in 1980.

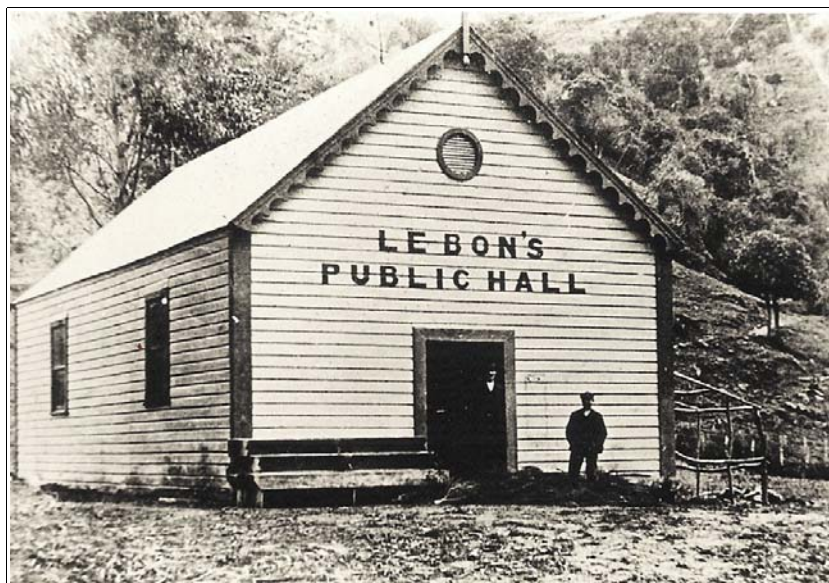


Figure 144. Early photograph of the Le Bons Bay public hall.
Source: John Wilson, private collection

Community centres, libraries and other venues

In the twentieth century, movie theatres were built in Lyttelton and Little River. The Harbour Light cinema, built in 1916-17, was a conspicuous landmark in the town until it was demolished following the earthquakes of 2010-11. When movie-going declined to the point that the Harbour Light closed down as a cinema, it was eventually converted to serve as an alternative social venue. The Little River movie theatre has been a landmark in the town. After movie-going declined and the theatre closed, the building became an antiques store. Akaroa did not have a purpose-built movie theatre until one was built on a corner of the school grounds at the turn of the twentieth century, but in the hey-day of movie-going a local businessman organised regular showings of movies in the Gaiety, which was used intermittently for showing films even after movie-going declined in popularity with the advent of television.

Some new buildings provided alternative venues to those which disappeared. At Little River the local hall burned down in 1965, but in 1984 a new community centre built on the Domain was opened. Akaroa also gained a new community venue when the grandstand at the Recreation Ground was replaced by a pavilion which had meeting rooms included while the Gaiety and the upstairs of the Boathouse continued to host a range of community activities and event.

At Diamond Harbour, which grew significantly in the years immediately after the end of World War II, efforts were made to raise funds to build a community centre which would qualify for a subsidy as a war memorial. After strenuous fund-raising through 1951-53, W.H. Lawry was engaged as architect and tenders called for construction of the building in December 1953. The completed centre was opened in April 1955. It provided rooms for meetings of local clubs and their committees and a venue for indoor sports. The Diamond Harbour Library, formed before the outbreak of World War II, which had been run in ad hoc manner for several years moved into the new hall, where it remained until a new library building was opened in 1978. The 1978 building was replaced by a new library in 2002.

Several Peninsula settlements had local libraries, the buildings of which were also used for meetings and other gatherings. At Okains Bay, the vigorous local Anglican vicar, Henry Torlesse, began collecting books for the use of the millworkers and other locals in 1860. In 1865, a library building was opened.

Akaroa's Literary and Scientific Institute, formed in 1860 for 'mutual instruction and improvement', held its early meetings and established a library in the original town hall. In the mid 1870s, the Institute built a small meeting room and library of its own. In 1911, the building was refurbished in an Arts and Crafts style and renamed the Coronation Library. After a library was opened at the school which served the community as well as the school, the Coronation Library in effect ceased to function as a library but remained an important meeting venue.

In Lyttelton, the Borough Council built a handsome building opposite its own chambers to house the town's library and fire station. Subsequently, the library moved into the borough building, then into new premises.



Figure 145. Library and fire station, Lyttelton, 1912.
Source: Muir and Moodie photograph O.002051, MNZ

At Pigeon Bay there was a local library from 1866 until 1954. The Little Akaloa Library was formed around 1875. Its building had become dilapidated by the 1930s, when it moved into the relocated billiard room that served also as the local hall. The original library at Le Bons Bay was replaced in 1919 by a Peace Memorial Library. The small nineteenth century Okains Bay Library has been retained and restored but is no longer used as a library.

In Little River a new library opened in 1913 in a building erected in the Awa-iti Domain. The building was used as a library until 2000.

Following the amalgamation of the Banks Peninsula District with the Christchurch City in 2006, Christchurch City Libraries took over responsibility for public libraries on the Peninsula. The four libraries on the Peninsula – Lyttelton, Akaroa, Little River and Diamond Harbour – all trace their histories back to earlier libraries. The Akaroa Library (a combined school and community library) operates from a refurbished building on the school grounds, the Lyttelton Library from the town's former post office, the Little River Library from another former post office and the Diamond Harbour Library from the settlement's community hall.

Forming societies, associations and groups

During the second half of the nineteenth century a strong and competitive spirit was evident in many aspects of Banks Peninsula public life. This extended to the development of private gardens, the acquisition of plant material, and the natural progression of these, horticultural competitions.

Initially, the Peninsula's horticultural enthusiasts attended and competed in events organised by the Christchurch Agricultural, Botanical and Horticultural Society but, in 1855, the Lyttelton and Port Victoria Horticultural Society was established. The Akaroa Horticultural Society was formed in 1864, went into hiatus at the end of the 1860s and re-emerged as the Akaroa Horticultural and Industrial Society in 1877.

Competitions organised by both of these societies attracted entries from town and country, professional gardeners and amateurs, working men and businessmen as well as the residents of small holdings and the owners of large estates. Plants were overwhelmingly exotic and competitors were almost always European and male, although instances of women competing in hand bouquet/nosegay sections and the epergne/vase of flowers sections are recorded. Children were also encouraged to compete in an effort to foster their early enthusiasm for plants of all kinds.

Shows gradually evolved into small industrial and pastoral exhibitions, enlivened with musical entertainments and confectionery and publicans' booths, and in this guise they attracted a wider competitor base and a greater degree of visitor interest. In Akaroa, by the early 1880s, it was not unusual for the established floral and vegetable exhibits to be displayed alongside oil paintings, besoms (brooms) made of local plants, knitted sox, salt butter, pressed sea-weed displays, collections of bird eggs and a diversity of other items. In addition, local children showcased their writing, drawing skills and book keeping skills as well as their ability to draw maps from memory.

In spite of this exhibition diversity diminishing competitor numbers saw the Lyttelton and Port Victoria Horticultural Society combine with the Christchurch Horticultural Society in 1871. A loss of some of its members to the newly established Southbridge Horticulture and Industries Society was evident around the same time. The demise of the Akaroa Horticultural, Industrial and Pastoral Society followed in 1889 for similar reasons. In its place a Peninsula Horticultural Society was formed one year later with the express aim of popularising horticulture in the district and inducing holders of small sections to take up vegetable and fruit production to revive the Peninsula's fruit industry.

This society held regular competitive shows for fruit, vegetable, flowers, plants and baked goods and an observable parity between male and female horticultural exhibitors was evident. The shows which were well subscribed and well attended by the community, responded to changing horticultural fashion and began holding rose shows from 1911. These and the usual flower shows continued to be organised by the society until at least 1975, albeit with change of name to the Akaroa Horticultural Society in 1914.

In Lyttelton a group of organisations led by the St John's Church held rose shows as fund raising events from 1916 and this practice, which continued for some 80 years, was recognised in 1994 with a plaque dedicated to the efforts of the Lyttelton Rose Show Committees. In the case of St John's Church, the rose shows were held in conjunction with competitions for 'best cottage garden' in the 1920s.

Other institutions, namely the long running Peninsula Horse and Pastoral Association Show (Duvauchelle) and the Banks Peninsula Agriculture and Pastoral Show (Little River) also catered to the Peninsula's competitive horticultural spirit with rose and flower competitions as part of their

shows.

Following the winding down of the Akaroa Horticultural Society a number of garden clubs formed in Akaroa, Diamond Harbour, Governors Bay and Lyttelton. Other groups, like the Canterbury Rhododendron Society (1968-present), the Canterbury Tree Croppers Association (1974 to present), and the Canterbury Arboretum Association (? - 2012), although not dedicated Banks Peninsula groups, had a significant involvement in the district. This was particularly the case at Orton Bradley Park, Charteris Bay where the Canterbury Rhododendron Society established a hybrid rhododendron dell in 1988, the Canterbury branch of the Tree Croppers initiated a walnut tree trial between 1974 and 1984 and the Canterbury Arboretum Association planted both native and exotic trees across the park in the 1970s and 1980s.

In 1991 the Diamond Harbour and Districts Landscape Management Group (Landscape Group) was formed. This was prompted by decades-long conflict over trees and the obstruction of views in the Diamond Harbour area by mature pines and gums. Through submissions to the Lyttelton-Mt Herbert Community Board and the completion of a draft management plan the group successfully lobbied for the removal of exotic trees on council land and the staged revegetation of gullies around the Diamond Harbour. A number of planting projects were organised by the group with assistance from the local community. These included the lower reaches of Morgans Gully, a small gully near Te Ara Crescent and Sams Gully.

More recently, a community garden was established at Lyttelton. Today this operates under the umbrella of Project Port Lyttelton and draws its membership from the harbour basin. The garden is located on the slopes above the Norman Kirk Memorial Swimming Pool and utilises the structures left by the Lyttelton Borough Council nursery which formerly occupied the site.

The Akaroa Beautifying Association was formed in 1907 under the umbrella of the Horticultural Society. The objective of the association was the improvement of the appearance of the town through the ornamentation of 'spare corners and waste areas' with flowers and shrubs. Funds for improvements were raised by public subscriptions as well as a series of public concerts, and members and town residents alike donated many of the resources needed to complete the association's early projects. Native shrubs, ferns and trees from Red Point were frequently removed from the bush and used in conjunction with donated exotics and other trees and shrubs for early projects.

The groups' first major achievement was the ornamentation of the Britomart Reserve (referred to at that time as Leete's Park). Later projects included beautifying the Akaroa Domain and the planting of karaka on L'Aube Hill and ngaio on the beach reserves in Akaroa. Financially constrained by their dependence on voluntary subscriptions, the association found it impossible to continue its role beyond 1914, however, aspects of their work were subsequently taken up by the Canterbury Roadside Beautifying Association, the Akaroa Advancement Association, Akaroa Progress Association and the Little River Advancement Association.

The Canterbury Acclimatisation Society was formed in 1864 to satisfy settlers' desire for familiar food, sport and plants from the 'home country.' Membership extended to Banks Peninsula and a

number of noted early members of the wider Peninsula community held roles on the Acclimatisation Society Council. The most prominent of these were the Archdeacon of Akaroa, Mark Stoddart and Thomas Potts. The Society held regular lectures and offered its members the opportunity to acquire plants, birds, fish and various animals that had been imported and bred by the association. Peninsula members also assisted with the release of various species both within their own properties and into district's lakes, rivers and bush areas.

Music and other intellectual pursuits occupied other members of the community. One of the earliest was the Lyttelton Choral Society. This was established in 1852 and apart from a lapse of a few years in the 1870s, gave regular concerts of sacred and secular music until at least 1912. A choral society also existed at Little River and Akaroa.

Both the Lyttelton Garrison Band and the Lyttelton Oddfellows Band were active in the town from the mid 1880s and in 1898 the Lyttelton Town Band (which changed its name to the Lyttelton Marine Band) was formed. By the mid 1880s a brass band had been formed in Akaroa and a brass band was also formed in Little River in 1902.

In Governors Bay in the early 1900s a Boys' Athenaeum was established by local resident Dr Pairman. The aim of the athenaeum was the ongoing education of boys who had left school and regular meetings were held with lectures on natural philosophy, the study of science and botany and language. Also from the early 1900s the Sea Scouts were a popular option for boys who wanted to learn general seamanship skills.



Figure 146. Diamond Harbour Sea Scouts, 1961.
Source: National Scout Museum on-line image

A Boy Scout troop had been formed in both Akaroa and Lyttelton by 1913 and in Okains Bay by 1917. In Little River a troop was started in 1928 and that same year the Akaroa Scout Troop erected a drill hall on a portion of L'Aube Hill Reserve. Today the Britomart Scout group continues the long tradition

of scouting on the Peninsula.

At Le Bons Bay a Dramatic Club was formed soon after the public hall opened in April 1889. In later years the Women's Institute at Le Bons Bay regularly put on plays. Similar entertainment was organised by the Peninsula's other Women's Institutes in Little River, Wainui, Akaroa, Okains Bay, and Little Akaloa – Chorlton. Drama Circles, a popular group within these Institutes, competed in annual 'one-act play' events through the 1930s.

Ladies' Guilds and Women's Divisions of Federated Farmers were also well represented across the Peninsula in the 1920s and 1930s. These groups were tireless fund raisers, organising concerts, garden parties, flower shows and other social events.

Plunket Societies operated in Akaroa, Lyttelton, Little Akaloa - Chorlton, Little River and Duvauchelle and a Young Women's Christian Association was active in Lyttelton between 1917 and 1950.

A branch of the Red Cross was established in Akaroa in mid-1915 and branches were also well patronised in Duvauchelle, Little Akaloa - Chorlton, Little River, Le Bons Bay, Robinson's Bay and Wainui, although membership was drawn from across the whole of the Peninsula. Like the Red Cross, although not operating for as long, the Lady Liverpool Society, was established to support the war effort and did so by various means, including sending 'trench comforts' and other parcels to New Zealand troops overseas during World War I.



Figure 147. Lady Liverpool branch members, 1918 Victory Parade.
Source: Shuttleworth collection

The decline of the local community

Through the second half of the twentieth century the erosion of local community life, which began before the outbreak of World War II, continued apace. There were two main reasons for this decline.

One was the improvements in means of travel which meant people could travel more easily, by private car, into Akaroa or into Christchurch. In his history of Menzies Bay published in 1970, Ian Menzies stated bluntly that ‘improved means of communication tend to disintegrate a society’. The other main factor contributing to the decline of local institutions and organisations was the decline in the Peninsula’s population. By the second half of the twentieth century in several bays or settlements where there had been populations large enough to sustain a number of organisations and societies, the numbers of people had fallen so far that most of the societies and groups went out of existence.

In Le Bons Bay the post-war decline in population and greater use of private cars saw, besides the closure of the store and post office, dances and other local social events cease.

Changes in local community life was particularly marked in Lyttelton because of its links to Christchurch through first the rail tunnel and then the road tunnel. When the rail tunnel was electrified in 1929 it not only brought more visitors to Lyttelton and points reached via Lyttelton (such as Purau, Diamond Harbour and Corsair Bay) but also meant that more port workers chose to live in Christchurch rather than Lyttelton.

But more significant changes overtook the Lyttelton community when the road tunnel was opened in 1964. Until then, despite the frequent rail passenger service linking Lyttelton and Christchurch, social life in Lyttelton remained strongly local. Into the 1950s shipping company receptions for local residents and balls organised by, among others, the Harbour Board and the Plunket Society, were highlights of the port’s ‘social calendar’. At such events, Harbour Board officials and employees, staff of the shipping companies and engineering firms, local professionals, tradesmen and small business owners, railwaymen and waterside workers socialised together. In 1951, when Lyttelton’s population was 3,682, though some who lived in Lyttelton commuted to Christchurch to work and some watersiders chose to live in Christchurch and commute to work in Lyttelton, there was still a high-level of employment of local Lyttelton people in port and port-related activities.

Lyttelton’s semi-isolation and social self-sufficiency began to erode once the road tunnel and more widespread ownership of private cars made travel between the port and city so much easier. Initially, the road tunnel meant that more watersiders lived in Christchurch and more Lyttelton residents worked in Christchurch. Lyttelton became, in one historian’s perhaps over-stated description a ‘dormitory suburb’ of Christchurch. But over the longer term the easier access between Lyttelton and Christchurch afforded by the road tunnel, coupled with a steady decline in work opportunities in Lyttelton associated with changes in the handling of goods at the port, contributed to Lyttelton’s becoming a ‘fashionable’ place to live. Young professionals began to ‘do up’ old cottages and houses in Lyttelton, which had been the homes of waterside or railway families. Cafes and boutique stores catering to this new population proliferated, even as the local organisations and institutions which had been sustained by a cohesive, local population faltered and in many cases went out of existence altogether.

Despite the social changes which had overtaken Lyttelton by the early years of the twenty-first century, many local residents such as the local writer Joe Bennett continued to insist that Lyttelton,

even if it had lost its reputation as ‘a grubby rough-house’ as a result of the road tunnel replacing the winding road over Evans Pass as the main way to the town, was still a ‘place apart’. ‘Lyttelton’s a port’ Bennett wrote in 1999, ‘and it doesn’t pretend not to be’. Bennett also wrote that Lyttelton ‘like any port ... seethes with hotels’. Lyttelton was also described in a recent publication as still having a ‘feisty, hard-working port character’. Perhaps less accurately, it was also described as still being, as it had been for long, ‘a largely self-sufficient, close-knit community’.

In later years, people looked back on the long period when social and community life was local, was characterised by a dense and complex network of organisations which flourished in relatively small geographical areas and was to a significant extent based on extended family connections with nostalgia and regret for its passing.

A more objective judgement would be that with the decline of the local community society simply changed rather than ‘disintegrated’. Today residents of the Peninsula often travel large distances for the social interaction and entertainment most previously sought locally. But although many local organisations (including sports clubs – see section 9.5) have disappeared, many others survived and continued to be active in the post-war years.

Post-war community life

A declining population and the growing ease of travel by private car did not mean community life on the Peninsula came to an end in the later twentieth century.

A number of organisations and clubs survived, especially those which involved a measure of community service among its members, and some new organisations took the places of those which faltered. A branch of Red Cross was founded in the Little Akaloa/Chorlton District in 1951 and continued to function into the early years of the twenty-first century, raising funds by means of house evenings, raffles and barbeques. The branch of the Plunket Society in the same district did not go into recess until the mid 1980s and up to that time organised social functions which included a children’s Christmas party, balls, dog trials and ‘beach days’.

The Maori Women’s Welfare League - Te Ropu Wahine Maori Toko i te Ora, formed in Rāpaki in the early 1950s and is still active today.

In Akaroa, the Langlois-Eteveneaux House Trust, closely involved in the establishment of the Akaroa Museum in 1964, and subsequently the Friends of the Akaroa Museum have been a significant force in local community life and a focus for community activities and events into the twenty-first century.

Men dominated in the Lions Clubs which were founded in the second half of the twentieth century, as they had the lodges of the previous century. The Lyttelton Lions Club, chartered in 1965, undertook as its initial projects redevelopment work at Corsair Bay and the building of a St Johns Ambulance garage and club-rooms, which was opened in 1967. The Akaroa Lions Club first raised funds for the local fire brigade in 1974, then in 2002 raised \$84,000 for a new first response vehicle.

Although many local organisations and societies became defunct in the second half of the twentieth century – largely as a result of improved road communications into Akaroa from the bays, into

Christchurch from Akaroa, and into Christchurch from Lyttelton (through the road tunnel) – Akarao and Lyttelton (as well as Little River and Diamond Harbour) continued to support a number of social and cultural organisations into the early twenty-first century.

A number of historical and preservation societies became active across the Peninsula from the late 1960s, among them the Akaroa Civic Trust, the Diamond Harbour and Districts Historical Association, the Lyttelton Gaol Trust, the Norwich Quay Historic Precinct Society, The Stoddart Cottage Trust, the Thornycroft Torpedo Boat Museum and the Tug Lyttelton Preservation Society. A number of these are discussed in more detail in section 9.8.

Despite the decline in the number of clubs and organisations over much of Banks Peninsula, Diamond Harbour, where the population is growing rather than falling, still has more than 50 clubs and organisations active.



Figure 148. Akaroa and Bays Lions Club planting trees on the foreshore at Barrys Bay, 1986.
Source: Shuttleworth collection

9.4 Shaping Banks Peninsula community and cultural life: Community, creative and cultural life

General discussion:

Until the middle of the twentieth century, the social history of the Peninsula was to a considerable degree the history of self-contained and self-sufficient local communities in which a wide range of different organisations flourished.

Some of these organisations, especially for women, were church-related. Predominantly male organisations included lodges, the R.S.A. and, later, the service organisations. The cultural organisations included choirs, drama groups and horticultural societies.

The large number of venues where such groups and organisations met included public halls and local libraries. Some important meeting places for local organisations have been lost, including the Colonists' Hall, Lyttelton.

In the second half of the twentieth century many of these local organisations or societies of various descriptions went into decline, most, but not all, eventually folding.

Relevant listings:

A reasonable number of buildings in which the local organisations met and which reflect the vitality of community life on the Peninsula up to at least the mid twentieth century have been listed. They include, in Akaroa, the former Town Hall, the Gaiety and the Coronation Library.

Other local library buildings which were a focus of community life and which have been listed are the Peace Library, Le Bons Bay, the Little River Library and the (restored, early) Okains Bay Library. A number of lodges have been listed, including the Phoenix lodge, Akaroa, and the Unanimity and Kilwinning lodges, Lyttelton.

Number 26 St Davids Street, a former Methodist Church which was taken over by the Foresters as their lodge is listed.

The Lyttelton Working Men's Club was also an important social meeting place, as was (and still is) the (listed) Boat House in Akaroa.

A small number of listed trees reflect the work of the Akaroa Beautification Association.

Possible new building, object, site and landscape-related listings:

A number of public halls and other venues have not yet been listed and should be considered for listing. They include the former hall at Chorlton and the present Duvauchelle hall, the Diamond Harbour war memorial hall and there may well be several others which a field survey would identify.

Possible new archaeological listings:

Further research is required in respect of the sites described in Table 9.4 before any listing recommendation can be made.

Bibliographic note:

This is a wide-ranging topic and there is information on it in a wide range of general histories of the Peninsula as a whole as well as in the local histories of different parts of the Peninsula.

Further research:

Field surveys of the Peninsula’s settlements will be necessary to ensure that no important social venues have been overlooked in the listings. More information on the histories of any number of specific groups or organisations would help fill out the picture of community life across the Peninsula.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Figure 149. Restored library, Okains Bay, 2014.
Source: Ashley Mokena, DSC03077

9.5 Participating in sports

One particular group of clubs and societies played a key role in the Peninsula's social and community life. The place of sport in New Zealand society has been extensively researched. The number of different sports played on the Peninsula, and of sports clubs that flourished at different times, is evidence of the importance of sport in New Zealand society.

The first cricket match in the Akaroa Harbour basin was played at Robinsons Bay in December 1862. Cricket clubs were amongst the earliest sports clubs formed on the Peninsula and there were soon enough clubs for a Banks Peninsula Cricket Sub-Association to be formed. The clubs of the sub-association first played for the Kinloch club in the 1893-94 season, the Okains Bay club winning the cup.

At Little River football and rifle clubs were formed in the 1880s. At Le Bons Bay two rugby teams, a cricket team and a rifle club had all been founded before the end of the nineteenth century. By the 1890s, Okains Bay supported both football and cricket clubs. Later there was an Okains Bay hockey team. Hockey was also played at Chorlton, the women's Rata Club flourishing in the early twentieth century.

In Little Akaloa, cricket was first played in the early 1880s. A rugby club was formed in the bay in the early 1890s and continued to field teams until the Eastern Bays Club, based at Okains Bay, absorbed the Little Akaloa club's players in the 1920s. Tennis became popular in Little Akaloa after courts were formed in the domain in 1892. By 1910 there were also four private clay courts in Chorlton and three in Little Akaloa.

Cricket and rugby clubs were not formed at Diamond Harbour until after World War II. The cricket club was established in 1956 and the rugby club in 1969. The rugby club was still flourishing at the end of the twentieth century and new clubrooms were opened in 1998.

