

Waikōwhai Coast

Heritage Study 2015



**Puketāpapa
Local Board**



Auckland Council

Authors: Dr Elizabeth Pishief and Brendan Shirley.
With assistance from Lisa J. Truttman, Auckland Council Heritage Unit,
Hillsborough Residents and Mana Whēnua.

Cover image: By Thomas Hutton, *A scene on the Manukau Harbour*, 19th century
watercolour. Courtesy of Auckland Art Gallery Toi o Tāmaki.

Waikōwhai Coast Heritage Study

Foreword

The Puketāpapa Local Board is very pleased to make this Waikōwhai Coast Heritage Study available to the community.

Our history is as important and interesting as that of any other community, but has not been as well documented and celebrated as that of many other areas. The local board is working to turn that around. This publication complements several other pieces of research commissioned by the Board in recent years, including:

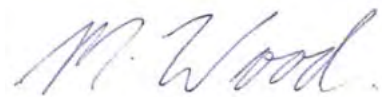
- Puketāpapa- Mt Roskill Heritage Survey (2014)
- Te Tātua a Riukiuta -Three Kings Heritage Study (2015)
- Understanding Mt Roskill through the careers and achievements of Keith Hay and Arthur Faulkner (due for completion late 2015)

Council has also produced an excellent history of Monte Cecilia Park (2012), and the former Mt Roskill Community Board commissioned Jade Reidy's 'Not Just Passing Through' (revised 2013), a very readable, broad overview of Roskill's history.

Copies have been provided to the Mt Roskill library and local schools. You can contact the Puketāpapa Local Board on 09 3674310 or at puketapapalocalboard@aucklandcouncil.govt.nz for more information.

The Board would like to thank authors Dr Elizabeth Pishief and Brendan Shirley and also to acknowledge the Mt Roskill (Puketāpapa) Historical Society for their ongoing support and expertise.

Enjoy the read!



Michael Wood

Puketapapa Local Board Heritage Portfolio-holder

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1. Introduction

This report is comprised of two reports. The first was commissioned by the Puketāpapa Local Board and was primarily prepared by Brenden Shirley, a graduate intern with the Built and Cultural Heritage team of the Auckland Council, with the assistance of fellow staff members Elizabeth Pishief, Katherine Sheldon and Robert Brassey.

The second report is included within the first report for ease of reading, and also because the additional material expands on the first report, and is a result of recommendations from the first report. The second report was prepared by Dr Elizabeth Pishief, an independent heritage consultant, with assistance from Mana Whenua especially:

- Edward Ashby from Te Kawerau a Maki
- Karen Wilson from Te Akitai Waiohua
- Eruera Wilton from Ngati Whatua Orakei

The Puketāpapa (Mt Roskill) Local Board, as part of the larger Auckland Council, are preparing to develop a walkway along the coastline of the area that constitutes the north eastern shoreline of the Manukau Harbour. This project is a way to encourage and revitalise public use and appreciation of an area that has historically been misused and damaged by poor waste management practices, which has in turn has had a detrimental impact upon people's perception and value of the area. The walkway is to run from the eastern boundary of the local board area at the end of Hillsborough Bay near Onehunga Wharf, around to the area's western edge near Blockhouse Bay at Lynfield Cove. The walkway will incorporate interpretation and panels highlighting the history of the area and the various cultural values and meanings held by both Māori and Pākehā residents. One of the key ways in which this may be achieved is through the incorporation of both Māori and European names for the places, many of which have changed over time. This is a simple, but effective way to present the cultural diversity in the area as well as the changing social perspectives that many of the name changes signify.

Where possible, this interpretation will also identify and interpret some of the historical and archaeological places around the coast to provide a more tangible way for the visitor to connect with the stories of the past and strengthen the impact of the interpretation being.

The first report is a compilation of a desktop study, a heritage site survey and additional historic research. The desktop study was designed as a basic guide to inform the fieldwork section of this study and the preliminary stages of the coastal walkway development. Therefore it should not be considered as a definitive history or authority on the values and significance of the area, but rather as a study of select heritage features chosen by the authors to emphasize certain values and areas of significance. An additional limitation of this project is the brief extent to which the site survey covers. The difficulty of physically accessing much of the coastal environment has meant that it is likely that potential sites of value may have been missed. Furthermore, the unreliable nature of previously recorded information and the extent to which it has been made available is also restrictive. The key example of such restriction is the extent of aerial photography, in which coverage is sporadic at best.

The second report includes material from nine people who provided oral history of their lives in the area; additional research into topics that were highlighted by the participants in the oral history research, notably the ecology of the area, the environmental restoration, and enjoyment of the area. A number of Mana Whenua have also been consulted about their history of the area with responses from three iwi: Te Akitai Waiohua, Te Kawerau a Maki and Ngāti Whātua o Ōrakei.

2. The Environment

The use of this part of the Manukau Harbour coast line is related to the geology, ecology, and natural resources that provide the canvas on which the activities have taken place over time.

2.1 Geology

The Manukau Harbour, as we know it, only filled with sea water about seven thousand years ago. Before about 2 million years ago the Manukau Harbour area had been a huge bay, but volcanic eruptions in the central North Island produced great quantities of white quartz and pumice sand, which the Waikato River carried down to the coast where it mixed with black volcanic sand from Mt Taranaki to form the Awhitu Peninsula that enclosed the bay. In the past 2 million years there have been about 30 cycles of alternating warm and cold ice age periods with most of them (90%) being cold periods when the sea was much lower. At these times the Manukau was a forested river valley with the river flowing across a low rolling plain with entrenched streams criss-crossing over its surface.¹

The sea cliffs of Hillsborough are comprised of bedded Waitemata sandstone and bands of siltstone, which accumulated on the floor of the ocean about 20 million years ago and have subsequently been uplifted and eroded. At Waikowhai (Faulkner Bay) is a bed of thick erosion resistant Parnell grit from the ancient Waitakere volcano that contains fossilised sea mosses (Bryozoa) and rare bivalves and gastropods². At Wesley Bay are much younger dark grey fossils of crabs and their tubular burrows, which formed within the harbour sediments, which accumulated in the past 7000 years. At the mouths of the larger streams the debris from erosion has accumulated behind the sandy beaches to form swamplands and semi-swamp forests³.

¹ Reidy, Jade. 2013. *Not Just Passing Through: The Making of Mt Roskill*. Auckland Council, Puketepapa Local Board. 2nd Edition, p. 127

² Reidy, 2013, p.129

³ Reidy, 2013, pp. 127-8



Figure 1 Fossil crabs found between White Bluff and Granny's Bay. Cuni de Graff (photographer)

2.2 Ecology

The missionary Samuel Marsden was the first European to discover the Manukau Harbour in November 1820 and he described it as:

In the Manukou [sic] there are very extensive shoals and sandbanks, but there appeared to be a channel of deep water. This we were unable to examine in the canoe, from the strength of the tide which occasioned too great a sea to venture into with safety. The entrance into the harbour is also narrow, and it is probable a bar may be found on the outside; but this we could not ascertain as it would not be safe to go out to sea in a small canoe where the swell is so great. Within the Heads we had ten fathoms of water. There is abundance of fine timber in the neighbourhood of this river should it hereafter be found a safe harbour for ships⁴.

The missionary, printer and botanist William Colenso also visited the Manukau leaving from Otahuhu and paddling about 4 miles up the Manukau Harbour in a small, borrowed canoe.

[W]e landed on the north side of the harbour; continuing our course by the muddy winding shores to Te Wau, a little cove where the path

⁴ <http://www.enzb.auckland.ac.nz/docs/Marsden/PDF/mars1004.pdf>, p.317

leading to Kaipara commenced. Here, while my natives were engaged in cooking our breakfast, I, looking about, discovered a shrub of a genus altogether unknown to me. This plant bears an oblong succulent crimson coloured bacca, containing several large angular and irregularly shaped seeds; its growth is diffuse and slender with but few branches, and its height is from 5-9 feet. In habit alone it closely approaches to some species of the *Coprosma* genus. There were several of them here, on the immediate banks of a little rivulet which ran through this dell; I did not, however, observe it in any other locality⁵.

The plant *Alseuomia macrophylla* (toropapa) and its locality around the Wairaki Stream were not identified until entomologist Dr G. (Willy) Kuschel wrote his world-renowned study of beetles in the Lynfield area⁶.

Colenso and his party travelled on after climbing the first clayey hill from the coast where he found a new species of *Dracophyllum*, but he was not impressed by the vegetation along this overland route to the Kaipara, describing his journey as: “over open and barren heaths, in a northerly direction until sunset. Observed nothing new in these dreary and sterile wilds save the *Dracophyllum* already mentioned”⁷.

⁵ William Colenso, “Memoranda of an Excursion, made in the Northern Island of New Zealand, in the summer of 1841-2”;
<http://www.enzb.auckland.ac.nz/docs/2012AucklandLibraries/Colenso-Excursion/pdf/colenso-excursion1001.pdf> p. 76

⁶ Reidy, p. 130

⁷<http://www.enzb.auckland.ac.nz/docs/2012AucklandLibraries/Colenso-Excursion/pdf/colenso-excursion1001.pdf> p. 77



Figure 2 The Whau Portage twelve years after Colenso went this way to Kaipara. A portion of the Map of Manukau Harbour by Commander B Drury, 1853 Alexander Turnbull Library MapColl 832.12aj 1853 12294

Now, Puketāpapa's coastline, which stretches from Duck Creek (Tauparapara) at Lynfield Cove in the west, to Hillsborough Bay in the east, is fringed by an almost continuous sweep of coastal bush and scrub with over 213 indigenous plant species⁸. The bush is comprised of some original bush as well as regenerating forest as the following photographs of the area taken at the beginning of the twentieth century show. The canopy comprising kauri, matai, totara, rimu, puriri, kahikatea and rewarewa is slowly regenerating. Underneath the canopy are kowhai, kohekohe, mamaku, ponga, nikau and ti kouka. Pohutukawa predominate on the exposed slopes above the shore⁹.

⁸ Reidy, 2013, p. 130

⁹ Reidy, 2013, p. 130



Figure 3 'Panoramic view looking northeast from Waikowhai up the Manukau Harbour'. Creator James D Richardson (1923) Classification No. 995.1115 W14 'Sir George Grey Special Collections, Auckland Libraries, 4-4732' when re-using this image



Figure 4 Looking east by north from Waikowhai across Manukau Harbour showing Waikowhai Bay (left foreground) 5 September 1923 Classification No. 995.1115 W14 Creator James. D Richardson Sir George Grey Special Collections, Auckland Libraries, 4-4731' when re-using this image.



Figure 5 A panoramic view looking east north east from Waikowhai towards Hillsborough and Onehunga and Manukau Harbour (right) Classification No. 995.1115 W14. Creator James D Richardson 5 September 1923, 'Sir George Grey Special Collections, Auckland Libraries, 4-4728'

In the splash zone at Wattle Bay are salt-resistant herbs and behind the beaches in wet areas there are swamps and semi-swamps.

There are nine resident native birds living in this area as well as one migratory species: kereru, moreporks, tui, grey warblers, fantails, silvereyes, wrybills, pied oyster catchers and kingfish, with a few shining cuckoos arriving from Melanesia in the spring for the summer. Introduced species include blackbirds, thrushes and Californian quail, greenfinches, gold finches, house sparrow, mynas, and rosella parakeets. There is a pied shag colony in the pohutukawa trees at Waikowhai¹⁰.

Dr Kuschel arrived in Auckland in 1973 and from 1974 he used a bach at Wattle Bay to observe how many different kinds of beetles lived in the surrounding native bush, which was considered to be the best coastal vegetation in Auckland. He discovered 753 endemic *Coleoptera*, which is an incredible diversity of beetles. He estimated that there will be as many

¹⁰ Reidy p. 127

as 3,400 different indigenous insect species, because there are usually about 4 other insect fauna for every beetle on a site, but as he said they will be mostly “small, cryptic, elusive”¹¹.

Swan plants planted by the Puketapapa Local Board in the Hillsborough Cemetery have attracted many monarch butterflies, which have breed successfully. Cuni de Graaf a local resident and keen photographer has photographed them. She said that she has given up growing swan plants herself because the Asian paper wasps are so destructive to the caterpillars, so she has been very interested in the butterflies in the cemetery¹².



¹¹ Reidy, 2013, p. 131

¹² Cuni de Graaf personal communication to Elizabeth Pishief 30 March 2015.



Figure 6 (a-e) Monarch butterflies and caterpillars on swan plants in Hillsborough Cemetery, Photographer Cuni de Graaf

3 Historical Background

3.1 The name of the harbour

According to Te Ara - the New Zealand Encyclopedia there are several different names for this harbour. Te Arawa traditions call it Mānuka (implanted post) after the ancestor Īhenga, who put a stake there and claimed ownership of the waters. Tainui traditions name the harbour Te Mānukanuka-a-Hoturoa (the troublesome waters of Hoturoa) because of the sandbanks and quick-moving tides. But the most usual name is Manukau (wading birds), because so many birds such as the godwit and southern oystercatcher migrate there each summer¹³.

3.2 Māori Occupation

The Manukau Harbour and the 'Waikowhai Coast' on the northeast shores of the Manukau are important to many Tamaki iwi and hapū. There are multiple histories, associations, and traditions that different Mana Whenua

¹³ Rāwiri Taonui. 'Tāmaki tribes - Tribal history and places', Te Ara - the Encyclopedia of New Zealand, updated 22-Sep-12 URL: <http://www.TeAra.govt.nz/en/tamaki-tribes/page-1>

groups continue to maintain with the area, resulting in a complex and rich layering of cultural landscapes. It is therefore difficult to fit such histories and values into one historical narrative. Cultural association with the area does not begin with iwi and hapū as they exist today: it could be taken back as far as Maui at one level, or the traditions of Mataoho or the Tūrehu. What is important is that the Manukau Harbour and the Waikowhai Coast have been continually occupied by Mana Whenua for over 800 years and this relationship continues to this day. Arising out of this relationship come the cultural values, responsibilities, and rights that underpin Mana Whenua.

The Manukau was a highly mobile place. In a general sense, settlement patterns were fluid and followed a pattern of seasonality and resource use, with people periodically returning to various established kāinga and camps. At other times the many significant pā that surround the area played an important role in the geopolitics of the region¹⁴.

The Waikowhai Coast sits between two main portages: Te Tōanga Waka—the Whau Portage, and Te Tō Waka “the dragging place for canoes”,— the Ōtāhuhu Portage, believed to be the most frequently used canoe portage in early New Zealand¹⁵. Ease of access and travel between the Waitematā and the Manukau harbour meant the portage was a vital thoroughfare, which allowed easy access for waka to reach each harbour and the wider coast. The Waikowhai Coast sits below a walking track from Onehunga to Te Whau, (Blockhouse Bay), which ran along the ridgeline. Across the narrow channel of the Mangere Inlet were the rich volcanic soils of Māngere that, along with Onehunga, were renowned for cultivation. In addition to waka transport, the harbour itself provided an abundance of shellfish, fish, marine birds, and marine mammals. The strategic importance, economic and geographic benefits of the area were widely recognised by early Māori¹⁶.

¹⁴ Edward Ashby, Te Kawerau a Maki

¹⁵ Ann McEwan. *Proposed Onehunga Foreshore Reclamation Project: Cultural Impact Assessment*. November 2011

¹⁶ Edward Ashby Te Kawerau a Maki

In the spring, Māori began developing systematic fishing networks throughout the area, which involved setting up fishing gardens along the shoreline that would be utilised to trap and collect seafood during the summer months. The seafood included a rich supply of mullet (kanae) and dog-shark (pioke) as well as shellfish such as pipi, tuatua, cockle (tuangi) and rock oyster (tio). During the summer months however, the main centres around Onehunga and Māngere would have been scarcely populated as everyone dedicated their efforts towards fishing and gardening. These resource networks would have continued over various generations as evident by the extent of midden sites found¹⁷.

The Manukau Harbour area has been recognised for its wide diversity of connections to various local iwi. The tribes having the traditional right to use and occupy the land and waters of the Manukau area are the Waiohua, Kawerau and Ngāti Whatua people and various subtribes of Waikato-Tainui to whom they are closely related. Those tribes have used and enjoyed the lands and waters of the Manukau from early times to the present day. The harbour is as much their garden as their cultivations on land¹⁸.

By the early 18th century Te Waiohua were led by Kiwi Tāmaki who held mana over most of the northern Manukau Harbour, an area that spans from the Tamaki river to Te Whau point and as far north as the Waitematā. Several central pā sites were established across this landscape at Maungakiekie (One Tree Hill), Māngere and Onehunga. When Te Waiohua were led by Kiwi Tāmaki, Te Taoū (a section of Ngāti Whātua) were the dominant tribe in South Kaipara Harbour—but intent on pushing south. Although the two tribes were linked through marriage, this expansion was the source of much tension between them¹⁹. About 1741 Kiwi Tāmaki was killed by Wahaakiaki of Te Taoū at Paruroa (Big Muddy Creek) further along the coastline from the Waikowhai walkway.

¹⁷ Patterson, Malcolm. *Ngati Whatua o Orakei Heritage Report for State Highway 20; Transit Manukau Harbour Crossing* 2008.

¹⁸ https://forms.justice.govt.nz/search/Documents/WT/wt_DOC_68495207/WAI008.PDF

¹⁹ <http://www.teara.govt.nz/en/ngati-whatua/page-2>

Eventually Te Taoū under Tuperiri established themselves on the Tāmaki Isthmus becoming known in time as Ngāti Whātua o Ōrākei²⁰.

Then the area became almost completely deserted during the 1820s because of the ‘Musket Wars’, which resulted in frequent revenge attacks and raids as well as the continued presence of war parties armed with muskets passing through Tāmaki making it a dangerous and unstable place to live²¹. Te Wherowhero from Waikato, (later to become the first Māori King) was at that time the most powerful chief in the area. He managed to unite the various warring tribes by acting as a mediator between them to settle disputes so that by 1835 the area was settled permanently again.

Both the cartographic and archaeological evidence supports the long relationship Mana Whenua have had with this area. The area now known as Wattle Bay where there is a very large midden recorded as R11/915, as well as smaller middens²², was named Taunahi on Drury’s map (see figure 3). A later map “Land set aside for defence purposes at Cape Horn”, (figure 8) shows the terracing associated with the pā on Cape Horn, called Matengarahi by Mana Whenua, and terracing in the vicinity of the large midden/Taunahi. This map also shows a large swamp at the head of the bay where raupō for raupō boats and houses may have been gathered.

Tuhiparapari was the name given to the land and, or, stream near Lynfield Cove on Drury’s map. Waikowhai was spelt Waikawai by Drury, but this is only one of many typological errors — the spelling of the names already given may not be correct, but they at least provide us with more information about earlier names for these areas and somewhere to start discussions. The other names on Drury’s maps are Pukekaroro and Te Tapere.

²⁰ <http://www.teara.govt.nz/en/photograph/1201/paruroa-great-muddy-creek>

²¹ Patterson, Malcolm. *Ngati Whatua o Orakei Heritage Report for State Highway 20; Transit Manukau Harbour Crossing* 2008.

²² See s.5 Archaeological Record for further information.



Figure 7 Part of “Land set aside for defence purposes” DP 3931, 1885, showing the terracing on Matengarahi Cape Horn) named “Old Earthworks” and the terracing at Taunahi (Wattle Bay)

While in-depth commentary of different iwi and hapū relationships with the area is not offered here, brief overviews from each Mana Whenua iwi’s perspective are noted below.

3.2.1 Te Kawerau a Maki

Te Kawerau a Maki have ancient ties to the land reaching back to the time of the Tūrehu, through to the Tini o Maruiwi, Nga Iwi, and arrival of Maki in the early 17th century. Just some of the Kawerau traditions associated with the wider area include: the shaping of the landscape by Mataoho; the guardianship of the taniwha Ureia, Papaka, Kaiwhare, Taramainuku, and Haumia; the arrival of the Tainui Waka and the ancestor Rakataura; and the association with Maki. Some of the significant features include Nga Tai a Rakataura (the channels of the Manukau), Nga Puranga Kupenga a Maki (the heaped up fishing nets of Maki – the extensive sandbanks between Waikowhai Coast and Puketutu Island), Te Pane a Mataoho

(Mangere Mountain, across the channel), Matenga Rahi (Cape Horn), and Te Tapere (White Bluff).

3.2.2 Te Ākitai Waiohua

Te Ākitai Waiohua have close connections with coastal pa and kāinga sites at Puhinui on the shores of the Manukau Harbour. Carbon dating shows occupation in this region from at least the 14th century. Thus Te Ākitai Waiohua have an established association with the Manukau Harbour as a resource and crucial means of transport around Waikowhai utilising the Purakau and Wairopa channels.

Matengarahi (Cape Horn) is the headland that leads into Waikowhai Bay through to Te Tapere (White Bluff), which in turn shelters the Hillsborough and Onehunga bays. Te Tapere leads into Te Hopua a Rangi (Geddes Basin), the lagoon at Onehunga named after Te Ākitai Waiohua ancestor Rangihuamoā, the wife of Huakaiwaka and grandmother of Kiwi Tamaki.