Several golf courses were formed on the Peninsula. At Akaroa, a rudimentary golf course was formed on L'Aube Hill in the early twentieth century. After the L'Aube Hill course closed there was a gap for some years when Akaroa was without a golf course until a new one was formed on farmland in Takamatua in the 1930s. This was in turn superseded in 1964 by a new course at Duvauchelle. The course remains in use by the Akaroa Golf Club, one of the more vigorous of the Peninsula's surviving sports clubs.

The Charteris Bay Golf Club was first formed in 1912 as the Lyttelton Golf Club and laid down a course on land made available by Orton Bradley. The players mostly came by launch from Lyttelton and for the first 20 years of its life the course was known as the Lyttelton golf course. By the late 1930s it was commonly known as the Charteris Bay course. A club house was built at the course in 1914 as a memorial to Frank Bradley. The Charteris Bay Golf and Tennis Club remains based at the Orton Bradley Park. At Diamond Harbour, a golf course was formed around Godley House soon after the property had come into the hands of the Lyttelton Borough Council. They were replaced by 1927 by new links on a spur above the settlement. The course was closed when the spur was subdivided. A tennis club, formed at Diamond Harbour in 1927-28, soon had its own courts and clubrooms. The

club went into recess in 1962, but was revived in 1979. The original club-house was demolished in 1979 and a simple shelter built by the courts, which was replaced by a new club-house in 1990. The Charteris Bay Tennis Club laid down courts in the Orton Bradley Park. A bowling club founded at Diamond Harbour in 1978 had its green formed by 1980.

Even in the absence of organised athletics clubs, there were periodically athletics meetings in various Peninsula communities. A fête day at Pigeon Bay held as early as 1854 included running races. So did the Head of the Bay regatta and sports day held on Boxing Day 1860. The first of a series of athletic meetings in Okains Bay was held in 1903. The first sports day at Takamatua was held in 1927 on the domain and beach. For the last two years, before the final event in 1974, the sports were held on a flat above the main road. These sports days and general athletic meetings did not continue past the middle of the twentieth century.

Some sports had relatively brief lives on the Peninsula. Basketball, for example, was played only briefly in Chorlton in the 1930s.

Sports grounds

The formation of this large number of sports clubs across the Peninsula led to a demand for grounds on which the sports could be played.

In Akaroa in the mid 1880s a start was made on reclaiming an area of mud flats on the foreshore which, after the council had 'removed almost bodily a small hill and dumped it into the sea', became the Recreation Ground. Football and cricket were played on the reclaimed ground. Tennis courts were formed on one corner of the 'rec ground' and a bowling green on another. A grandstand and pavilion was erected around 1909, then replaced later in the twentieth century, the old grandstand being moved to the Okains Museum.

At Lyttelton, sports fields were formed on part of the large Naval Point reclamation which was completed in 1925. Rugby, soccer and cricket were first played on empty land which had been set aside for the Railways Department. When the department needed the land, the Harbour Board gave 2.3 hectares of the reclaimed land near the tanker installation to the Borough Council for a new recreation ground. The playing fields were formed under the direction of the Borough Council and, later, a pavilion was erected as Lyttelton's World War II memorial. Before the Harbour Board gave an area of reclaimed land for use as a recreation ground, the Borough Council considered forming a recreation ground on the old gaol site, which it had taken over in 1921 after the gaol had been demolished. When the reclaimed land was made available as a recreation ground, the council decided the gaol site would be used as just a children's playground, which was opened in September 1928.

Elsewhere on the Peninsula a number of local domains were progressively developed as sports grounds. The domain at Little Akaloa was used for school sports for many years. A cricket pitch and sports grounds were formed on the Le Bons Bay Domain by 1946 and on year later a pavilion was erected by the Domain Board. By the end of the 1940s a tennis court had courts at the domain. The Domain Board pavilion was replaced in the late 1970s by a new community hall. In 1953 the

formation of a road along the beach from to the domain increased its use.

At Little River an area of about 2.4 hectares was acquired from its Māori owners in 1906 and named the Awa-iti Domain. The domain was extended in 1914 by around two additional hectares given by a local landowner. Tennis courts were formed on the domain in 1908, a cricket pitch laid down in 1914 and a croquet lawn levelled and planted in 1921. The domain is the centre of rugby playing on the Peninsula today, and the relatively new clubrooms are also used for other community events.

Besides the public sports grounds on several domains, there were private tennis courts and even bowling greens in places like Little Akaloa and Chorlton. Although the clubs have become smaller or disappeared altogether, there are still tennis courts at several locations on the peninsula used now for informal games rather than club matches. Bowling greens and croquet lawns also remain, with at least some club activity on them.

There are public swimming pools used for recreational swimming rather than competitive events, at Lyttelton, Akaroa and Port Levy.

Horse sports

Various sports involving horses became popular on the Peninsula in the days when horses were important for transport and on farms. There were informal race meetings on the beaches of several bays, including Le Bons. On Kinloch, in the 'station' days, prior to the subdivision of 1906, there was an annual post-shearing race meeting on the lake flats which was attended by station hands, the shearers and 'all comers'. Horse racing on the beach of remote Raupo Bay was popular for some years around 1900.

At Little River there were horse races on a course on the flat land across from the hotel. The *Press* stated in 1911 that at Little River there was 'a flourishing racing club which owns a good racecourse', but just a year later, in 1912, the races were transferred to the new course at Motukarara which remains in use.

Horse riding remained a popular pursuit on the Peninsula into the late twentieth century and early twenty-first century. A gymkana at Little River, which began as a fund raiser for the show, continued for many years. A pony club has been based at the Orton Bradley Park in Charteris Bay since 1966 and another is based at the showgrounds in Duvauchelle.

Boating and sailing

The Peninsula's long coastline, which included sheltered water in the two main harbours and some of the bays, meant that boating and sailing were important leisure-time pursuits for many Peninsula residents. Boating had early origins on the Peninsula. Rowing races featured at the fete day held in Pigeon Bay in 1854 and at the first 'Head of the Bay' regatta and sports day held at Duvauchelle on Boxing Day 1860. These were the forerunners of the regattas which drew large crowds to Akaroa in the late nineteenth century and early twentieth century.

Between 1887 and 1904 an inter-provincial amateur boating regatta was held on Wairewa (Lake Forsyth). The regatta had, before 1887, been held on the Estuary. When the first regatta was held on Wairewa (Lake Forsyth) an excursion train brought 1,500 people from town on the newly completed line to Little River.

Many years later, a New Brighton based club built a clubroom on the edge of the Wairewa (Lake Forsyth) and began holding power-boat races on the lake, but deteriorating water quality put an end to the races, although the abandoned and derelict clubrooms remain.

The first regatta at Lyttelton was held in 1851. The day of a regatta to honour the Queen's birthday in 1856 was windless; the sailing races had to be postponed but the rowing races went ahead and were dominated by four Māori crews. By the late nineteenth century and early twentieth century the new year's day regattas at Lyttelton were large and popular. In 1896, trains carried around 25,000 people to Lyttelton for the regatta. Boat races were held on the inner harbour and yacht races beyond the moles. In the early 1990s Dragon Boat and Bird Men Festivals began to draw crowds to Lyttelton again, but the events came to an end when the Harbour Board closed the wharves to the public, following a tragedy when a lad fishing from a wharf was crushed between the wharf and a ship.

Akaroa has had a succession of boating and sailing clubs since the nineteenth century. The surviving boatshed, erected in 1914, is the third premises of an Akaroa rowing club which was founded in the 1880s. (The previous two boatsheds burned down.) The rowing club amalgamated with its sailing boat equivalent, the Akaroa Boating Club, after the end of World War II and the shed was repaired in the 1950s and again in 1977. Competitive rowing is no longer an Akaroa Harbour pursuit, but various forms of boating and sailing continue and the Akaroa and French Farm clubs still hold yacht races on the harbour.

There was a short-lived yacht club based at Chorlton around 1940. Later Little Akaloa became popular for races organised by the Lyttelton-based Banks Peninsula Cruising Club.

The Canterbury Yacht and Motor Boat Club was formed at Lyttelton in the years after World War I. In 1937, the shed of a firm of shipwrights, Whitfords, which had been rebuilt after a fire in 1927 became the headquarters of the club and the scene of many convivial gatherings.

In 1932 another club, the Banks Peninsula Cruising Club, was formed. It built its first club-house on Godley Quay, not far from the moorings at the western end of the inner harbour. This club sponsored a Wellington to Lyttelton yacht race. The 1951 'centennial' race ended in disaster with the loss of yachts and lives. George Brasell, a well-known Lyttelton boatman, put to sea in dangerous conditions in his launch, the *Tawera*, to save a stricken yacht.

In the late 1930s, the Canterbury Yacht and Motorboat Club, based at Lyttelton, held regattas at Church and Charteris Bays. This led to the founding in 1939 of the Charteris Bay Yacht and Power Boat Club, which in 1960 became simply the Charteris Bay Yacht Club. Immediately after World War II, the club built a club-house and jetty, which were opened in October 1946. In 1958, the club had a membership of 440.

The popularity of boating around the Peninsula created a need for moorings. In Lyttelton, yacht moorings were first provided in front of Dampiers Bay in the 1890s. When reclamation covered in the site of these original moorings they were moved to a location in the inner harbour in the vicinity of the graving dock and patent slip, sheltered by the western mole. In 1982, the Harbour Board, finding the moorings interfering with the operation of the port, cleared the moorings away and demolished the club-house of the Canterbury Yacht and Motor Boat Club.

New moorings were provided at Magazine Bay, outside the inner harbour. A floating breakwater of old tyres protected the moorings. The Christchurch architect Peter Beaven designed a club-house near the marina for the Banks Peninsula Cruising Club. The protection provided by the floating breakwater installed in 1982 proved insufficient in southerly storms and in 1999 the marina was extended and the breakwater replaced. This new breakwater was destroyed by a southerly storm in October 2000. Twelve yachts sank and 40 more were seriously damaged. Following the destruction of the Magazine Bay marina, many boats were moved back into the inner harbour, or found moorings at Purau. The demolition of the Banks Peninsula Cruising Club premises aroused protests and led to accusations the Port Company was insensitive to Lyttelton's heritage (see section 9.8).

In Purau a boat ramp was formed near the wharf around 1970 and moorings placed close to the wharf and ramp. The destruction of the Lyttelton marina by a storm in 2000 increased the demand for moorings at Purau. By 2008 there were 90 moorings in Purau, serviced by a locally built barge-crane. Several sailing clubs still flourish on the Peninsula- at Lyttelton, Charteris Bay, Akaroa and French Farm among other places.

Not all boating in Peninsula waters was the pursuit of adults who belonged to the various boating clubs. Children growing up in Lyttelton and Akaroa, and other parts of the Peninsula, commonly had access to rowboats and enjoyed 'mucking about in boats' as an integral part of their childhoods.

Rifle and Gun Clubs

Competitive rifle clubs were established across the Peninsula during the 1880s. The Lyttelton Rifle Club had a range at Corsair Bay and there were rifle clubs at French Farm, Duvauchelle, Le Bons Bay, and Little Akaloa. The Kinloch Defence Rifle Club shot at various properties around Little River as did the Banks Peninsula Rifle Club.

The advent of the South African War prompted the opening of a number of new clubs - clubs were seen as both a basic training ground and a reserve from which volunteers could be drawn for military defence purposes. A club and range opened in Chorlton in 1900, the Wainui Rifle Club held its first meeting in 1905 and the Pigeon Bay Rifle Club was in operation by 1906. Also later that same year a reformed Akaroa Rifle Club opened a range.

An Akaroa Gun Club opened in 1911 and an Akaroa and Banks Peninsula Miniature Rifle Range opened in 1915. Five years later this range relocated to the Power House Reserve.

Post World War I the number of rifle clubs slowly declined, however a Banks Peninsula Gun Club continued to operate at Duvauchelle until the early 1990s.

Notable sportsmen

Several Banks Peninsula sportsmen achieved provincial and even national recognition. Thomas Baker, who ran a school at French Farm from 1876 to 1890, represented Canterbury at cricket. Ray Mason of Okains Bay achieved provincial fame in athletics, as did Charles Craw (Chorlton) and Harry Grennell (Port Levy) in shooting. The name of the Robinson family of Little River became well-known in rugby circles. George Whelch, from Akaroa, was a nationally prominent rower in the first decade of the twentieth century, an achievement which another Akaroa rower, Bernard Reid, matched in the late 1980s.

9.5 Shaping Banks Peninsula community and cultural life: Participating in sports

General discussion:

The Peninsula has a long history, since the mid nineteenth century, of residents playing or engaging in different sports. Cricket and rugby were among the competitive sports that were well established before the end of the nineteenth century. Hockey, golf and tennis are among the other sports that were played from the late nineteenth century or early twentieth century. Local domains provided many communities with sports grounds.

In both Akaroa and Lyttelton, reclaimed land provided additional areas for sport. Two sports were popular on the Peninsula for different reasons – horse riding because of the familiarity of many farming people with horses on their farms, boating because the waters of both Akaroa and Lyttelton Harbours were well suited to both rowing and yachting.

Relevant listings:

The Boat Shed is the only significant listed building related directly to sport. Some of the listed residences in both Akaroa and Lyttelton may have associations with prominent sportspeople.

Possible new building, object, site and landscape-related listings:

Sporting activity is very poorly represented in the present listings. Some of the Peninsula’s older sports grounds could be considered for listing as open spaces and if any pavilions, changing sheds or similar buildings or structures of historic interest remain on any of the grounds they should be considered for listing.

Any buildings or facilities of significance which relate to boating on Lyttelton Harbour should be considered for listing.

Possible new archaeological listings:

No specific archaeological sites have been identified that relate to the provision or participation in sports in Banks Peninsula.

Bibliographic note:

Sport is generally referred to in both general and local Peninsula histories, but there is a dearth of works on specific sporting activities or codes and no work that presents an over-all picture of the development of sporting activity on the Peninsula.

Further research:

The gaps that exist in the available knowledge of sporting activity on the Peninsula need to be filled by research into specific sports and clubs and into the sports that were played in particular bays or settlements. Some sports, such as basketball and swimming or gymnasiums are barely mentioned in the existing sources.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

9.6 Recreation and tourism

The description in the past of Akaroa as ‘the riviera of Canterbury’ is an indication of the importance of the town, and the Peninsula generally, as a place to which people living elsewhere in Canterbury, particularly in Christchurch, came for various forms of recreation. Lyttelton’s accessibility to Christchurch made a range of places in the harbour basin destinations for recreational activities.

The importance of accommodating and catering to visitors in the Peninsula’s economy is discussed in section 5.5. The range of activities which attracted these visitors to the Peninsula was wide. The most important of these recreational activities undertaken on the Peninsula by people who lived elsewhere were, understandably given the Peninsula’s long coastline, swimming, fishing and, especially on the relatively sheltered waters of Akaroa and Lyttelton Harbours, boating.

Recreation in the Lyttelton harbour basin

Lyttelton and its harbour basin had an important part in the recreational life of the residents of Christchurch from the nineteenth century. From 1867 on, trains provided a regular service through the rail tunnel and from the port launches and small steamers transported day visitors for picnics and outings to, through the years, places like Purau, Diamond Harbour, Charteris Bay, Corsair Bay and Quail and Rīpapa Islands.

Facilities for swimmers were first provided in Lyttelton Harbour in the 1860s. One of the first things the Lyttelton Municipal Council did after it was established in 1862 was to form a road to Dampiers Bay and build an enclosure and other facilities for swimmers there. After the Dampiers Bay reclamation swimming moved to Sandy Bay just west of Naval Point.

Corsair Bay became popular in the early twentieth century after both the swimming places closer to Lyttelton – Dampiers and Sandy Bays – were in effect eradicated by port development. In November 1906 new facilities at Corsair Bay were formally opened. Additional dressing rooms were provided early in 1908 and by-laws governing behaviour at Corsair Bay were drawn up. Corsair Bay remained a popular destination for outings by Christchurch people into the 1950s and beyond. In that decade some of those using the facilities at Corsair Bay still travelled by train to Lyttelton then walked or took a launch round to the bay, but in the later twentieth century better provision was made for the increasing numbers who came to the bay by private car.

Recreational swimming is still a popular pursuit from many Peninsula beaches. Several Lyttelton Harbour Bays – from Corsair Bay right round to the road end at Camp Bay- attract swimmers and picnickers in the summer months. So do several 'outer' bays, perhaps especially Le Bons Bay, Okains Bay and Little Akaloa. In the Akaroa Harbour, Akaroa itself and Wainui remain popular swimming places. Even remote Tumbledown Bay, which has a fine swimming beach draws crowds in summer.

Picnicking on the Peninsula

In the nineteenth and early twentieth centuries family, work and community picnics were popular pastimes and major social events in Banks Peninsula. Local community groups, schools and Sunday School groups frequently enjoyed picnic parties hosted in local farmers' paddocks while pleasure

seekers from the tree-less plains of Canterbury were drawn to the district's bush, beaches, riverbanks and domains.

From the early 1870s, the 'picnic season' (November through to May) brought an influx of visitors to the district's most popular bays. Initially transported by chartered steamers, and then via rail and coach, out of town picnickers travelled from Lyttelton, Kaiapoi and Christchurch for a day's outing in the salubrious environs of the Peninsula. Games were played, places of interest explored, beaches were fossicked and, in Akaroa, fruit gardens were visited. Governors Bay, Little Akaloa, Port Levy, Pigeon and Purau Bays were all popular picnic locations, serviced with coppers to supply hot water. Following the gazetting of Labour Day as a statutory holiday in 1899, Labour Day picnics became an institution and numerous organisations marked the day with an annual trade's picnic on the Peninsula. A number of these groups brought their own bands for entertainment, food was often catered by local hotels and a strenuous programme of sports competitions, dancing and games such as quoits and cricket helped to enliven the day.



Figure 150. Picnickers on the Peninsula.
Source: Shuttleworth collection

From 1886, New Zealand Railways ran regular picnic excursion trains to Little River on public holidays and Sundays. Having arrived at Little River, groups would either travel on to Akaroa by coach, or hold their picnic parties in the Awa-iti Domain or the Recreation Grounds. These trips proved extremely popular and in 1888 the excursionist train to Little River was a quarter of a mile long, with two engines and nearly 50 carriages. The Christchurch grocers', Kaiapoi Woollen Mills, Sunnyside Asylum patients and Christchurch Cycle Trade's were a few of a large number of organisations to take advantage of the picnic excursion special.

Purau remained popular for picnics until after the end of World War I. When a regular boat service to Diamond Harbour was inaugurated with the first subdivision in the area by the Lyttelton Borough Council, Purau was overtaken by its neighbour as a venue for organised picnics. A recreation ground was formed at Diamond Harbour in part to attract patronage from people living in Christchurch to the ferry service which the Council had inaugurated. Diamond Harbour's popularity as place for Christchurch residents to go for recreation persisted right through the twentieth century and into the twenty-first, a popularity enhanced by the maintenance of the ferry service and by the use of Godley House as a restaurant and social venue up to the time of the earthquakes of 2010-11.

From the mid 1920s, councils and the Automobile Association began creating highway picnic sites. Some of these sites, such as council domains and reserves, were frequently equipped with tables, seating, fireplaces and later, gas cooking facilities. An increase in private car ownership coincided with the decline in the fashion for large-scale picnic parties, and picnics generally became more low-key affairs.

Other forms of recreation and camping

Quail and Rīpapa Islands were both places eventually developed for recreational use by day visitors. In the early twentieth century, summer camps were held on Quail Island for the inmates of two reform schools, the Burnham Industrial School and Te Oranga Girls' Home. Later Navy League sea cadets in training camped on Quail Island between 1943 and 1950 and on Rīpapa Island for several years from 1951 on.

There was public access to Rīpapa Island between 1929 and 1936 when Rhind and Company ran ferries to the island. Prior to this in 1880, interest in the Parihaka prisoners was such that the Steam Launch *Lyttelton* ran special twice-daily trips passing by Rīpapa to give excursionists the opportunity of viewing the Māori prisoners quartered on the island. Between 1947 and 1956 when the Harbour Board had control of the island tours recommenced, and in the early 1950s over the holiday period as many as 300 people would visit the island daily for tea. From 1958 until the early 1980s the Navy league had in effect exclusive access until Rīpapa Island was taken over by the Lands and Survey Department in 1984 and made an historic reserve in 1986. The restoration of public access was marked by a resumption of regular ferry services to the island.

After Quail Island closed as an animal quarantine station, the island was leased, from 1932, for farming. A 1954 proposal to open the island to the public was not followed up, but in 1975-76 the island was declared and then gazetted a recreation reserve. A new deep-water wharf was built in 1981 and a ferry service to the island began the following year. After the earthquakes of 2010-11 the regular launch service to Rīpapa Island was suspended, but the service to Quail Island continued.

Recreational use of remote Camp Bay increased after the Mount Herbert County Council improved the road to the bay, enlarged the car park there and installed toilets in the 1970s.

The place on Banks Peninsula most visited by people from Christchurch looking for opportunities for recreation is probably the Orton Bradley Park at Charteris Bay. Orton Bradley, son of the Rev. Reginald Bradley who first took up land at Charteris Bay in the 1850s, was an early advocate of

respect for and the preservation of natural beauty and an assiduous planter of trees and shrubs. When he died in 1943 he left the family land to become a 'national park'. The land did not fit the criteria for such a park, but after the last family beneficiary died in 1976, the Orton Bradley Park was constituted and formally opened in May 1981. In the Park are facilities for golfers, horse-riders and tennis players, a number of historic buildings and sites, a campground and an extensive network of walking and tramping tracks.

Netting flounder remained a popular activity in Charteris Bay and elsewhere at the head of Lyttelton Harbour into the 1950s, but subsequent deterioration of the marine environment put an effective end to the pursuit.

The Peninsula remains well-provided with camping grounds. There are 'holiday parks' in Akaroa, Duvauchelle, the Okuti Valley and at the Orton Bradley Park in Charteris Bay. Camping on the sea-front domain at Okains Bay still has the character of camping in years past – with Canterbury families often returning for years on end each summer, over several generations. Camping grounds at Little Akaloa and Pigeon Bay also still draw largely local Cantabrians while the 'holiday parks' at Duvauchelle and Akaroa draw more of their custom from overseas visitors touring in campervans.

Recreation in Akaroa

Facilities at Akaroa for sea swimming were first provided in the nineteenth century. These facilities had become dilapidated by the early years of the twentieth century and they were replaced in 1910 by new baths on the main beach. A large area of sea was enclosed and a dressing pavilion built on the landward side of the enclosure. They proved immediately a great success and were well patronised by visitors to the town.



Figure 151. The Akaroa swimming bath, 1910.
Source: Shuttleworth collection

Akaroa's main wharf has been important as a place for 'passive' recreation – promenading, sitting and fishing- for many years. It became more appealing for these pursuits as the commercial fishing industry declined, but its more recent use as a landing place for cruise ship passengers has diminished this appeal

Even a less visited bay, Little Akaloa, had changing sheds on the foreshore. Taylor noted in the late 1930s that the Little Akaloa beach was 'ideal for bathing' and that there were 'dressing sheds ... close to hand'.

The boatsheds at several places on the shores of the two harbours were built mainly for storage of the rowing boats or small sailing boats of people who holidayed on the Peninsula, especially the owners of baches. Some of these boatsheds are of relatively recent origin. On the western side of the bay at Duvauchelle, where there was, by the early twenty-first century, a row of boathouses there were only two sheds at the time of the 1960 tsunami.

Holidays or picnics for groups were organised at Wainui, following the 1928 establishment there by the Young Men's Christian Association of a camp for boys. For some years there was week-end launch ferry service between Akaroa and Wainui which helped make Wainui 'a favourite picnic ground for visitors to Akaroa'.

Just as floundering at the head of the harbour and fishing off the wharves continued to be popular pursuits in the Lyttelton Harbour basin, with locals and visitors alike, into the 1950s, so the abundance of red cod in the Akaroa Harbour and of flounder on the mudflats at its head made fishing a popular recreational pursuit for, again, locals and visitors.

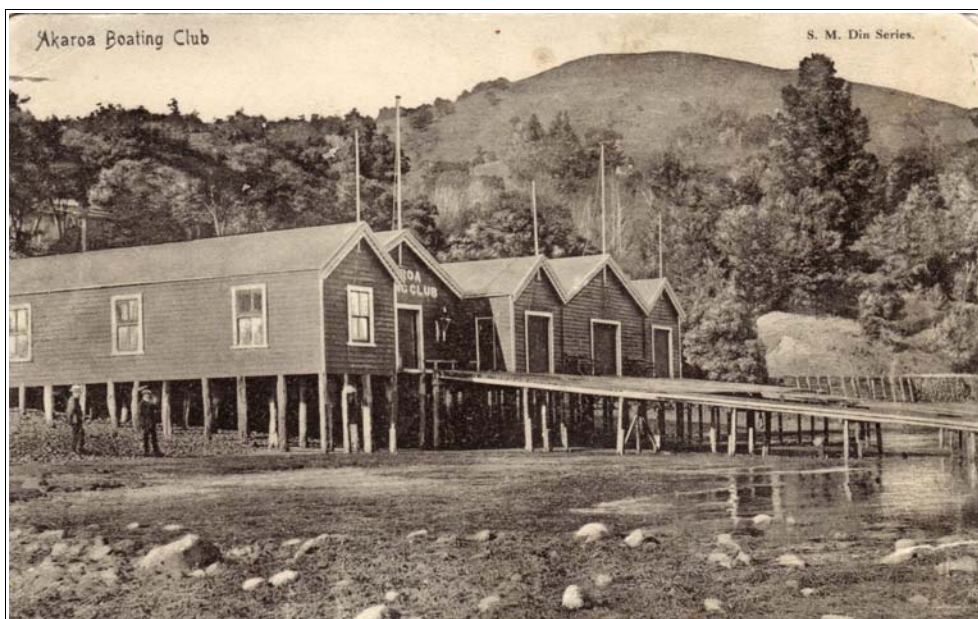


Figure 152. Akaroa boat sheds, 1912.
Source: Shuttleworth collection

Walking and tramping

Walking or tramping on the Peninsula became popular in the 1920s and 1930s. One of the great advocates of the use of the Port Hills and of the wider Peninsula for recreation was Harry Ell, whose vision embraced a series of bush reserves linked by roads and walking tracks, with rest houses serving both motorists and walkers. Ell's Summit Road (see section 6.4) was built on the Port Hills and from Hilltop round to the Cabstand above Akaroa, and though the two sections were never linked, Ell's efforts resulted in the creation of a continuous road reserve from the end of the Port Hills Summit Road at Gebbies Pass over Mount Herbert to the vicinity of Hilltop. Parts of this road reserve were used extensively by trampers into the late twentieth century and beyond and the Sign of the Packhorse, built as one of Ell's rest houses on the Kaituna Pass in 1916, became a popular trampers' hut.

In the 1930s the formation in Christchurch of the Youth Hostels Association promoted tramping and walking on Banks Peninsula. One of the early handbooks of the Association gave details of tramping routes on the Peninsula, including the 'Summit Track' on which there were 'two wire fences one chain apart' – marking the edges of Ell's 'summit road' road reserves. (The handbook also gave information on the location of springs along the summit ridge.) In 1937 there were ten hostels on the Peninsula, able to accommodate between four and 20 trampers. Most of the 'hostels' were farmhouses which offered beds to trampers but one, the old school at Kukupa, was the first 'proper' youth hostel in New Zealand. It remained in use as a hostel until the 1960s and beyond.

In the 1930s a Takahe-Akaroa road running relay race began. First run in 1935, the race was organised by an enthusiastic individual, Philip Hewland, with the support of the Akaroa Progress Association, which saw the race as providing welcome publicity for Akaroa at a time when poor roads were deterring visitors. Fifteen teams, representing six clubs, participated in the first race. When the fiftieth race was run in 1989, 186 teams took part. After the demise of the Takahe-Akaroa road running race, its place was taken by a cycle race, known as *Le Race*.



Figure 153. Go-as-you-please race from Lyttelton to Governors Bay return, 1910.
Source: IMG0062,CL

9.6 Shaping Banks Peninsula community and cultural life: Recreation and tourism

General discussion:

The Peninsula has long been popular for non-competitive recreational activity (by both residents and visitors from, mainly, Christchurch) because its sheltered waters and beaches provide opportunities for bathing, fishing and boating and because its hills have proved appealing, and challenging, for trampers and runners.

Facilities for swimming have been provided at different times at the places most popular for swimming and boatsheds and slipways have been built at various points on the foreshore for the convenience of those who enjoy boating. In the Lyttelton Harbour basin, the relatively recent opening to public access of Quail and Ripapa Islands and the Orton Bradley Park have increased the use of the area for informal recreation.

Walking or tramping on the Peninsula's hills increased dramatically in popularity in the 1930s. The Banks Peninsula Track is a commercial extension of this interest by trampers from Christchurch in the Peninsula. In the Takahe to Akaroa relay and the bike event known as Le Race, use of the Peninsula's hills for recreation has taken a competitive aspect.

Relevant listings:

The former side school at Kukupa played a key role, as New Zealand's first dedicated youth hostel, in the development of interest in the Peninsula as a place for walking and tramping. The Sign of the Packhorse has been used primarily by trampers and walkers.

Possible new building, object, site and landscape-related listings:

There is no representation in the present listings of the importance of swimming, boating and fishing as recreational pursuits on the Peninsula.

The remnants of the swimming enclosure at Corsair Bay and sea wall and steps should be considered for listing as should any other old changing sheds (such as the one at Little Akaloa) or other facilities provided for swimmers.

Some of the boatsheds around the Akaroa Harbour should also be considered for listing to reflect the popularity of different forms of boating on Akaroa Harbour. Any similar sheds or other facilities around Lyttelton Harbour should also be considered for listing.

If any other older tramping huts survive on the Peninsula they could also be considered for listing. The Monument hut above the Purau-Port Levy saddle is one such listing.

The site of the YMCA camp at Wainui could be examined to ascertain if there are any buildings or other structures of historic importance on the site which could warrant listing.

Possible new archaeological listings:

No specific archaeological sites have been identified that relate to recreation and tourism in Banks Peninsula.

Bibliographic note:

The recreational use of Banks Peninsula is noted generally in many publications and there are some references to such topics as swimming near Lyttelton in books like Rice's history of Lyttelton. The book on the Takahe to Akaroa road race is useful on that specific topic.

Further research:

Because the coverage of specific recreational activities is scattered among many publications, and because there are gaps in the information available about some activities, some effort to fill the gaps and to create a fuller over-all picture of recreation on the Peninsula would help to identify possible buildings and sites for listing and allow the buildings and sites being considered for listing to be properly assessed.

Considerable field work will be necessary to identify these because the buildings and sites tend to be mundane and not of immediately obvious significance.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

9.7 Memorials, markers and remembering

The known European history of memorialisation, event recording and other informal memory marking in Banks Peninsula dates to 1840, although the possibility that whalers and other Pre-Adamite settlers left markers in the landscape cannot be discounted.

One of the earliest informal markers is attributed to Bishop Selwyn, who is noted to have left a dendroglyph as a memorial of one of his visits to Banks Peninsula. This was carved while he was in transit between Mount Sinclair and Purau between 1842 and 1852, on a large tōtara. It was subsequently discovered by the architect Samuel Farr who noted that, on a magnificent tōtara, Selwyn had engraved a panel by cutting away the words “Wonderful are thy works Lord Almighty.” The tree was accidentally destroyed by fire in 1858. However, Selwyn's dendroglyph was not isolated work, and in remnant bush patches within Hinewai Reserve, more prosaic tree graffiti recording the initials of earlier landholders survives on the trunks of nikau palms. Other pre-1900 European dendroglyphs are noted in Palm Gully Scenic Reserve.

More formal memorials inscribing European histories on the landscape began to appear across the greater Peninsula from the mid 1850s. The first of these was a wayside cross commissioned by Charlotte Godley, the wife of the 'founder' of the Canterbury settlement. This was erected on the Heathcote side of the Bridle Path (outside of the boundaries of this study). Around this, and tied to it as part of the historical narrative associated with the pioneers travel route to Christchurch, a small collection of rest seats and other structures were placed on both the Heathcote and Lyttelton sides of the Bridle Path between 1939 and 1950. (These too are outside of the boundaries of the study).

Helping to connect this established narrative more strongly to Lyttelton, the Lyttelton District Community Arts Council (now the Lyttelton Harbour Arts Council) commissioned a mural of early pioneers beginning their journey via the Bridle Path to Christchurch. This was painted on the sidewall of the Bridle Path Road, near Ticehurst Road in 1993 and was the work of Sarah and Ronald Kelly. The mural was reworked in 2012.

Preserving history

In the late 1890s the Akaroa Borough Council thought it desirable to protect the town's surviving evidence of past events and commemorate some of the borough's significant history. This was demonstrated firstly with the erection, in June 1898, of the Britomart Memorial, at Greens Point in recognition of the 60th anniversary of the commencement of Queen Victoria's reign. The history of this event is discussed in more detail in section 9.8.

The memorial, a 7-metre Port Chalmers stone obelisk, was designed by the architect Samuel Farr and was sited on private land which had been incorrectly assumed to be chain reserve. It was not until 1926 that Akaroa County Council was finally able to acquire 12.8 perches around the monument and have it gazetted as land of historic interest.

In 1905 timber from the old French *magasin* (then known as the French blockhouse) was rediscovered lining the police lockup. Seen as a significant marker of the early and perilous days of

the settlement, Akaroa Borough Council resolved to have it retained for posterity by reconstituting it “as nearly as possible” in the form of the original structure. This was then placed in a high profile situation in the Domain and used as a pavilion and memory marker of Akaroa's early history.

In 1950 there were attempts to repatriate what was by then thought to be the ' original' blockhouse to its initial location at the waterfront in an attempt to further profile it as a memorial to Akaroa's early colonial past. However, because of its deteriorated condition, this was not possible and the structure was eventually broken up and removed from the Domain in 1961.

Artefacts of the Peninsula's whaling history were recast as memorials to past industry, and a number of iron try-pots (historically used to render whale blubber) were gifted to various locations across the district. Three of the try-pots that remained in Akaroa were mounted by Louis Vangioni near Daly's wharf and by 1916 they had been planted with a mixture of native plants and annuals. In the 1970s the try-pots were moved to their present site on Beach Road, near the French landing site, where they were set within a brick display. Mr Wright's gift of a try-pot from the 'Island Bay fishery' was placed on the small reserve by the school (now the War Memorial site) where it remains. Work to conserve all of these try-pots is pending.



Figure 154. Try-pots planted with natives and annuals, soon after their placement in the reserve near Daly's wharf in 1916. Source: John Wilson private collection

In 1939, another trypot was used as a centennial memorial at Peraki to record the establishment of Captain George Hempelman's shore whaling station at Peraki in 1837 and mark the location of the earliest permanent settlement in Canterbury. The try-pot, donated by Commander Hall and previously used by Hempelman, was surmounted on a squat hexagonal boulder cairn with an inscribed granite slab. The memorial, which was the work of the Christchurch firm of Sylvester and Co. Monumental Masons, was placed near the beach and now sits in close association with a memorial to the wreck of the Holmbank. (This is discussed as part of the whaling and shipwreck history of the Peninsula in sections 4.3 and 6.3.)

Try-pots from Oashore and Ikoraki were placed in the Awa-iti Domain in Little River as reminders of the local whaling industry but these were relocated at some point to the former Little River Railway Station.

The French Cemetery was also considered an important marker of the earliest days of the Akaroa settlement. As the first cemetery to be consecrated in Canterbury, and the resting place for the town's early Roman Catholic and Protestant residents, it was deemed to be a site of great historical interest. In 1926, prompted by pressure from local residents, the Department of Internal Affairs agreed to fund the erection of a wall around the burial ground together with a memorial on which the names of the interred, where these were known, would be recorded. A plaque recording the site as the 'Old French Burial Ground' was inset into the exterior of the wall and the memorial, a squared block of concrete with a marble plaque, was positioned in the centre of the ground. The unveiling ceremony formed a key part of the Akaroa Borough's fiftieth jubilee celebrations in September 1926. At some later date two original burial plates were added to the memorial.

The marking of other historical events and locations was initiated by the Canterbury Pilgrims Association in 1934. This group had successfully lobbied the Government for a small reserve where the symbolic disembarkation place in Lyttelton of passengers from the First Four Ships could be marked. Emulating the style of the Plymouth Rock, the Association erected a rough large boulder with an inscription stating that, near that spot, the first settlers landed on 16th December 1850. The memorial was unveiled on 16 December 1934. However, in 1990, as part of the Lyttelton heritage project and for other more pragmatic reasons, the Pilgrims' Rock was relocated to a newly created historical precinct beside the over-bridge leading to the wharves. Additional plaques were placed within this reserve and, in 2000, a coloured mural on the western face of the over-bridge leading to the port was officially unveiled by the Lyttelton District Community Arts Council. This too commemorated the pilgrims arrival in Lyttelton and was another work by Sarah and Ronald Kelly.

Another memorial, in the form of a stone cairn with a cross and plaque was raised on the seaward side of the road close to the settlement of Puari, on 2 September 1950. This was dedicated to the glory of god and the commencement, in 1840, of Christian work in Canterbury among Māori by Tāwao (later known as Rawiri Kingi), a Wesleyan teacher. Not far from this, a second memorial was erected in 1999 to mark the site of the earliest Māori Anglican Church in Canterbury - Te Whare Karakia Mihinare ki Puari. The Puari Church served the community from the 1840s until 1926 when the last service was held due to diminishing numbers, although the building remained in Puari for a further twenty years. A commemorative stone with a brass tablet and wooden cross carved by Richard Coop were dedicated following the 50th anniversary of the demolition of the church. Today only the commemorative stone and tablet survive.

More recently, in 1991, on the shoreline in French Bay Akaroa, a stone was unveiled by the French Prime Minister, Michel Rocard, commemorating the site of the landing of the French settlers. This was positioned nearby an earlier stone which was placed in 1940, to commemorate the centenary of the French landing.



Figure 155. Puari cairn and cross, 2014.
Source: Louise Beaumont, P1100536

Royal events and Government coronation grants were the catalyst for the construction of a number of new community facilities, as well as the remodelling of others throughout the twentieth century. The Little River Coronation Library and the Akaroa Coronation Library are respective examples of each. (These are discussed in sections 3.6 and 9.4). Other buildings that were already in train were able to utilise special memorial subsidies through the inclusion of appropriate foundation stones thereby turning utilitarian structures into commemorative memorials such as the 1902 Lyttelton Fire Brigade Commemorative Memorial Bell Tower.

Remembering the impact of the war

Seven war memorials were raised in various locations in Banks Peninsula to honour local men who lost their lives in the South African War (1899-1902) and World War I (1914-1918). A number of these were later modified to also become World War II memorials for the local community. In addition to their symbolic value as a locus of memorial and commemorative sentiment, each was considered an important vehicle for instilling a sense of patriotism in succeeding generations.

The first war memorial to be unveiled was at Pigeon Bay, on 24 June 1922. This was positioned on the foreshore, and was directly opposite the now relocated Pigeon Bay Main School school gate - a location that was seen as especially suitable because it served as a constant reminder to the children as to what they could do for the welfare of the Empire. The memorial, a needle of Coromandel

granite on a base of Redcliffs red stone with a plate of Bluff granite, honoured not only the five local men who died in action but also all those who returned to Pigeon Bay. The memorial was damaged in the Canterbury earthquakes and necessary post-earthquake strengthening and restoration has been undertaken.

The Wairewa County War Memorial gates (now more commonly known as the Little River War Memorial arch) were unveiled the following year, on Anzac Day, at the entrance to the Awa-iti Domain. Designed by the Christchurch architectural firm of Harman and Collins, the arch was constructed from stone from the Rocky Point Quarry in Port Hill Road with courses of red stone from the Heathcote Valley, brickwork detailing and black granite tablets. Old tram rails were used as reinforcement in the concrete base of the structure and a copper cylinder containing a roll of honour, a copy of the *Akaroa Mail* report of the foundation stone laying and coins of the realm, were deposited behind the foundation stone.

As part of the ceremony associated with the memorial's unveiling, Leeston resident, Mr James McCann, presented the Little River District with a framed photograph of all the men from the Little River District who went to war. This was for display in the Little River Coronation Library located in the Domain, thereby ensuring that the photograph and the memorial were spatially and temporally linked for posterity.

The approach to the memorial was improved one year later with plants donated by the Christchurch Botanic Gardens. Beds of japonica and violas were formed either side of the gates, and azaleas were also planted on the east side of the memorial gates.



Figure 156. Little River War Memorial Arch, 2010.
Source: Ashley Mokena, DSC00509

The Lyttelton War Memorial Cenotaph was also unveiled on Anzac Day in 1923, by the Governor-General Lord Jellicoe. This 7.9 metre high memorial was designed by the Rev. Canon Coates, a well-known Lyttelton clergyman, and the two wreaths on either side of the structure were carved by Mr James Hood. Halswell bluestone from Hoon Hay was chosen for the base and locally quarried Rāpaki stone was used for the remainder of the cenotaph structure along with six panels of Scotch granite.

The cenotaph was originally erected in the heart of Lyttelton on London Street where it faced the Council Chambers in Sumner Road. However this location proved problematic, and by October 1936 the cenotaph had become a traffic hazard and had been relocated to its present garden setting at Simeon Quay. Sometime after the end of World War II, a plaque to commemorate those who died in action in that war was added and, on 5 February 2006, a Combined Services Plaque was unveiled in recognition of the contribution of the Merchant Navy during the two world wars. As a consequence of the 22 February 2011 earthquake, the memorial was deconstructed to its plinth. Its conservation and reconstruction on Lyttelton's new Civic Square, Albion Square, on the corner of Canterbury and London Streets, is pending.

Other World War II memorial fabric includes the Lyttelton sports pavilion erected on the Recreation Ground at Godley Quay and the soldiers' memorial in the Lyttelton Cemetery in Reserve Terrace. This is associated with one Commonwealth burial from the 1914-18 war and three burials from World War II.

The Banks Peninsula War Memorial was unveiled on 12 March 1924. This marked the culmination of six years of fund raising to not only secure a high profile site, but to meet the construction costs of a suitable structure to stand as a memorial to the Peninsula's war dead. The memorial was designed by the Christchurch-based architect Henry St Aubyn Murray, who specified Glentunnel stone, Hoon Hay basalt, Aberdeen pearl granite and Oamaru limestone for its construction.

St Aubyn Murray's design for the monument evoked the Gothic buttresses of a French cathedral and was intended to recall the wartime entente with France. To complement its striking form, the grounds around the memorial were laid out by the Council gardener, with input from James Young, Curator of the Christchurch Botanic Gardens. In 1934 four *Phoenix canariensis*, grown from seed which came from Monte Carlo, were planted in the corners of the memorial as part of the town's Arbor Day celebrations. In keeping with accepted practice a time capsule that contained a copy of the *Akaroa Mail and Banks Peninsula Advertiser* and a scroll detailing information concerning the memorial was placed with the foundation stone.

In addition to the name plaques mounted on the exterior of the memorial, a bronze tablet was attached to a portion of the reserve wall in ca. 1928 in memory of Richard Shepherd, the honorary secretary and early treasurer of the War Memorial Society. In 1962 a large granite block was erected in the centre of the memorial structure to commemorate the local men who had lost their lives in World War II. More recently, in 1999, a small 'Lest we forget' rose garden and associated plaque were added in the southern end of the reserve grounds.

The War Memorial sustained damage in the February 2011 earthquake and requires conservation and strengthening work.

Other smaller scale community war memorials erected across the Peninsula included the Diamond Harbour Memorial Hall erected in the 1950s and the Little Akaloa and Chorlton Memorial Wall and Gates which were unveiled on 2 October 1927. Commemorating the soldiers from the district who fought in the Great War 1914-18, the memorial was sited to provide access into the St Luke's Anglican Churchyard from Chorlton Road. The form chosen by the Memorial Committee was a simple brick structure with two large whitestone-faced pillars abutting stepped brick walls also with whitestone facings. These flanked ornamental wrought iron carriage gates. The memorial was constructed by Sharpe Bros, Christchurch, and the iron gates were worked by Martin and Sons, another Christchurch business. The memorial has a number of earthquake related cracks and is awaiting repair.

As previously noted, the small Le Bons Bay Peace Memorial Library was built as a utilitarian war memorial in 1919, in commemoration of the local casualties of the Great War. At some point after its opening a large ship's anchor was placed near the entrance to the building. This had been deposited on a local resident's paddock by the forces of a tsunami in 1868 and today stands as an informal marker of that event.

In a similar vein, the storm of 2000 that sank 32 boats in Lyttelton Harbour was recognised with the raising of a commemorative flagpole and the unveiling of a plaque at the Naval Point Yacht Club in 2002. The 12 metre flagpole was originally from the old Banks Peninsula Cruising Club's inner harbour clubrooms and was restored for its new role as a memorial.



Figure 157. Peace Memorial Library and anchor.
Source: Louise Beaumont, P1090981

Commemorating notable figures and past deeds

Other tangible records of past deeds, local associations and prominent visitors were incrementally added across the district during the twentieth and twenty-first centuries, further enriching the historic environment of the Peninsula.

The earliest memorial of this type was the statue commemorating Tangatahara, one of Ngāi Tahu's most prestigious warrior of the nineteenth century. This was unveiled in March 1900 at Wairewa Marae, near Little River. The memorial was the work of John (J. B.) Mansfield, monumental sculptor of Christchurch, and comprised a bluestone base with a white marble pedestal surmounted by the white marble figure of Tangatahara in warlike attitude. The whole monument was enclosed in an iron fence with a beaten metal inscription around the pedestal. The work was intended to honour the role Tangatahara played in expelling Ngāti Toa and Te Rauparaha from Canterbury in the 1830s.

Some fifty-odd years later, the (Doctor Charles) Upham Clock Tower was erected to commemorate Lyttelton resident and much loved local doctor, Charles Hazlett Upham. Designed by the Christchurch architect John Hendry, and constructed of cobweb-coloured rubble, the structure is a tapering tower on a stepped base with an open cut-away front forming an intimate seating area. The clock tower was located to best advantage on an elevated site at the Oxford Street end of Winchester Street on part of the site historically occupied by Lyttelton Gaol. Soon after its unveiling on 5 September 1953, a rose garden was laid out around the base of the tower. The clock tower sustained damage in the Canterbury earthquakes and is at present awaiting conservation and strengthening.

In Little River a sundial, made by Sylvester and Co. Stonemasons, and seats were erected as a memorial to Hugh Buchanan of the Kinloch Estate. These were placed at the old entrance into the Awa-iti Domain in 1929. Described as a handsome piece of work, the stepped plinth of the sundial was crafted from Halswell stone, the base and circular top from Hoon Hay stone and the central pillar of bluff granite. Prior to its unveiling by Sir Robert Heaton Rhodes, a garden had been especially laid out by two local residents to ornament the sundial. Four years later a memorial stone to Thomas Quealy was added to this small site of commemoration within the Domain. Quealy, a friend of Buchanan, was commemorated in his own right for his lengthy service as clerk and engineer to the Little River Road Board and Wairewa County Council, and honorary secretary to the Little River Domain Board. The memorial sundial to Hugh Buchanan survives at the north end of the Domain gates.

The lives of other stalwarts of the Banks Peninsula were also marked and Harold Gardiner's lengthy association with Purau is recorded in a memorial erected to him on a ridge overlooking the Old Purau Road (now known as Bell View Road).

Internationally renowned individuals have also been celebrated recently with statuary which serves as signposts to their connection with the Peninsula. The first was the French artist Charles Meryon, who arrived in Akaroa on the naval vessel *Le Rhin* in 1843. Meryon documented the infant town for three years in a series of sketches and etchings, and a sculpture was erected to him in 1999 in the 'Place de la Poste', Akaroa. The statue erroneously depicted Meryon as a painter. The second individual to be recognised was the heroic explorer, Akaroa-born Frank Worsley, who accompanied

Ernest Shackleton on the Imperial Trans-Antarctic Expedition of 1914-17. A bust of Worsley, set on a plinth constructed from Antarctic rocks, was erected on the reserve near the main wharf in Akaroa in 2004.