Further inland, Waiohua established itself at Pukekararo (Hillsborough heights) and other places with views across the harbour at nearby pā sites Whataroa (Pah Homestead, Monte Cecilia Park, TSB Bank Wallace Arts Centre), Rarotonga (Mt Smart) and Puketapapa (Mt Roskill).

The Manukau Harbour shoreline is a well-known nesting spot for migratory birds, which connects to one account of the origin of the harbour's name "Manukau Noa Iho" or "just birds."

On the other side of the Manukau Harbour lie other sites of significance including Te Pane a Mataaoho (Mangere Mountain) and Puketutu Island (Te Motu a Hiaroa) both associated with Te Ākitai Waiohua occupation, cultivation and mythology.



Figure 8 Map from *Journal of the Polynesian Society*, Volume 47 1938, No. 187, Puketutu pa on Weekes' Island, Manukau Harbour, by F. G. Fairfield at p 119-128

3.3 European Occupation

3.3.1 Explorers and first settlement

The first European person to sight the Manukau Harbour was Samuel Marsden when he climbed Maungarei Mt Wellington in July 1820. He returned to the area later in the year and gives the first European description of the Manukau Harbour in the diary of his trip from Onehunga to the Heads in the November 1820.

As soon as the Tide answered we prepared to visit the Heads of the Manukow (sic) River— This River has two main Branches one [Otahuhu] runs up towards Mayoea [Mokoia – Panmure], and is separated from it by a very narrow Neck of Land, over

which the Natives take [f] their Canoes from one River to another. The other branch [Waiuku] runs to the Southward towards Wyekotta [Waikato] and forms a very large Sheet of Water beyond which the Eye can reach— This Branch nearly joins the Wyekotta River, and is only [sic] by a narrow neck over which the natives took their Canoes and pass from on[e] Settlement to another. The Manukou also about 10 or 12 miles from the Heads nearly joins the Wyeteematta River [at Te Whau.] — Though the communication between the Western and Eastern Seas sides is not entirely complete yet it is very nearly so, both into the Mayoea and Wyeteematta Rivers— In the Manukou there are very extensive Shoals & Sand Banks but there appeared to be a Channel of deep water, but which we were unable to examine in the Canoe from the Strength of the Tide occasioned too a great a sea to venture into with safety— The entrance into the Harbour is also narrow and it is probable a Bar may [be] found on the outside— but tho' [this] we could not ascertain as it would not be safe to go to Sea in a small Canoe where the Swell is so great within the Heads we had ten fathoms Water— There is abundant of fine Timber in the Neighbourhood of this River should it hereafter be found a safe Harbour [f] [1820 Nov 10] for Ships— After making all the observations our means enabled us we returned to the Settlement where we arrived about midnight and retired to rest—

[Nov] 11th Early this Morning we settled with the Natives of Mayoea, and they returned Home and prepared for prosecuting our Journey to Kiperro — [they] agreed to accompany us and to furnish us with Servants to carry our Baggage— As soon as we were ready we took our departure from Manukou. A few

Missionaries are much wanted at this Settlement—The Land is good about it and a very considerable population—²³.

As mentioned earlier William Colenso also described the area briefly when he visited in 1844.

European settlement in the area had initially developed around the timber resources that were available²⁴. Originally the area prospered from the arrival of Europeans with Onehunga quickly developing into a trading port, which supplied the wider Isthmus, and relations between Māori and European were relatively harmonious. However, this harmony was not to last as the increasing European presence became permanent from 1840 and controversial land purchases soon soured the relationship between Māori and the European settlers.

The Fitz Roy Waivers allowed European settlers to purchase land directly from the Māori owners and ignored the terms set out in the Treaty of Waitangi, which said that the Crown alone had the right of pre-emption (to purchase land off Māori). They were in place from 1844 until 1846 when Governor Fitz Roy was recalled and Sir George Grey replaced him as governor and restored Crown pre-emption. Despite the later repeal of these transactions, which were deemed illegal, the land was not returned to local iwi but instead went to the Crown who either resold it to new owners or held onto it, for the purpose of establishing reserves or defence land²⁵.

The land from Lynfield Cove to Mt Wellington south of Deed 208 and north to Remuera thus including this part of the Manukau coast line was bought under Fitz Roy's pre-emption waiver proclamations on 26 March 1844.

²³ Journal: Reverend Samuel Marsden's Journal from 13 February 1820 to 25 November 1820 https://marsdenarchive.otago.ac.nz/MS_0177_002#page//mode/1up

²⁴ McEwan, Ann. *Proposed Onehunga Foreshore Reclamation Project: Cultural Impact Assessment*. November 2011.

²⁵ Patterson, Malcolm. *Ngati Whatua o Orakei Heritage Report for State Highway 20; Transit Manukau Harbour Crossing*, 2008.

This resulted in Māori in Auckland becoming almost landless and prevented them from participating in the evolving farming economy²⁶.

The Three Kings complex of volcanic cones was purchased by the Crown in June 1841 along with much of the surrounding area north of Mt Albert Road under Deed 208. The majority of private purchases in the area came later in the wake of the FitzRoy Waivers. Hastings Atkins' purchase of over 1100 acres along the Manukau coastline, which was called Pourewa, included what would later be known as Lynfield and Cape Horn. The Crown declined all of his claim in 1850 and most of this land was later endowed to the Wesleyan Mission and the Auckland Harbour Board. James Carlton Hill kept 392 acres called Rangiowhia²⁷.

The annotated plan of Deed 208 in Reidy's history shows the land to the south and east of Lynfield Cove when it was owned by the Auckland Harbour Board (350 acres), which extended east to the head of Wattle Bay. East of that is the Wesleyan Mission land, which included Cape Horn and stretched halfway towards White Bluff. From there J.C. Hill owned a block of land which included White Bluff and most of Hillsborough Bay. The final corner of the Manukau coastline that is the subject of this report, was owned by the Pah²⁸.

²⁶ Reidy, pp. 26-7

²⁷ Reidy, pp. 27-8

²⁸ Reidy, Jade. *Not Just Passing Through: The Making of Mt Roskill*. Auckland Council, Puketepapa Local Board. 2nd edition 2013, p. 24

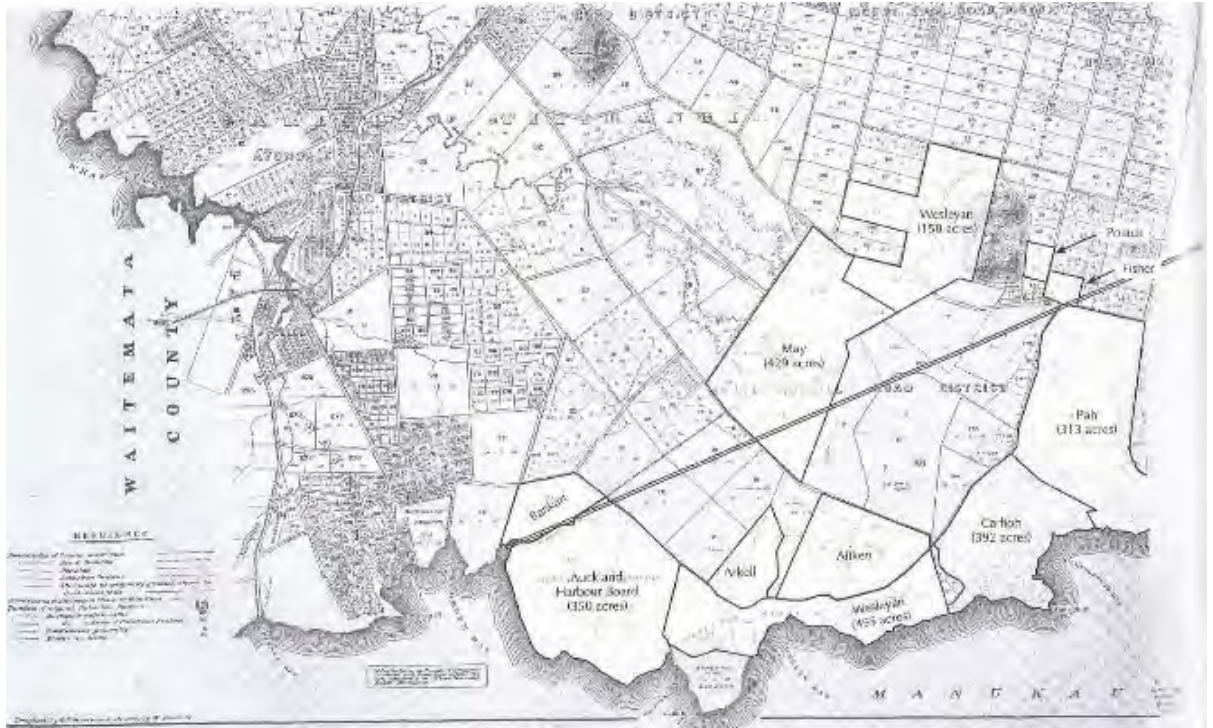


Figure 9 Annotated map from Not Just Passing Through, p.24

The Wesleyan Mission occupied land around Three Kings from the 1840s. There was a Māori training institution as well as several other educational facilities established at Three Kings, which are recognised as having been some of the earliest colonial establishments in the area²⁹. The land on the Manukau granted to the Wesley Mission Trust in 1850, was described as “a large area of very poor land at Waikowai [sic] on the Manukau was granted to the Institution as a fishing ground for the natives”³⁰. The *Otago Witness* reported that among the grants of land made to the Wesleyan Institution at Three Kings was:

[A] place called Waikowai [sic], on the Manukau, deserted by the natives. The soil at the latter place is not considered very good but firewood can be obtained on the spot, and the Maoris [sic] connected with the institution have chosen the place near a fishing

²⁹ Reidy, 2013.

³⁰ <http://www.methodist.org.nz/files/docs/wesley%20historical/4%281%29%20wesley%20college.pdf>, p. 10

ground, and by this means succeed occasionally in procuring an agreeable change of food³¹.

The land on Cape Horn was intended to be used as a defensive site from 1885, but remained part of the Mission Trust land grant until it was subdivided in 1925. It was used as a picnic area in the early days³².

Lynfield was originally a Manukau Harbour Endowment area, later becoming Auckland Harbour Board leasehold property, with the land use along Halsey Drive and the use of its reserves, being set aside in 1908 for excursions and other leisure activities³³.

3.3.2 Later settlement

James Carlton Hill farmed a small portion of his land grazing cattle and 200 sheep imported from Sydney. He was a member of the Auckland Provincial Council and was convinced that the proposed railway from Auckland would bypass Onehunga and reach the south part of his property. Consequently he had surveyors lay out a town settlement, but unfortunately died while on a business trip to Sydney before his plans could be realised. The estate was sold to land investors and speculators as the Hillsborough Estate and is now Hillsborough³⁴. Perhaps the last of one of the known farm houses built on J.C. Hill's land once it was so to the land investors is located at 16 Carlton Road³⁵.

Small holding farming including market gardening and dairying, pig farming and poultry raising were the chief uses of land around the area after such activities as kauri gum digging were exhausted. The poor clay soils of the Hillsborough area were not productive, although strawberry farming became a notable activity in the area around Hillsborough/White Swan roads and Lynfield in the first half of the 20th century³⁶. Murray Jones' great grandfather Mr Herd had a farm in Herd Road in the latter part of the

³¹ *Otago Witness* 20 August 1864,
<http://timespanner.blogspot.co.nz/2011/06/waikowhai-park.html>

³² Lisa Truttman personal communication to Elizabeth Pishief

³³ Lisa Truttman (historian, editor)

³⁴ Reidy, p. 28

³⁵ Reidy, p. 35

³⁶ Reidy, pp. 59; 60-1

19th century and the early 20th century where he grew carrots and other vegetables that he supplied to all the hotels in Onehunga. His son Albert James (Bert) Herd was a nurseryman who grew hedge plants and citrus trees including oranges and mandarins. Every Friday he would take his produce to Turners and Growers to sell – they were the middlemen between the growers and the shops³⁷. There were several Chinese market gardeners on the sunny sheltered western side of Hillsborough Road. But there were few residents in the Hillsborough area between the two world wars of the 20th century; “the area was still the domain of blackberries, pheasants and rabbits”³⁸.

Life was very different from nowadays even until the mid-20th century. Murray Jones recalls that in the 1930s the milk was delivered to the Seacliffe Road area by a “red-haired milkman called Taylor” who had a horse and cart and would ladle perhaps one or two quarts of milk into the billies or containers that were left at the gate hanging under the letter boxes. There was no sewerage system and a night cart would come and change the buckets and take the soil away. Everyone had their toilets outside or in the outside wash house so it was easy for the night cart man to collect. Murray’s mother used to walk into Onehunga to get her groceries and would walk back up the hill carrying her groceries in string bags that would so heavy they cut into her hands. Later the Queenstown Ratepayers Association organised a free bus from Goodall Street to Onehunga so people including Murray’s mother could go to Onehunga and come back on the 2pm bus in time for the children coming from school. Grandfather Herd (Bert Herd the nurseryman) owned land on Hillsborough Road where the Baptist Church now is and had a paddock with a house cow. Murray’s parents made butter from the milk his father separated it and his mother churned the cream into butter³⁹. Keith Hay who had a tremendous effect in Hillsborough as well as the rest of Mt

³⁷ Murray Jones, personal communication to Elizabeth Pishief, 26 March 2015.

³⁸ Reidy, p.76

³⁹ Murray Jones, personal communication to Elizabeth Pishief, 26 March 2015.

Roskill, which he was Mayor of for 21 years, extended Herd Road, which had previously stopped at Murray Jones's great grandfather's farm gate⁴⁰.

Pressure for housing overcame the need for food production to be close to the city and in 1939 the government began planning developments at Three Kings, Roskill South, Waikowhai and Wesley. "In 1927 the Wesley Trust developed their land at Waikowhai. Waikowhai Park Estate was subdivided all the way south of Ridge [Hillsborough] Road. The first of the roads built was Aldersgate Road"⁴¹. These sections were sold as 'Glasgow Leases' and re-evaluated every 21 years.

Mrs Naulls recalled buying their section on Cape Horn Road in 1950, (the year before they were married), from a woman who worked with her husband's aunt, for £60 with a lease to the Wesley Trust of £5 per annum. Then a number of years later a group of leaseholders formed a committee and approached the Wesley Trust to buy their sections. The Naulls had 19 years to run on their lease when the Wesley Trust gave them the opportunity to buy their section and "took off all the money we had paid into it over the years"⁴². It cost £3000 to buy the section. When they were first married they lived in a caravan on the section which had beautiful views of the south head of the Harbour. Their land was covered in rubbish and ti-tree [manuka] and they set fire to it and it got out of hand but the neighbours all came with buckets and sacks and managed to extinguish the fire before it set the bush alight⁴³.

3.3.3 Pioneer Potter

Olive Jones was a significant person in the Hillsborough community who was mentioned by several of the local residents. She and her sister lived in the family house in Seacliffe Road. Sandra Coney said they "almost constituted a two woman antipodean arts and crafts movement" for they painted, potted, wove, designed and made embroideries, bound books,

⁴⁰ Reidy, p. 81; Murray Jones, 26 March 2015

⁴¹ Reidy, p. 71

⁴² Mrs Ros Naulls, personal communication to Elizabeth Pishief, February 2015

⁴³ *ibid*

made lino-cuts and jewellery, and worked with copper and gemstones⁴⁴. Olive was one of the first studio potters in New Zealand and had her studio in a stable behind her father's house. After attending Elam School of Art then as a girls' work secretary at the Auckland YWCA, then to Australia where she saw her first studio pottery and decided to go to England where she trained at the London County Council's School of Arts where she met up with her sister Gwenda who had preceded her there and the Camberwell School under Dora Billington⁴⁵. In 1934 she brought back to New Zealand a wheel, muffle lining for a kiln and glazes. She scoured Auckland for clay finding the local brick clay did not take glazes well, but eventually found a fatty blue clay from the Onehunga papa cliffs with the addition of flint and feldspar to be suitable⁴⁶. When Olive returned from England she soon met Briar Gardner the only other studio potter in Auckland at the time. She was accepted as a member of the Auckland Society of Arts in 1934 and held a small one-person show exhibiting pieces from England. Olive's pottery was generally functional—bowls, vases, generous mugs and other things such as bookends based on stylised Māori canoe prows. Within a year of returning from England she was able to make a modest living from her potting⁴⁷. She sold her pottery through shops, from her studio, and on commission, and also taught students. In the New Zealand Centennial year she and Elizabeth Matheson from Havelock North held pottery demonstrations and sold their wares at the 1940 Centennial Exhibition in Wellington. During the World War 2 there were import restrictions, which led to a demand for locally produced studio pottery. Olive responded by building a bigger kiln and taking evening classes at the Arts Society⁴⁸.

⁴⁴ Sandra Coney, 'Olive Jones' in *The Book of New Zealand Women Ko Kui Ma Te Kaupapa*, (eds.) Charlotte Macdonald, Merimeri Penfold and Bridget Williams, Wellington: Bridget Williams Books, 1991, p. 331

⁴⁵ Coney, p. 323; Parker <http://www.TeAra.govt.nz/en/biographies/5j7/jones-olive-emily>

⁴⁶ John Parker, "Olive Jones: A profile" printed pamphlet, no date, copy obtained from Rosamund Stewart, Napier.

⁴⁷ John Parker. "Jones, Olive Emily", from the *Dictionary of New Zealand Biography. Te Ara – the Encyclopedia of New Zealand* updated 29-Oct-2013 URL: <http://www/TeAra.govt.nz/en/biographies/5j7/jones-olive-emily>

⁴⁸ Parker, no date

Then after the war the American Service Hospital became Avondale College. This created an opportunity for Crown Lynn Works, the china department of the Amalgamated Brick and Pipe Company, who urgently needed young workers with some training to work with the Education Department to start pottery classes at the college. Robert Field from Dunedin was in charge of the training. At the same time students were able to train in pottery making at Auckland Teachers' College⁴⁹. Interest in pottery making as a craft grew and craft shops opened. In 1962 Olive was one of the people who formed New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road. From the 1930s Olive Jones' teaching, demonstrations and inspiration provided a solid base for the craft revival of the 1960s⁵⁰. She continued her activities as a potter holding her last exhibition in 1979 three years before she died aged 89 in 1982⁵¹.

3.3.4 Hillsborough Cemetery

Located on the corner of Hillsborough Road and Goodall Street, the Hillsborough Cemetery was purchased by the Onehunga Borough Council and established in 1916 to replace Waikaraka Cemetery. The use of the cemetery started slowly with many of the first burials being of paupers⁵². When the nearby Waikaraka Cemetery reached capacity in 1922, Hillsborough became the central cemetery in the area and housed a caretaker's shed and office from which both cemeteries were managed. The cemetery was at one time included in the local bus route so buses would travel through one set of gates, drop people off at a stop located within the cemetery boundaries, then continue out a second gate⁵³.

As the cemetery was not particularly large, it had already reached its capacity by 1974 and no new plots were sold. However, burials continue to take place in pre-existing plots, usually those of other family members. Only the Hillsborough Road entrance remains; the caretaker's office and

⁴⁹ Parker, no date

⁵⁰ Parker, <http://www.teara.govt.nz/en/biographied/5j7/jones-olive-emily>

⁵¹ Sandra Coney, *Standing in the Sunshine: A history of Women in New Zealand since they won the vote*, Auckland: Penguin Books, 1993, p.271

⁵² Reidy, 2007, p. 40.

⁵³ Reidy, 2007, p. 41.

shed are now long gone. The cemetery is built on a hillside, which while providing a stunning view across the Manukau Harbour, means the cemetery has been impacted by hillside erosion, which has left many of the grave sites damaged and displaced. Furthermore, the inevitable seeping of material such as embalming fluids from these graves over time down the hillside to the shore has become an unpleasant contributor to the increasing coastal pollution of the Manukau over the past 100 years.

The cemetery encompasses a variety of religious denominations and orders such as St Mary's Covenant of Ponsonby, the Little Sisters of Ponsonby and the Good Shepherd Sisters of Waikowhai⁵⁴. The cemetery is also known as the resting place of many of New Zealand's first followers of the Baha'i faith such as Margaret Stevenson and Sarah Blundell⁵⁵. Other people of note who are buried in this cemetery include Bobby Leach, the first man to go over Niagara Falls in a barrel; Richard Henry, an early New Zealand naturalist and conservation advocate; and the 19th century artist Charles Blomfield who painted, amongst other things, the famous depictions of the pink and white terraces at Tarawera⁵⁶. Like all cemeteries, Hillsborough provides an invaluable depiction of the mix of cultures and personalities that inhabited the area during the period in which the cemetery was primarily active, in this case of the early to mid-20th century. What makes the cemetery a particularly invaluable social history resource is the opportunity to view how the marked shift from a sparsely populated rural district to the larger modernised urban community, which quickly developed during this time, was evident in the lives (and consequently deaths) of its residents.

⁵⁴ Reidy, 2017.

⁵⁵ Baha'i Faith 1913-2013 Baha'i Burials at Hillsborough Cemetery. Hillsborough Road, Auckland.