Commemoration practices also extend to the naming of landmarks, parks, streets and buildings after influential residents. Examples of this include Sutton Quay in Lyttelton which was named after Frederick Ernest Sutton, a shipping, insurance and land agent and also a past Mayor of Lyttelton and long-term member of the Lyttelton Harbour Board. Cashin Quay was named after James Andrew Cashin, the engineer who oversaw the construction of the quay for the Harbour Board. Stanley Park (previously Government Hill) was renamed in honour of Captain Stanley of the HMS *Britomart* who raised the Union Jack at Greens Point. The Norman Kirk Swimming Pool at Lyttelton was named to commemorate the life of the late Rt. Hon. Norman Kirk, Prime Minister of New Zealand from 1972 to 1974 and Labour M.P. for Lyttelton from 1957 to 1969.



Figure 158. Upham Clock in the small reserve beside the gaol buildings, Lyttelton, 2010
Source: Louise Beaumont, P1110078

Marking significant events

Markers of local and national events across the Peninsula survive on some of the infrastructure and buildings in the district and, in the case of the memorial to the Parihaka prisoners at Rāpaki, in the churchyard. These take the form of plaques, stone tablets, stone engravings or interpretive panels. Although numerous, these are finer grained historical indicators and are often, although not always, used to associate a point of interest with a specific locale. These markers have an additional heritage value as illustrators of past commemorative practices and were a popular commemorative gesture associated with Canterbury centennial celebrations in 1950.

Examples of some of these historical indicators include:

- a tablet to the memory of Captain Ellis who perished in the wreck of the *Crest* in 1868, placed in St Peter's Church, Akaroa soon after the event
- the plaque on the brick-balustraded Rue Jolie bridge over Aylmers Stream recording Mayor H. G. Watkins' incumbency as mayor when the bridge opened in 1878
- a tablet inset into the side of the steps on the Diamond Harbour promontory that commemorates the opening of the steps in 1924 by Mayor W. T. Lester
- a granite tablet inset in to the Oxford Street wall at the entrance to the playing field below the site of the Lyttelton Gaol commemorating Mayor F. E. Sutton opening the playground in 1928
- a plaque marking the site of the Lyttelton immigration barracks in the grounds of the Lyttelton bowling club, placed 1952 as part of the Canterbury centenary
- a plaque on the Rue Jolie bridge over the Balguerie Stream, recording Mayor Bruce's involvement in the opening of this structure on Coronation Day in 1953
- a plaque on the Gaol wall on Oxford Street identifying the site of the Lyttelton Gaol, placed by the Lyttelton Historic Museum Society in 1981
- IPENZ "Engineering to 1990" project plaque placed on Rīpapa Island in 1990 recognising New Zealand Engineering heritage to help celebrate the country's sesquicentenary
- a plaque recognising the Chairman and Mayor of the Akaroa County Council in 1907, placed by the Akaroa Civic Trust on the base of the historic lamp standard on Woodills Road in 1996
- a plaque, mounted on boulder with axe commemorating pioneer women, unveiled in 1993 at Okains Bay Museum
- a Rose Show Committee plaque in the rose garden at the Dr Charles Upham Clock Tower, placed in 1994
- the memorial plaque placed in the Lyttelton cemetery in 2007 acknowledging the burial place of influenza victims in the cemetery in unmarked graves
- a plaque identifying the house in which Frank Worsley was born at Akaroa, placed in 2009

There are many, many other plaques and small memorials across the Peninsula.

Still other more functional commemorative features are dotted throughout the district in cemeteries, reserves and domains. Examples of these smaller features include seats such as the stone memorial seat erected by the Stapylton-Smith family at the Quarantine Cemetery at Camp Bay in 1970. Two commemorative benches were placed near the French landing site in Akaroa to mark the private family reunions of the Le Lievre and the Libeau families in 1990, and, in 2009, a seat made from a set of railway wagon wheels was placed in Sutton Reserve, Lyttelton, in memory of railway workers who have passed away or been killed on the job over the past 150 years.

Planted commemoration – royal, local and centennial

Trees were frequently co-opted to act as memory anchors for local, national and international occasions across the Peninsula. Initially this practice largely followed traditional English models of commemoration and oaks, the symbol of British greatness, were planted in public reserves, domains and parks to mark royal events. The first of these was the celebration of the marriage of the Prince of Wales in 1863 and two oaks were trowelled into the ground in the Market Reserve in Lyttelton to mark the event. The planting was associated with the placement of a commemorative stone.

Neither trees or marker survive.

Celebrations associated with the coronation of Edward VII in 1902 prompted the planting of paired oaks in the Akaroa Domain (neither survive) and in Lyttelton commemorative trees were planted at the drill shed. Similarly in 1911, as part of the coronation celebrations for George V, oaks were once again planted with plaques at Akaroa, this time in the French Cemetery at L'Aube Hill. Breaking with the tradition of oaks, over fifty ornamental trees were planted in the grounds of St Luke's Anglican Church, Little Akaloa to mark the same occasion.

Other international events were celebrated with tree planting. This was particularly the case in 1918 when Armistice Day was celebrated in Akaroa with the planting of Peace Oaks and the placement of at least one plinth. The first of these was planted in the Domain by the Mayor and the second, to commemorate "L'Entente Cordiale" was planted in Stanley Park by the daughter of an early French pioneer.

By the mid 1930s the supremacy of the oak had begun to wane and a range of substitute trees, including native species, were employed as commemorative markers. Nevertheless, to commemorate the silver jubilee of King George V in 1935, and as an expression of loyalty to the throne, an oak was planted on the Recreation Ground in Akaroa. The Little River community followed suit and the Chairman of the Wairewa County Council planted an English oak in Awa-iti Domain while alongside, a representative from the Māori community planted an American oak.

Two years later, as part of a British Empire tree planting programme to mark the coronation of George VI an array of trees was planted in school grounds (Little River, Akaroa Convent School, Akaroa High School, Akaroa Primary School, Holmes Bay), as well as at Wainui playground, the French Cemetery and the Akaroa Domain. These were mostly oaks although six kauri were planted in the Domain, native trees in the Akaroa High School grounds and a ribbonwood at Little River School.

The Royal wedding in 1947 and a Royal visits in 1953 were also marked with tree planting and plaque laying. So too Armistice and VJ Day which were celebrated both as official events and as private occasions. Other more personal planting rituals such as the commemoration of births and the marking of deaths through tree planting would have taken place across the Peninsula, although these are more difficult to identify. It is, however, known that the French settlers in Akaroa practised an ongoing ritual of cultivating willows (purportedly sourced from the grave of Napoléon on the island of St Helena) to stand as memorial trees on their cemetery on L'Aube Hill.

At a local level many community organisations and schools used trees to record more personal memories, peppering the district with markers of their particular histories and noteworthy occasions. In 1915 the pupils of Governors Bay School planted two oaks in the school grounds in memory of two ex-pupils who fell at the Dardanelles. In 1932 a tōtara and a white pine were planted by the Akaroa Girl Guides and Brownies in the grounds of the French Cemetery to mark the twenty-first birthday of the Guiding movement. In 1937 a pōhutukawa was planted on the Akaroa Esplanade Reserve by the President of the North Canterbury Federation of Women's Institutes to mark her visit to the town. More recently a sesquicentennial mulberry was planted Peninsula in 1990 in the grounds of Stoddart's Cottage in Diamond Harbour, and trees were planted in memory of two

members of the Friends of the Akaroa Museum in the Akaroa Heritage Park in 2013. It is also likely that commemorative tōtara were planted in some of the Peninsula's reserves as part of the New Zealand wide memorial commemorative gesture to mark the passing of Norman Kirk in 1974.

Other larger scale commemorative plantings were the result of the introduction of Arbor Day in 1892 and the ongoing, if somewhat erratic, commemoration of this day. The memorial tree planting programme associated with the coronation of King George VI in 1938 saw 2 oaks (species unknown) and 6 kauri planted around the French Cemetery. Two oaks were also planted either side of the entrance to the Wainui playground.

Two years later the New Zealand centennial celebrations and then the Canterbury centennial celebrations in 1950 prompted further tree planting to mark these important dates. The most noteworthy being the planting of approximately 120 *Tilia x vulgaris* (common lime) through Cooptown in 1940.

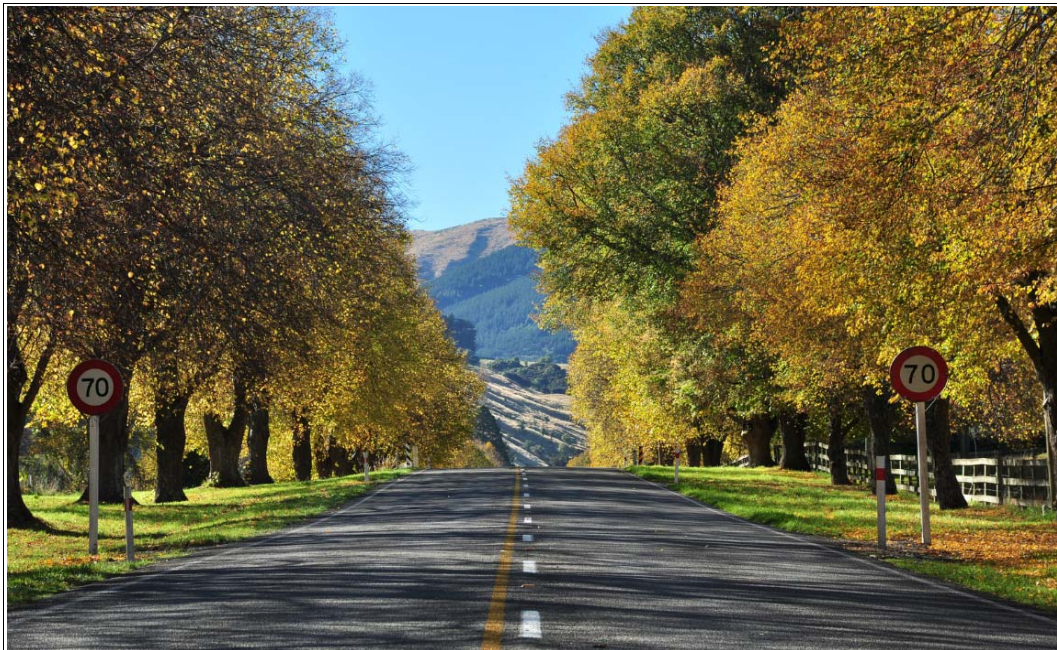


Figure 159. Cooptown limes extending through the town.
Source: Suzanne Hudson, 2012

Occasions such as the 150th anniversary of the signing of the Treaty of Waitangi in 1990 and other regionally and locally significant events continue to generate further layers of commemorative planting although this is not always identified by associated plaques.

Other opportunities for commemorative plantings are encouraged at the Akaroa Heritage Park. Managed by a private trust the Heritage Park gives the public the opportunity to plant a commemorative tree to celebrate any event or occasion. Trees are recorded together with the reason for the planting and this information and a photograph of the tree is held at the local library. Since it was established in 1992, over 600 native trees have been planted by individual tree enthusiasts.

9.7 Shaping Banks Peninsula community and cultural life: Memorials, markers and remembering

General discussion:

The Peninsula has a lengthy history of marking important local, national and international events through the construction of memorial and commemorative structures, the planting of trees and the placing of plaques. Like the act of memorialising and commemorating, the design and materiality of these structures and plaques speak of particular eras and social conventions around remembering. The selection of trees chosen for this purpose can also be seen in this light.

The Peninsula's memorials are wide ranging and reflect occasions, people, and historic narratives that enrich the district's cultural landscape. In some post earthquake cases, remnant plaques are the only surviving physical remains of important heritage structures.

Relevant listings:

War memorial listings include two of the Peninsula's most significant war memorials, the Banks Peninsula War Memorial and the Wairewa County War Memorial gates, as well as the Le Bons Bay Peace Memorial Library. International commemorative events are recognised by the Little River Coronation Library and the Akaroa Coronation Library.

Commemorative trees in the Garden of Tane are listed as part of a wider 'group of trees' listing and this is also likely to include Arbor Day plantings. A unique VJ celebration tree is listed in the Kaituna Valley.

Listings for historic markers include both sets of try-pots in Akaroa, the Rue Lavaud lampstand, Britomart canon, the Puari stone and cross.

Possible new building, object, site and landscape-related listings:

The pre-1900 European dendroglyphs in Palm Gully Scenic Reserve should be considered for listing.

As a marker of a significant event (both local and national) the Britomart Memorial on Greens Point should be considered for listing. The Hempelman centennial memorial at Peraki should also be listed together with the later, adjoining *Holmbank* shipwreck memorial.

War memorial structures which should be considered include the Akaloa and Chorlton Memorial Wall and Gates, the Lyttelton War Memorial Cenotaph and the Pigeon Bay Memorial.

Listings for commemorative structures erected to recognise notable local individuals are non-existent in the schedule and the Dr Charles Upham Clock Tower, the H.D. Buchanan memorial sundial in Awa-iti Domain, the memorial stone to Thomas Quealy (if the latter survives) in Awa-iti Domain, and the Tangatahara statue should all be considered for listing as representative examples of this form of commemoration.

The Little River try-pots and Long Bay try-pot should also be considered for listing.

A check of the Bridle Path route listing should be made to ensure that any historic structures located within the Banks Peninsula portion of the Bridle Path are listed.

The anchor foregrounding the Le Bons Bay Peace Library should be considered for listing. This has also been recommended for listing under Section 1.1 Tracing and explaining environmental

diversity.

Any trees surviving from 1938 commemorative plantings in the French cemetery and the site of the Wainui playground.

Possible new archaeological listings:

No specific archaeological sites have been identified that relate to memorial, markers and remembering in Banks Peninsula.

Bibliographic note:

This is a wide ranging topic and there is information in a wide range of general histories of the Peninsula as a whole as well as in the local histories of different parts of the Peninsula.

The memorial landscape and memorial structure conservation plans for the Banks Peninsula War Memorial prepared by Beaumont and Bowman (2013) provide a comprehensive history of this memorial and its setting and the conservation plan prepared by Ian Bowman for the Lyttelton War Memorial Cenotaph documents that memorial's history.

Further research:

Field surveys are suggested to determine whether any of the commemorative trees noted in this report survive and whether any native vegetation in school grounds attributed to the centennial native planting scheme survives.

Further research should be considered in respect of the Lyttelton soldiers' memorial in the Lyttelton cemetery and the Rhodes monument and Harold Gardiner's memorial in Purau to determine their histories.

Further research into any tōtara planted as part of the New Zealand wide commemoration of Norman Kirk may be worthwhile.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

9.8 Preserving traditions and protecting heritage

Banks Peninsula played an important part in the early European history of the South Island. Akaroa is the South Island's oldest town and one of the country's most historic. Lyttelton too has considerable historic significance as being older (just) than Christchurch and the place where the Canterbury Association's effort to establish the Canterbury Settlement on a sound footing began. Recognition of the historic significance of the Peninsula as a whole and of its two main towns has been an important element in the region's history.

The arrival of the *Britomart* in Akaroa in August 1840 and the raising of the British flag on Greens Point and convening of British courts of law in Akaroa itself and at the southern whaling bays, has in the words of a 1940 publication, 'been recognised as the outstanding event on Banks Peninsula'. In 1898, the recognition that Greens Point was an important historic site was given concrete expression with the placing of a memorial on Greens Point. The memorial was erected at the time of Queen Victoria's diamond jubilee, but its inscription referred to the events of 1840. (The inscription was altered in the late 1920s when it was established that sovereignty was not proclaimed but merely demonstrated at Akaroa in August 1840.) For a few years after the monument was unveiled, the anniversary was celebrated at Greens Point, but this practice soon ceased. The memorial is discussed further in section 9.7.

It was to the fact that the raising of the British flag at Akaroa in August 1840 was 'the outstanding event on Banks Peninsula' that Akaroa owed the honour of being the chief centre of the South Island celebrations of what was billed as the centenary of New Zealand in 1940. On 21 April 1940 there was a re-enactment at the Recreation Ground of the raising of the flag on Greens Point, followed by a pageant and a re-enactment on Beach Road of the French landing. (The event was held in April rather than August – the actual anniversary – because of the 'greater probability of good weather' in April.) The Governor-General, Prime Minister and French consul were all present. Māori participated in the week-end's events and in the week of local celebrations which followed the week-end.

One of the most recent efforts at historic preservation in the Akaroa Harbour basin was that made to prevent subdivision of the land surrounding Takapūneke (previously known as Red House Bay) so that it could be gazetted as an historic reserve. The Ōnuku Runanga and the Akaroa Civic Trust played pivotal roles in this effort. The 'Brig *Elizabeth*' incident of 1830, which saw the Ngai Tahu chief Te Maiharanui captured by the Ngati Toa chief Te Rauparaha with the connivance of the captain of the brig and Te Maiharanui's settlement at Takapūneke sacked, is recognised as a key event in the acquisition of sovereignty over New Zealand by Britain. The effort culminated in the creation of an historic reserve in the early twenty-first century. The new reserve adjoins a much smaller reserve created on Greens Point in 1926.

Part of the revived interest in the history of Akaroa was a revived interest, after the end of World War II, in the town's French origins. 'In my school days' wrote Harvey McQueen, who was born in 1934 and grew up in Akaroa, 'Akaroa was less French than it is now.' The cultivation of the French character of Akaroa has been criticised as a marketing ploy which does not properly reflect the town's true history but was a manifestation of the growing realisation Akaroa had a distinct historic character (which could be of commercial advantage to the town's businesses).

The founding of the Akaroa Civic Trust in the late 1960s after a County Chairman had criticised changes that were in his opinion making Akaroa appear ‘brassy’ was a further indication of growing awareness that Akaroa’s history, and the distinctive character the town had as a result of that history, were worth protecting. In the following decades, the Civic Trust was consistently the strongest voice supporting retention of the historic character of Akaroa and protection of the town’s natural setting. The Trust has published walking guides to the historic buildings and sites of Akaroa and was a key player in the effort to have Takapūneke made an historic reserve.

The successful effort made to return the historic hydro-generating plant from Maruia Springs to its original location in Akaroa’s brick powerhouse of 1911 was a further manifestation of interest in the town’s history.

Akaroa had hosted the 1940 celebrations of the New Zealand centenary. Ten years later, Lyttelton, as the place where the Canterbury Association settlers had landed in December 1850, played an important part in the celebrations of the provincial centenary in 1950. A coal hulk was dressed up to look like the *Charlotte Jane*, the first of the Canterbury Association ships to arrive in Lyttelton, for a re-enactment of the landing of the first colonists. The pageant was followed by a banquet and ball in Lyttelton.



Figure 160. 1940 celebrations marking the centennial of the signing of the Treaty of Waitangi (and of the founding of Akaroa).

Source: Shuttleworth collection

In January 1951, a centennial yacht race was also part of the celebrations, but it ended in tragedy when two yachts were lost in a storm with all hands. A Lyttelton skipper, George Brasell, rescued the crew of a third stricken yacht.

Canterbury's 150th anniversary saw another pageant staged in Lyttelton and a large crowd walk over the Bridle Path to Heathcote on 16 December 2000. The large crowd a historian observed recalled the crowds which gathered in Lyttelton for regattas in years past (see section 9.5).

In the Lyttelton Harbour basin in the second half of the twentieth century, the histories of Rīpapa and Quail Islands were recognised to be of exceptional interest. One of the main reasons why public access to the islands was secured (see section 9.6) was to ensure that their interesting histories became better known. Rīpapa Island was designated an historic reserve in 1986. Quail Island is technically a recreation reserve but the preservation, interpretation and re-creation (with pupils from the Catholic Cathedral College playing an important role in the latter) of the island's historic features have been important in the management of the island.

In the second half of the twentieth century efforts were made to preserve the maritime heritage of the port of Lyttelton. The Timeball Station (see section 6.2) was saved in the early 1970s after local efforts to ensure it survive succeeded. The station passed into the hands of the Historic Places Trust (now Heritage New Zealand). At about the same time that efforts were made to ensure the Timeball Station survived, locals also ensured that the redundant steam tug *Lyttelton* would remain in Lyttelton. Kept in running order and making regular trips to sea, it has become one of the most striking reminders of the history of the port, all the more important because later efforts to keep the floating crane *Rapaki* and the dredge *Te Whaka* in Lyttelton failed (see below).

The only significant loss in terms of Lyttelton's maritime heritage prior to around 1990 was the removal of the signal tower which had stood on Gladstone Pier to the Ferrymead Historic Park in the 1970s.

However, in the 1990s, the Lyttelton Maritime Museum Trust, formed in 1993, failed in its efforts to keep both the floating crane *Rapaki* and the steam dredge *Te Whaka* in Lyttelton; the first departed for Wellington in 1993 and the second left Lyttelton for the last time in 1994.

Prior to the 1960s, Lyttelton had lost only a handful of historic buildings, among them the Lyttelton Gaol (see section 8.2), pulled down in the 1920s and Godley's house, demolished in 1943.

The built heritage of Lyttelton, like that of Akaroa, was increasingly recognised as important, despite significant demolitions including Godley's house (1943), the Colonists' Hall (1943), the Borough School, two notable early banks, the Banks of New Zealand and the Union Bank, the New Zealand Shipping Company office and the former sailors' home, both on Norwich Quay, (1970), the Coronation Hall (1972), an 1891 coolstore (1973), Cunningham's grain store of 1872, on Norwich Quay (1980), the New Zealand Shipping Company woolstore (ca. 1980), the Sinclair-Melbourne engineering works, also on Norwich Quay, (1985) and the Centennial Hall (1991).

The Lyttelton Vintage Homes Club, formed in 1978, had up to 40 members at different times and contributed to the saving of several notable houses, including Lochranza on Godley Quay, Tyneham on Winchester Street and Islay Cottage on Ticehurst Road.

In the 1990s, the Norwich Quay Preservation Society had success in creating a heritage precinct, to which the pilgrims' landing stone was relocated, but most of the historic buildings on Norwich Quay itself had been demolished by the early twenty-first century.

The change that overtook Norwich Quay was the most conspicuous example of the conflict between efforts to preserve Lyttelton's historic heritage as a port town and the demands of the Port Company, charged with running a modern, efficient port. Project Port Lyttelton began in 1992 with the aim of promoting the port and town while preserving its historic character.

Despite the losses, at the turn of the twenty-first century, Lyttelton still possessed enough historic buildings for the Historic Places Trust (now Heritage New Zealand) to initiate the designation of Lyttelton as an historic area. But following the earthquakes of 2010-11, a large number of Lyttelton's heritage buildings were demolished, including the Timeball Station, the Harbour Light cinema, the former post office, the former library, the former Borough Council Chambers, the police station, three notable nineteenth century churches on Winchester Street, the Empire Hotel, other hotels and a number of old dwellings. Ten of the 11 individual buildings which historian Geoffrey Rice had identified as being important heritage buildings were demolished after the earthquakes and the eleventh, the former Harbour Board office, lost its second storey.

At Diamond Harbour, the historic Stoddart's Cottage had become decrepit by the 1980s, though it remained in use by an amateur theatrical ensemble, the Merrymakers, and by an arts and crafts group. In 1986 the Friends of Stoddart's Cottage was formed with the goal of repairing and restoring the building. This was achieved in the 1990s, though the building was subsequently damaged by the earthquakes of 2010-11.



Figure 161. Stoddart cottage, 2014.
Source: Ashley Mokena, DSC037033

In a similar effort to retain a significant part of Canterbury's history Lyttelton's Grubb Cottage, one of the one of the oldest surviving houses in the district, was purchased by Council in 2006. Following restoration works it was leased to the community-formed Grubb Cottage Heritage Trust to manage as a heritage property. This building also sustained damage in the earthquakes of 2010-11 but has since re-opened.

Three significant museums are located on Banks Peninsula. Their founding, all in the second half of the twentieth century, is a further indication of the recognition by people living on the Peninsula of the historic importance of the region.