⁵⁶ Reidy, 2007.

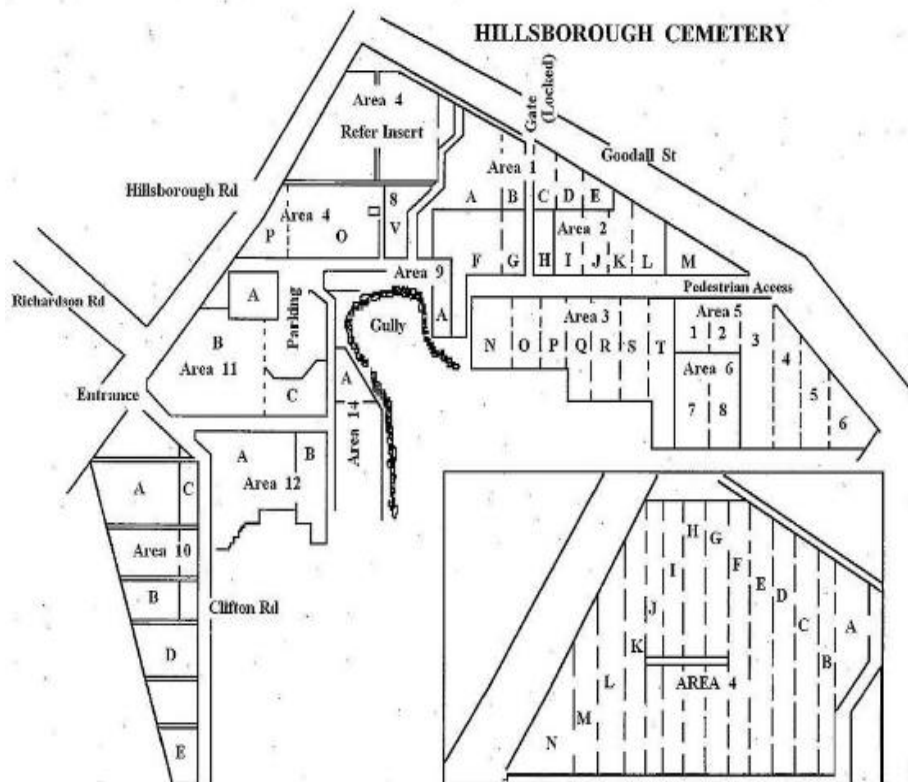


Figure 10 Map of Hillsborough Cemetery⁵⁷

4. Central Themes

The coastline, although not as densely occupied as the larger settlements either side of it, has still seen a range of uses over the years, which have helped to establish central themes regarding the identity of the area and its inhabitants. These are shipping, leisure, waste management, and environmental restoration.

4.1 Shipping

Shipping has played a large part of the area's identity since its earliest days. Whilst wharves were established in both Onehunga and Blockhouse Bay, there is evidence that other smaller bays along the coastline were also used as landing sites from time to time for the convenience of the settlers and to facilitate the movement of goods and stock in a remote area. The most notable of these in terms of the survey area was at White Bluff. While there is no definitive documented evidence whether an official

⁵⁷ (Baha'i Faith 1913-2013: Baha'i Burials at Hillsborough Cemetery. Hillsborough Road, Auckland: Self Published Pamphlet.)

wharf was ever constructed at White Bluff, there was certainly much debate and consideration amongst local authorities regarding this issue during the 1850s and 1860s⁵⁸.

The proposed plan to build a wharf at the Bluff was largely encouraged by Mr James Carlton Hill who had purchased the majority of the land around where the Bluff is situated from the Crown in 1848⁵⁹. Hill requested that a plan of the area be drawn up to emphasise the value and benefits that establishing a wharf at this point along the coastline could have⁶⁰. He no doubt hoped to profit from the increase in travel and activity in the area that this potential development would bring. This was evident by his further suggestion for proposed construction of a series of sheds, stores, hotels and boarding houses around the Bluff⁶¹. Following Hill's death in 1859, the land at White Bluff was transferred to his son-in-law J. A. Brown who retained at least part of it until 1884⁶². The idea of a town in the area continued to be promoted, but as it would have required the extension and rerouting of the Onehunga rail network it was considered an unnecessary disruption and expense since there was already a well-established route and township close by. The idea was eventually scrapped and Onehunga remained the major port in the area⁶³.

During the period of 1855-1870 there are various accounts of White Bluff being used as an anchorage and landing place for off-loading cattle and supplies from various vessels such as the *SS Alexandra*,⁶⁴ the *SS Phoebe*,⁶⁵ and the *SS Rangatira*.⁶⁶ The *Rangatira* is recorded as carrying "16 steerage passengers, 40 head cattle, 287 sheep, and 8 kegs butter,"⁶⁷ when arriving at the Bluff during one voyage in 1868. However, it seems only the cattle were off-loaded at the Bluff before carrying on to Onehunga

⁵⁸ *Daily Southern Cross*, volume XVI, Issue 1241, 2 August 1859, p. 1

⁵⁹ Archives New Zealand Deed Index 3A 2102

⁶⁰ *Daily Southern Cross*, Rorahi XII, Putanga, 1864, p. 9. Whiringa- a-nuku 1855, p. 1

⁶¹ Papers Past, *The New Zealander*, Wednesday July 8 1857

⁶² Archives New Zealand Deed Index 9A 296

⁶³ *Daily Southern Cross*, volume XXI, Issue 2428, 2 May 1865, p. 4

⁶⁴ *Daily Southern Cross*, volume XX, Issue 2108, 22 April 1864, p. 3

⁶⁵ *Daily Southern Cross*, volume XXIII, Issue 3132, 31 July 1867, p. 3

⁶⁶ *Daily Southern Cross*, volume XXIII, Issue 3169, 13 September 1867, p. 3

⁶⁷ *Daily Southern Cross*, volume XXIV, Issue 3439, 25 September 1868, p. 3

wharf. Likewise, the *SS Phoebe* was recorded as having supplies brought down to the beach and gradually placed on board via surf boats in 1865, which reinforces the lack of any proper docking at the Bluff⁶⁸.

Historic maps of the area support this type of usage of the area. An 1860 map of the Hillsborough and Queenstown area around the Bluff includes a prominent sketch of a sailing ship drawn next to the Bluff which is entitled “The Bluff.” Given that there is also what appears to be a cruder drawing of a train at the other end of the road, this may not necessarily indicate any actual sailing boats visiting the Bluff but rather the map maker’s not so subtle ideas or predictions for the future⁶⁹. Another map that provides some indication of the Bluff’s usage is from 1916 in which a small strip of land on the south western coast of the Bluff known as Niger Bay, (now Granny’s Bay), is labelled “Sheep Landing.”⁷⁰ This reinforces the assumption that this area was primarily used for loading and off-loading livestock and supplies rather than people.



Figure 11 Remains of landing platform on western side of White Bluff, Katharine Sheldon, January 2014.

⁶⁸ *Daily Southern Cross*, volume XXI, Issue 2427, 1 May 1865, p.5

⁶⁹ DEED S 26, Hillsborough and Queenstown Date 1860, LINZ records

⁷⁰ DP 11417, Auckland Land District Eden County, Blk VII Titirangi SD, LINZ records

Despite this, the archaeological survey in 2014 found evidence of what appears to be some form of landing on the western side of the Bluff that is visible at low tide. This structure consists of a series of 12 or 13 wooden beams in parallel at the south western point of the Bluff. Several post holes were also found alongside this structure and a metal shackle most likely associated was found nearby, which further suggests that the site was at some point in time used as a boat landing. However, whether the construction of this structure is related to the activity in the 1860s is unknown. Regardless, shipping had a vital function for the area, particularly in the early days when overland connections were limited and many people relied on ships to transport mail and livestock, but also to bring food and materials vital to their everyday survival.

There was an area at White Bluff where the sailing ships would be floated in to be serviced. They would be tied up to piles and their bottoms would be scraped to get rid of the toredo worms⁷¹.



Figure 12 Detail of landing site at low tide Katharine Sheldon, January 2014

Another important shipping activity that took place on the Manukau Harbour and affected the Waikowhai Coast was Winstone's sand barges.

⁷¹ Murray Jones, Interview with Elizabeth Pishief, 26 March 2015

They would barge the sand from the Awhitu peninsula across to Onehunga. They brought 'sharp' sand from Big Bay which was very good for building materials or sand from Graham's Beach in loads of 40 tons. Sand from Wattle Bay at Awhitu was not used because it was black sand. The barges were towed as close as possible to the wharf at Onehunga (where Mitre 10 is) at high tide and then when they were emptied they would float again and could be moved away. The tides were used to manage the movement of the barges. The bottoms of the barges had to be cleaned annually to prevent the worms from getting into the wood. They would be run into the little bay to the east of Hillsborough Bay where the motorway now goes and be tipped upside down to be cleaned and service⁷².

4.2 Leisure

A key feature that is found across the entirety of the coastline in the study area is public reserves. There are over a dozen parks, domains and/or reserves in the area typically containing dense scrubland and bush, which is collectively the largest block of native forest left in Auckland. This is largely the legacy of the Wesleyan Mission's land grant in 1850, which was granted to provide a fishing area for the school, but was also an area used by the pupils for swimming. Hare Hongi (Henry Matthew Stowell) who attended the school at Three Kings in the mid-19th century described the area when he was a child:

Out beyond the outer farm lay Waikowai (Laburnum, or Kowhai waters). This was a lakelet [presumably Stowell means the sea] whose waters, deep and clear, afforded ample room for dipping and swimming. To this, on one afternoon of the week, repaired the youths; the maidens on another. And what a day was that! And nearby it was a pretty Remnant of real native bush. In this we would gather after our dips, note its lovely trees, plants and ferns, and pluck

⁷² Ibid

and crush a few leaves, delighting 'in their fragrance. That was real home to us bush-born⁷³!

4.2.1 Waikowhai Park



Figure 13 Detail from SO 16220, 1911, LINZ crown copyright showing Waikowhai Park and Wesley Bay now Waikowhai Bay

After the establishment of Waikowhai Park the area soon became popular for camping and swimming activities. While evidence of these activities can be found in the form of various boatsheds and campsite remnants across the entire region, the most well established and famous in the research area is Waikowhai Park. This area of 30 acres was originally gifted to the Mt Roskill Road Board by the Wesleyan Mission Trust as a public reserve in 1909⁷⁴. The Mt Roskill Board, led by the chairperson

⁷³ "THREE KINGS COLLEGE. SIXTY YEARS AGO. Supplement to the NZ Herald 19 July 1924, page 1. BY HARE HONGI" published in MT ROSKILL (Puketāpapa) Historical Society Newsletter, Issue 1. Volume 4. February 2015.

⁷⁴ *Auckland Star*, Volume XL Issue 287, 2 December 1909, p. 4

Charles Bagley, strongly pushed for the development of this park⁷⁵. However, the official transaction required a special Act of Parliament known as the Waikowhai Park Act, which was not passed until 1911⁷⁶.



Figure 14 Looking south south west from Waikowhai Road across Manukau Harbour towards the Manukau Heads showing three people in a car in the foreground driving towards Waikowhai Park c. 1915 Creator F.G. Radcliffe, 'Sir George Grey Special Collections, Auckland Libraries, 35-R246' when re-using this image.

Following the resolution of this and other legal difficulties regarding funding, the actual development of the park finally began in late 1911⁷⁷. By March 1913 when the distinctive winding road down to the beach was being constructed, it was predicted that the Park would be opened within the next two months⁷⁸. However, improvements such as better parking, roading and water facilities were recommended before Waikowhai Park

⁷⁵ *New Zealand Herald*, Volume XLVIII, Issue 14797, 28 September 1911, p. 6

⁷⁶ *New Zealand Herald*, Volume XLVIII, Issue 147690, 8 September 1911, p. 5

⁷⁷ *New Zealand Herald*, Volume XLVIII Issue 14797, 28 September 1911, p. 6

⁷⁸ *New Zealand Herald*, Volume L, Issue 15245, 7 March 1913, p. 8

was deemed complete.⁷⁹ This further delayed the opening until February 1914⁸⁰.

Even before it was officially opened Waikowhai Park was promoted as a resort, ideal for all family outings with acres of natural beauty including the distinctive kowhai trees and various sloping bays, which made it one of the most picturesque parks in Auckland. The various grassy knolls and inlets were noted as being almost tailor made for providing secluded and individual family areas. These were said to help alleviate the overwhelming influx of people who often came to the Park at one time. The even and shallow depth of the water was also promoted as creating a safe place for children to swim without parents having to fear their children getting into trouble⁸¹.

This promotion of the Park encouraged it to become a popular destination for swimming, camping and picnics for people from all across the district. Family outings and public excursions soon became a common occurrence and photographs of motor cars travelling along the winding road down to the Park are now seen as an iconic depiction of life in the Mt Roskill area from that era⁸².

⁷⁹ *New Zealand Herald*, Volume XLIX, Issue 14976, 25 April 1912, p. 5

⁸⁰ *Auckland Star*, Volume LI, Issue 15545, 28 February 1914, p. 8

⁸¹ *Auckland Star*, Volume XLV, Issue 51, 28 February 1914, p. 11

⁸² *New Zealand Herald*, Volume LII, Issue 15810, 6 January 1915. p. 7



Figure 15 Waikowhai Bay Beach Scene. January 1955 (Alexander Turnbull Library Ref no: WA 36758 F)



Figure 16 Looking east by north from Waikowhai across Manukau Harbour showing Waikowhai Bay (left foreground) 5 September 1923 Classification No. 995.1115 W14 Creator James. D Richardson Sir George Grey Special Collections, Auckland Libraries, 4-4731' when re-using this image

Local historian Peter McConnell says that Waikowhai Beach was popular right up until the valley above was developed into a refuse site in the 1950s. He says that two long-time local personalities, 90-year-old Glades Pinchers and 93-year-old Mrs Woodward can recall visitors catching the tram to Mt Albert and filling their billies with hot water at the store above the Park. They would then spend their day picnicking and swimming at the beach⁸³.

The sign on the side of the kiosk strongly suggests that the strawberries would have been supplied by one of the strawberry growers in the area. The first strawberries were grown by William Johnstone who had a farm between White Swan and May roads on the city side of Richardson Road. James and Andrew Griffen also had a strawberry farm on the corner of White Swan and Ridge (now Hillsborough) roads. This farm was formed on uneconomic, clayey, leasehold land, but their strawberries were so good that they even supplied a garden party held by the Governor General Freyberg for the Empire Games in 1950⁸⁴. The kiosk was known to have still been in operation as late as 1954 possibly still providing strawberries in season to picnickers.



Figure 17 Waikowhai Tea Kiosk, 1925. (Auckland City Archives MRB 027 4V)

⁸³ <http://www.localist.co.nz/central-islands/articles/rich-history-at-waikowhai-reserve>

⁸⁴ Reidy, p.61

Long-time resident of Cape Horn Mrs Ros Naulls who lived there after they were married in 1951 having bought their section in 1950 described Waikowhai in the 1960s-70s. It was not attractive and the family preferred going to Blockhouse Bay to sail, or across to their bach at Orua Bay although she did take the children down to it when they were small. But then it became:

[V]ery rough in those days, muddy and not appetising. I took the children down a few times, but we spent a lot of time at Blockhouse Bay Yacht Club – the children all sailed. ... Alan [Naulls her husband] grew up in Blockhouse Bay where he was brought up by uncles and grandparents. ... Alan and Jack used to go floundering at Wattle Bay at night time. ... Friends had an old mullet boat and used to go over to Orua Bay. We had a boat at Orua Bay ... there were so many fish at Orua Bay.⁸⁵

Whilst the reserve is still open for use today, its popularity and identity has diminished since its heyday of the 1920s-50s. Remnants such as the changing sheds, fireplaces and picnic areas that are still visible in both the reserve and scattered along the immediate coastline, document the extent to which this area was once a hive of recreational activity. Nevertheless the tracks and coastal walks are used regularly by many of the residents and environmental protection groups appreciate the native vegetation and fauna and spend time working to maintain and improve the ecology of the area.

⁸⁵ Ros Naulls 432A Hillsborough Road, Interview with Elizabeth Pishief 16 February 2015



Figure 18 Cape Horn Road, Waikowhai, Auckland. 14 June 1976. Waikowhai Bay in foreground; Wattle Bay centre. Whites Aviation Ltd. Photographs. Ref: WA-73587-G. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22597119>



Figure 19 Track around coast line from Waikowhai Bay to Wattle Bay (Taunahi)

4.2.2 The changing sheds

John Skeates remembers there were two lots of changing sheds at Waikowhai Park: the stone ones in the bush to the west and concrete changing sheds on the foreshore that were knocked down by the Council. The stone one did not function when he was a child because it was very close to the rubbish tip⁸⁶.

Although Waikowhai Park was undoubtedly the focal point for recreational activities in the area, the strong connection between residential properties and the sea is apparent throughout the entire study area. Boatsheds, diving boards, jetties and stairs cut into the rock face are some of the many ways in which the evidence of this part of the districts identity can still be seen today. A more expansive and controversial remnant of leisure activity along the coastline however, is the multiple boatsheds, used as baches, best exemplified by the cluster found in the area directly surrounding Wattle Bay.

4.2.3 Wattle Bay Bach Settlement

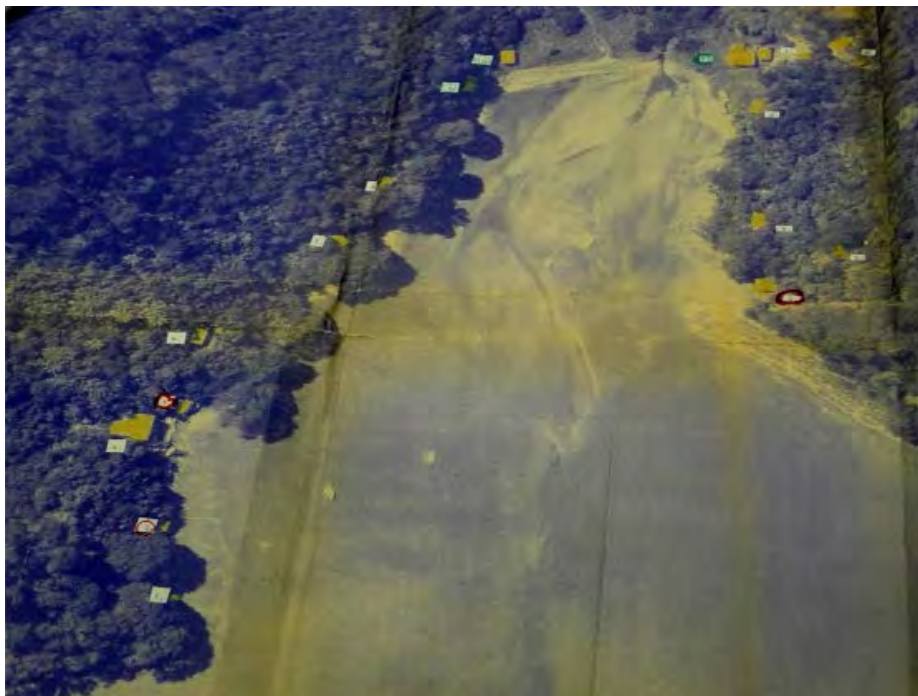


Figure 20 Aerial Map (1984) Baches 1-10 (left); Baches G-M (right), Wattle Bay. (ACA: Ref: MRB 111-3-4-35)

⁸⁶ John Skeates Interview with Elizabeth Pishief



Figure 21 Cape Horn Road, Waikowhai, Auckland. Wattle Bay in right foreground. 14 June 1976 Whites Aviation Ltd. Photographs. Ref: WA-73588-G. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23253418>

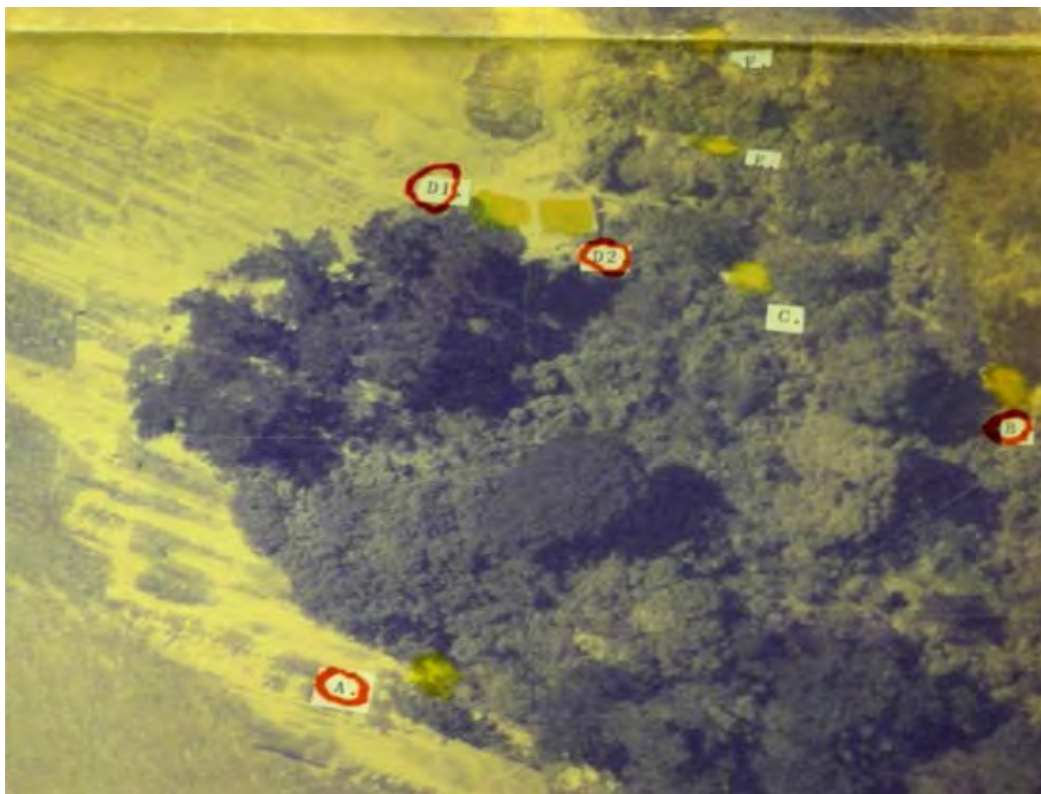


Figure 22 Aerial photograph (1984) Baches A-F - western side of Cape Horn. (ACA: Ref: MRB 111-3-4-35)

Described as a quaint little fishing village by some and as a group of derelict old shacks belonging to hermits and 'alkies' by others, the group of approximately 23 boatshed/baches that once were scattered around Wattle Bay, created a unique and significant identity for the bay within the greater Mt Roskill area. Most of these structures were originally established during the Depression era of the 1930s and served both as a base for fishermen in the bay hoping to catch a living and as an affordable, if rudimentary form of accommodation during those difficult times.