The founding of the Akaroa museum in 1964, on the initiative of local people interested in the town's history, was associated with the preservation of the historic Langlois-Eteveneaux cottage. New buildings were later added on the site and the historic Customs House and Court House both came under the Museum's control. The saving of three of Akaroa's most historic buildings by the Museum emphasised its importance to the town as the local institution most concerned with preserving and interpreting the town's past.

The Lyttelton Museum was also founded on the initiative of locals interested in the town's history, notably Baden Norris. Lyttelton's links with Antarctica and the maritime history of the port were highlighted in the Museum's collections and displays. The museum moved into the former Merchant Navy Centre on Norwich Quay in 1979. It remained there until the earthquakes of 2010-11, following which the building was demolished.

The recovery of the remains of the historic Thorneycroft spa torpedo boat of the 1880s from where the vessel had been dumped and eventually buried on the Purau foreshore led to the establishment in the later twentieth century of a small museum in the historic concrete magazine building at Magazine Bay, immediately west of Lyttelton.

The Okains Bay Museum was founded by a member of a prominent local farming family, Murray Thacker. The museum began as a collection of material collected locally by Murray Thacker since he was young. The museum moved down from Murray Thacker's residence to the former Okains Bay cheese factory. When this building burned down (fortunately without serious loss of exhibits) a new museum building was erected on the site.

At the Okains Bay Museum are a number of historic buildings relocated from elsewhere on the Peninsula. These include a slab cottage from the upper Kaituna Valley, a blacksmith's shop/coaching stables from Duvauchelle, the Little River gaol and the Akaroa grandstand. Murray Thacker has also been a driving force in the preservation of other historic buildings in the Okains Bay settlement, including the early library, school, shop and cocksfoot shed.

Annual celebrations held at the Okains Bay Museum on Waitangi Day have become one of the South Island's most important commemorations of the signing of the Treaty of Waitangi.

9.8 Shaping Banks Peninsula community and cultural life: Preserving traditions and protecting heritage

General discussion:

The recognition that Banks Peninsula generally, and Akaroa and Lyttelton in particular, are places of great historical significance, on national and provincial levels dates from the late nineteenth century (when the monument was erected on Greens Point). In the early twentieth century it led to, among other things, the work done in the 1920s on the Old French Cemetery, and the setting aside of the former site of the Lyttelton Gaol.

The celebration of the centennials of 1940 (national) and 1950 (provincial) in, respectively, Akaroa and Lyttelton was further acknowledgement that the Peninsula had a special place in New Zealand's and Canterbury's history.

In the second half of the twentieth century and early twenty-first century, the Akaroa Civic Trust (founded in 1969) and Heritage New Zealand both contributed to a growing awareness of the historic significance and interest of Akaroa and Lyttelton. Heritage New Zealand registered historic areas in Akaroa and Lyttelton and the Civic Trust contributed to the creating of the Takapūneke historic reserve.

Other local organisations participated in this growing interest in the Peninsula's history by saving the Tug *Lyttelton*, restoring schools at Charteris and Governors Bays and returning the early hydro-generating plant to Akaroa. Local efforts led to the creation of museums in Akaroa, Lyttelton and Okains Bay.

Relevant listings:

The very existence of the lists is one manifestation of the growing interest in the historical significance of the Peninsula. The use of the former magazine at Magazine Bay as a small museum featuring the nineteenth Thorneycroft spa torpedo boat reflected growing popular interest in the region's history.

So did the marking of the French and Canterbury Association colonists' landing places in Akaroa and Lyttelton. The use of the Langlois-Eteveneaux cottage by the Akaroa Museum helped ensure the museum would have a strong historical emphasis.

Possible new building, object, site and landscape-related listings:

The memorials which remain unlisted are identified in section 9.7 of this report.

Possible new archaeological listings:

No specific archaeological sites have been identified that relate to preserving traditions and protecting heritage in Banks Peninsula.

Bibliographic note:

Ogilvie highlights the growing awareness of Akaroa's and the Peninsula's special historic character in his books and Rice does the same for Lyttelton in his history of the town. The history of the Akaroa Civic Trust is given in one chapter of John Wilson's book on the Christchurch Civic Trust.

Further research:

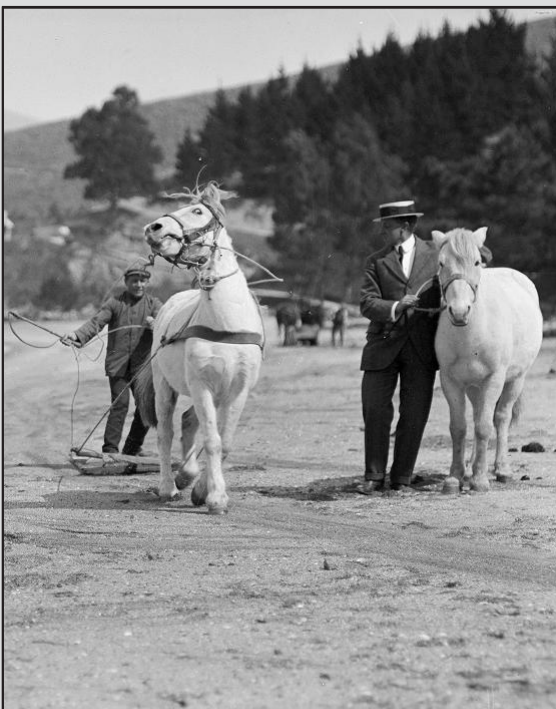
There is sufficient information in a variety of sources about the growing interest through the twentieth century in the Peninsula's history and about specific events or efforts at historic preservation which were manifestations of this interest

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.

10

Banks Peninsula and the rest of the world



SECTION CONTENTS

The Antarctic connection

Theme 10. Banks Peninsula's place in the world

10.1 The Antarctic connection

Lyttelton played an important part in forging Canterbury's association with Antarctica. The association, especially with Captain Scott, whose death on his return from the South Pole in 1912 was an international sensation, brought Lyttelton, and New Zealand generally, to the attention of the world.

One of the reasons Captain Scott decided to leave from Lyttelton for Antarctica on his 1901-04 *Discovery* expedition was that he would be able to quarantine his animals on Quail Island and at the same time calibrate his navigational instruments at the newly established Magnetic Observatory in the Christchurch Domain, prior to leaving for the southern continent. With the dogs quarantined, trained and conditioned, the *Discovery* sailed on 21 December 1901.

Subsequently, Shackleton followed Scott's example and used Lyttelton as the point of departure for his 1907-08 *Nimrod* expedition. Shackleton too quarantined his animals – Manchurian ponies and dogs – on Quail Island. Possibly as many as 50,000 people were at the port on 1 January 1908 – regatta day in Lyttelton – to see Shackleton off.

When he made his second, final, trip to Antarctica in the *Terra Nova*, Scott again based himself before his departure in Christchurch and quarantined his Siberian huskies, Eskimo dogs and ponies, on Quail Island. Both Scott's ships, the *Discovery* in 1901 and the *Terra Nova* in 1910, were taking on water when they reached Lyttelton, and both were repaired in the Millers shipyard. Photographs of the *Terra Nova* crew suggest that they also used the streets of Lyttelton for sledging practice. The lighthouse beacon at Akaroa Heads was the last landfall used by Scott when he left in 1911 for the South Pole.

Not long after Scott's last expedition, in 1915-16, the United States mounted an expedition to circumnavigate Antarctica and investigate the Earth's magnetic field in a non-magnetic research vessel. The vessel, the *Carnegie*, called in to Lyttelton in November 1915 and again in April 1916.

The last of the four Antarctic expeditions to use Quail Island to quarantine animals was Byrd's of 1928-30. Byrd kept 15 huskies on the island for a period, before they were sent down to Mount Cook for training. This was the last known use of the island to quarantine animals, though it remained officially a quarantine ground until 1954.

In the 1950s, the renewed interest in Antarctica generated by the International Geophysical Year led to the launching of Operation Deep Freeze by the Americans and the establishment of Scott Base by New Zealand (initially as part of the British Trans-Antarctic Expedition).

In December 1955, the U.S. ice-breakers *Glacier*, *Eastwind* and *Edisto*, along with tankers and freighters, made their first visit to Lyttelton. The following year, 1956, the New Zealand supply ship, the *Endeavour*, loaded at Lyttelton before sailing south to establish Scott Base. The use of Lyttelton by the Operation Deep Freeze ships continued for more than a decade.

Associated with Operation Deep Freeze, nuclear material, in the form of new and spent fuel rods, was regularly transported through Lyttelton from the United States reactor (PM-3A) at McMurdo Sound on route for disposal in California. This occurred between 1954 and the reactor's decommissioning in 1972.

Ten years later, the Lyttelton Borough Council followed Christchurch and Devonport in what would be a series of New Zealand towns, cities and boroughs that would declare themselves 'nuclear free'. This led to the eventual ban on nuclear ships entering New Zealand ports that remains in place to this day.

In January 1985 two British 'adventurers' who were on an expedition 'In the Footsteps of Scott' spent time in Lyttelton while the engineering firm Sinclair Melbourne did running repairs on their vessel, *Southern Quest*.

Antarctic supply and research vessels of several nationalities (American, Russian, Japanese, Chinese and French) continued to visit Lyttelton into the 1990s.

Akaroa has a connection with Antarctica not because vessels heading south called in there but because a person prominent on Shackleton's *Endurance* expedition was born in Akaroa. Frank Worsley's birthplace in Akaroa is marked and an exhibition about him was installed in the Akaroa Museum in the early twenty-first century.

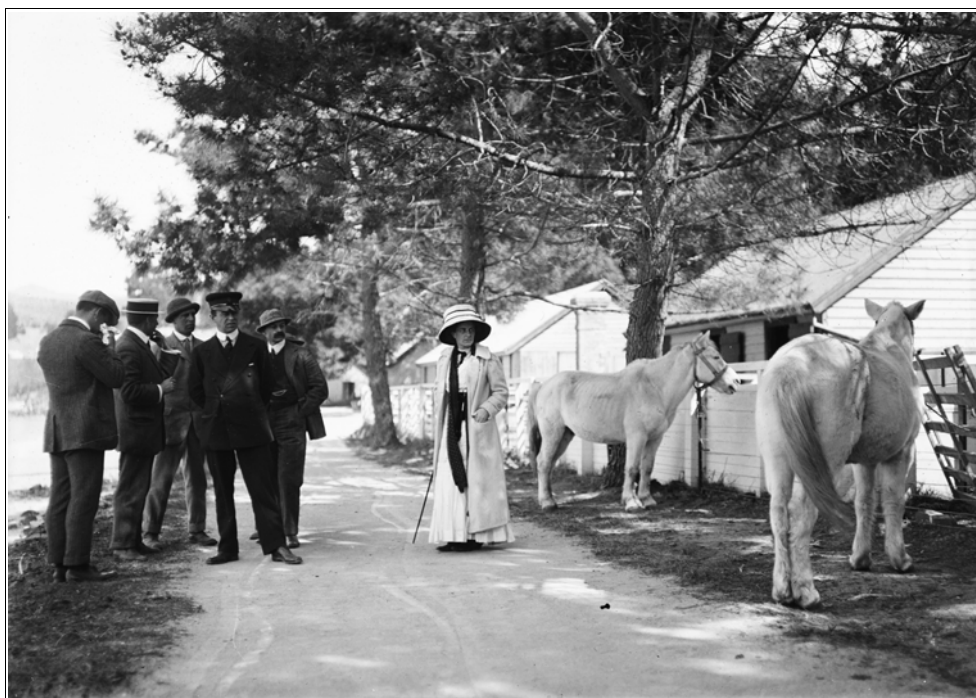


Figure 155. Captain Robert F. Scott, Captain Lawrence E. G. Oates and Mrs Kathleen Scott inspecting Mongolian ponies on Quail Island, Lyttelton, before leaving New Zealand for the British Antarctic (*Terra Nova*) Expedition, ca. 1910.

Source: 1/2-031147-G, ATL

10.1 Banks Peninsula's place in the world: The Antarctic connection

General discussion:

The region's association with Antarctic exploration is the main feature of the Peninsula's past which gives the region standing, in terms of its connections with the world beyond New Zealand, distinct from that of any other part of the country. Lyttelton was a key port in the 'heroic age' of Antarctic exploration and revived its association with the southern continent when geographical and scientific exploration began in the 1950s. Akaroa does not have the same association with Antarctic exploration as Lyttelton, but is significant in that story as the birthplace of Shackleton's companion Frank Worsley.

Relevant listings:

Frank Worsley's birthplace in Akaroa is one of that town's listed dwellings.

Possible new building, object, site and landscape-related listings:

The features on Quail Island associated with the quarantining and training of animals on their way to Antarctica should be considered for listing as part of the greater Quail Island cultural landscape as previously recommended.

If any particular surviving buildings, sites or structures in Lyttelton which have Antarctic associations can be identified they should be considered for listing.

Possible new archaeological listings:

A concrete slab on Quail Island which was the base for kennels used for quarantining dogs (M36/133) should be considered for listing. As previously noted this should be considered as part of the greater Quail Island cultural landscape (as per above).

Bibliographic note:

The use of the port of Lyttelton by Scott and Shackleton is covered in the general histories of the port and town. The Lyttelton Museum (up to the time of its closure following the earthquakes of 2010-11) told the story of the town's Antarctic connections. The place of Worsley in the history of Antarctica and his significance to Akaroa are covered in an exhibit in the Akaroa Museum.

Newsreel film entitled 'The Departure of Shackleton's British Antarctic Expedition, Departure from Lyttelton, New Zealand, 1908' is available for online viewing at <http://www.nzhistory.net.nz/media/video/departure-shackletons-antarctic-expedition-lyttelton-1908>

Further research:

The outline of the story of the association of Lyttelton with Antarctica is well-known, but there remains a need to relate that story to any surviving features of the town that could possibly be listed.

Further archaeological research and other suggested action:

Refer to general recommendations in the introductory section of this report on page 5.



Overview summary table



SECTION CONTENTS

Overview summary table

Historical overview

As outlined previously this thematic overview is arranged in thematic, but not chronological order. The following table is provided to assist in understanding how the historic sub-themes are associated with key dates in the historical development of Banks Peninsula. Please note that this table is indicative only of broad timeframes associated with each sub-theme and reference should be made to the appropriate chapter in this contextual historical overview for more specific information concerning the actual periods of influence.

Primary period of influence	
Secondary period of influence	

Sub-themes	Period of influence																				
	Pre-1830	1830s	1840s	1850s	1860s	1870s	1880s	1890s	1900s	1910s	1920s	1930s	1940s	1950s	1960s	1970s	1980s	1990s	2000s	2010s	
1.1 Tracing environmental diversity																					
1.2 Altering the environment																					
1.3 Protecting and appreciating Banks Peninsula																					
2.1 Banks Peninsula's original inhabitants																					
2.2 Migration and ethnicity																					
2.5 Peninsula demographics																					

3.1 Discovery and charting the coast	■	■	■																
3.2 Exploring and surveying	■	■	■	■	■														
3.3 Acquiring land and tenure			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
3.4 Farms large and small			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
3.5 Towns, townships and settlements			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
3.6 Types of buildings			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
3.7 Creating burial places & public spaces			■	■	■	■	■												
4.1 Māori use of the landscape	■	■	■	■															
4.2 Seals and flax	■	■																	
4.3 Whaling		■	■																
4.4 Fishing and shell extraction			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
4.5 Timber milling and boat building			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
4.6 Quarrying			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
4.7 Rural industry and associations			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

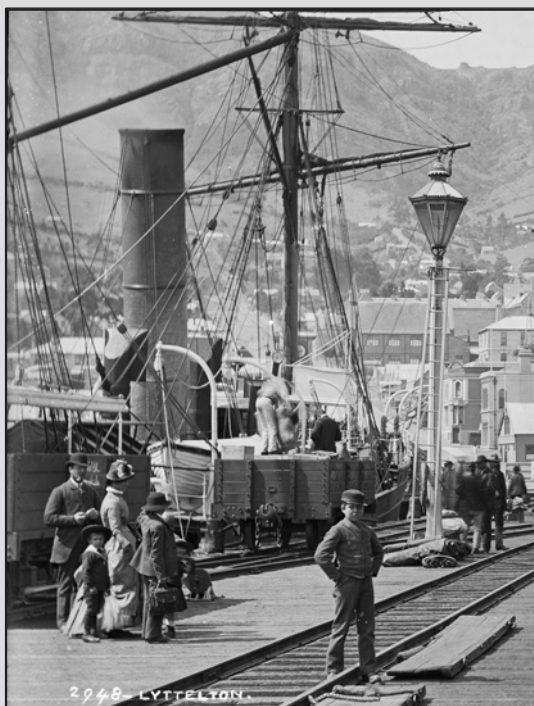
4.8 Horticulture			■	■	■	■	■	■	■	■	■	■	■							■	■	■	
5.1 Primary processing industries		■	■	■	■	■	■	■	■	■	■	■	■	■	■								
5.2 Heavy & other secondary industries			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
5.3 Retail businesses		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
5.4 Professional services				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
5.5 Holiday making			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6.1 Developing entrepôts			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6.2 The Port of Lyttelton			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6.3 Shipwrecks	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6.4 Tracks, roads and bridges	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6.5 Rail transport				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6.6 Public transport			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6.7 Communication			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
7.1 Establishing services				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

7.2 Securing energy supplies	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
7.3 Emergency services	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
7.4 Defending the Peninsula	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
8.1 Sovereignty and Government	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
8.2 Central Government	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
8.3 Local Government	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
8.4 Political life and political figures	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
9.1 Maintaining spiritual life	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
9.2 Educating people	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
9.3 Providing health and welfare	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
9.4 Community, creative & cultural life	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
9.5 Participating in sports	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
9.6 Recreation and tourism	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
9.7 Memorials and remembering	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

9.8 Preserving traditions and protecting heritage																			
10.1 The Antarctic connection																			



Historical overview annotated bibliography



SECTION CONTENTS

Annotated bibliography

Annotated bibliography of sources on Banks Peninsula

Introduction

This annotated bibliography of source material on Banks Peninsula is organised by subject as follows

1. General titles – covering all or at least several parts of the Peninsula
2. Banks Peninsula archaeology and Māori history
3. Titles about whaling, the French settlement and Akaroa to ca. 1850 (including general histories of whaling in New Zealand)
4. Titles about Akaroa since ca. 1850
5. Titles about Lyttelton, including the port
6. Titles about other areas or districts
 - a. Lyttelton Harbour basin
 - b. Akaroa Harbour basin
 - c. Other bays and the Little River District
7. Titles about particular topics which cover several areas or districts of the Peninsula
8. Specialised titles on various topics which include coverage of areas or districts beyond Banks Peninsula, in Canterbury and other regions (including the histories of families with Peninsula connections)
9. Works of literature and art with Banks Peninsula settings or relevance.

Notes:

1. A useful general bibliographic guide is provided by Insite Report: Bibliography on Akaroa History, Prepared for Amanda Ohs, Strategy and Planning Group, October 2008, by Guy Field, Information Services Librarian, Christchurch City Council. The report can be accessed through insite@ccc.govt.nz

This bibliography includes a number of smaller local histories, of Banks Peninsula organisations and institutions, and a number of family histories which include information on Banks Peninsula, but not all local or family histories which may contain information relevant to the history of the Peninsula have been listed.

2. In the preparation of this report, the authors made use of Papers Past and material held by Archives New Zealand to obtain information on some topics which were not discussed adequately in secondary and other readily available sources. Use was also made of the Appendices to the Journals of the House of Representatives of New Zealand (AJHRNZ). The articles and reports from these sources have not been listed individually in this bibliography.

1. General titles covering all or several parts of the Peninsula

Akaroa and Banks Peninsula 1840-1940 Story of the French Colonising Venture and Early Whaling Activities The First Settlement of Canterbury

(Akaroa Mail Co. Ltd, Akaroa, n.d. [1940])

This book is largely based on the three editions of H.C. Jacobsen's *Tales of Banks Peninsula*, but fills some gaps in Jacobsen's book. It carries the story beyond the Peninsula's earliest days of European colonisation and so contains information on a wider range of topics than just whaling and the French settlement. The book is unsystematic, unreliable in places, and often anecdotal but contains invaluable information on certain topics not found in other secondary sources.

Andersen, J.C., *Place Names of Banks Peninsula: A Topographical History*

(New Zealand Board of Sciences and Art Manual No. 6, Wellington, 1927; reprint, Capper Press, Christchurch, 1976)

Although its main focus is on the origins of the Peninsula's place names and it includes extensive geographical descriptions, the book has a large amount of very useful historical information, provided place by place. It should be noted that the validity of source information relating to Ngāi Tahu history in this publication is considered by Ngāi Tahu historians to be inadequate and inaccurate in many instances.

Porteous, Tim, *The Banks Peninsula Landscape*

(Queen Elizabeth II National Trust, Wellington, 1987)

Aimed at rural landowners to encourage their entering into covenants with the QE II National Trust, the booklet deals with the evolution of the Banks Peninsula landscape, with the human impact on the landscape emphasised. The landscape values of the Peninsula are identified and means of protecting them discussed.

Dennis, Andy, *Banks Peninsula Reserves*

(Department of Lands and Survey, Christchurch, 1987)

A catalogue of the principal areas of land reserved on Banks Peninsula and under the administration of the Department of Lands and Survey which discusses mainly the landscapes and natural histories of the reserved areas.

Jacobson, H.C. *Tales of Banks Peninsula*

(Akaroa Mail, Akaroa, 1883; 2nd edition 1893; 3rd edition 1917; reprint, Capper Press, Christchurch, 1976)

An invaluable source for information, some of it first-hand, on the history of Banks Peninsula into the latter nineteenth century. Maori, whaling and French settlement history are all covered and there is useful information on the early development of sawmilling and farming among other topics.

Keegan, Pat, *The First Generation: Being a true story of early Banks Peninsula, New Zealand* (Privately published, Akaroa, 1983)

The posthumously published reminiscences of a settler who arrived on Banks Peninsula in 1871. Keegan (who died in 1947) lived or worked at different times in Akaroa, Onuku and Okains Bay. His memories included earning a living by cocksfooting and sawmilling and touched on many aspects of the Peninsula's social life over many decades.

Lowndes, Steve, *Akaroa Horomaka Banks Peninsula Lyttelton* (Portmanteau Print, Christchurch, 2002)

Primarily a photographic study of the Peninsula, the book has useful information in its introductory text and captions.

McCaskill, L., *Scenic Reserves of Canterbury* (Department of Lands and Survey, 1974)

A catalogue of the principal areas of land under the Administration of the Department of Lands and Survey in Canterbury (including Banks Peninsula) in 1974. Included are scenic, conservation and scientific reserves. Brief historical information is provided alongside of vegetation data.

Maling, P.B., *Early Sketches and Charts of Banks Peninsula 1770-1850* (A.H. & A.W. Reed, Wellington, 1981)

A comprehensive and thorough survey of the development of European knowledge about Banks Peninsula and its surrounding waters from its being sighted by Captain Cook through to the establishment of the Canterbury settlement. The book is indispensable for understanding the years through which Europeans (and Americans) gradually became familiar with the Peninsula's coasts.

Mould, Jessie, *More Tales of Banks Peninsula* (Published by the author, Akaroa, 1976)

Though it is discursive and anecdotal, this book has useful information about 'frontier' and pioneering life on Banks Peninsula.

The Natural and Human History of Akaroa and Wairewa Counties: Selected Essays (Queen Elizabeth II National Trust, Wellington, 1987)

The six essays in this publication provided the background material for the booklet by Tim Porteous, entitled *The Banks Peninsula landscape* (listed earlier). This was also published by the QE II National Trust in 1987.

Ogilvie, Gordon, *Banks Peninsula Cradle of Canterbury*
(GP Books, Wellington, 1990; 3rd edition, Phillips and King, Christchurch, 2007)

An indispensable source on all aspects of the Peninsula's history (not including Lyttelton itself and parts of the Lyttelton Harbour basin). In places, the details of land ownership and of family histories are excessive for the general reader, but there are few topics in the Peninsula's history that are not covered, although the book's geographical organisation means the information on many topics is scattered throughout the book.