Given these circumstances, most of these baches would have been built haphazardly from whatever material was available at the time and meant they did not have building consent or adequate requirements. Despite this lack of regulation, informal leases were given out to the owners of these baches by the landowner (either Auckland Harbour Board or the Wesleyan College Trust), which as late as the 1970s, only cost \$2 a year.

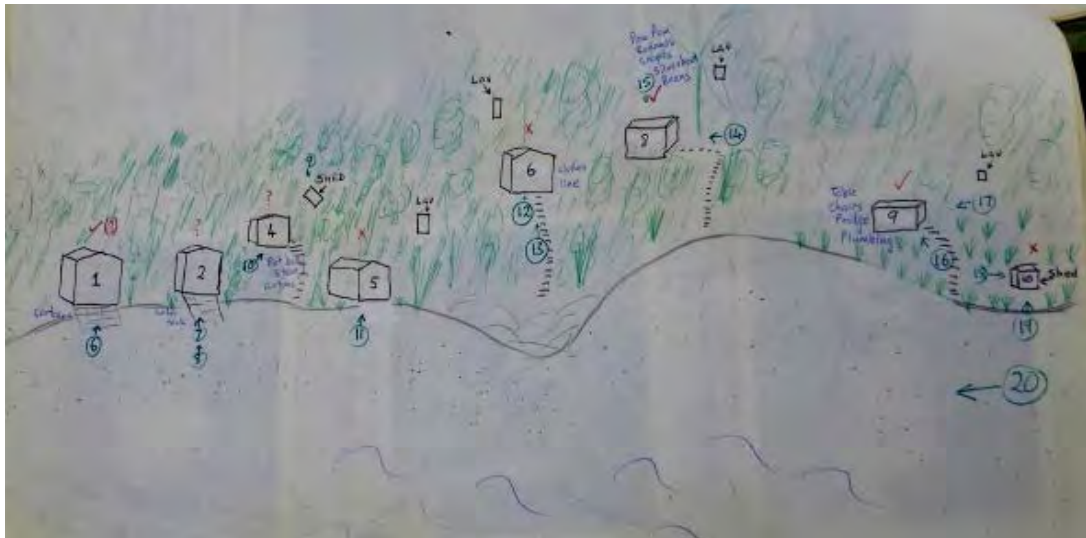


Figure 23 Sketch map of 8 last boat sheds east Wattle Bay. ACA: Ref: MRB 111-3-4-35

This system was allowed to continue until 1971 when the Mt Roskill Borough Council took over control of the Harbour Board land and quickly began to look upon these baches as eyesores in contrast to the natural environment in which they planned to develop a reserve⁸⁷. Plans to phase the sheds out began around 1975 and continued to gain momentum in

⁸⁷ Reidy, 2013

1983 when the Council purchased the Wesleyan land, thus putting all of the Wattle Bay baches under their jurisdiction. However, the strong objections from the shed owners and many local residents meant that much back and forth correspondence was undertaken regarding the survival of the remaining structures. This largely consisted of the Council requiring them to be brought up to proper building consent standards and concerns that some of them were being used as permanent dwellings. Indeed the Council were right to raise these concerns as many of the baches by this stage were in a serious state of disrepair and at least two of them were known to be permanently inhabited, one of which in 1984, housed a 3 year old and a 9 month old baby⁸⁸. Figure 24 shows the sketch map of the remaining eight baches on 15 March 1984. The red marks indicate the places believed to be permanently occupied.

Eventually as a means to finally settle this dispute the Council commissioned a landscape proposal in 1989, which recommended that the sites should be kept as one of the few remaining remnants of the unique Depression-era lifestyle that was once found across much the harbour and consequently was in keeping with the area's traditional use as a fishing community. As many of the sheds had previously been granted 15-year leases, it was suggested that the sites should at least remain until these had run out. However, shortly after this proposal was published, the Borough Council was amalgamated with the Auckland City Council and it was quickly decided that the remaining eight baches should be demolished⁸⁹. The only physical evidence of these sheds' existence that remains now are the concrete foundations, some occasional steps, and some incisions in the rock faces, which had often acted as back walls to some of the baches.

⁸⁸ Auckland Council Archives, Ref no: MRB 111-3-4 35

⁸⁹ Reidy, 2013.



Figure 24 Wattle Bay Coastline with Boat Shed 9 centre right ACA: Ref: MRB 009 307.



Figure 25 Probable remains of boat shed/bach (January 2014).

This site (figure 22) was originally considered to be a 1920s era camping site. However research indicates that as the location is within the Wattle

Bay boatshed complex it is in fact most likely to be the remains of one of the boat sheds, such as D1 or D2. However further research is required to verify this.



Figure 26 Boatshed ruins at base of Cape Horn, Wattle Bay (Photograph Brenden Shirley January 2014)

4.2.4 Occupants of the baches

The privacy of the baches set amongst the remnant bush attracted a number of environmentalists over the years. Two entomologists Claire Butcher and Russell Earnshaw owned baches. And the entomologist Dr Willy Kuschel used one of the baches at Wattle Bay from 1974 to observe how many beetles lived in the surrounding native bush. The answer was 753 endemic Coleoptera, which was a “discovery of unsuspected richness and diversity in the world of beetles”, but which has since been increased to over 1,000 species⁹⁰. His study *Beetles in a Suburban Environment* was the first such investigation in New Zealand and has become a model for scientific institutions in Europe and North America. Other environmentally aware owners were the Friends of the Earth founding member Peter Dane and the natural history writer Andrew Crowe⁹¹.

⁹⁰ Reidy, pp. 130-1

⁹¹ Reidy, p. 131

John Skeates remembered there were “a few characters” living in the baches and his mother forbade him to go near one called Tim. The grandfather of a friend lived in one, but most were weekenders who used pot-belly stoves to cook on. One family used a pram to carry their belongings up and down the hill and another created a ‘pink palace’⁹². Ros Naulls remembered the family with the pram who used to go down to Wattle Bay every weekend to fish. “He had long hair tied back” and there were quite a few children. They were a “happy go lucky family”⁹³.

4.2.5 Boating, sailing and fishing

There were boatsheds all around the Waikowhai Coast including at Wesley Bay where there were perhaps 10-15 just below the steep cliff but close to the water’s edge. Steps were cut into the papa rock which are still there⁹⁴.



Figure 27 Remains of a boatshed at Wesley Bay showing steps. Cuni de Graaf Photographer.

Murray Jones’ life both as a child and later revolved around boating and sailing on the Manukau Harbour. He and his family have lived in the Seacliffe Road area for several generations — his father and uncle bought sections off their father’s larger property and built houses on them. People living in this area looked to Onehunga which prior to the construction of

⁹² John Skeates, Interview with Elizabeth Pishief

⁹³ Ros Naulls Interview with Elizabeth Pishief

⁹⁴ Cuni de Graaf personal communication to Elizabeth Pishief 29 March 2015

the motor way in the 1970s was closely linked to the Hillsborough area — a connection that is difficult to realise unless one has the opportunity to see the view and hear the stories, for now the two places seem very distant from each other.



Figure 28 Looking across to Onehunga from Seacliffe Road showing the motor way on the left, the pylons and the construction of the new beaches, which are already attracting many more birds to the mud flats. Elizabeth Pishief 27 March 2015

Murray Jones went to the beach every day after school. He and a group of his friends built the canoes for their canoe club out of sheets of 8 foot long corrugated iron folded around and nailed to an apple box for the stern with a single plank at the front which was slightly taller so they could tie a rope to it to tow it across the mud flats. They scraped the tar off the road to use to seal the nail holes. They knelt in the bottom, which was always full of water, and paddled it with tomato stakes pinched from the garden⁹⁵.

There used to be a creek in Queenstown Road that they used to row the dinghy up. His grandfather Herd had walked the house cow from Onehunga across the creek in Queenstown Road to his farm.

He went sailing as a child with Frank Lipscombe and used to belong to the Manukau Yacht Club (MYC) in Onehunga and go sailing every weekend. Dulcie Ballard who has just died very recently⁹⁶ at the age of 93 was the secretary of the club for many years. The club rooms (now the Aotea Scouts) had been built on the foreshore near the wharves at Onehunga,

⁹⁵ Murray Jones interview with Elizabeth Pishief 26 March 2015

⁹⁶ Jones, March 2015

but when the motorway was built through the Basin the Ministry of Works took them over saying they had to be pulled down so the MYC relocated to a caravan at Māngere, which they operated out of for some time until the Mayor of Māngere gave them a 99 year lease on land at Ambury Park.



Figure 29 Close up of figure 29 showing cement silos to the centre right and the original Manukau Yacht Club building in the centre (arrow) with Onehunga to the left beyond the motor way.

Between the two wars there was a string of boats moored at the foot of Seacliffe Road where the water was quite deep and there were also boat sheds along under the cliff. A boat ramp has been built there but no one uses it. Since the 1950s all boats have been on trailers. He had his 14 foot boat on a trailer and he used to take it over to Point Chevalier and work the circuit going to all the races. But before the trailers the boats were all big and heavy and moored at the bottom of Seacliffe Road or at the bottom of Church Street in Onehunga. They would float the boats onto little trolleys and store them in Mr Mott's shed at the bottom of Church Street, where there is now a traffic Island. Mr Mott had a dairy in the front of his house and he had lots of jars full of lollies on the counter⁹⁷.

Rosemary Currie remembers that Cliff Jones (Murray's father) had a launch that he kept on the mudflats. He also had a boat shed at the bottom of her garden. She was originally from Wellington where she and her brother Bill had belonged to the Evans Bay Yacht Club, but they shifted to Auckland when her father was transferred and she was 16. The equipment they had in Wellington was too heavy for the Manukau so her father bought them the first 12 foot fibre glass Kitty Cat on the Manukau.

⁹⁷ Murray Jones interview 26 March 2015.

Her brother Bill was a keen sailor and so were she and her husband Ken. When they first married in 1969 they bought a Dart⁹⁸.

Murray Jones said his father did have a launch which he had built himself on the land where Murray's house is now located. During the summer it was moored on the mudflats, but this meant wooden boats were exposed to the chance of toredo worms infecting the timbers, so in the winter he used to pull it out of the water. His friend Fred Vickery used to tow the sand barges and he managed to get hold of a derelict sand barge which Murray's father bought for £1 the year after he launched his boat. He kept the boat and the barge at Taylors Bay and in the winter he took the bungs out of the barge so that it sank then he floated his launch on to it and bolted the cradle on to it to keep it stable. We would go out at night time when the tide was out and wait for the water to drain off the barge then put the bungs back in and wait for the tide to come in and float it, then winch the barge up and float it into the shallow water where it would sit (without its bungs) for the winter. However after a few years the neighbours complained that it was blocking the beach so his father went to the Harbour Board and leased a permanent site just below his property on Seacliffe Road. Then that winter he floated the barge on to two concrete foundations he had built and the following year proceeded to build a boatshed on top of the barge out of all sorts of recycled materials⁹⁹.

One year his father was painting the boatshed with paint that was a mix of all the ends of paint he had and it turned out a sort of khaki colour. Somebody from the Harbour Board came along and asked him what the colour was. His father replied pohutukawa green. Many years later when Murray had acquired the boatshed the Harbour Board asked him to paint it because it was considered an eyesore and they suggested he paint it pohutukawa green. The boatshed was vandalised and the doors were left open when a storm came along and the shed collapsed. Scavengers

⁹⁸ Rosemary Currie Interview with Elizabeth Pishief 27 March 2015

⁹⁹ Murray Jones Personal Communication to Elizabeth Pishief 1 April 2015

came and salvaged all the materials and that was the end of that boat shed¹⁰⁰.

Murray's grandfather, Bert Herd, also had a boatshed but at Taylors Bay were he used to keep his dinghy in the winter time. It was much smaller than the barge boatshed and he had built it up the creek which has since been filled in. Bert Herd was an arborist and on Arbour Day he would collect Murray when he was small and they would go planting trees. One year they planted a kaiwaka up that creek that lived for many years until it was chopped down for a new house¹⁰¹. Bert Herd was the Commodore of the Manukau Yacht Club just before World War 2. The war killed off the boating fraternity many of the racing yachts were pulled up into the bays for the duration of the war while their owners went to war, but many of the soldiers did not return. However a number of returned servicemen built their houses in Seacliffe Road including Doug Yockney who built the blocks for his house by hand¹⁰².

4.3 Waste Management

The third theme that contributes to the historic identity of the study area does not have the same romanticism and charm to it that shipping and recreation have, however it has been vitally important to the development, success and depiction of the area. This is waste management.

Associated with this theme is the visual pollution created by the power pylons that dominate the landscape of this area and as Rosemary Currie said "all the utilities for Auckland come into this corner (Hillsborough Bay)"¹⁰³. The gas pipe line comes in to this area as well. Murray Jones said the gas pipe line from Whangarei to Wiri comes into Granny's Bay and around the foreshore. It was originally intended that it should go into the mud, but instead they dug through the papa rock one night with a big machine. He is of the opinion that this activity gave the Pacific Oysters the chance to get a foothold and enabled them to multiply and form the oyster banks and sharp shells that are such a danger to swimmers and others, so

¹⁰⁰ Ibid

¹⁰¹ Ibid

¹⁰² Ibid

¹⁰³ Rosemary Currie interview with Elizabeth Pishief 27 March 2015

that it is now impossible for people to walk across the mud flats as they once had¹⁰⁴.

4.3.1 The Mt Roskill Septic Tank

In the early years of Auckland's history waste was managed by night soil men who would collect people's waste from the back of their houses under the cover of night via a horse and cart. However, as the city grew larger and houses became closer together, this system became less than ideal¹⁰⁵. While there were attempts as early as the 1878 to develop a sewerage scheme, which included plans and reports being drawn up, an economic depression meant this was not viable and the plans were never followed through¹⁰⁶. As a result, poor hygiene standards and waste management practices continued and were only exacerbated as more people moved into closer proximity to one another in the suburbs. This resulted in overcrowding and led to an outbreak of typhoid amongst people in several areas of the city¹⁰⁷. This illness finally convinced the council in 1908 that a modern wastewater system was needed. This system, known as the Orakei Outfall involved a series of storage tanks and effluent pipes which simply disbursed the screened but untreated waste out to sea at high tide.

¹⁰⁴ Murray Jones, interview 26 March 2015.

¹⁰⁵ *Auckland Star*, Volume XXXVII, Issue 124, 25 May 1907, p.6

¹⁰⁶ Watercare, 2011. "The History of Wastewater Treatment in Auckland. Water Information Sheet 1".

www.watercare.co.nz

¹⁰⁷ *Auckland Star*, Volume XLI, Issue 267, 10 November 1910, p. 6



Figure 30 Septic Tank photograph Katharine Sheldon, January 2014

While this system was originally centralised in 1908, it was extended locally by the outer districts over the next 20 years with Mt Roskill constructing its system in 1925¹⁰⁸. This was, in hindsight, not a very ecologically minded solution and indeed pollution in the Manukau Harbour became a significant issue in the following years as untreated waste was dumped at several locations along the coast. A more sophisticated and effective wastewater treatment, known as the Manukau Sewage Purification Works (now Mangere Wastewater Treatment Plant), was eventually developed in the area by 1960¹⁰⁹. This system has since been further improved and refined. However, the impact that this ecological damage had on the identity of the northern Manukau Harbour is still evident today with much of the coastline much murkier and muddier than it may have been otherwise. Whilst the raised pipeline leading out to the

¹⁰⁸ *New Zealand Herald*, Volume LXI, Issue 18802, 1 September 1924, p. 9

¹⁰⁹ Watercare (2011). "The History of Wastewater Treatment in Auckland. Water Information Sheet 1". www.watercare.co.nz

sea may be long gone, the original 1925 septic tank still remains *in-situ* within the survey area at Hillsborough Bay.

Dumping has remained an unfortunate tradition, particularly around the area of Hillsborough, with much industrial and residential debris scattered across the coastline. This is largely the legacy of the tip sites that were developed along the coast line. A number of houses, for example 28a Seacliffe Road are built on the old dump that was situated there. This particular house is a bay villa that looks as if it was built there, but it was relocated there from somewhere else¹¹⁰. Cuni de Graaf said there was a rubbish dump between Frederick and Goodall streets and when they were first married they got their first lounge chair from there because once they bought their house they had no money for furniture¹¹¹. Many people scavenged at the various rubbish tips at that time.

4.3.2 The Waikowhai Park Tip

Despite the idyllic recreation centre that had been developed over the previous 40 years, it was decided in 1963 that a landfill was to be established in the Waikowhai Bay Reserve. While this could have been kept as a relatively minor intrusion on the landscape, it was decided in 1966 to build up the reclaimed land along the foreshore of Boat Bay (now known as Faulkner Bay) in order to prevent land movement and provide a more solid foundation. This work involved constructing a stone retaining wall, a series of drainage pipes and a boat ramp for transport requirements¹¹². By 1969 three separate sections of the Park were being used as tip sites and the associated construction requirements, industrial activity and constant cartage of waste to and from the site, had a devastating impact on the shape and style of the Park and would scar it for decades to come and contribute to the pollution of the Manukau Harbour.

Ros Naulls remembers that Waikowhai beach was a dump, although she had taken the children down to it when they were small [in the 1950s prior

¹¹⁰ Rosemary Currie Interview 27 March 2015.

¹¹¹ Cuni de Graaf personal communication to Elizabeth Pishief 30 March 2015

¹¹² Auckland Council Archives, MRB 144/40 -31

to the establishment of the landfill]. Then people used to take trailer loads of rubbish down to the dump. Once one of her children took a trailer down there when he was a young driver, only to come back with bags of material which he thought his mother could use. She sent him back to the rubbish tip with the stuff¹¹³.



Figure 31 Waikowhai Park Tip site 1 Boat Bay (now Faulkner Bay), 1969, ACA: ref. MRB 009 327

¹¹³ Ros Naulls Interview with Elizabeth Pishief



Figure 32 Diagram of the tip site on reclaimed land at Waikowhai Bay, ACA: ref. MRB 144/40 31

Almost from the beginning the rubbish tip faced issues regarding its management and operational capabilities. At least two separate companies were in charge of managing the tip during the 11 years it was officially in operation (1963- 1974). L.P. Piggott received the tender in June 1967 at the time of the reclamation development and managed both the cartage and general operation of the tip until July 1969. Following this, Scott Enterprises took over the cartage and Road Machine Contractors took over the general operation, presumably until the time the tip closed in 1974¹¹⁴.

¹¹⁴ Auckland Council Archives, MRB 144/40 -31

Despite the best attempts by the tip management and the local community to contain and clean up the pollutants, the dump contributed to the general pollution of the Manukau Harbour which had industries such as freezing works, tanneries and a milk bottle cleaning company discharging untreated waste into it as well as the septic tank effluent from Hillsborough Bay and the storm water run-off. The worst pollution was around Granny's Bay¹¹⁵. The Harbour pollution was an issue, which only increased over time as the tip grew in size. Additionally, despite the Council's attempts to remedy this in recent years, the negative public perception of the area has lived on and is still evident today in the extent of residential and industrial debris found scattered along much of the coastline, particularly around Hillsborough Bay.