Ogilvie, Gordon, *Picturing the Peninsula Early Days on Banks Peninsula*
(Hazard Press, Christchurch, 1992)

The book presents selections of historic pictures, grouped under various topics. The historical information, in brief introductory essays to each section and in the extended captions, is based on the author's unrivalled knowledge of the Peninsula's history.,

Taylor, W.A., *Banks Peninsula Picturesque and Historic*
(Bascands, Christchurch, 1st edition 1937, reprinted 1948)

A bay-by-bay account of the Peninsula which has brief descriptions and historical information (not always reliable) for each of the bays or areas covered. Some of the information is useful because it pertains to the areas at the times the book was written.

Weaver, Stephen (et al.), *Extinct Volcanoes: A Guide to the Geology of Banks Peninsula*
(Geological Society of New Zealand, Lower Hutt, 1985; revised edition, 1990)

An excellent summary of geological knowledge about the formation of Banks Peninsula.

Wilson, Hugh D., *Plant Life on Banks Peninsula*
(Manuka Press, Cromwell, 2013)

The definitive study of the botany of Banks Peninsula which also details changes in the region's flora and to consequent changes to its landscapes.

Winterbourne, M. (Ed) (2008) *The Natural History of Canterbury*
(Canterbury University Press, Christchurch, 2008; third edition)

A comprehensive account of Banks Peninsula's flora, fauna and environment including geology, geomorphology, climate, soils and the history of Maori colonisation and life, vegetation and fauna within the wider Canterbury landscape.

2. Banks Peninsula archaeology and Māori history

The archaeological and Māori settlement sources for the overview were primarily drawn from reports and journal articles.

Anderson, Atholl, 'Maori land and livelihood AD 1250–1850'
Winterbourne, M. (Ed) (2008) *The Natural History of Canterbury*
(Canterbury University Press, Christchurch, 2008; third edition)

This is described in section 6c.

Challis, A. J. *Ka Pakihi Whakatekateka O Waitaha: The Archaeology of Canterbury in Maori Times*
(Science & Research Division, Department of Conservation, Wellington, 1995)

A review of the archaeological evidence of the Maori occupation of the Canterbury region in pre-European times, using, as the main source of data the Archaeological Association file and reports of the investigation of many sites by excavation or test pitting. The report is valuable for its insights into settlement patterns and resource use.

Furey, L. (2006) 'Maori Gardening: An archaeological perspective'
<http://www.doc.govt.nz/publications/conservation/historic/maori-gardening-an-archaeological-perspective/>

This report discusses the archaeological evidence of adaptations Māori gardeners made to the landscape in order to grow vegetables which were suited to a warmer climate.

Habib, G., 'Ngaitahu Claim to Mahinga Kai Part One: Report on Ngaitahu Fisheries, Wai 27, Waitangi'
(Doc T4 A : Report on Ngaitahu Fisheries Evidence, Waitangi Tribunal, Department of Justice, 1989)
http://www.google.co.nz/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0CB0QFjAB&url=http%3A%2F%2Frepository.digitalnz.org%2Fsystem%2Fuploads%2Frecord%2Fattachment%2F582%2F%2F%2Fngai_tahu_claim_to_mahinga_kai_.pdf&ei=aUKeU_y1CofJkQXAmYHoAQ&usq=AFQjCNHbaLeX9CFfNAf9gJsorN4Gb2P_zA&bvm=bv.68911936,d.dGI

A detailed report prepared for the Waitangi Tribunal outlining inland and marine fisheries and settlement patterns pertaining to Ngāi Tahu. The report is valuable for its insights into the nature of the relationship Māori shared with their environment

Jones, Kevin., *Ngā Tohuwhenua Mai Te Rangi: A New Zealand Archaeology in Aerial Photographs*
(Victoria University Press, Wellington, 1994)

Brief discussion and valuable aerial photographs of pre-European pā sites and Ōnawe fish trap, Banks Peninsula.

Williams, Jim., '*Mahika Kai: The Husbanding of Consumables by Māori in Pre-contact Te Waipounamu*'.

(*Journal of the Polynesian Society*, 119 (2), 2010)

Explains some of the unique southern Māori resource management vocabulary, showing that there was considerable attention to detail in describing the environment, resource areas and settlements. The report is valuable for its discussion of the considerable corpus of Māori language material, collected from elders in 1879, which describes a lifestyle that has since disappeared.

Witter, Dan., Banks Peninsula Cultural Heritage Landscapes

(Boffa Miskell, 'Banks Peninsula Landscape Study Final Report', for Christchurch City Council, 2007)

A considered assessment of archaeological and historic sites on Banks Peninsula in the context of a broader landscape study by Boffa Miskell. It is restricted to rural settings only and not larger communities such as Lyttleton or Akaroa.

Tau, Rawiri Te Maire, *Ngā Pikitūroa o Ngāi Tahu The Oral Traditions of Ngāi Tahu*

(Otago University Press, Dunedin, 2002)

Examines the oral traditions and world view of Ngāi Tahu prompting an understanding of how Ngāi Tahu interpreted its past.

Leach, H. & Stowe, C., 'Oceanic arboriculture at the Margins - the case of the Karaka *Corynocarpus laevigatus* in Aotearoa'

http://www.google.co.nz/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=OCBOQFjAA&url=http%3A%2F%2Fwww.jps.auckland.ac.nz%2Fdocs%2FVolume114%2Fjps_v114_no1_2005%2F1%2520Oceanic%2520arboriculture%2520at%2520the%2520margins.pdf&ei=BmSeU4P2EY7PIAWsxoHoAQ&usg=AFQjCNHk25OysoeL_yC3a8Ym7DwWq23NJA&bvm=bv.68911936,d.dGI or (*Journal of Polynesian Studies*, 2005, 114)

This article examines the case of Aotearoa, where in response to the loss of important tropical tree crops Māori began to select and plant elements of the endemic flora, notably the karaka (*Corynocarpus laevigatus*) highlights possible areas of cultural karaka plantings across New Zealand including Banks Peninsula.

3. Titles about whaling, the French Settlement and Akaroa to ca. 1850

Buick, T. Lindsay, *The French at Akaroa An Adventure in Colonization*

(New Zealand Book Depot/Board of Maori Ethnological Research, Wellington, 1928; reprint, Capper Press, Christchurch, 1980)

Though it has to some extent been superseded, particularly by Tremewan's *French Akaroa An Attempt to Colonise Southern New Zealand*, the book remains a crucial study of the French colonising effort and of the place of Akaroa in the story of the acquisition by Britain of sovereignty over New Zealand.

Farr, S.C., 'Peninsula and Plain 1840 to 1851' in *Canterbury Old and New 1850-1900*

(Whitcombe and Tombs, Christchurch, 1900)

The account of the first decade of European settlement in Canterbury by a person who arrived in Akaroa in 1850, published at the time of Canterbury's jubilee, includes material on early European settlement of the Peninsula.

Fitzmaurice, Yvonne, *Captain Joseph Price 1809-1891 Mariner, landowner and family man*

(The Author, Mitcham, Victoria, 1984)

A compendium of the historical sources and later writings about the life of a figure important in Banks Peninsula's history from 1830 until his death 71 years later at the age of 92. Some of the information in the book is irrelevant to Banks Peninsula, but the title has interesting information about whaling on Banks Peninsula and is indispensable on the transition from whaling to farming as the Peninsula's main economic activities.

Grady, Don, *Sealers and Whalers in New Zealand Waters*

(Reed Methuen, Auckland, 1986)

A general history which includes information about the activities about the first Europeans to have sustained contact with Banks Peninsula.

Hempelmann, George, *The Piraki Log or Diary of Captain Hempelman with Introduction, Glossary, Illustrations and Map by the Present Owner*

(Edited by F.A. Anson, Oxford University Press, London, 1910)

<https://archive.org/details/pirakilogepiran00hemp>

The publication of Hempelman's log by a later owner of the Peraki Station has made this a key source on the period of whaling on Banks Peninsula. The log is often frustratingly sparse and short on description or detail, but provides an unparalleled insight into whaling in Peninsula waters and from Peninsula bays.

Jacomb, C., 'Shore whaling sites of Banks Peninsula: An archaeological survey'.

(S. Lawrence and M. Staniforth, (eds.), *The archaeology of whaling in Southern Australia and New Zealand, The Australasian Society for Historical Archaeology and The Australian Institute for*

Maritime Archaeology, Special Publication No. 10. 1998)

A detailed case study of shore whaling sites of the Banks peninsular (Oashore, Peraki, Little Port Cooper, Ikoraki and Island Bay) operating within the years 1836 to 1849. The report includes plans, discussion of excavations and an assessment of the subsurface potential of the sites with a view towards future research-oriented excavation.

McNab, R., *The Old Whaling Days*

(Whitcombe and Tombs, Christchurch, 1913); reprinted Golden Press, Auckland, 1975)

A history which covers the decade 1830-1840 and focuses mainly in southern New Zealand but included references to whaling activity in Banks Peninsula waters.

Morton, Harry, *The Whale's Wake*

(University of Otago Press, Dunedin, 1982)

A general history of whaling in New Zealand which includes references to Banks Peninsula.

Natusch, Sheila, *The Cruise of the Acheron 1848-1851*

(Whitcoulls, Christchurch, 1978)

The Admiralty survey undertaken by the *Acheron* covered a far wider area than just Banks Peninsula, but the vessel's time in Peninsula waters effectively brought the period of discovery and exploration in the Peninsula's history to a close.

Rhodes, W.B., *The Whaling Journal of Captain W.B. Rhodes*

(Introduction and notes by C.R. Straubel; Whitcombe and Tombs, Christchurch, 1954)

This illuminating primary source covers the years 1836-38 when a person who played a significant part in the Peninsula's history first visited the area.

Thiercelin, Louis, *Travels in Oceania: Memoirs of a Whaling Ship's Doctor*

(Translated and edited by Christiane Mortelier, Otago University Press, Dunedin, 1995)

Thiercelin's account of his first visit to Akaroa in the 1830s throws light on the whaling period; his return to Akaroa more than two decades after his first visit to the harbour makes the book doubly valuable, as a record also of the changes initiated by the French settlement of 1840.

Tremewan, Peter, *French Akaroa An Attempt to Colonise Southern New Zealand*

(University of Canterbury Press, Christchurch, 1990; new edition, revised and expanded, University of Canterbury Press, Christchurch, 2010)

This indispensable account of both the French colonising effort (from inception, through planning, to execution) and of life in Akaroa in the 1840s (when it was briefly a predominantly French town) is based on impeccable scholarship, including extensive research in French archives, but is also an accessible and readable account of all aspects of the French foundation of Akaroa.

4. Titles about Akaroa since ca 1850

Akaroa Centennial Celebrations 20 April 1940 Souvenir Programme
(Government Printer, Wellington, 1940)

A useful source about an important event in Akaroa's twentieth century history which illuminates how the town perceived its past in the middle of the twentieth century.

Akaroa Five Historic Walks A walking guide to the historic buildings and sites of Akaroa
(Akaroa Civic Trust, Akaroa, 2011)

This is the latest version of a series of guides to the historic buildings of Akaroa which have been published by the Akaroa Civic Trust. It contains information on a large number of older buildings and historic sites in Akaroa itself.

Akaroa Secondary School Centennial 1881-1981
(Akaroa School, Akaroa 1981)

A history of Akaroa's high school which includes recollections of past pupils and staff and details about staff members through the years.

Allison, Barbara, *An Akaroa Precinct*
(Revised edition published by the author, Christchurch, 2008; first published Christchurch, 1990)

A detailed study of a small area of Akaroa which is one of the most important historic precincts in the town. The book illuminates many aspects of Akaroa's history, including land ownership, notable personalities, and gives the history of a number of individual buildings.

Ault, H.F., *History of the Akaroa Parish 1851-1951*
(Akaroa Mail, Akaroa, 1951)

Prepared for the centenary of the parish, this provides a general history of the church and parish and a guide to the church building.

Beaumont, Louise, 'Landscape conservation plan for the Banks Peninsula War Memorial'
(Banks Peninsula War Memorial Association, 2012)

This conservation plan includes the history of the development of the Banks Peninsula War Memorial landscape, provides historical information about the site through time and historical planting, in addition to recommendations about the landscape's conservation.

Blazes I'm off Celebrating 125 years of the Akaroa Volunteer Fire Brigade: 1877-2002
(Akaroa Volunteer Fire Brigade, Akaroa, 2002)

A chronological account of one of Akaroa's longest-lived voluntary organisations which covers any episodes in Akaroa's history besides providing detailed information about the brigade's equipment,

organisation and membership.

Bowman, Ian., 'Conservation plan for the Banks Peninsula War Memorial'
(Banks Peninsula War Memorial Association, 2012)

This conservation plan includes the history of the Banks Peninsula War Memorial site and the memorial itself, and outlines policies for its repair and conservation.

Burgess, Robyn, 'Akaroa Streetscapes Report For Banks Peninsula District Council'
(Opus International Consultants, Christchurch, 2005)

An analysis of the streetscapes of early twenty-first century Akaroa based on a study of old photographs and examination of surviving heritage fabric.

Cahill, P., *The Years in Retrospect St Patrick's Parish Akaroa 1840-1969*
(St Patrick's Parish, Akaroa, 1969)

A history of the Roman Catholic parish of Akaroa which covers all aspects of the church's life (including the convent and school) and its buildings.

Centennial Presbyterian Parish of Akaroa 1860-1960 An Historical Record
(Centennial Committee of the Akaroa Presbyterian Church, Akaroa, 1963)

A reasonably comprehensive parish history which is the only readily available source of information about Akaroa's Presbyterian church.

Crotty, C.W., *Akaroa Bowling Club 100 years of bowling*
(Akaroa Bowling Club, Akaroa, 2006)

The history of one of Akaroa's longer-surviving sporting organisations which still has its green for lawn bowling in Akaroa.

Dingwall, Paul and Elizabeth Haylock, *Charles Haylock's Grehan Mill, Akaroa The Story of the First English Flour Mill in Canterbury*
(Forthcoming)

A valuably detailed history of a notable early industrial enterprise in Akaroa, which also includes the subsequent history of the building and its site and details of the Haylock family's activities on Banks Peninsula since the 1850 arrival of Charles Haylock.

Gillespie, F.D., *The Akaroa School's Centennial*
(Akaroa Mail, Akaroa, 1958)

This official programme for the celebration of the centenary of the Akaroa school includes the histories of all the schools which became part of what was then the Akaroa District High School.

Hammond, S., *Akaroa Sailing Club 1938-1998*
(Akaroa Sailing Club, Christchurch, 1998)

A useful source on various forms of boating on Akaroa Harbour in the twentieth century.

Harrison, Nigel ed., *Akaroa Area School 150th Year Celebration October 2007 1857-2007*
(Akaroa Area School Committee, Akaroa, 2007)

The latest of the series of Akaroa school histories, this book brings the history of Akaroa's primary and high schools into the early twenty-first century.

Lowndes, Steve, *Akaroa A Short History*
(Published by the author, Akaroa, 1996)

A competent and readable brief survey of the history of Akaroa.

Newton, Aylmer, *Akaroa Secondary School 1881-1981*
(Akaroa Secondary School Centennial Committee, Akaroa, 1981)

A useful source on the history of secondary education in Akaroa.

Rankin, H., *History of the Phoenix Lodge no. 43 N.Z.C. Akaroa Banks Peninsula*
(Published by the author, Christchurch, 1996)

The histories of lodges on Banks Peninsula has not been adequately researched or written up, despite their earlier significance, so this history of the long-established freemasons' lodge in Akaroa is an important source on the topic.

Tales of Akaroa 1940-1990
(Akaroa 1990 Community Committee, Akaroa, 1990)

Though it is anecdotal rather than systematic, this is a useful source for a period which is less well-covered than some others in the general literature on Akaroa.

Turner, Gwenda, *Akaroa Banks Peninsula New Zealand*
(John McIndoe, Dunedin, 1977)

The text is random and discursive but lively and interesting (if occasionally inaccurate). The illustrations are a pleasant and useful mix of modern drawings and old photographs and works of art.

Wilson, John and Beaumont, Louise, 'Akaroa Historical Overview'
(Report prepared for the City Planning Team, Christchurch City Council, May 2009)

A detailed chronological history of the town of Akaroa, which places emphasis on the development of the town's historic fabric.

5. Titles about Lyttelton, including the port

Amodeo, Colin (compiler), *Lyttelton Pride A History of Lyttelton Engineering Ltd and its forerunners* (Lyttelton Engineering Ltd, Lyttelton, 2004)

The book provides extensive information on Lyttelton's shipwright and engineering firms, with a focus on the second half of the twentieth century, but also good coverage of the previous century. There is coverage of Lyttelton's industrial and maritime history generally, and of aspects of the history of West Lyttelton, where most of the firms were located.

Betts, Jenny, *The Mitre Hotel 1849-1999 The story of the oldest hotel in Canterbury* (Mitre Tavern Historic Trust, Lyttelton, 1999)

The booklet covers not just the specific history of one of Lyttelton's notable pubs but has general observations on the place of hotels in the life of Lyttelton as a port town.

Bowman, Ian, 'Cenotaph, Lyttelton: condition and remedial action report' (Transport and Greenspace Unit, Christchurch City Council, 2007).

A pre-earthquake condition report which summarises the history of the cenotaph and its construction and details policies for its repair and conservation.

Brasell, George, *Boats and Blokes* (Daphne Brasell Associates Press, Wellington, 1991)

Reminiscences of living and working in Lyttelton of a long-time resident who became one of the town's 'personalities'

Brasell, G.E., Extract from My Book My Life with Boats and People (Published by the author, Christchurch, 2002)

Two hand-written volumes of the personal reminiscences, interspersed with historical information gleaned through research, of one of Lyttelton's notable twentieth century 'characters'. Interesting photographs add to the usefulness of the volumes.

Byles, Terry, *Reston's Hotel The History of the Lyttelton Gaol* (Published by the author, Christchurch, 1992)

An anecdotal and incomplete but nevertheless useful account of one of the major institutions located in Lyttelton until the 1920s.

Cleaver, John, *The Story of a Pilgrim Parish The Anglican Churches of Lyttelton 1850-1975* (Parish of Lyttelton, Lyttelton, 1975)

A brief but full history of the Holy Trinity parish.

Gee, David, *The Devil's Own Brigade A history of the Lyttelton Gaol 1862-1920*
(Millwood Press, Wellington, 1975)

Later research has filled the gaps in this earlier history of Lyttelton's gaol, but it remains a useful source of information about some aspects of the gaol.

Johnson, John, *The Story of Lyttelton 1849-1949*
(Lyttelton Borough Council, Lyttelton, 1952)

The history of the port and the town up to the end of the twentieth century, written from the perspective of the borough council which governed it until 1989, but containing useful information on many general historical topics.

Lyttelton Fire Brigade Centennial 1873-1973
(The Brigade, Lyttelton, 1973)

A useful survey of fires and fire-fighting in Lyttelton up to 1973.

Heritage New Zealand, Lyttelton Township Historic Area Volumes 1 & 2
(Heritage New Zealand, Southern Region Office, 2009)
<http://www.heritage.org.nz/the-list/details/7784>

Registration report prepared by Heritage New Zealand for the Lyttelton township which includes a well sourced historical narrative and pre-earthquake physical description of the town.

Lyttelton 16 December 1950: centennial day souvenir
(Lyttelton Centennial Committee, 1950)

A useful source about an important event in Lyttelton's history and the various events and markers associated with the celebrations. Includes text of re-enactment pageant.

Norris, Baden, *Backboards and Ships' Masts: the first hundred years of the Lyttelton Main School*
(Lyttelton Main School Centennial Committee, Lyttelton, 1975) (2nd edition, 125th Jubilee Committee, Lyttelton, 2000)

The histories of primary and secondary schooling in Lyttelton up to 1975 are outlined in the competent centennial survey. The 2000 edition of the work includes additional text on the subsequent 25 years of the place of the Main School in the history of schooling in Lyttelton.

Norris, Baden, *United to Protect A History of Lyttelton's Waterfront Labour*
(Lyttelton Waterfront Workers Industrial Union of Workers, Christchurch, 1984)

This invaluable history of the waterside workers of Lyttelton, covers the conditions and practices of work on the waterfront, the formation of unions and the engagement of Lyttelton's waterfront workers in the struggle for social and economic justice, and the strikes of 1890, 1913 and 1951.

Rice, Geoffrey W., *Lyttelton: Port and Town: An Illustrated History*
(Canterbury University Press, Christchurch, 2004)

An extremely competent summation of previous research into the port and town of Lyttelton and of the interactions between them. The invaluable illustrations supplement rather than dominate the book's solid historical content.

Scotter, Harry, *A History of Port Lyttelton*
(Lyttelton Harbour Board, Lyttelton, 1968)

A competent history of the development and working of the port and of the Harbour Board which governed its affairs for many decades.

Tolerton, Nick, *Below the Timeball 150 years of the port of Lyttelton*
(Published by the author, Christchurch, 2001)

A brief but lively account of the history of the port of Lyttelton and of shipping used the harbour.

Walker, Norman, *Tales of a Port Doctor*
(Published by the author, Christchurch, 2006)

The author was a general practitioner in Lyttelton for most of the second half of the twentieth century, after buying his practice in 1948 from his famous predecessor, Charles Upham. The book is anecdotal, and not all of it relates to Lyttelton, but there is interesting information about life in the town generally and specifically about the provision of health services.

Watson, James D., *The First 100 Years Municipal Government in Lyttelton*
(Lyttelton Borough Council, Lyttelton, 1962)

Soundly based on the minute books of the Lyttelton Borough Council, this book not only covers the institutional history of the borough council but also deals with its many activities and therefore with many aspects of life in Lyttelton and of the town's development until the early 1960s.

Wilson, John, 'A Port Apart' in Frances Porter ed., *Historic Buildings of New Zealand South Island*
(Methuen, Auckland, 1983)

A survey of some of the important older buildings of Lyttelton which deals with the social and architectural significance of the buildings as well as giving their histories.

6. Titles about other areas or districts

6a. The Lyttelton Harbour Basin

Challenger, Neil, *The Water Technology of Orton Bradley Park*
(Department of Lands and Survey, Christchurch, 1985)

A specialised, detailed history of the development and use of water power on the Bradley family property at Charteris Bay. The book provides technical information about the operation of the various systems on the property as well as historical background.

Cresswell, Frances, *Old Homes of Lyttelton Harbour*
(Pegasus Press, Christchurch, 1955; second (revised) edition 1966; reprinted 1974)

The small book offers descriptions of, and the historical background to, some of the notable homesteads from Purau to Governors Bay. A selection of houses in the town of Lyttelton is included. The information in the book is anecdotal and largely focuses on family histories.

Gregory-Hunt, Karen, *Orton Bradley Park Charteris Bay*
(Orton Bradley Park Board, Christchurch, 1986)

This publication is a general history of Charteris Bay, including early European settlement and farming, early industries, the Bradley family's long ownership of property in the bay and the initial establishment of the Orton Bradley Park. Tree-planting and forestry are also covered.

Inwood, F. R., 'Governors Bay: Reminiscences of past and present days'
(An item from the former Governors Bay library collection, 1935)

<http://christchurchcitylibraries.com/DigitalCollection/Archives/Archive17/Reminiscences/Pages/Archive17-014.asp>

A digitised volume compiled by Mrs F.R. Inwood that includes items of interest and photographs associated with the early history of Governors Bay, including its residents, and St Cuthbert's Church.

Jackson, Peter, *Otamahua/Quail Island A Link with the Past*
(First edition, Department of Conservation, Christchurch, 1990; second revised edition, Otamahua/Quail Island Trust, Christchurch, 2006)

A well illustrated, indispensable summary source of information about the various aspects of the history of Quail Island, including farming and its use as a quarantine station (which relates to Lyttelton's role as a 'gateway' to Antarctica).

Ripapa Island Historical Reserve Management Plan
(Navy League of New Zealand, 1986)

Prepared in accordance with the Reserves Act 1977, the plan is useful for its post WW II history of the island.