This is an important issue to address in regards to the future interpretation of the area. The theme of waste management provides a marked contrast to the natural beauty that is being prominently promoted. The impact that the dumping has had and continues to have on the environment needs to be understood in order to assist with improving the environmental use in the future.

¹¹⁵ Reidy, p. 133



Figure 33 Waikowhai Tip site 2, May 1969 (ACA: ref. MRB 009 317)



Figure 34 Waikowhai Park Tip site 3, 1969 (ACA: ref. MRB 009 243)



Figure 35 Waikowhai Park tip site 3, 1969 (ACA: ref. MRB 009 248)



Figure 36 Waikowhai tip site looking east from Cape Horn, 1978 (ACA: ref. MRB 009 218)

4.4 Environmental Restoration

The degradation of this significant coastline has resulted in active community driven environmental restoration movements. The Waikowhai Coastal Restoration Group's goal is to see the forest is returned to its original state by removing the pine trees which remain from the plantation that was milled in the 1950s/1960s and to undertake possum control with the support of local volunteers. Other concerns of this group are the litter that should be thrown in the rubbish bins provided, the beer cans tossed out of cars and the way some people dump trailer loads of rubbish on the foreshore and in the bush. Another concern is the material such as plastic icons, dishes and food left over from various ceremonies that are held by different ethnic groups, which contribute to the general pollution of the foreshore and harbour¹¹⁶.

The importance of the environmental restoration movement along the Manukau coastline to the local residents was emphasised by two of the local residents interviewed, but was a major concern of most of the residents interviewed. Both John Skeates and Richard Barter spoke at length about the need to improve the environmental health of both the Harbour and the land surrounding the coastline. John Skeates said when he was a child growing up there were no pacific oysters, but now there is less mud and when once it was possible to drag a flounder net that is no longer possible. Other invasive species he mentioned were the red algae, which is invasive and clogs nets, the fan worm, and the huge paddle crab. Commercial fishing in the area is very much reduced although there is one man living at the end of Aldersgate Road who fishes for flounder, and another man who catches about half a ton of trevally a day.¹¹⁷

Ros Naulls also remembered her husband and son going floundering at Wattle Bay at night time, but the beach was 'very rough in those days—muddy and not appetising". She took the children down a few times, but later the family went sailing at Blockhouse Bay. She showed how

¹¹⁶ John Skeates, interview with Elizabeth Pishief

¹¹⁷ Personal communication John Skeates to Elizabeth Pishief Cape Horn Road, 13 February 2015

degraded the area was when she said that they and some neighbours bought a section that had a 3-roomed bach on it at Orua Bay across the Harbour rather than using the beaches just below them. One lot of friends had an old mullet boat which they used to go across to Orua Bay, but the Naulls went by car. However they could not drive to the bach so Alan (her husband) would run down and get the dinghy, load the stuff into it and take it all along to the bach that way. “There was so much fish at Orua Bay—we used to have a smoke house and I would go and get a piece of smoked roe and eat it then throw the rest away”¹¹⁸.

Richard Barker who has been a resident since January 1981, uses the coastal walks regularly for recreation, initiated the Puketāpapa Greenways Network project which was a model that has subsequently been picked up by Council and has the goal of connecting the foreshore through greenways — connecting them to encourage birds and wildlife by providing corridors between places and the coast line. Additionally the Te Araroa walkway is at the bottom of the street and people can cycle as far as Taylor’s Bay and from there connect to paths along the existing trails. The innovative landscape architect Richard Reid ensured all the planting along State Highway 20 was of the kind to attract birds¹¹⁹.

The Manukau Harbour Restoration Society notes that prior to the arrival of Europeans the Manukau Harbour was used as a great source of food and the gateway to the south by waka either to Waiuku or out through the Manukau Heads. When the Europeans arrived the use of the harbour intensified and there were numerous passenger ferries and cream boats as well as merchant vessels plying the harbour with wharves as Whatipu, Huia, Cornwallis, French Bay, Orua Bay, Waiuku and others places connecting isolated communities, as well as Onehunga. However from the 1920s the Manukau became the backyard rubbish dump and effluent disposal for all of Auckland’s waste. Industrial waste abattoir waste,

¹¹⁸ Personal communication Mrs Ros Naulls to Elizabeth Pishief 16 February 2015.

¹¹⁹ Richard Barter interview with Elizabeth Pishief

human sewerage chemicals, storm water and garbage have all been tipped into the Harbour for the past century¹²⁰.

The proliferation of the pacific oysters and the associated banks of them since their introduction about 40 years ago is damaging the Manukau Harbour and beaches. “The sharp shells cut feet and bodies of people and pets and damage boats, making beaches and channels unusable”¹²¹. The expansion of mangrove forests caused by catchment erosion and sedimentation, higher nutrient loads and fewer frosts is further altering the ecology, damaging the shellfish beds and affecting the bird and fish life¹²². Most of Auckland’s treated sewerage is discharged into the Harbour and the existing sewerage treatment systems will in the future need to cope with the predicted increase in Auckland’s, which will further damage the Harbour and its ecology. Moreover there are virtually no shore based facilities such as boat ramps, wharves and jetties, no navigational aids, no passenger transport, and no Harbour Board. The Ports of Auckland facilities at Onehunga are run down and need upgrading and new facilities to provide for future passenger and tourist services and all tide access for the public¹²³.

5. Conclusion

The history of this stretch of the Manukau Harbour revolves around the environment—the sea, the land, the beaches, the bush, and the ecology. The people interviewed all emphasised the importance of the natural environment and the Manukau Harbour. It is the beautiful Manukau Harbour and the surrounding bush with its diversity of birds, insects and flora, which unites the people of Hillsborough. They all evinced a deep concern for the degradation of the Manukau and the mistreatment of the land surrounding it. Those who remembered it before it became so polluted with sewerage, rubbish dumps, power pylons and through general neglect expressed a strong sense of loss and anger at the treatment of the

¹²⁰ <http://www.mhrs.org.nz/Pages/AboutUs/History.aspx>

¹²¹ <http://www.mhrs.org.nz/Pages/Resources/PacificOysterShell.aspx>

¹²² <http://www.mhrs.org.nz/Pages/Resources/MangroveInformation.aspx>

¹²³ <http://www.mhrs.org.nz/Pages/AboutUs/CurrentStatus.aspx>

area. Nevertheless this has created a strong environmental restoration movement along the Waikowhai coastline that is strengthening the sense of community through the common purpose of improving their 'back yard' and enjoying it in the many ways possible— cycling, walking, boating, restoring, photographing and using their open spaces in many different ways.

6. Historic Maps, Photographs and Paintings

The collection of images relating to this area is diverse, and has provided specific and detailed information as well as more vague and general glimpses at potential leads. Whilst evidence of specific features such as the Mt Roskill Septic Tank, landings at White Bluff and occupation around Waikowhai Bay were the main area of interest for this search, other information relating to the wider survey area was also included when relevant.

6.1 Survey Plans and Cadastral Maps

A survey of the LINZ cadastral map database found quantities of material relating to the survey area, however only 13 survey plans and/or historic maps have been directly used in this research; these provided the most relevant information and context to support this project and range in date from 1853 through to 1957.

It must be noted at this point that despite a thorough search for material, it is very possible that additional maps exist which could provide further benefit to this study. However, as the LINZ database searches solely on map numbers rather than using broader parameters such as date or area, it is difficult to know what the extent of material available is since map searching generally involves following a trail of available reference numbers from one map to another rather than using a systematic search engine.

The earliest plan found that covers the study area which can be accurately dated is the Drury Chart of the Manukau Harbour dating from 1853. This shows a much larger area than the study area covers, but it is still

relatively detailed. Of particular interest are the Māori names listed as well as notes and illustrations regarding the coastal environment. These include the extent of the tides, light sand bars and hard mudflats covered with green weed. These are important for getting a sense of what the environment was like at the time of European arrival and how the conditions of the environment would have shaped the extent of Māori occupation patterns.

The 1860 map of the area directly surrounding White Bluff is interesting in that it presents a more personalised touch than other maps by presenting information not necessarily required in presenting the basic area and its allotments. Evidence of this is most notably seen in the sketches of the train and steamer ships heading out from either side of White Bluff. This map was drawn during the period in which serious debate was given in regards to the establishment of a wharf here as evident by the sketches of a ship and train heading to and from the Bluff. Whilst this wharf ultimately never developed beyond a basic loading platform, this map provides a unique depiction of what the area could potentially have been like. Furthermore, as this map was made in response to J.C. Hill's death and the subsequent subdivision of his property, it is not improbable that the map maker was sympathetic to Hill's failed endeavour in developing the wharf and drew these sketches as a personal tribute to the deceased landowner, or to assist the subdivision.



Figure 37 1853 Drury Map: section showing project area (ATL: Acc 12294)

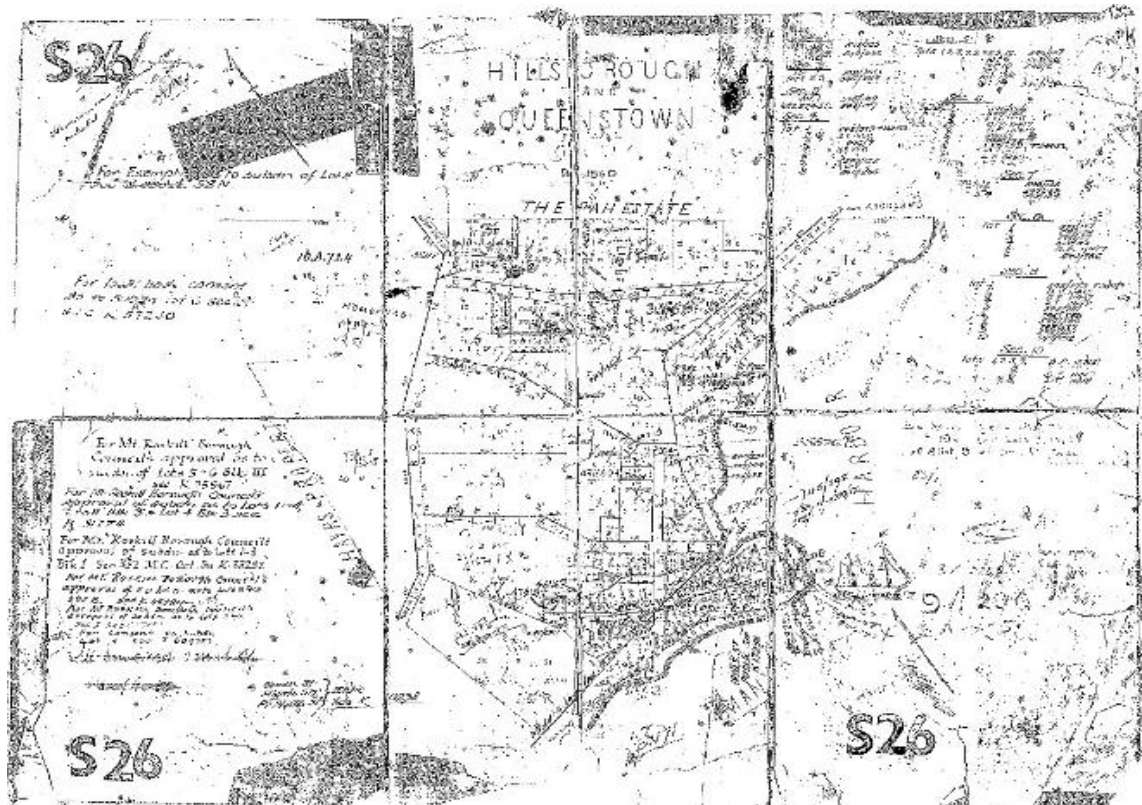


Figure 38 Map S 26, 1860, map of the area surrounding White Bluff

The next two relevant maps are from 1885 and 1888. They both detail the land at Cape Horn, which was set aside for defence land. While this designation was evident on the earlier roll map, this land was no doubt given new consideration during the 1880s as a result of the Russian scares that led to the development of many of New Zealand's earliest coastal defence sites. Although no defences were ever developed at the Cape, these maps present an important perspective of the value and potential that the Cape had as a vantage point and distinctive headland not just for early European settlers but also for early Māori in the area. SO 3931 in particular clearly illustrates this by showing a series of terraces along the western and southern sides of the Cape which probably represent Māori use of the land prior to European arrival. This is further strengthened by SO 1145 which notes "land cultivated by natives" along the edges of the Cape. The western side in particular, has produced several midden sites, which supports to this interpretation.

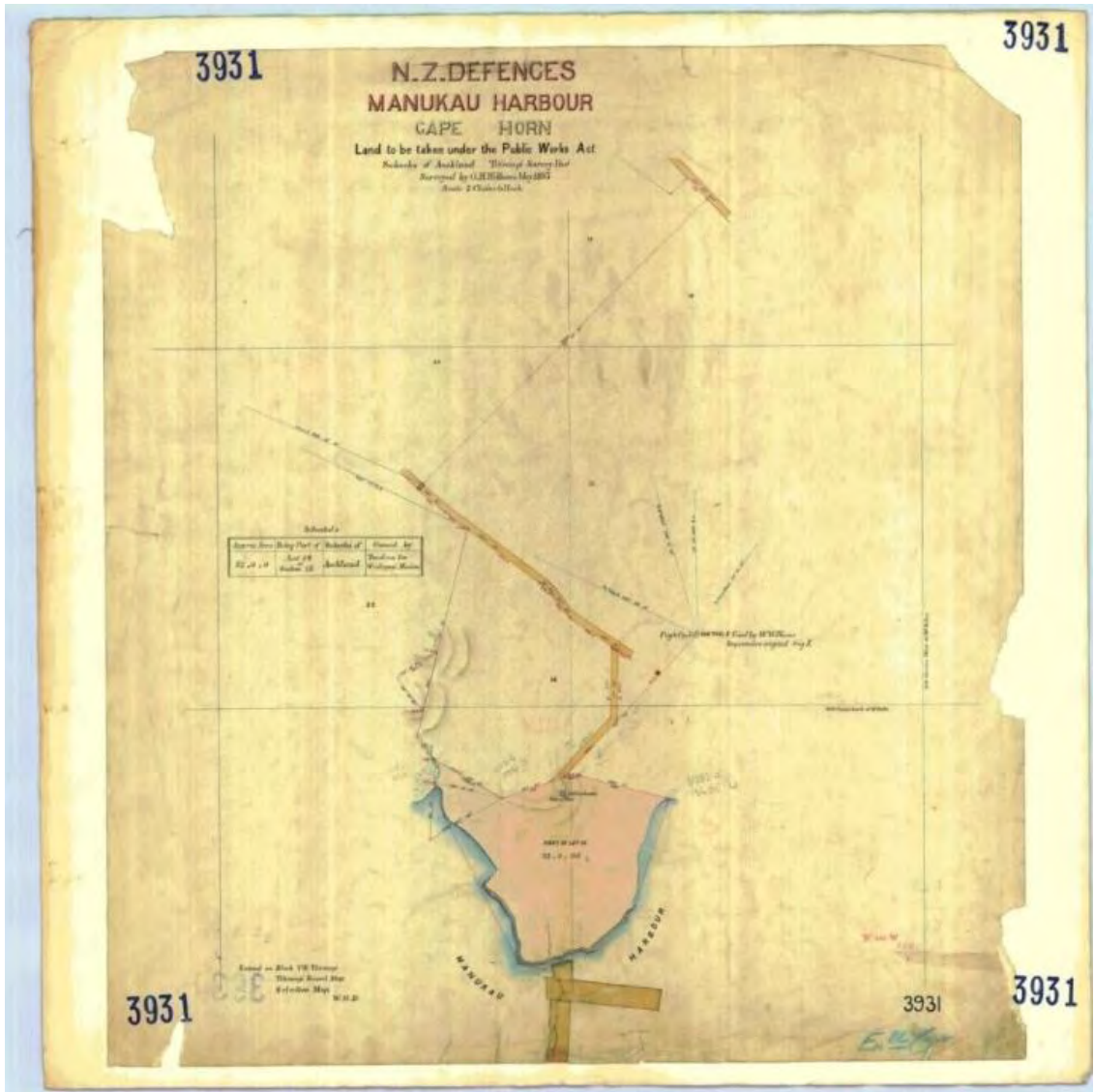


Figure 39 DP 3931, 1885, Land set aside for defence purposes at Cape Horn



Figure 40 SO 1145, 1888 Map of Cape Horn showing landowners and “land cultivated by Māori”.

In regards to the study area itself, Roll 35 map is by far the most extensive map of the area in terms of scale of detail and information presented. Roll 35 is an overlaid version of Roll 46 (the County of Eden map, dating from 1890) and includes Old Land Claim boundaries as detailed in Turton’s works of the 1870s-1880s, and Māori place name annotations by Auckland Museum ethnologist George Graham.

The roll map shows some of the local Māori names for several of the bays and land marks in the area such as Lynfield Cove (Tauparapara), Granny’s Bay (beneath Pukekaroro) and White Bluff (Te Tapere). The map provides information about the owners of the time, both the larger land owners like the Manukau Harbour Board and the Wesleyans, but also prominent early private landowners such as J. C. Hill. Furthermore, this map details some of the specific uses of the land such as the setting aside of Cape Horn as a potential defence reserve in 1885¹²⁴.

¹²⁴ See SO 3931



Figure 41 Detail of ROLL 35, (c.1890)



Figure 42 DP 3318 (1903) delineating street name changes

The 1903 map of the streets around White Bluff, (DP 3318) while not identifying any important landmarks or features, provides an important guide for understanding the changing face of the area during the early 20th century. The renaming of many of the original street names, a number of which were named by the first European landowner J. C. Hill, is symbolic of the modernising of the area away from its colonial origins and the

development of its own home-grown identity and culture. The street name changes include Goodall Street (previously Hill Street), Bagley Street (originally Phillip Street), and Hoskins Avenue (formerly Queen Street). This type of change would have been occurring across all of Auckland to some extent, but this particular example is striking in that it represents the transfer of power from the large land ownership of people like J. C. Hill during the 1850s to small, privately owned sections a century later.

The 1911 map of Waikowhai Park provides a clear illustration of the extent of the Park in relation to the dense bush covering the area at the time, and also shows a prominent jetty at the end of Cape Horn. No evidence has been found to suggest that there ever were plans to establish a wharf at this point, and no physical evidence of its existence was found upon site inspection. One possibility is that this was a proposed construction as part of the development of the Park, which could have served in bringing more people over to the area from other areas of Auckland such as the Mangere. Furthermore, this map represents the continuation of the trend during the early 1900s of making the area more accessible to the public by creating more community resources and facilities. Waikowhai Park became one of the central places in the area in this regard.

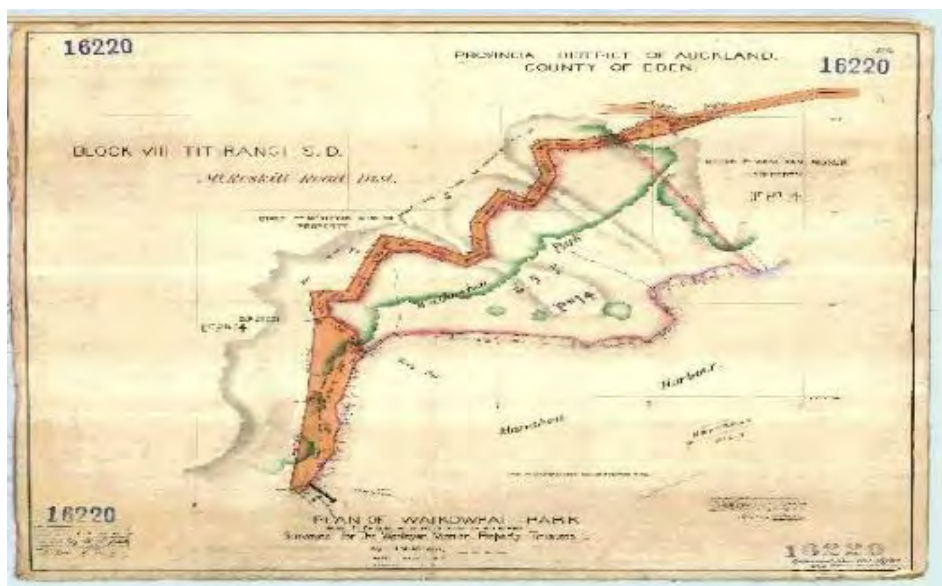


Figure 43 DP 16220, (1911) Map of portion of Wesleyan Mission land that became Waikowhai Park.



Figure 44 DP 8985, (1913) Auckland Harbour Board Endowment Land

The maps of Lynfield, Granny's Bay and Waikowhai Bay made in 1913, 1917 and 1925, respectively present a more colourful and detailed depiction of these areas. In particular these maps detail the terrain and shoreline to an extent that is not seen in maps from any other eras and often include unique features that may be passed over by other surveys. Of particular note in regards to archaeologically potential areas is the extent to which pits, terracing and native bush have been detailed on these maps, which help to provide general indications of areas of potential past Māori occupation. Another example of this valuable added detail in regards to colonial settlement is the "sheep landing" labelled along the eastern coast of Granny's Bay. Whilst this may seem an inconsequential feature it is in fact a particularly invaluable piece of information in understanding the mystery regarding the development of a wharf at White

Bluff. While no official wharf was ever constructed, a landing of some description was erected in the area. Given both historical records and supported by this map, it is believed it was primarily used to on and offload supplies and livestock from ships travelling to and from the main port of Onehunga.



Figure 45 DP 11417, (1917) Granny's (Niger) Bay area, with close up of sheep landing (bottom).

Maps from the 1930s onwards tend to be less detailed and colourful and stick largely to presenting the precise information for which they were drawn with minimal additional flourishes. In some rare cases however, the detail continues, for example, the plans relating to the development of the Septic Tank at Hillsborough Bay in which consideration of the surrounding environment such as local houses and slopes was pertinent. These maps are still very relevant in understanding the extent to which this sewage system operated and what it involved. Of particular interest is the map of the effluent pipe as the existence of this is now only evident in the form of some scattered wooden posts in the beach. The detail of landmarks and features in an area is important in presenting meaningful contexts and spatial connections for an area, but are even more important to have in coastal areas such as this where the landscape is prone to rapid and extensive changes over time.

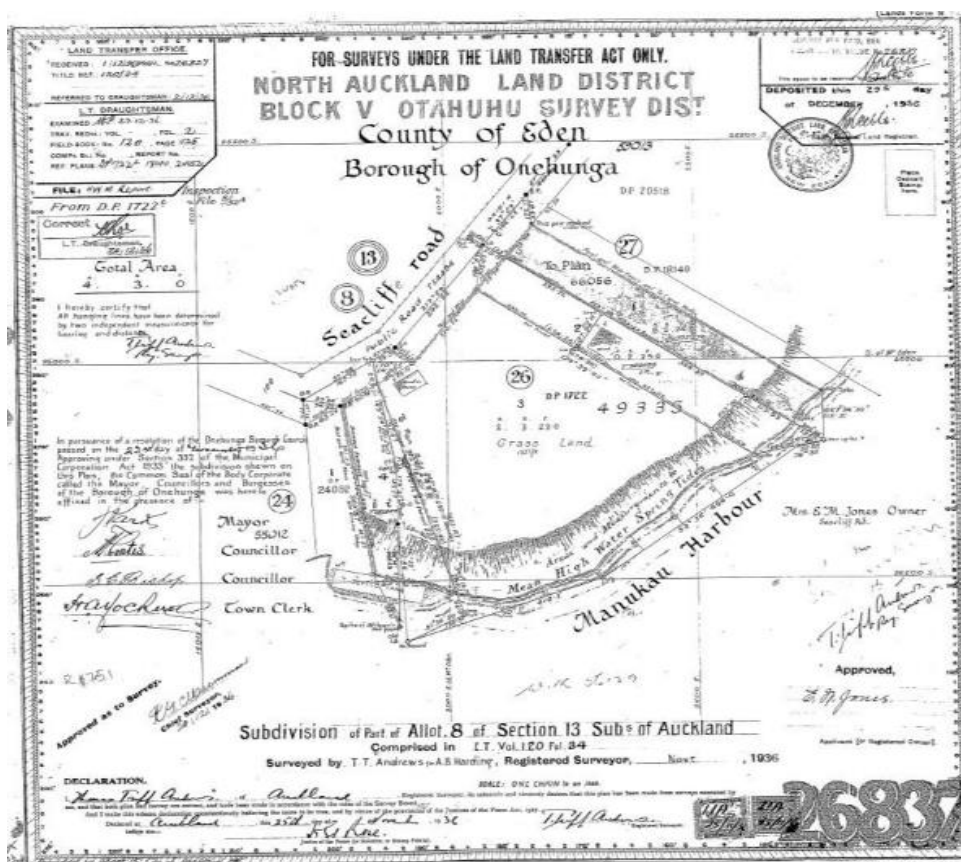


Figure 46 DP 26837, (1936) Mt Roskill Septic Tank and surrounding sites and environment

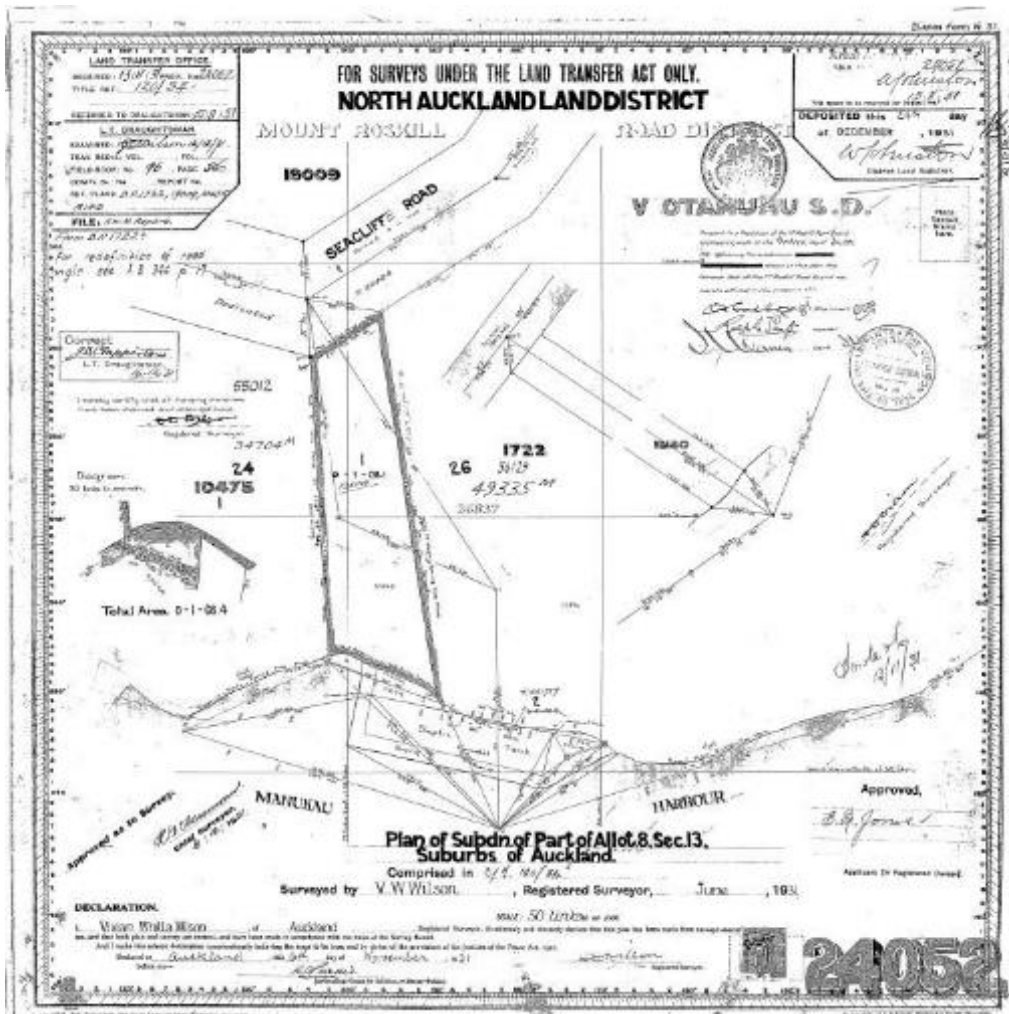


Figure 47 DP 24052 (1931) Detail and extent of Mt Roskill Septic Tank at Hillsborough Bay

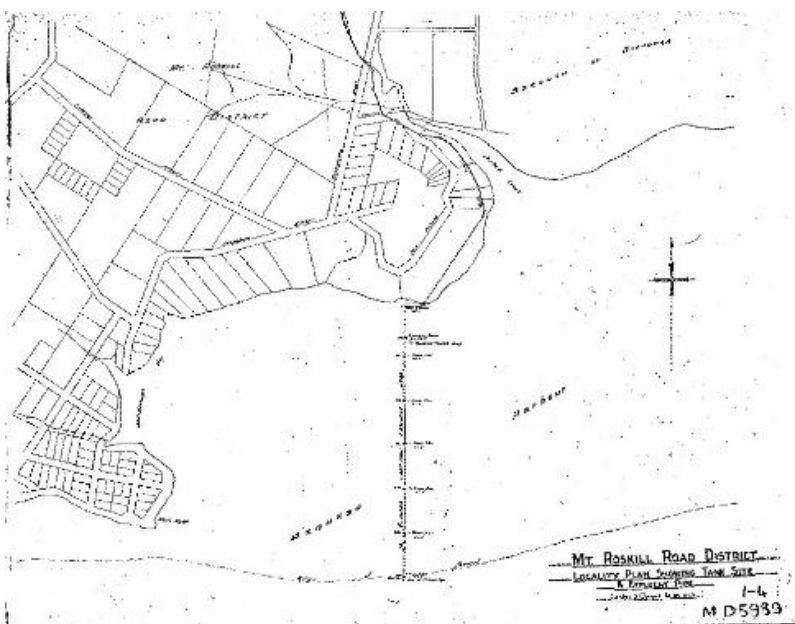


Figure 48 MD 5989, (c. 1925) Raised effluent pipeline from the Septic Tank

The final map is a 1957 map of the Frederick and Goodall Street intersection. This map is important because it provides historic reference to a boatshed and set of steps that remain in place today and provides evidence this land was developed into one of the area's first waste disposal sites. It details a wooden boatshed and steps near a recently recorded Māori midden site. This use of the land for such purposes was unfortunately to become a common occurrence in the following years and would ultimately have a detrimental impact upon the identity and value of the district.

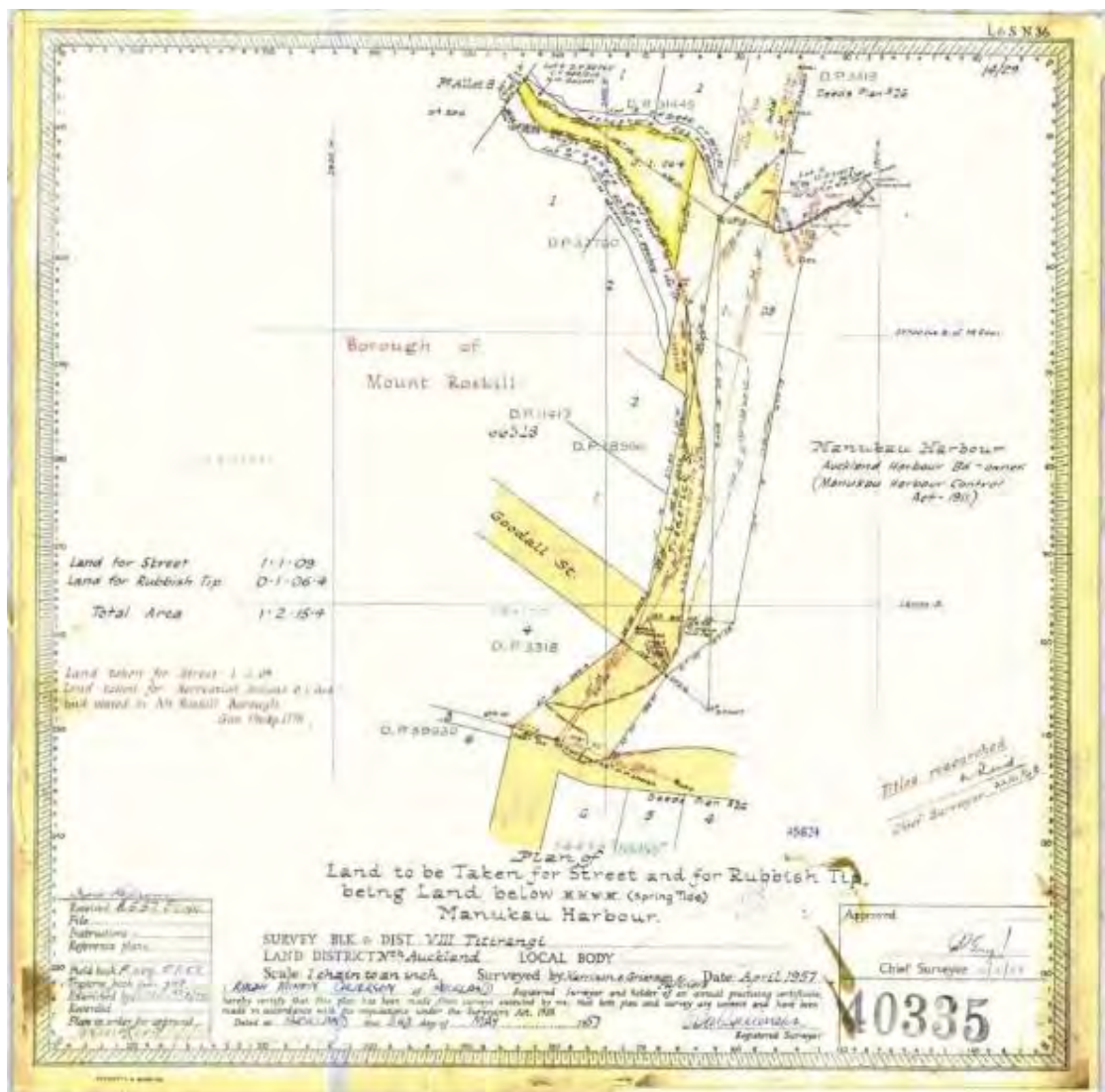


Figure 49 DP 40335 (1957) Frederick/Goodall Streets area.

6.2 Historic Paintings

The only painting that could be found that focuses on this specific area was a water colour painting by Reverend Thomas Biddulph Hutton (1824-86). Hutton was a teacher and clergyman who came to New Zealand in 1843 and taught at St John's Anglican College in Auckland. A frequent traveller during his lifetime, Hutton kept a journal of his travels, which he often decorated with sketches; this obviously encouraged him to extend his artistic talent to larger projects during his time in New Zealand and later, in Australia¹²⁵.



Figure 50 Rev. Thomas Hutton "A Scene on the Manukau Harbour", c.1850s. AAG ID: OCM/1605, Acc. No. 1939/17/4

¹²⁵ <http://www.daa0.org.au/bio/thomas-biddulph-hutton/biography/>

This particular painting is said to date from the 1850s¹²⁶. The painting is titled “A Scene on the Manukau Harbour” and depicts a group of mostly young Māori sitting around a campfire beside the shore with a waka parked just offshore. The rugged tree lined cliff face behind them is believed to be Nigger (later Granny’s) Bay¹²⁷, although it might possibly be taken at Waikowhai Bay where the Wesleyan college pupils went fishing and swimming. It should be noted that the painting itself does not give a specific date or location in its inscription, this information is given in the Blockhouse Bay Historical Society’s notes on the area. The inscription itself (as interpreted by the Auckland Art Gallery) says: “2 Ko te popaata matera, 5th August Reverse; They fish as to outline and in forming in general ideas of (illegible). This view is from point (illegible) about 2 points from the college. South N. View is looking South West”¹²⁸. The only meaningful information being a reference to fishing (presumably what they are cooking), a reference to the site’s proximity to “the college” (no doubt the Wesleyan Training College) and the fact that the painting was taken looking to the south west.

Despite the vagueness behind this painting’s setting, it is a unique depiction of Māori occupation in this area of the coastline and provides an important window into how the area has been used in the past contrasted not only with its colonial usage, but also the state of the area in the present day.

6.3 Historic Photographs

The historic photographs for this area fall into two general categories, aerial photographs taken between the 1950s and 70s, and specific pictures of activity in the area, for example Waikowhai Park during the 1910s.

¹²⁶ *A.W. Glen, November 2006*. Notes on some features of the Manukau coastline, from Green Bay to Onehunga. Blockhouse Bay Historical Society Inc.
<http://www.blockhousebayhistoricalsociety.com/area/manukaucoastline.php>

¹²⁷ *ibid*

¹²⁸ <http://www.aucklandartgallery.com/the-collection/browse-artwork/1121/a-scene-on-the-manakau-harbour>

The earliest of these photographs is dated c.1860 and is described “Looking north west from the coal wharf, Onehunga over the Manukau Harbour towards Hillsborough showing the Royal Hotel, two storied wooden building, owned by Mrs George”¹²⁹. Although this image primarily shows the settlement of Onehunga in the foreground, it emphasises the concentration of occupation in the immediate area, with the hills behind still remaining relatively bare and undeveloped.

All other photographs of the study area date from the 1920s onwards once the area had become more densely occupied and developed into its own community. However due to the rough terrain and the establishment of several public reserves, much of the land around the coastline remained untouched for much longer than the rest of the area with only a small scattering of sheds and baches visible with the spread of houses typically ending at the top of the hill.



Figure 51 Onehunga (c. 1860) Looking towards Hillsborough. AL. Sir George Grey Special Collections, ref. 7-A3425

¹²⁹ Sir George Grey Special Collections, Auckland Libraries. Reference 7-A3425

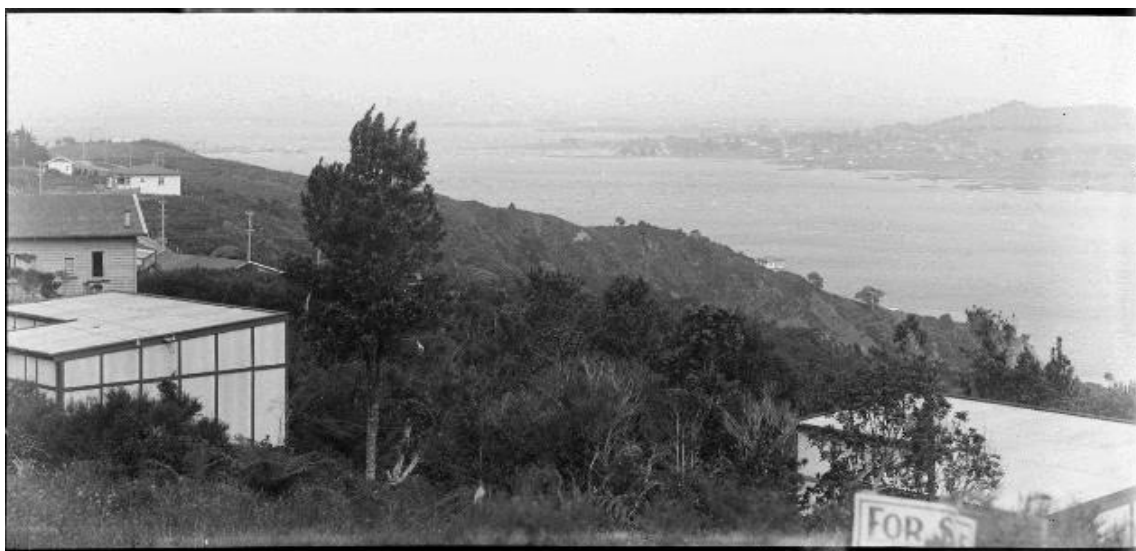


Figure 52 Waikowhai Bay looking towards Mangere (1931). AL. Sir George Grey Special Collections, ref. 4-5713)

Photographs from the 1960s and 70s show a greater expansion across the Mt Roskill area as occupation is pushed as far to the coastline as logistically possible in the way that, for the large part, it remains today.



Figure 53 Cape Horn Road Development. (14/6/1976) ATL, ref: WA-73587-G.

Despite showing an increase in occupation patterns and development trends, none of these photos present any clear evidence in regards to direct use of the coastline. This is largely due to the distance these images were taken at and the fact that the covering of bush usually blocked out any clear views of structures along the coastline which could only be identified closer up.



Figure 54 Cape Horn looking towards Waikowhai Bay (1923). AL. Sir George Grey Special Collections ref. 4-4721

The dense bush and steep cliffs made the land around the area unsuitable for either farming or residential use which, as noted above, made occupation of the coast sporadic at best. As a result, many of these otherwise ‘useless’ sections were eventually sold to the council and developed into public reserves. The largest and most popular of these was Waikowhai Park. It is here that we see the key interaction between people and the coastline during the twentieth century – leisure. As evident by the size of the crowd at its opening ceremony and the extent of promotion and work that had gone into the Park over the previous years, this was a much anticipated event and seen as a social boon for the area. Figure 56 entitled: “Another beautiful resort for Auckland: The Hon, F.W. Lang,

speaker of the House of Representatives and member for the Manukau Electorate, opening the Waikowhai Park, adjoining Manukau Harbour, on February 28th shows the opening ceremony of Waikowhai Park in 1914.



Figure 55 Opening Waikowhai Park, (1914). AL. Sir George Grey Special Collections, ref. AWNS – 19140305-39-1

As seen in the picture below, (figure 56) “The latest addition to Auckland city’s many beautiful reserves: a glimpse of Manukau Harbour from Waikowhai Park”), the development of public reserves such as Waikowhai provided the council with a way to use this otherwise unusable land in a way that was beneficial to the public, providing them with wide open spaces and natural beauty in an environment that many feared, was rapidly losing such attributes.



Figure 56 Waikowhai Park (c. 1914). AL. Sir George Grey Special Collections, ref. AWNS-19130410-3-2

At the time of its opening, Waikowhai Park seems to have been the social hub of the area with many companies and clubs recorded as having picnics and gatherings there with motorcar trips becoming an increasing popular choice. The image of vehicles driving down the winding slopes to the park remains, even to this day, an iconic and indicative image of the area's past¹³⁰.