Norris, Baden, *Forgotten Bays of Lyttelton*
(Published by the author, Christchurch, 2006)

A booklet which recounts the histories of three bays in Lyttelton Harbour – Buckleys, Gollans and Pile – which have tended to ‘fall between the cracks’ in general histories of Lyttelton and the harbour basin.

Ogilvie, Elisabeth, *Purau*
(Caxton Press, Christchurch, 1970)

This well-researched and well-written short history of one of the most historic bays of Lyttelton Harbour takes the story of Purau from Maori times, through the early European occupiers of the bay (the Greenwoods and the Rhodes) into the farming and community life of Purau in the first two-thirds of the twentieth century.

Paine, Edith, *The Southern Bays of Lyttelton Harbour*
(No publisher [Pegasus Press?, the author?], Christchurch, 1970)

This small book provides the European history (covering most notable families and homesteads of the area) of the area from Teddington to Little Port Cooper. It includes some coverage of Quail Island.

Stapylton-Smith, Mary, compiler, *Adderley to Bradley A History of the Southern Side of Lyttelton Harbour*
(Friends of the Diamond Harbour Library, Diamond Harbour, 2009)

This is an enlarged and updated version of the author’s previous *Diamond Harbour Portrait of a Community* (Diamond Harbour Community Association, Diamond Harbour, 1993). Though the book is uneven in its coverage of different bays and different topics, it covers a wide range of activities, events and developments of the bays and settlements on the southern side of Lyttelton Harbour and is a repository of information not readily available from other sources.

Stapylton-Smith, Mary, *The other end of the harbour: Little Port Cooper and Camp Bay*
(Hazard Press, Christchurch, 1990)

An account of the author’s own family’s farming of and life at Camp Bay married with information about the earlier history of Camp Bay and Little Port Cooper, including the whalers and the early quarantine and signal stations in the area.

Trainor, Mark, *A History of the Mt Herbert County Council 1902-1980*
(Mt Herbert County Council, Lyttelton, 1984)

A local government history which contains useful information about life in the Lyttelton Harbour basin and developments in the area through the first three-quarters of the twentieth century.

6b. The Akaroa Harbour Basin

Broad, Beverley Bassett, *Walk with me to Onawe Historical guide to “the Head of the Bay” and Onawe Peninsula, Akaroa Harbour*

(Akaroa Ostrich Publications, Duvauchelle, 2003; second printing 2006)

This book covers several historical features on the Duvauchelle side of the Onawe Flat Road, but is principally about the pa that was on the Onawe Peninsula and the seizure of the pa by Te Rauparaha.

Dykes, Grant A., *A History of the German Bay/Takamatua School Banks Peninsula – Canterbury 1876-1936*

(Published by the author, Christchurch, 2009)

This simple but comprehensive historical account of a single Banks Peninsula school throws light on the history of Takamatua and of education on Banks Peninsula generally. (It was written in 1989, but not published until 20 years later.)

May, Jenny, et al., ‘Takapūneke Conservation Report’

(Asset and Network Planning Unit, Christchurch City Council, 2013)

<http://resources.ccc.govt.nz/files/CityLeisure/parkswalkways/TakapunekeConservationReport2013.pdf>

This conservation report includes the detailed history of an Akaroa Harbour bay important in the Maori and European history of Banks Peninsula (and of New Zealand) and provides historical information about surviving historical features, in addition to recommendations about their conservation.

Mould, Alison and Janice Mould, *Duvauchelle School Centenary 1873-1973*

(Duvauchelle School Centennial Committee, Duvauchelle, 1973)

The history of a local school which also touches on other aspects of life in the district.

Mould, Jessie, *The Old Water-wheel*

(Te Waihora Press, Lincoln, 1991)

An account of the important early sawmill at Robinsons Bay and of the Pavitt family which played a key part in the history of the bay.

Wilson, J., et al. *Toitu Te Whenua The Land Remains: Takapuneke and Green's Point 1830-2010*

(Akaroa Civic Trust, Akaroa, 2010)

An excellent series of well illustrated essays that trace the histories of Takapuneke and Green's Point and highlight the Māori and European significance of each site.

6c. Other bays and districts

Boyd-Wilson, Kirsty and Bob White, compilers, *Peninsula Paradise Stories from the Le Bons Bay Baches*

(Published by the compilers, Christchurch, 2007)

Scores of individual contributors provided material of varying usefulness for this compilation. There is also a substantial amount of ill-digested 'raw' historical information, such as newspaper reports. The histories of each bach may seem redundant to general readers. Despite its shortcomings, the book is the only title to deal specifically and fully with the establishment of the Peninsula's 'bach settlements' and is invaluable for its coverage of the Peninsula as a holiday destination and of the sorts of 'holiday experiences' enjoyed on the Peninsula.

Brittenden, Garry, *Le Bons Bay The Story of a Settlement*

(Published by the author, no place. 1978)

Though the information it offers on some topics is frustratingly scant, this book is an excellent overview of the development of and life in one of Banks Peninsula's typical 'bay' settlements. There is information on farming and community life and institutions as well as on individuals and families.

Campbell, Ngaire, *History 1888-1988 St Paul's Church, Port Levy*

(St Paul's Parish?, Port Levy?, 1988)

A routine parish history, focussing on the records of baptisms, burials and marriages, which includes useful information about Port Levy families and life in the bay.

Duxbury, D., *Pigeon Bay: candles to computers the story of the schools and community*

(Pigeon Bay Schools 150th celebration Committee, Pigeon Bay, 2002)

The history of the three schools in the Pigeon Bay area is interwoven with other aspects of local history, notably sport and recreation.

"The event of the year" Remembering one hundred Little River A. & P. shows

(Banks Peninsula A. & P. Association, Little River, 2011)

This useful book covers the general history of the Little River district as well as the histories of the Association and its regular shows, which have been key community events since they began.

Hay, Hannah, *Annandale Past and Present*

(Whitcombe and Tombs, Christchurch, 1901)

A family history which includes information about the establishment of European settlement in Pigeon Bay and about farming in the district.

Hay, James, *Reminiscences of Earliest Canterbury (principally Banks Peninsula) and its Settlers* (Christchurch Press Company, Christchurch, 1915; facsimile edition Kiwi Publishers, Christchurch, 1995)

The book has a primary focus on Pigeon Bay, where the Hay family settled in 1843, but also touches on other parts of Banks Peninsula. It includes references to Maori and whalers, but is primarily useful as a first-hand account of early pioneer day-to-day life and of Banks Peninsula personalities.

Holderness, Lois, *The Green Gate* (Hazard Press, Christchurch, 1991)

This book deals mainly with family life (but covering also farming, road-making and other topics) in one of the more remote Peninsula bays, Stony Bay, between 1940 and 1974. The author also discusses her own earlier personal life (part of which was spent in Lyttelton) and her life in Akaroa after leaving Stony Bay in 1974 up to 1987, when she was active in the Akaroa Civic Trust and helped found the Akaroa Museum and save the Akaroa lighthouse.

Hutchinson, A.A., *Kinloch Station Its History and Settlement* (Published by the author, n.p., n.d.)

The booklet, written by a long-time resident of the area who had a family connection with Kinloch, near Little River in the south-west corner of the Peninsula, has valuable information about the station and its subdivision.

Jenkins, C.E., *Port Levy School Centennial Reunion 1877-1977* (Centennial Reunion Committee of the Port Levy and Native Schools, Port Levy, 1977)

A useful local school history about a bay which is less well covered than some in the general histories but is of special interest because both Maori and Pakeha communities co-existed there.

Joblin, E.G., *A Century of Learning A History of School Life at Pigeon Bay 1852-1952* (Akaroa Mail, Akaroa, 1952)

Education played an important part in the history of Pigeon Bay from the years of early settlement. The histories of early efforts to provide education and of the Kukupa and Holmes Bay schools are included, along with the history of the main Pigeon Bay school.

Kirk, Ada, *Edward William Harris Pioneer Okains Bay* (Published by the author, Christchurch, 1979)

A family history centred on the life of an Okains Bay pioneer includes details of the early history of Okains Bay.

McSweeney, *Snapshots of Holmes Bay 1935*

(Published by the author, Akaroa, 2009)

The photos in this 'album' cover any topics, including schooling, farming and family life, the provision of health services and transport.

Menzies, Ian H., *The Story of Menzies Bay Banks Peninsula*

(Pegasus Press, Christchurch, 1970)

Like many local histories of Banks Peninsula bays, this book covers mainly, farming, family and land-owning history. The information on farming is particularly useful. The book is also a rich source of information about rural community life on the Peninsula.

Snapshots of the Past Images of Okains Bay Maori and Colonial Museum ... created by the children of Okains Bay School

(Okains Bay Maori and Colonial Museum, Okains Bay, n.d.)

The summary historical information about various buildings and items in the Okains Bay Museum has useful details about the settlement and later history of Okains Bay.

Waghorn, Lorna, *The Early History of Little Akaloa and Chorlton 1840-1950*

(Published privately, Little Akaloa?, 1950?)

The history of Little Akaloa, Chorlton and Decanter Bay, with information on several early settlers.

Wilson, Hugh, *Hinewai The Journal of a New Zealand Naturalist*

(Shoal Bay Press, Christchurch, 2002)

The Hinewai reserve in the catchment of Otanerito (Long) Bay is a nationally significant effort to promote the regeneration of native forest cover over a large area. This account of the establishment and development of the reserve includes information about the region's natural history relevant to other parts of the Peninsula, besides the particular bay where the reserve is located.

Winterburn, Joan, Zelma Waghorn, Leo Waghorn and Noel Waghorn compilers, *Little Akaloa and Chorlton Location of Residential Dwellings, Businesses and Areas of Interest*

(Published locally, Little Akaloa, 2003)

The book is a compendium of photographs and historical information, with extensive details of individual land-holdings and property ownership in Little Akaloa and Chorlton. There is no narrative framework, but the disconnected information on many topics of local life in the area is valuable.

Wright, Vivienne, *Centennial Celebrations St Andrew's Little River 1879-1979*

(St Andrew's Church, Little River, 1979)

A brief but useful history of the Anglican church in Little River.

Wright, Vivienne, *Little River District Schools Centennial 1872-1972*
(Little River District Schools Centennial Committee, Little River, 1972)

The Little River primary school is the main focus of this history of education in the Little River district up to 1972.

7. Specialised titles about particular topics which cover several districts

Christchurch City Council, 'Cemeteries Master Plan', June 2013

<http://www.google.co.nz/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=OCCYQFjAB&url=http%3A%2F%2Fresources.ccc.govt.nz%2Ffiles%2FTheCouncil%2Fpoliciesreportsstrategies%2Fpolicies%2Fgroups%2Fcemeteries%2FcemeteriesMasterplan2013.pdf&ei=gG6jU-bwNdbp8AWdvoKYDQ&usg=AFQjCNGBJL4zLhfrl3DJ7tY2SpuevjQRRw>

The document is primarily a Master Plan, applicable to cemeteries across the Christchurch City and the former Banks Peninsula District (the Christchurch District) that the Council owns, manages or administers on behalf of another organisation. The plan contains general historical information in respect of each cemetery and includes some principles for the management of cemeteries however the primary purpose of the Plan is to provide a strategic vision for the development and management of the Council owned or administered cemeteries across the Christchurch District.

Coulson, John, *Golden Harvest: Grass-seeding days on Banks Peninsula*
(Dunmore Press, Palmerston North, 1979)

A useful source, based on systematic research and presented as a 'conventional' historical account, on the history of an important, though now defunct, Banks Peninsula industry

Newton, F.C., *Recollections of the Cocksfoot Industry on Banks Peninsula*
(The Arbor Press, Akaroa, 1979)

This is not an historical account of the cocksfooting industry on Banks Peninsula, but provides information not readily available from other sources about the processes of harvesting and processing the seed and about the daily lives of those who worked in the industry. Anecdotes make the book lively reading.

Payne, S., *Message in a Flax Stalk*
(Athletics Canterbury, Christchurch, 2000)

A detailed history of 60 years of the Takahe-Akaroa Road Relay, a major sporting event on the Peninsula over those decades. (The first relay was run in 1935; it was suspended for five years during World War II.) The book has full information about the races themselves and about the competitors and organisers and recounts numerous incidents during the races.

Peninsula Tramping Club turns 75 1932-2007
(Peninsula Tramping Club, Christchurch, 2007)

The publication includes profiles of members through the years and anecdotes of tramping on Banks Peninsula, which first became popular in the decade in which the Club was founded.

Wilson, John with Angus Davis, *All Our Volts Electrifying Akaroa*
(Akaroa Hydro Generating Set Trust, Akaroa, 2011)

Although this is primarily an account of the building of a small hydro-electric plant in Akaroa and of the eventual return of the hydro generating set from Maruia Springs to Akaroa, it also contains extensive information about the development of electricity supply over the whole of Banks Peninsula.

Youth Hostels New Zealand
(Youth Hostels Association, Christchurch, 1937)

A contemporary manual which contains information about the early 'chain' of hostels on Banks Peninsula and about the development of the use of Banks Peninsula for recreation between the Wars.

8. Specialised titles which also cover other districts or Canterbury or New Zealand generally but which have information about Banks Peninsula

(Note 1: The histories of families which had Peninsula connections but which also settled in or spread to other parts of New Zealand are included in this section)

(Note 2: General histories of whaling in New Zealand are listed in section 2 and not in this section)

Acland, L.G.D., *The Early Canterbury Runs Containing the First, Second and Third (new) Series* (Whitcombe and Tombs, Christchurch, 1946)

The only systematic, reliable source for the leasehold runs on Banks Peninsula with incidental information on other early landholdings and the early development of farming on the Peninsula.

Amodeo, Colin, with Ron Chapman, *Forgotten Forty-niners* (Caxton Press, Christchurch, 2003)

Lyttelton is central to this account of the 'advance guard' which made preparations for the arrival of the first Canterbury Association settlers at the end of 1850.

Amodeo, Colin, with Bill Huntley, *The Mosquito Fleet of Canterbury* (Canterbury University Press, Christchurch, 1990)

This history of coastal shipping in Canterbury between 1830 and 1870 has useful information about the development of shipping services between Lyttelton and the Peninsula bays.

Amodeo, Colin, *The Summer Ships* (Caxton Press, Christchurch, 2000)

A detailed account of the first six immigrant ships sent from England by the Canterbury Association which includes genealogical and other information which is not directly relevant to the Peninsula but which also has useful information about Lyttelton's early years.

Burrows, C., (Ed) Etienne Raoul and Canterbury Botany 1840–1996 (Published by Canterbury Botanical Society and Manuka Press, 1998)

Although this book focuses on botany, it deals with the considerable French contact with, and activity in, the Banks Peninsula region during the early to middle nineteenth century, showing how the work of Raoul and other contemporary Frenchmen impacted on the botany, horticulture and the history and social life of this part of New Zealand.

Cattell, J., *Historic Buildings of Canterbury and South Canterbury*
(Government Print, Wellington, 1985)

The register of buildings classified by the Historic Places Trust by 1985 included several on Banks Peninsula. This book provides brief historical and architectural notes about each classified building.

Cook, Peter, *Defending New Zealand Ramparts on the Sea 1840s-1850s, Parts 1 & 2.*
(Defence of New Zealand Study Group, 2000)

An in-depth history of most aspects of military history in New Zealand (with the exception of the Home Guard). It contains valuable information on World War I and II installations around both Lyttelton and Akaroa harbours together with historic photographs of many of the sites.

Crotty, C.W., *George and Louisa Crotty of Le Bons Bay, their lives, their family, their descendants*
(Published by the author, Akaroa, 1989)

Part 1 of this general family history, which has a strong focus on but is not confined to Le Bons Bay, provides a history of the Le Bons Bay settlement.

Cyclopedia of New Zealand Volume 3: Canterbury and Provincial Districts.
Cyclopedia Company Limited (1903)

This volume describes the colonisation, growth and (1903) situation of provincial district of Canterbury. It is of value for its detailed information on public institutions, societies, professions and trades and descriptions of settlements.

Dew, Les, *On the Move: Christchurch Transport through the years 5: the country commuter the regional railway network of Christchurch*
(Christchurch Transport Board, Tramway Historical Society, Christchurch, 1988)

This comprehensive account of rail passenger transport throughout Canterbury is the best single source on the Christchurch to Lyttelton railway (including the construction, electrification and decline of passenger services on the line) and the Little River branch line (including the proposed extension to Akaroa).

Dew, Les, *On the Move: Christchurch Transport through the years 6: the tidal travellers the small ships of Canterbury*
(Tramway Historical Society, Christchurch, 1991)

This book is a significant source for information on coastal shipping services from Lyttelton to Akaroa and the Peninsula bays and on the launch and ferry services on Lyttelton Harbour.

Fearnley, Charles, *Colonial Style*
(Bush Press, Auckland, 1986)

This competent survey of nineteenth century (colonial) architecture in New Zealand includes a chapter titled 'The Legend of Akaroa' which addresses the question whether Akaroa has a distinctive style of architecture.

(Note: The author has written more extensively on Akaroa's architecture in an unpublished manuscript, a copy of which is held at the Akaroa Museum.)

Frew, Stan, History of fruitgrowing in Canterbury,
New Zealand Journal of Agriculture, May 1958

Drawing on the records of the Department of Agriculture's early fruit inspectors the journal article traces the development of fruit growing in Banks Peninsula within the wider Canterbury region.

Green, T.E., *To Akaroa and Back*
(Published by the author, Whakatane, 1984)

William Green was an important figure in Akaroa's early history (from 1839), but this book contains much information about his descendants which is not directly relevant to the Peninsula.

Hamilton, D., *Early Churches in and around Christchurch*
(Published by the author, Christchurch, 2008)

More than a dozen church buildings on Banks Peninsula (including Lyttelton and Akaroa) are covered in this illustrated book about Christchurch churches.

Hockley, G., *Peninsula Peregrinations: Hill climbing, Beach racing, the Great Days of Grass*
(Kiwi Publishers, Christchurch, 1994)

Based on a previously published magazine article, this book includes coverage of recreational motor-cycling on the Peninsula, specifically in the Church Bay area.

Ingram, C.W.M., *New Zealand Shipwrecks*
(Hodder Moea, Auckland, 2007)

This latest update of a title first published in 1936 includes information about shipwrecks on the coasts of Banks Peninsula.

Jenner, M., *Small libraries of New Zealand*
(Bay of Plenty Polytechnic, Tauranga, 2005)

Among the many small, mostly rural, libraries discussed in this book are those in Akaroa, Le Bons Bay, Okains Bay and Little River.

Kerr, Mona, *The Manson Family 1843-1971*

(Published by the author, Dunedin, 1971)

In this extended account of the Manson family is information about early European settlement at the head of Lyttelton Harbour.

Lash, Y., *The descendants of John and Ann Sunckell celebrate 150 years in Akaroa New Zealand 1851-2001*

(Evagean Publishers, Te Aroha, 2002)

Besides a large amount of genealogical information of only limited general interest, this book contains details about the lives of members of the family in Akaroa and German Bay and about local society and politics.

Lelievre, V., *The Lelievre family, Akaroa The story of Etienne Francois and Justine Rose Lelievre and their descendants 1840-1990*

(Lelievre Family Book Committee, Ashburton, 1990)

Published on the occasion of the 150th anniversary of the arrival of Etienne Lelievre in Akaroa, the book includes information about Akaroa's early days and about members of the Lelievre family who remained in Akaroa.

McGill, David, *Landmarks Notable historic buildings of New Zealand*

(Godwit, Auckland, 1997)

A number of Banks Peninsula buildings are covered in this book which included buildings throughout the country.

Quartermain, L.B., *New Zealand and the Antarctic*

(Government Printer, Wellington, 1971)

This book contains some detail about and provides useful background information on Lyttelton's role as a port of departure for expeditions to Antarctica.

Salmond, J., *Old New Zealand Houses 1800-1940*

(Reed Methuen, Auckland, 1986)

This general history of New Zealand's domestic architecture includes historical and architectural information about several Peninsula dwellings.

Sewell, H., *The Journal of Henry Sewell 1853-1857*

(Edited by W.D. McIntyre, Whitcoulls, Christchurch, 1980)

Sewell's accounts of visits to the Peninsula, included in a journal which has material on any aspects of early life in Canterbury, are a useful primary source of information about Akaroa and the Peninsula in the 1850s.

Thomson, Barry, and Robert Neilson, *Sharing the Challenge: A social and pictorial history of the Christchurch Police District*

(Christchurch Police District History Book Committee, Christchurch, 1989)

The historical account with which the book opens includes the Banks Peninsula origins of policing in Canterbury, Akaroa, head of the Bay, Little River and Lyttelton police stations are all covered in this exhaustively complete account of all aspects of police activity in the province.

Wells, Rodney, *Canterbury Country Houses, I, II, III and IV*

(Caxton, Christchurch, 2000, 2006, 2008, 2012)

Successive volumes of this series, in which a drawing is accompanied by text about the houses, include a number of houses in different areas of Banks Peninsula.

Wells, Rodney, *In a Country Churchyard*

(Caxton, Christchurch, 1987)

Eight Banks Peninsula churches are included in this collection of drawings with supporting text about early country churches, most of them in Canterbury.

Wilson, John, *City and Peninsula Historic Places of Christchurch and Banks Peninsula*

(Christchurch and Akaroa Civic Trusts, Christchurch, 2007)

Substantial sections of this illustrated 'gazetteer' of historic buildings and sites in greater Christchurch deal with Lyttelton, Akaroa and other parts of Banks Peninsula.

9. Works of literature with Banks Peninsula settings

Atkinson, Coral and David Gregory, editors, *Land very fertile banks peninsula in poetry and prose* (Canterbury University Press, Christchurch, 2008)

An anthology, of poetry and prose, drawn from a wide range of original sources, which deals with Banks Peninsula. The book is a useful pointer to occasional but sometimes significant references to Banks Peninsula in various forms of writing which are not detailed further in this section of the bibliography.

Bethell, Mary Ursula, *Time and Place* (Caxton Press, Christchurch, 1936)

This was the volume in which Bethell's poem 'The Long Harbour', the most evocative work of literature about a Banks Peninsula place, first appeared. The poem is also in Vincent O'Sullivan ed., *Collected Poems, Ursula Bethell* (Oxford, Oxford, 1985). Also in the *Collected Poems* is the poem 'November 1939', about Akaroa which was first published in *Six Memorials*.

Chetwynd, Jane, *Cloud Farm high on Banks Peninsula* (Longacre Press, Dunedin, 2004)

A consciously literary memoir which reflects on country life and conservation on Banks Peninsula.

France, Ruth [Paul Henderson], *The Race* (Constable, London, 1958)

A novel based on the Wellington to Lyttelton yacht race which is part of the Peninsula's history of sea-based recreation.

Glover, Denis, *Towards Banks Peninsula* (Pegasus Press, Christchurch, 1979)

A poetical sequence inspired by the Peninsula's intimate association with the sea. It includes poems on the Peninsula 'character' seaman, Mick Stimson.

Pardington, Neil 'Rehutai' and Hector, Janet, 'John Henry Menzies (c. 1840-1919)
http://www.neilpardington.com/work/gallery/id_21

A series of photographs documenting the carved stone and wood interiors of *Rehutai*, Menzies Bay, and St Lukes Church, Little Akaloa. The works sit alongside of a biography of John Menzies, their creator, written by Janet Hector.

Roberts, N. et al. *A Concise History of Art in Canterbury 1850-2000*

(Robert McDougall Art Gallery's 2000)

http://christchurchartgallery.org.nz/media/uploads/2011_09/ConciseHistory.pdf

Written by a team of curators led by Neil Roberts, published in 2000 and now available online this is a definitive sesquicentennial survey of art in the Canterbury context from pre-European settlement. It documents a number of representations of the Banks Peninsula landscape.