Figure 57 Cars travelling to Waikowhai Park 1914. Sir George Grey Special Collections, AL. AWNS-19140312-44-2

The Park apparently remained popular right up until it was turned into the local rubbish tip in the early 1960s¹³¹.

¹³⁰ Sir George Grey Special Collections, Auckland Libraries, AWNS-19140312-44-2

¹³¹ *Waikowhai Bay Beach Scene, January 1955 (Alexander Turnbull Library Ref no: WA 36758 F*



Figure 58 Bathers at Waikowhai Bay, (1955). ATL, ref. WA 36756 F

6.4 Aerial Photography

Given the dense covering of bush across the coastline, it is generally quite difficult to make out historic structures or evidence of activity. Whilst some of the historic photographs can be considered aerial, these were generally more helpful in establishing the development and change of the area over time rather than in identifying specific sites. The historic aerial photographs located within the Auckland Council GIS Viewer were the ones primarily used to identify specific places. These cover a range of eras from 1940, 1959, 1996, 2001, 2006, 2008 and 2010. These maps are not perfect however, the most notable flaw being the large gap of over 30 years between the 1959 and 1996 records. This is aggravated by the fact that the 1996 map is poor resolution and is generally not very helpful at identifying anything. There is effectively a 42 year gap in photographic documentation during which the landscape and sites often changed

dramatically with little visual information as to when in the period these changes occurred.



Figure 59 Aerial of White Bluff showing the extent of the 1860s era landing site visible inside the red box, (2001). AC GIS Viewer

<http://intermaps.arc.govt/AucklandCouncilViewer/>

Despite this issue, the 1940 and 1959 maps are quite clear and can at least provide information as to what the site looked like at that point in time and often some general comparison between these two early periods. Furthermore, the series of photographs taken within the last ten years can be useful in providing a variety of angles, lights and tides which make site identification easier. The presence of such factors (or lack of) at the time of taking the photograph are vital in illustrating the nature of the sites examined in this study. For example, the landing/wharf at White Bluff [Granny's Bay] is only visible at low tide and so does not appear in the majority of the images, which were mostly taken at high tide, or before the tide had gone out completely. It is really only the 2001 aerial that shows any evidence of the landing, most probably dating to the 1860s. In regards to structures located on land, such as the Mt Roskill septic tank, the Waikowhai Park changing sheds, the Wattle Bay baches and the various other boatsheds, these can be identified and traced, somewhat sporadically, over time. However this is largely dependent on the extent of bush growth at the time.

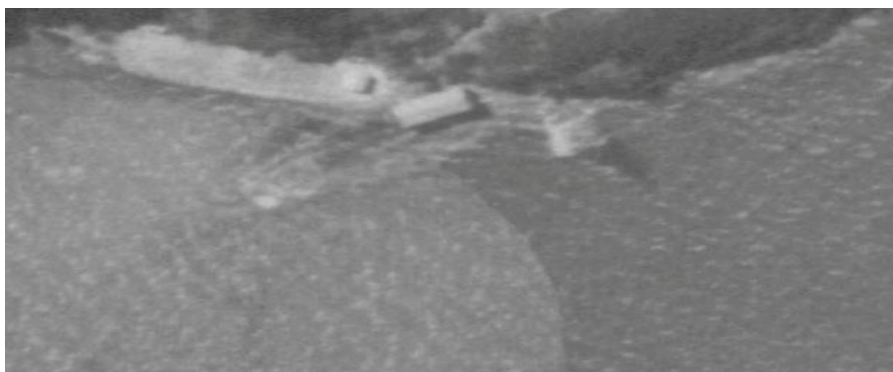


Figure 60 Mt Roskill Septic Tank & shed, (1959) AC GIS Viewer
<http://intermaps.arc.govt/AucklandCouncilViewer/>



Figure 61 Wattle Bay showing baches, 1959. AC GIS Viewer
<http://intermaps.arc.govt/AucklandCouncilViewer/>

One area in which charting the development of aerial photographs over time has been beneficial has been in regards to Waikowhai Park. As a large area which has been largely cleared of overhead foliage (largely due to the establishment of the tip sites) it is one of the more striking areas to observe over time.



Figure 62 Waikowhai Park, 1940 AC GIS Viewer <http://intermaps.arc.govt/AucklandCouncilViewer/>



Figure 63 Waikowhai Park, 1959 AC GIS Viewer <http://intermaps.arc.govt/AucklandCouncilViewer/>

While there are hints of the development of the Park emerging between the 1940 and 1959 maps, primarily in the clearing of a large portion to make way for the road, the most marked change upon this landscape falls within the gap period in the data. By the time usable maps return, the Park had already been undergoing rejuvenation for over a decade. Although

between 1996 and 2010 it is still possible to see the gradual regrowth of much of the area's vegetation.



Figure 64 Waikowhai Park, 2008 AC GIS Viewer <http://intermaps.arc.govt/AucklandCouncilViewer/>



Figure 65 Waikowhai Park, 2010 AC GIS Viewer <http://intermaps.arc.govt/AucklandCouncilViewer/>

7. Archaeological Assessment

7.1 Purpose

This assessment is the result of the Puketāpapa Local Board's plan to develop a series of five walking tracks around the Manukau Harbour coastline to better recognise and present the area's natural and cultural heritage features to the public. A survey of the heritage elements in the area is therefore required to ensure that they are not going to be impacted during the development and construction of these tracks and if they are, to try and find an appropriate alternative solution. This survey will not only involve sites currently recognised along the coast, but will also seek out any other unidentified sites in the area and ensure that they are also taken into consideration with regards to future developments and interpretation.

This archaeological assessment is primarily required to identify archaeological sites that have already been recorded through the New Zealand Archaeological Association (NZAA) site recording scheme as well as the Auckland Council Cultural Heritage Inventory (CHI) database supplemented by any previous archaeological surveys that have been undertaken in the area. By doing this it is hoped that a picture of past occupation of the area can be developed which in turn, can be used to provide patterns and trends in occupation and activity and likely places in which to look for further sites.

7.2 Area Description

The study area boundaries are the result of district plan zoning and therefore do not reflect the traditional cultural boundaries which are far more expansive and complicated to try and define in a strict black and white context such as this. The Puketāpapa Local Board borders the Manukau Harbour and includes the suburbs of Three Kings, Hillsborough, Waikowhai, Lynfield and Wesley. It incorporates two volcanic cones, Puketāpapa-Mt Roskill and Te Tātua a Riukiuta-Three Kings¹³².

¹³²<http://www.aucklandcouncil.govt.nz/EN/AboutCouncil/representativesbodies/LocalBoards/Puketāpapalocalboard/Pages/about.aspx>

As far as the coastal section (where this survey is centred) is concerned the central location which would have had the greatest impact historically, is Onehunga, which lies just outside the boundaries. This means that whilst these boundaries are important to gain a sense of size and scope for this project, a wider reaching context is required to gain a meaningful understanding and appreciation for what specific sites can tell us about previous occupation trends within the wider area.

7.3 Archaeological Record

There are currently 24 archaeological sites recorded in the study area. Most of these sites cluster around Lynfield Cove, Wattle Bay and Wesley Bay in the western half of the area. However, it is important to realise that this should not be taken as an accurate reflection of Māori activity in the area as many factors may have come into play in creating this representation. The central factor is the lack of access to much of the land around the coastline which has prevented the surveying for potential sites. This access issue is not only the result of residential property restrictions, particularly on the hill tops where sites may have been or are located, but also due to the physical inaccessibility of many of the steep and densely covered slopes and muddy tidal areas which cover much of this coastline.

While some of the site records date back as early as 1961 and intermittent bursts of recording occurred during the late 1970s and early 1980s, the majority of the records for this area were systematically recorded across several council owned reserves during early 2010 by Russell Foster. There are a couple of headland pa sites and some scattered pits and terraces features recorded within the survey area, but the vast majority of sites are middens. This reflects the area's traditional use as a seasonal coastal resource that facilitated a wider network of occupation.

Given their nature and location, sites in the area are affected by coastal erosion, and as much of the land is now residential, damage and disturbance from buildings and ongoing gardening activities also plays a significant role in site damage and consequently their poor conservation. A

number of public reserves are dotted along this coastline, which have been cleared of the otherwise thick vegetation and provide easy access. As a result, many of the recorded sites are found either in or around these areas. However, it is important to keep in mind that public reserves are often associated with ongoing land developments and maintenance (such as the current coastal walkway programme) which could potentially pose a risk if they fail to take heritage concerns into consideration. In contrast to the cleared and pathed reserves, much of the area around the coast is covered in dense shrub land positioned above steep rock faces which obscures and severely restricts access to many areas within the survey area in which potential sites remain undiscovered and unprotected from ongoing deterioration.

Despite the accessibility issues, some archaeological site surveys have been undertaken in the area. Rather than undertaking one systematic sweep, these surveys have typically focused on specific areas or themes such as reserves (Clough and Prince, 2000) or beaches (Bacquie, 2006). Although an official survey report has not been found, Foster's flurry of site recording in 2010 appears to be the most expansive and prolific covering of the area so far, evident by the fact that 16 out of the 24 currently recorded sites were recorded by him during this period.

7.4 Historic Sites

Historic sites in the area are poorly represented. Currently there are only 4 historical buildings recorded in the CHI within the vicinity of the coastline, these are all houses located on the streets above, none of which have any obvious association with the coast and two marine sites (a set of sheer legs and a barge used as a shed) both located offshore. Curiously, the historic changing sheds which are prominently listed on the Manukau Harbour Proposed Walkways Maps is not listed on the CHI and only briefly referenced in other sources.

7.5 Future Site Potential

The potential for the discovery of future sites in the area is high. The steep rock faces and dense vegetation found across much of the coastline

means that accessing many of these areas where archaeological sites are most likely to be discovered is difficult. Furthermore, coastal erosion and slips have caused several areas (such as Cape Horn) to be significantly eroded and the ground obscured by large trees, rocks and other debris on the coastal floor. Even if the sites remain in situ, it is predicted that the unchecked growth of these large trees will continue to damage and displace any sites in the immediate vicinity.

However as much of the prior investigation of this area has been undertaken within specific sections of the area, generally centring on the easily accessible reserves, there are still plenty of areas that may not have been surveyed fully. A key factor that will prove important in regards to accessibility and identification is tidal changes. Sites on what is now the very edge of the beach may be completely hidden during anything other than low tide which, given the past extent of the shoreline, may now be hiding the remnants of some of the oldest and most important sites in the area.

As mentioned previously, coverage of historic sites within the area has been minimal. This is despite the fact that there are numerous boatsheds, campsites and wharfs scattered across the coastline, which have not had any significant recording or assessment work. This is expected to be the most fruitful area of survey for this project.

8. Interpretation of Existing Archaeological Evidence

Archaeological evidence from sites found within the study area supports traditional accounts in presenting clear occupational trends indicating its primary use as a seasonal resource gathering area. The size and extent of midden sites (particularly those containing charcoal) suggest that occupation was often sporadic and widely dispersed. These would most likely have been camps of small groups of people spending the night before moving on the next day to continue gathering resources further along the coast.

Given the dense bush cover over much of the area, historical survey maps for the area have proved more useful in providing information and indicators for areas of archaeological value than aerial photographs. This information was often in the form of small, but invaluable notes or illustrations such as the marking of terracing, depressions or native bush cover. In some cases these can be correlated to specific sites in the area.

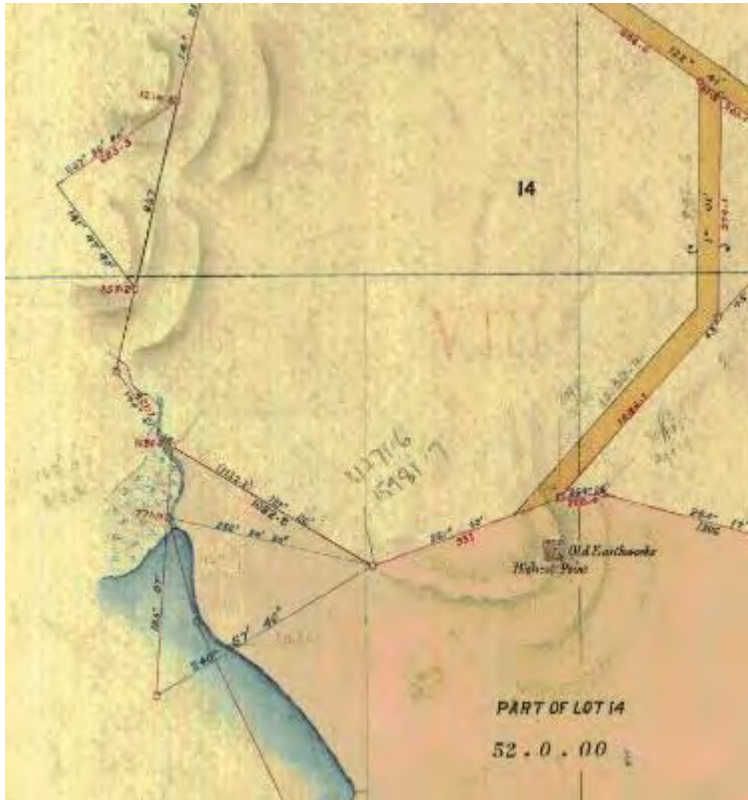


Figure 66 SO 3931 showing terracing and 'Old Earthworks' at Cape Horn

An area of particular interest in which detail is present on multiple maps is around the edges of Cape Horn. Both of the 1880s era maps indicate the planned defence site at the point and the 1925 coastal map shows marked terracing along the western edges. The direct connection to Māori interaction in this area is evident from several extended midden sites, which had been both recorded previously and then re-examined during this current survey. Figure 61 SO 3931 shows terracing along the western edge of Cape Horn indicating Māori occupation and land use in the area. The notation "Old Earthworks" and the terracing illustrated at the end of the road as well as along the western coastline are documentary evidence that this is the site of a former Māori settlement, probably a pā.



Figure 67 Midden Site R11/2559 located along the western coast of Cape Horn



Figure 68 Midden Site R11/ 2562 along the western side of Cape Horn



Figure 69 Auckland Council Cultural Heritage Inventory Map showing the clustering of recorded sites along the western side of Cape Horn.



Figure 70 Detail of SO 1145 (1885) showing area at Wattle Bay “cultivated by natives.”

Of particular interest in regards to the archaeological sites found during this survey project is the substantial midden complex found at the top of Wattle Bay. Both the extent and density of this site provide the strongest evidence for extended seasonal occupation in the area in contrast to the more opportunistic and brief usage found around most of the area. This site would indeed have provided an ideal location to establish a longer term campsite as it was both close enough to the shore whilst still being high enough to avoid tidal impacts and to provide a clear vantage point out to the sea. The area shown on SO 1145 (1885) and described as “top of Wattle Bay notated ‘cultivated by natives’” (figure 65) corresponds approximately to the cluster of middens recorded in this area.

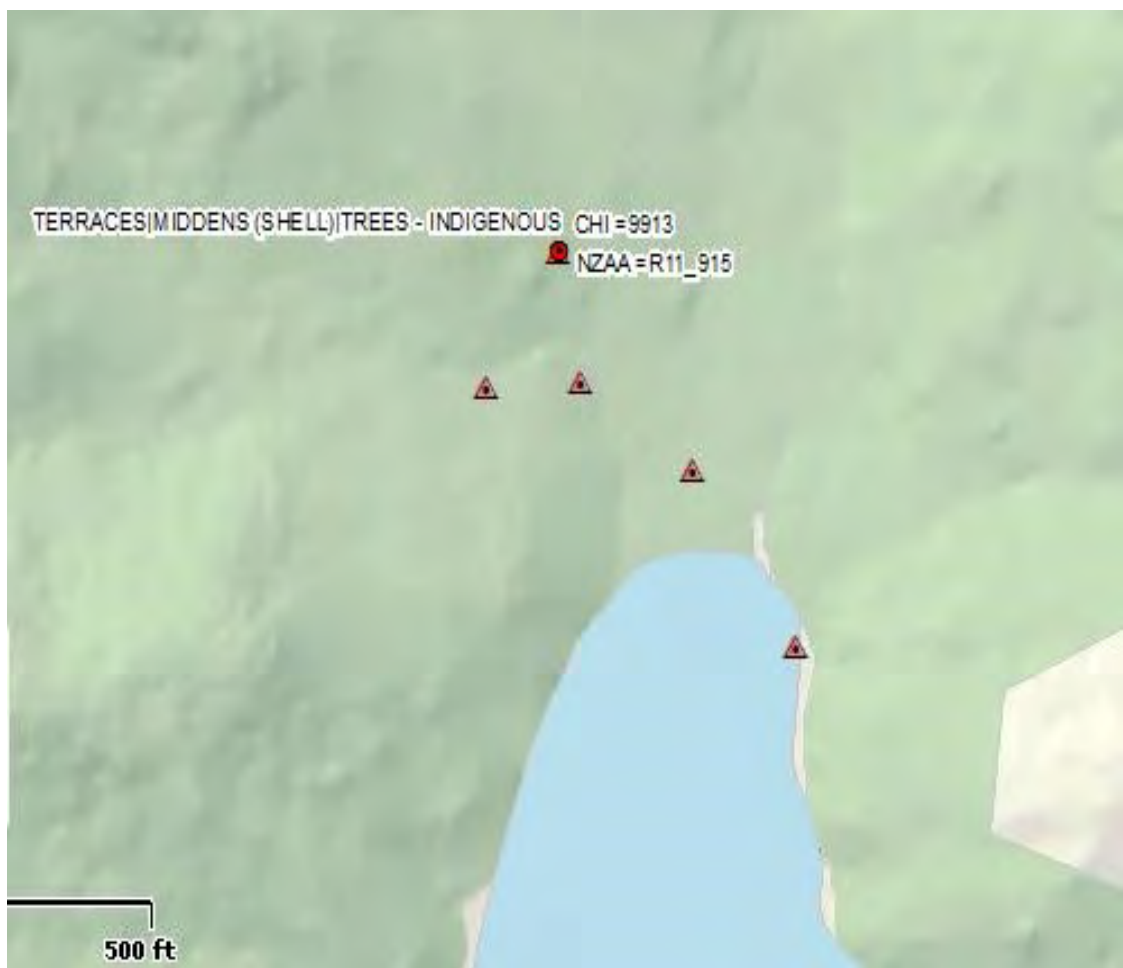


Figure 71 Cluster of recorded sites corresponding with area “cultivated by natives” in the 1885 map. <http://intermaps.arc.govt/AucklandCouncilViewer/>



Figure 72 Midden R11/915 Wattle Bay, bisected by track. Photograph: Brenden Shirley, January 2014



Figure 73 Another view of R11/915 Midden. Photograph: Brenden Shirley, January 2014.

The extent of the large midden complex recorded as NZAA site no. R11/915 was difficult to determine and more research is required to understand its full extent and the relationship it has with other middens in the vicinity.



Figure 74 DP 18768 illustrating depressions, terracing and native bush in coastal areas of Wesley Bay and Cape Horn

9. Recommendations

Based on the information uncovered and presented within this report, the following recommendations are made which will improve the understanding and appreciation of the heritage sites and values within the area.

1. Evaluate the four main sites recognised in this study: the Mt Roskill Septic Tank; the Waikowhai Bay Changing Sheds/Toilet Block; the Wattle Bay midden complex; and the White Bluff Landing against the criteria for

scheduling in the Unitary Plan and if they reach the threshold put them forward for scheduling. These are key sites of significance in the area of the study. These sites each exemplify one of the four central themes developed from this study and present them in a direct and tangible way the viewer can appreciate. More in-depth research into each of these sites (particularly the midden complex) should be conducted first to ensure that a comprehensive assessment of their full potential and context is recognised.

2. The future protection and interpretation for these sites should be recognised as an essential component of the general maintenance and up-keep of the tracks. Given the proximity visitors will have to these sites (particularly the midden) signs should be put in place informing visitors of the particular condition and nature of each site. Specific concerns relating to each site could be:

a. Explaining the fragility of the remaining beams of the landing site and not to stand on them. Given that this site can only be seen clearly at low tide, the interpretation panel needs to have a photograph detailing the full extent of the site and a map indicating its approximate location to accommodate for visitors who visit at times when it is not visible.

b. Draw attention to the rough and unstable ground on which the midden complex is located and how it could be displaced and damaged by people continuously walking on it. To avoid this occurring, the interpretation panel could be located on the edge of the track providing images and extent details at a safe distance, rather than encouraging visitors to disturb the site and its associated flora and fauna.

c. Following future research on the Waikowhai Bay Changing Shed, more specific information regarding its era and alteration history may be available. This information will be invaluable in providing the visitor with an understanding of its possible changing uses and identity within the park and can be used to symbolise the changing identity of the park in general. Given that it is still a structurally sound building with little evidence of

damage, the only action regarding protection of this site should be to clear off the graffiti from the walls to a more professional standard and to note during future monitoring whether any further graffiti or vandalism is occurring to the site.

d. Although the Mt Roskill Septic Tank Despite provides an ideal platform for the visitors to cross, the age, uniqueness and fragile nature of the bluestone material should be taken into consideration.