Historical overview appendices



SECTION CONTENTS

Appendices

Appendices

Appendix One: Table showing Māori archaeological sites recorded in ArchSite for Banks Peninsula

NZAA Site Number	Location	Site type
M36/149	King Billy Island	Transport/Communication
M36/148	King Billy Island	Unclassified
N36/124	Port Levy	Religious
M36/132	Quail Island	Industrial
M36/142	Quail Island	Transport/Communication
N37/20	Akaroa	Artefact find
N37/21	Akaroa	Artefact find
N37/19	Akaroa	Midden/Oven
N37/22	Akaroa	Pā
N37/11	Akaroa	Pit/Terrace
N37/13	Akaroa	Pit/Terrace
N37/31	Akaroa	Pit/Terrace
N37/33	Akaroa	Pit/Terrace
N37/34	Akaroa	Pit/Terrace
N37/35	Akaroa	Pit/Terrace
N37/36	Akaroa	Pit/Terrace
M36/26	Allandale	Midden/Oven
M36/28	Allandale	Midden/Oven
M36/27	Allandale	Pā
M37/37	Birdlings Flat	Artefact find
M37/38	Birdlings Flat	Artefact find
M36/80	Birdlings Flat	Midden/Oven
M37/102	Birdlings Flat	Midden/Oven
M37/103	Birdlings Flat	Midden/Oven
M37/104	Birdlings Flat	Midden/Oven
M37/105	Birdlings Flat	Midden/Oven
M37/106	Birdlings Flat	Midden/Oven
M37/108	Birdlings Flat	Midden/Oven
M37/109	Birdlings Flat	Midden/Oven
M37/110	Birdlings Flat	Midden/Oven
M37/112	Birdlings Flat	Midden/Oven
M37/113	Birdlings Flat	Midden/Oven

M37/114	Birdlings Flat	Midden/Oven
M37/115	Birdlings Flat	Midden/Oven
M37/116	Birdlings Flat	Midden/Oven
M37/117	Birdlings Flat	Midden/Oven
M37/118	Birdlings Flat	Midden/Oven
M37/119	Birdlings Flat	Midden/Oven
M37/120	Birdlings Flat	Midden/Oven
M37/121	Birdlings Flat	Midden/Oven
M37/124	Birdlings Flat	Midden/Oven
M37/125	Birdlings Flat	Midden/Oven
M37/126	Birdlings Flat	Midden/Oven
M37/127	Birdlings Flat	Midden/Oven
M37/128	Birdlings Flat	Midden/Oven
M37/130	Birdlings Flat	Midden/Oven
M37/131	Birdlings Flat	Midden/Oven
M37/132	Birdlings Flat	Midden/Oven
M37/134	Birdlings Flat	Midden/Oven
M37/135	Birdlings Flat	Midden/Oven
M37/136	Birdlings Flat	Midden/Oven
M37/137	Birdlings Flat	Midden/Oven
M37/138	Birdlings Flat	Midden/Oven
M37/139	Birdlings Flat	Midden/Oven
M37/140	Birdlings Flat	Midden/Oven
M37/141	Birdlings Flat	Midden/Oven
M37/142	Birdlings Flat	Midden/Oven
M37/143	Birdlings Flat	Midden/Oven
M37/144	Birdlings Flat	Midden/Oven
M37/145	Birdlings Flat	Midden/Oven
M37/146	Birdlings Flat	Midden/Oven
M37/147	Birdlings Flat	Midden/Oven
M37/148	Birdlings Flat	Midden/Oven
M37/320	Birdlings Flat	Midden/Oven
M37/42	Birdlings Flat	Midden/Oven
M37/48	Birdlings Flat	Midden/Oven
M37/51	Birdlings Flat	Midden/Oven
M37/52	Birdlings Flat	Midden/Oven
M37/53	Birdlings Flat	Midden/Oven
M37/54	Birdlings Flat	Midden/Oven

M37/55	Birdlings Flat	Midden/Oven
M37/56	Birdlings Flat	Midden/Oven
M37/57	Birdlings Flat	Midden/Oven
M37/58	Birdlings Flat	Midden/Oven
M37/59	Birdlings Flat	Midden/Oven
M37/60	Birdlings Flat	Midden/Oven
M37/61	Birdlings Flat	Midden/Oven
M37/62	Birdlings Flat	Midden/Oven
M37/63	Birdlings Flat	Midden/Oven
M37/64	Birdlings Flat	Midden/Oven
M37/65	Birdlings Flat	Midden/Oven
M37/66	Birdlings Flat	Midden/Oven
M37/67	Birdlings Flat	Midden/Oven
M37/68	Birdlings Flat	Midden/Oven
M37/69	Birdlings Flat	Midden/Oven
M37/70	Birdlings Flat	Midden/Oven
M37/71	Birdlings Flat	Midden/Oven
M37/72	Birdlings Flat	Midden/Oven
M37/73	Birdlings Flat	Midden/Oven
M37/74	Birdlings Flat	Midden/Oven
M37/39	Birdlings Flat	Working Area
M37/40	Birdlings Flat	Working Area
M37/41	Birdlings Flat	Working Area
M37/43	Birdlings Flat	Working Area
M37/44	Birdlings Flat	Working Area
M37/45	Birdlings Flat	Working Area
M37/46	Birdlings Flat	Working Area
M37/47	Birdlings Flat	Working Area
N36/43	Camp Bay	Midden/Oven
N36/53	Camp Bay	Midden/Oven
N36/54	Camp Bay	Midden/Oven
N36/117	Camp Bay	Pit/Terrace
M36/156	Cass Bay	Midden/Oven
M36/11	Charteris Bay	Cave/Rock Shelter
N36/42	Deep Gully Bay	Midden/Oven
M36/98	Diamond Harbour	Cave/Rock Shelter
M36/157	Diamond Harbour	Industrial
M36/83	Diamond Harbour	Midden/Oven

M36/13	Diamond Harbour	Pit/Terrace
M36/14	Diamond Harbour	Pit/Terrace
N36/127	Duvauchelle	Fishing
N36/87	Duvauchelle	Midden/Oven
N36/94	Duvauchelle	Midden/Oven
N36/95	Duvauchelle	Midden/Oven
N36/86	Duvauchelle	Pā
N36/88	French Farm	Midden/Oven
N36/96	French Farm	Midden/Oven
N36/97	French Farm	Midden/Oven
N36/98	French Farm	Midden/Oven
M36/39	Gebbies Valley	Artefact find
M36/36	Gebbies Valley	Burial/Cemetery
M36/40	Gebbies Valley	Midden/Oven
M36/56	Gebbies Valley	Midden/Oven
M36/23	Gebbies Valley	Pā
M36/17	Gebbies Valley	Pit/Terrace
M36/59	Gebbies Valley	Pit/Terrace
N36/81	Goughs Bay	Maori Horticulture
N36/79	Goughs Bay	Pā
M36/10	Govenors Bay	Midden/Oven
N36/103	Hickory Bay	Artefact find
M37/122	Kaitorete Spit	Artefact find
M37/8	Kaitorete Spit	Burial/Cemetery
M37/10	Kaitorete Spit	Midden
M37/100	Kaitorete Spit	Midden/Oven
M37/101	Kaitorete Spit	Midden/Oven
M37/107	Kaitorete Spit	Midden/Oven
M37/11	Kaitorete Spit	Midden/Oven
M37/129	Kaitorete Spit	Midden/Oven
M37/30	Kaitorete Spit	Midden/Oven
M37/75	Kaitorete Spit	Midden/Oven
M37/76	Kaitorete Spit	Midden/Oven
M37/77	Kaitorete Spit	Midden/Oven
M37/78	Kaitorete Spit	Midden/Oven
M37/79	Kaitorete Spit	Midden/Oven
M37/80	Kaitorete Spit	Midden/Oven
M37/81	Kaitorete Spit	Midden/Oven

M37/82	Kaitorete Spit	Midden/Oven
M37/83	Kaitorete Spit	Midden/Oven
M37/84	Kaitorete Spit	Midden/Oven
M37/85	Kaitorete Spit	Midden/Oven
M37/86	Kaitorete Spit	Midden/Oven
M37/87	Kaitorete Spit	Midden/Oven
M37/88	Kaitorete Spit	Midden/Oven
M37/89	Kaitorete Spit	Midden/Oven
M37/90	Kaitorete Spit	Midden/Oven
M37/91	Kaitorete Spit	Midden/Oven
M37/94	Kaitorete Spit	Midden/Oven
M37/95	Kaitorete Spit	Midden/Oven
M37/96	Kaitorete Spit	Midden/Oven
M37/97	Kaitorete Spit	Midden/Oven
M37/98	Kaitorete Spit	Midden/Oven
M37/99	Kaitorete Spit	Midden/Oven
M37/12	Kaitorete Spit	Midden/Ovenstones
M37/6	Kaitorete Spit	Midden/Ovenstones
M37/7	Kaitorete Spit	Midden/Ovenstones
M37/9	Kaitorete Spit	Midden/Ovenstones
M37/151	Kaitorete Spit	Ovens
M37/31	Kaitorete Spit	Ovens
M37/311	Kaitorete Spit	Ovenstones
M37/312	Kaitorete Spit	Ovenstones
M37/315	Kaitorete Spit	Ovenstones
M37/313	Kaitorete Spit	Ovenstones/Flakes
M37/314	Kaitorete Spit	Ovenstones/Flakes
M37/13	Kaitorete Spit	Unclassified
M37/123	Kaitorete Spit	Working Area
M37/92	Kaitorete Spit	Working Area
M37/93	Kaitorete Spit	Working Area
M36/141	King Billy Island	Midden/Oven
N36/104	Le Bons Bay	Artefact find
N36/102	Le Bons Bay	Burial/Cemetery
N36/110	Le Bons Bay	Pā
N36/111	Le Bons Bay	Pā
N36/112	Le Bons Bay	Pit/Terrace
N36/115	Le Bons Bay	Terraces/Ovens

N36/75	Little Akaloa	Burial/Cemetery
N36/109	Little Akaloa	Maori Horticulture
N36/74	Little Akaloa	Maori Horticulture
N36/76	Little Akaloa	Maori Horticulture
N36/14	Little Akaloa	Midden/Oven
N36/35	Little Akaloa	Midden/Oven
N36/77	Little Akaloa	Midden/Oven
N36/73	Little Akaloa	Pā
N36/114	Little Akaloa	Pit/Terrace
N36/33	Little Akaloa	Pit/Terrace
N36/123	Little Akaloa	Unclassified
N36/72	Little Akaloa	Unclassified
M37/155	Little River	Artefact find
M36/86	Little River	Burial/Cemetery
N36/131	Little River	Burial/Cemetery
M36/81	Little River	Cave/Rock Shelter
N36/82	Little River	Cave/Rock Shelter
M36/100	Little River	Midden/Oven
M36/101	Little River	Midden/Oven
M37/161	Little River	Midden/Oven
M37/316	Little River	Midden/Oven
M37/318	Little River	Midden/Oven
N36/85	Little River	Midden/Oven
M37/22	Little River	Pā
N36/84	Little River	Pā
M36/104	Little River	Pit/Terrace
M36/79	Little River	Pit/Terrace
M37/317	Little River	Pit/Terrace
M37/23	Little River	Pits/Burial
M36/117	Little River	Quarry
M36/105	Little River	Working Area
M36/106	Little River	Working Area
M37/154	Little River	Working Area
M37/156	Little River	Working Area
N36/120	Little River	Working Area
N37/10	Long Bay	Artefact find
N37/23	Long Bay	Artefact find
N37/27	Long Bay	Artefact find

N37/3	Long Bay	Cave/Rock Shelter
N37/7	Long Bay	Cave/Rock Shelter
N37/9	Long Bay	Cave/Rock Shelter
N37/2	Long Bay	Midden/Oven
N37/32	Long Bay	Midden/Oven
N37/4	Long Bay	Midden/Oven
N37/5	Long Bay	Midden/Oven
N37/8	Long Bay	Midden/Oven
N37/1	Long Bay	Pā
N37/29	Long Bay	Pā
N37/37	Long Bay	Pit/Terrace
N37/6	Long Bay	Pit/Terrace
M36/43	Lyttelton	Artefact find
M36/229	Lyttelton	Midden/Oven
N36/57	Lyttelton	Midden/Oven
N36/80	Okains Bay	Artefact find
N36/78	Okains Bay	Cave/Rock Shelter
M37/157	Okuti Valley	Artefact find
M36/103	Okuti Valley	Burial/Cemetery
M36/102	Okuti Valley	Cave/Rock Shelter
M36/107	Okuti Valley	Cave/Rock Shelter
M36/116	Okuti Valley	Cave/Rock Shelter
M37/25	Okuti Valley	Cave/Rock Shelter
M37/33	Okuti Valley	Midden/Oven
N36/121	Okuti Valley	Midden/Oven
N36/122	Okuti Valley	Midden/Oven
M37/24	Okuti Valley	Pā
M36/108	Okuti Valley	Working Area
M36/109	Okuti Valley	Working Area
M36/110	Okuti Valley	Working Area
M36/111	Okuti Valley	Working Area
M36/112	Okuti Valley	Working Area
M36/113	Okuti Valley	Working Area
M36/114	Okuti Valley	Working Area
M37/158	Okuti Valley	Working Area
M37/159	Okuti Valley	Working Area
N37/24	Peraki	Midden/Oven
N37/25	Peraki	Midden/Oven

N37/26	Peraki	Midden/Oven
N36/100	Pigeon Bay	Burial/Cemetery
N36/99	Pigeon Bay	Maori Horticulture
N36/13	Pigeon Bay	Midden/Oven
N36/17	Pigeon Bay	Midden/Oven
N36/4	Pigeon Bay	Midden/Oven
N36/5	Pigeon Bay	Midden/Oven
N36/58	Pigeon Bay	Midden/Oven
N36/6	Pigeon Bay	Midden/Oven
N36/66	Pigeon Bay	Midden/Oven
N36/8	Pigeon Bay	Midden/Oven
N36/9	Pigeon Bay	Pā
N36/10	Pigeon Bay	Pit/Terrace
N36/11	Pigeon Bay	Pit/Terrace
N36/113	Pigeon Bay	Pit/Terrace
N36/12	Pigeon Bay	Pit/Terrace
N36/15	Pigeon Bay	Pit/Terrace
N36/16	Pigeon Bay	Pit/Terrace
N36/18	Pigeon Bay	Pit/Terrace
N36/19	Pigeon Bay	Pit/Terrace
N36/20	Pigeon Bay	Pit/Terrace
N36/21	Pigeon Bay	Pit/Terrace
N36/34	Pigeon Bay	Pit/Terrace
N36/61	Pigeon Bay	Pit/Terrace
N36/62	Pigeon Bay	Pit/Terrace
N36/7	Pigeon Bay	Pit/Terrace
N36/70	Pigeon Bay	Pit/Terrace
N36/60	Pigeon Bay	Unclassified
N36/40	Pile Bay	Midden/Oven
N36/41	Pile Bay	Midden/Oven
N36/130	Port Levy	Burial/Cemetery
N36/22	Port Levy	Cave/Rock Shelter
N36/23	Port Levy	Midden/Oven
N36/24	Port Levy	Midden/Oven
N36/25	Port Levy	Midden/Oven
N36/25	Port Levy	Midden/Oven
N36/27	Port Levy	Midden/Oven
N36/28	Port Levy	Midden/Oven

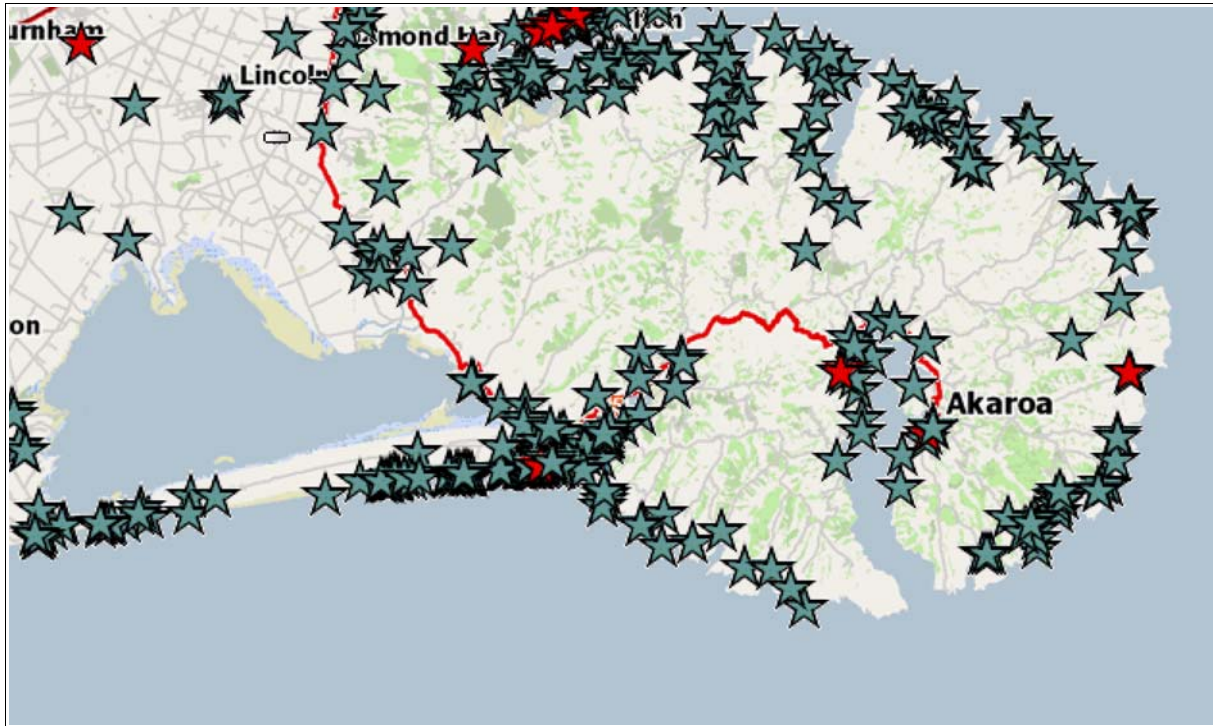
N36/30	Port Levy	Midden/Oven
N36/31	Port Levy	Midden/Oven
N36/26	Port Levy	Pit/Terrace
N36/29	Port Levy	Pit/Terrace
N36/32	Port Levy	Pit/Terrace
M36/78	Prices Valley	Midden/Oven
M36/75	Prices Valley	Pā
M36/76	Prices Valley	Pā
M36/77	Prices Valley	Pā
N36/37	Purau	Cave/Rock Shelter
M36/7	Purau	Midden/Oven
N36/36	Purau	Midden/Oven
N36/39	Purau	Midden/Oven
N36/44	Purau	Midden/Oven
N36/46	Purau	Midden/Oven
N36/38	Purau	Pit/Terrace
M36/41	Quail Island	Artefact find
M36/154	Quail Island	Burial/Cemetery
M36/143	Quail Island	Cave/Rock Shelter
M36/127	Quail Island	Fishing
M36/138	Quail Island	Fishing
M36/125	Quail Island	Midden/Oven
M36/128	Quail Island	Midden/Oven
M36/137	Quail Island	Midden/Oven
M36/137	Quail Island	Midden/Oven
M36/30	Quail Island	Midden/Oven
M36/4	Rapaki	Midden/Oven
N36/105	Robinsons Bay	Midden/Oven
N36/93	Takamatua	Midden/Oven
N37/15	Te Oka	Burial/Cemetery
M37/153	Te Oka	Midden/Oven
M37/28	Te Oka	Midden/Oven
M37/34	Te Oka	Midden/Oven
M37/35	Te Oka	Midden/Oven
N37/12	Te Oka	Midden/Oven
N37/30	Te Oka	Midden/Oven
M37/26	Te Oka	Pā
M37/27	Te Oka	Pit/Terrace

N37/17	Te Oka	Pit/Terrace
M37/160	Te Oka	Umu-Ti
M37/36	Te Oka	Unclassified
M36/6	Teddington	Artefact find
M36/35	Teddington	Midden/Oven
M36/5	Teddington	Midden/Oven
N36/89	Wainui	Midden/Oven
N36/90	Wainui	Midden/Oven
N36/92	Wainui	Midden/Oven
N37/14	Wainui	Midden/Oven
N37/28	Wainui	Midden/Oven
N36/17	Pigeon Bay	Midden/Oven
N36/4	Pigeon Bay	Midden/Oven
N36/5	Pigeon Bay	Midden/Oven
N36/58	Pigeon Bay	Midden/Oven
N36/6	Pigeon Bay	Midden/Oven
N36/66	Pigeon Bay	Midden/Oven
N36/8	Pigeon Bay	Midden/Oven
N36/9	Pigeon Bay	Pā
N36/10	Pigeon Bay	Pit/Terrace
N36/11	Pigeon Bay	Pit/Terrace
N36/113	Pigeon Bay	Pit/Terrace
N36/12	Pigeon Bay	Pit/Terrace
N36/15	Pigeon Bay	Pit/Terrace
N36/16	Pigeon Bay	Pit/Terrace
N36/18	Pigeon Bay	Pit/Terrace
N36/19	Pigeon Bay	Pit/Terrace
N36/20	Pigeon Bay	Pit/Terrace
N36/21	Pigeon Bay	Pit/Terrace
N36/34	Pigeon Bay	Pit/Terrace
N36/61	Pigeon Bay	Pit/Terrace
N36/62	Pigeon Bay	Pit/Terrace
N36/7	Pigeon Bay	Pit/Terrace
N36/70	Pigeon Bay	Pit/Terrace
N36/60	Pigeon Bay	Unclassified
N36/40	Pile Bay	Midden/Oven
N36/41	Pile Bay	Midden/Oven
N36/130	Port Levy	Burial/Cemetery

N36/22	Port Levy	Cave/Rock Shelter
N36/23	Port Levy	Midden/Oven
N36/24	Port Levy	Midden/Oven
N36/25	Port Levy	Midden/Oven
N36/25	Port Levy	Midden/Oven
N36/27	Port Levy	Midden/Oven
N36/28	Port Levy	Midden/Oven
N36/30	Port Levy	Midden/Oven
N36/31	Port Levy	Midden/Oven
N36/26	Port Levy	Pit/Terrace
N36/29	Port Levy	Pit/Terrace
N36/32	Port Levy	Pit/Terrace
M36/78	Prices Valley	Midden/Oven
M36/75	Prices Valley	Pā
M36/76	Prices Valley	Pā
M36/77	Prices Valley	Pā
N36/37	Purau	Cave/Rock Shelter
M36/7	Purau	Midden/Oven
N36/36	Purau	Midden/Oven
N36/39	Purau	Midden/Oven
N36/44	Purau	Midden/Oven
N36/46	Purau	Midden/Oven
N36/38	Purau	Pit/Terrace
M36/41	Quail Island	Artefact find
M36/154	Quail Island	Burial/Cemetery
M36/143	Quail Island	Cave/Rock Shelter
M36/127	Quail Island	Fishing
M36/138	Quail Island	Fishing
M36/125	Quail Island	Midden/Oven
M36/128	Quail Island	Midden/Oven
M36/137	Quail Island	Midden/Oven
M36/137	Quail Island	Midden/Oven
M36/30	Quail Island	Midden/Oven
M36/4	Rapaki	Midden/Oven
N36/105	Robinsons Bay	Midden/Oven
N36/93	Takamatua	Midden/Oven
N37/15	Te Oka	Burial/Cemetery
M37/153	Te Oka	Midden/Oven

M37/28	Te Oka	Midden/Oven
M37/34	Te Oka	Midden/Oven
M37/35	Te Oka	Midden/Oven
N37/12	Te Oka	Midden/Oven
N37/30	Te Oka	Midden/Oven
M37/26	Te Oka	Pā
M37/27	Te Oka	Pit/Terrace
N37/17	Te Oka	Pit/Terrace
M37/160	Te Oka	Umu-Ti
M37/36	Te Oka	Unclassified
M36/6	Teddington	Artefact find
M36/35	Teddington	Midden/Oven
M36/5	Teddington	Midden/Oven
N36/89	Wainui	Midden/Oven
N36/90	Wainui	Midden/Oven
N36/92	Wainui	Midden/Oven
N37/14	Wainui	Midden/Oven
N37/28	Wainui	Midden/Oven

Appendix Two: Map showing the general locations of archaeological sites on Banks Peninsula as recorded on ArchSite as at June 2014. Existing sites are indicated by teal stars and pending sites identified by red stars.



Source: New Zealand Archaeological Site Recording Scheme website