3. Any additional sites that may be passed by along the walkway should also be interpreted to some extent. This would be useful for reinforcing the primary themes presented in the four central sites and to provide a wider perspective of their application. Some particular sites that could inform on this are the remnants of the boatsheds and baches found around the coast of Waikowhai Bay, the remains of the diving board in Wesley Bay and the various personal jetties and rock face steps spotted around the entire coast.

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11. Appendices

Appendix 1: Original Notes from Site Survey of the Study Area Site Visit 8 January 2014

Elizabeth Pishief, Katharine Sheldon, Robert Brassey and Brenden Shirley
Started Survey near end of Goodall Street, Hillsborough Bay, and headed
east around the coast towards Onehunga.



Figure 75 Area of Coastline surveyed on 8 January 2014

NB: multiple levels of debris found across the entire coastline including bricks, tyres, corrugated iron, various pipes etc.

1. Midden site found along Hillsborough Bay foreshore. Composed mainly of cockle shell and some charcoal. **Co-ordinates: E 1756835 N 5911815**

- This site is now recorded as NZAA R11/2893
- Approximate size – 4m long and between 5-10cm thick
- Environment included karaka, bush and bamboo
- Most likely exposed as a result of a collapsed seawall
- 50 metres south west of pump station and close by wooden jetty
- Address: 25A Frederick Street (located within DOC reserve)



Figure 76 R11/2893: (1) Close-up, (2) Showing position Source: Auckland Council Heritage Unit

2. Possible Landing Site with concrete building foundations and piles – dated 1959 on concrete nib foundation beams (later recognised as boat shed) **Co-ordinates: E 1757550 N 5911852**

- Building contained four sections or “rooms” central two rooms wider than the outer two.
- Variety of metal pegs and wooden posts scattered across the area directing down to the sea suggest a slipping structure for entering the boat in the water from the shed.
- Round concrete pipe sections found on site suggest cement without aggregate instead allowed the sea to set it.
- Assortment of wood and material used suggests an opportunistic building style.

- Located near a series of large power lines



Figure 77 a & b Two views of foundations of 1959 Boat Shed Auckland Council Heritage Unit, January 2014

3. Septic Tank Large stone revetment with concrete plateau built up on coastline nearby landing site **Co-ordinates: E 1757516 N 5911867**

- Remains of steel steps located nearby, site believed to be older than the boatshed. Believed to be associated with sewage treatment.
- This site was later identified as a Septic Tank which is the remains of the Mt Roskill sewage system dating from the 1920s that once included an elevated pipeline extending out from the coast at this point.



Figure 78 a & b Views of mid 1920s Septic Tank Auckland Council Heritage Unit January 2014

4. *Wooden posts and angle brace* found on rocky platform near Septic Tank, secured in place with concrete. **Co-ordinates: E 1756794 N 5911268**



Figure 79 Remains of pipeline from Septic Tank to Manukau Harbour, Source: Auckland Council Heritage Unit

5. Site: A series of 12 or 13 wooden beams embedded into the edge of the shoreline, which may be a boat landing site. Approximately 10-15m long. **Co-ordinates:** E 1756759 N 5911230

- Series of post holes located along the shore side of the site, some of which included metal embedded. C. 300mm x 300mm
- Several beams are now partly rotted away due to being largely submerged during any time other than low tide. One section of beam is dislodged in the water off to the side of the main site.
- Site located near large “SEWER” triangular sign post.



Figure 80 a & b Possible landing platform remains, Source: Auckland Council Heritage Unit

6. Metal shackle (eyebolt) likely associated with the landing site further round the coast of White Bluff **Co-ordinates: E 1756641 N 5911318**

- Some wooden posts found nearby on a rocky plateau are also believed to be associated with this site.



Figure 81 a & b Metal shackle Source: Auckland Council Heritage Unit

7. Remains of boat shed foundations evident from wooden foundations, step steps cut into rock and sections of the roof/ shelving also built into the rock face: **Co-ordinates: E 1756541 N 5911374**

- Pieces of limestone found nearby possibly used in construction given remaining mortar found on some sections.



Figure 82 a & b Boat shed remains Source: Auckland Council Heritage Unit

8. Diving board remains, evident by rectangular block cut into the rock face where a wooden board was once attached. **Co-ordinates: E 1756515 N 5911384**

- Located just along the coastline heading west from the boatshed foundations



Figure 83 Diving board remains Source: Auckland Council Heritage Unit

9. Former boatshed site evident by post holes and railing leading down the coast near Wesley Bay Glade **Co-ordinates: E 1755550 N 5911183**



Figure 84 Former boat shed and rails Source: Auckland Council Heritage Unit

10. Boatshed with wooden frame and corrugated iron roofing and some walls remaining found near Wesley Bay **Co-ordinates: E 1755455 N 5911129**

- Steps cut into the rock face with remains of wooden postholes evident of hand railing found leading up to boatshed. Steps cut into rock face are common along this steep part of the coastline.



Figure 85 Steps leading to Wesley Bay boatshed. Note two posts. Source Auckland Council Heritage Unit



Figure 86 Steps leading to Wesley Bay boatshed Source Auckland Council Heritage Unit



Figure 87 Wesley Bay Boatshed note two posts also shown in figure 85. Photograph taken by Cuni de Graaf prior to its final collapse.



Figure 88 Another view of Wesley Bay Boatshed prior to collapse. Photograph Cuni de Graaf.

Site Visit 13/1/2014 - Elizabeth Pishief, Katharine Sheldon and Brenden Shirley (Ed Ashby attended for coastal survey section)

The survey started at Lynfield Cove and continued around as far as Sylvania Crescent Reserve. Sylvania Crescent and Manukau Domain were then separately surveyed from an inland route.



Figure 89 View of area surveyed between Lynfield Cove and Sylvania Crescent

1. **Midden Site (NZAA R11/2539) Co-ordinates: E 1752431 N 5911808**

Located along the eastern side of the Lynfield Cove Reserve along the side of the track steps. Midden extends at least 10 metres along the slope amongst trees and foliage.



Figure 90 Midden NZAA R11/2539, Source: Auckland Council Heritage Unit

2. **Midden Site (NZAA R11/2540) Co-ordinates: E 1752511 N 5911743**

Located to the side of the walking track in Lynfield Cove Reserve between the viewing platform and the reserve boundary fence running along Strathnaver Crescent. This midden is scattered across an area of 10-15 metres in a varying degree of density.



Figure 91 Viewing platform adjacent to NZAA R11/2540 Source: Auckland Council Heritage Unit



Figure 92 Close up of midden R11/2540, Source: Auckland Council Heritage Unit

3. **Pit Sites (NZAA R11/2058) Co-ordinates: E 1753184 N 591089**

These two pits are located on a section of grass near Sylvania crescent on the edge of the Manukau Domain. These two depressions measure approximately 2m x 1.5m each and are between 200 and 300mm deep. The site record form identifies these as kumara pit sites.



Figure 93 R11/2058 Pits Source Auckland Council Heritage Unit

4. **Midden and Terracing (NZAA R11/2058) Co-ordinates: E 1753065 N 5910931.** This site is described as a pair of terraces located above a stream with a scattering of shell midden across the area. The site is also accessible from Sylvania crescent alongside the Manukau Domain via a track and steps leading down to the beach below. Whilst evidence of midden and the riverbed were easily identified in the area, it was difficult to clearly identify the terraces given the overgrowth and the disturbance caused by the construction of the secondary track leading up the hillside.



Figure 94 R11/2058 some fragments of midden remain. Source: Auckland Council Heritage Unit

Note: A false midden trail is also evident along the side of this track that in reality is believed to be the result of oyster shells being used in the past for path development. This theory is reinforced by piles of oyster shells found in rows along the coastline below this area.



Figure 95 a) false midden trail; b) view of piles of oyster shells on beach. Source: Auckland Council Heritage Unit

5. **Headland Pa Site (NZAA R11/100)** – this site was first visited on the 13 January 2014 from the coastline and then examined from above on the 16 January. Due to various developments on the top of this site over the years (which is now public land) there is minimal evidence of the site's former features aside from some evidence of raised ground. However it was unclear as to whether this was a result of recent landscaping or not. At the time of visiting there was a construction site encroaching onto the top of the site and the boundary between the properties is not made clear. The view of the site from the coast is not much better, with extensive dense bush covering much of the steep cliff face. Whilst there was evidence of midden sites along the cliff face in the past (site record form from the early 1980s) there was no evidence of this remaining, most likely destroyed as a result of coastal erosion.



Figure 96 Coastline below cliff; R11/100 located on top. Source: Auckland Council Heritage Unit



Figure 97 New construction in vicinity of former pa R11/100, Source: Auckland Council Heritage Unit

Site Visit 16/1/2014 - Elizabeth Pishief and Brenden Shirley

Started Survey at Sylvania Crescent and continued around as far as Cape Horn.

1. **Midden Complex and Terracing (NZAA R11/915?)** – This wide ranging site is located inland from the Wattle Bay, primarily located off the left hand side of the walking track leading down from Sylvania Crescent to Wattle Bay. There is also evidence of the site extending further along the right hand side of the track as well. Five GPS co-ordinates were taken in various locations of the complex to get an idea of its extent. These are: **E 1753666 N 5911021; E 1753720 N 5911054; E 1753665 N 5911025; E 1753640 N 5911007; and E 1753655 N 5911025.**



Figure 98 Midden R11/915 (Source Auckland Council Heritage Unit)

The archaeological site record NZAA R11/915 matches the location of this site complex but describes a steep sided series of terraces with

intermingled midden. While the terrain of this area is indeed steep in places, there is no clear evidence of terracing.

Although this record was made over 30 years ago and the landscape has undoubtedly changed, there should be some physical indicators as to whether this is in fact the same site or an entirely separate location. Further investigation is required to determine whether this is exactly the same site or another part of the complex in the vicinity.



Figure 99 Another view of R11/915 Source: Auckland Council Heritage Unit

2. **Midden Sites (NZAA R11/2558; R11/2559) Co-ordinates 1753667 N 5911082** These two sites are located close by one another on either side of a watercourse near a flight of stairs along the track to Wattle Bay. The sites are 2 metres long by 70mm deep and 32 metres long by 100-150mm deep respectively. However, the descriptions and locations for these sites have been incorrectly recorded. The larger of the two midden sites (R11/2559) is actually located before the watercourse rather than after it which is the location currently provided for the smaller midden R11/2558. This error needs to be resolved to aid future reference and accuracy.



Figure 100 R11/2559 on left, R11/2558 on right Source Auckland Council Heritage Unit

3. **Midden (NZAA R11/2561) Co-ordinates: E 1753663 N 5911082** – this site is located in the eastern corner of Wattle Bay and is found scattered throughout the eroding coastal bank.



Figure 101 Midden Wattle Bay R11/2561, Source: Auckland Council Heritage Unit

4. **Midden (NZAA R11/2562; R11/2563) Co-ordinates: E 1753917 N 5910808** – this site has been recorded as two separate sites despite that fact that visual evidence shows that it is one continuing site stretching across the side of the track and down a slope marked by a flight of stairs. R11/2562 is recorded as the section of the midden at the top of the steps whilst R11/2563 is the section at the bottom. This error needs to be resolved to aid future reference and accuracy. Advice has been sent to the central file keeper.



Figure 102 Midden R11/2562 and R11/2563 Source: Auckland Council Heritage Unit

5. **Cape Horn Camp Site – Co-ordinates: E 1753899 N 5910749** – Directly beneath the steps leading down from the track into a clearing is the remains of a European era camping site most likely constructed in the early 1900s (evident on 1940 aerial map) it consists of a stone wall a concrete fireplace, a concrete platform (most likely part of a building foundation) and what appears to be a more recently placed wooden bench seat. Whether this was an extension of the Waikowhai Park camping grounds found around the other side of the cape or a separate development is not clear.



Figure 103 Camp site pre- 1940 Source: Auckland Council Heritage Unit

NOTE: Much of the coast along the western side of Cape Horn is severely eroded and large slips have resulted in trees from above coming down the slopes and destroying or at least dramatically displacing any potential archaeological sites that may have been found along this coast.



Figure 104 Coastal erosion, 2014, Source: Auckland Council Heritage Unit



Figure 105 Close up of erosion with midden (Māori and European) Source: Auckland Council Heritage Unit

6. **Boatshed Remains – Co-ordinates: E 1753908 N 5910696** – This site is located around the coast of Cape Horn in a small alcove. Physical evidence shows that the shed was built into the rock face. A concrete foundation, steps and interestingly, a brick drain, are otherwise all that remain of this structure.



Figure 106 Boatshed cut into cliff and b) drain Source: Auckland Council Heritage Unit

Site Visit 20/2/2014 - Elizabeth Pishief and Brenden Shirley

Started Survey at Bamfield road where midden site was recorded before separately surveying Waikowhai Park.

1. **Midden Scatter Co-ordinates E 1757303 N 5911928** This site is located at the end of a pathway leading down to the beachfront from Bamfield Road. The scatter, whilst thinly dispersed, continues across both the left and right hand sides of the end of the track to the beach edge. Approximate size is 5x5m. Appears to only be surface based with no real depth questioning the fact as to whether it is an actual midden site or rather displaced evidence from higher up the hillside.



Figure 107 Views of midden a) scatter on path and b) in bank (Auckland Council Heritage Unit)

2. **Changing Sheds – Co-ordinates E 1754842 N 5911079** - This building described as a historic changing shed in the coastal walkway documents which includes a block of toilet cubicles. This is evident by the marks on the wall which indicate the location of a toilet bowl or urinal and the low positioning of the piping.



Figure 108 a-d Views of aspects of Stone Changing sheds in Waikowhai Park. Auckland Council Heritage Unit photograph

The larger L-shaped room is unique in the section with a grated window at its northern end which seems to have been a later addition of different stylistic material. The rest of the walls in this section are of plain concrete interior which has been painted over to obscure the graffiti. There is one

large window and a wooden doorframe on the western wall, one large window on the southern wall and three smaller windows within the three separate cubicle sections as indicated by the former division sections marked in the floor and wall. A skinny concrete railing is found stretching along both the southern and western walls either side of the doorway. It is unsure what this was but may have been the supports for shelving.



Figure 109 Passage to separate room and concrete rail Source: Auckland Council Heritage Unit

The smaller room in the north eastern corner of the building also has three cubicle sections of a similar style as those in the other room with similar fixture markings on the eastern wall and floor. The windows in all of the building, including the north western section with the metal bars, which were later added over the top, contain the remains of slanted glass which has been orientated to stay permanently open and has been built directly into the sides of the stone window frames. On closer inspection the glass has been infused with chicken wire, no doubt to strengthen and prevent the glass from breaking.



Figure 110 Details of windows – showing louvre remains and metal bars over window space Source: Auckland Council Heritage Unit

It appears that the north eastern room was constructed at a later date and that the building would have originally been one large block of cubicles. This is obvious from the fact that the internal dividing wall is of a completely different material and height to the external walls. Additionally, the flat surface along the top of the walls suggest that if the building ever had a roof it was removed some time ago, possibly at the time of the construction of the internal walls.



Figure 111 Entrance to building and wall supporting the roof, Source: Auckland Council Heritage Unit

Appendix 2: List of Place Names in the Puketāpapa Survey Area

Bays, Reserves and Landmarks

Captain's Retreat/ Captain's Bush.

Named c. 1980s after the Captain family who developed much of the landscape around the area (Reidy, 2013).

Granny's Bay formerly Niger Bay.

Granny's Bay was a popular bay for the locals to keep their boats, being reasonably sheltered from the south-west winds. In the early 1920s, there were moorings laid to accommodate keelers and other boats unable to sit on the sand safely. The origin of the name Granny's Bay is unknown. According to Murray Jones, an old sod cottage was there in the 1930s built perhaps at the turn of the 19th century. It was formerly known as Niger Bay which was named after the steam packet HMS Niger.

The Niger had been at New Plymouth, where her sailors saw some action against the Māori. When she was in the Manukau in the early 1860s, the Niger grounded on either the bar or a bank. The captain beached the boat at the small cove at the outside point of White Bluff, where she was inspected for damage and repaired (Glen, 2006). Niger Cove was used by the navy for target practice. Cannonballs were fired at targets on the beach — some balls were not recovered and were hunted and dug up in later years by collectors, and usually sold. Two balls, one 30lb and one 56lb, are on display at Laishley House in Jellicoe Park, Onehunga. One ball is at the Manukau Yacht Club, Kiwi Esplanade, Māngere. Later there was a slipway at Niger Bay, where boats were pulled out to refasten copper sheathing or carry out repairs. A steep access was provided to the top of the cliff.

Hillsborough Bay and Taylor's Bay.

Hillsborough Bay is the large sheltered bay, shallow and bare at low tide

named after J.C. Hill, who formed a subdivision above the bay, which takes its name from that.

Taylor's Bay is small bay and beach at the head of Hillsborough Bay, with a pleasant reserve. The reserve is built up behind a rock wall, which by 2006 was being undermined by the tide. The suggestion was that sand be dumped on the beach to protect the wall from further erosion.

Lynfield Small Coves.

There are two or three small sandy coves between Lynfield Cove and Wattle Bay. These are accessed by walking track from the end of roads on the peninsula or through private property. They are pleasant and private for a beach picnic by boat if the weather is good, but are open to the south-westerly winds.

Manukau.

Usually translated as "the sound of birds" (Reidy, 2013), "wading birds", or "only birds" (Simmons, 1987.)

Matengarahi/Matangarau/Cape Horn.

"Big head" headland, also known to Māori as Matangarau "the shellfish" presumably due to the extent of rich resources found here (Simmons, 1987). Cape Horn stands out into the Manukau Harbour at the junction of the main shipping channel (Wairopa) and the south channel (Purakau). The name Cape Horn is a good one because, when the strong south-west wind is against an ebbing spring tide, the seas off the point are big and steep. This produces an uncomfortable ride for a yacht 18 foot or larger, but for a small yacht it is very difficult. Any lapse of concentration on the crew's part, a jammed sheet or sloppy change in course can be disastrous, meaning a long stint in the water until help arrives, or the boat drifts into shallow water where the crew can sort things out.

Onehunga Beach.

In the early days Onehunga Beach was a busy place with cargo being transported back and forth across the harbour to Mangere. Timber was towed in rafts from the bush at the Waitakere Ranges, and was stranded

on part of the beach until required at the mill. The main commercial part of the beach was at the end of Church Street, now under the motorway. Beach barter was the trading method at Onehunga before the wharf was built. Ships were unloaded by cutters onto drays and wagons at low tide. There was a brisk trade with Māori who brought kumara, pigs and poultry in their canoes.

The route to Wellington was through Onehunga, so it was not long before a wharf was built. Initially the ships took passengers to Wellington, but once the railway reached New Plymouth in 1885, an overnight service operated to there. This service continued until 1929, when improvements to the service on the main trunk railway, which had started an overnight service to Wellington in 1909, made the shipping route no longer viable.

Pukekaroro/Hillsborough Heights:

“Karoro hill” (Simmons, 1987) Believed to refer to the high point at the top of Hillsborough Road where it intersects with Richardson Road. Karoro is the Māori name for seagull or, more specifically, the blacked backed gull. Therefore it is believed that this area must have been a nesting spot in the past. (*Glen, 2006*). Today there is a water reservoir at the top of the hill by Richardson Road.

Puketāpapa/Mt Roskill.

Known as “the hill with the flat top” or ‘te patapapa’ “the hill fort with the flat top”. Originally a pa of Ngati Awa. (Simmons, 1987)

Taunahi/Wattle Bay. (ROLL 35)

Wattle Bay is accessed by walking tracks from roads off Hillsborough Road, through the Wattle Bay reserve. From 1930s-1984 there were a number of boat sheds and shacks on the western foreshore of the bay, which has reasonable shelter from the strong south-westerly winds. These sheds were used mainly by fishermen to house their boats and as baches. The Renton brothers of Wattle Bay had a shed in which they kept their champion 16 foot S class yacht, Sirona, in the late 1930s.

Tauparapara/Tauparapari/Lynfield Cove. (ROLL 35).

Known locally as Duck Creek, Lynfield Cove was an out-of-the-way area, in what was Harbour Board land. There was no easy land access and the creek was muddy and rocky. The City Council built a rough stone wall near the entrance to the creek and backfilled the floor of the valley. A nice, flat, grassy area has been developed, which unfortunately is open to the resident, cold, south-westerly wind. At this stage there is little tree cover to soften the strength of the wind. Access today to Lynfield Cove is via Gilletta Road.

Te Puhea /Te Puheatangaoteata.

“The blowing of Te Ata.” Te Ata was an ancestress of the Ngati Te Ata tribe who was said to have left from this point in a canoe to go and visit relatives further around the coast but was soon blown back by a strong gale said to have been sent by jealous people who disapproved of her intended visit. This site is described as a little cove on the eastern side of the coast below Hillsborough Cemetery now traversed by SH 20 (Simmonds, 1987).

Te Tapere/Tetapere/White Bluff.

“The family meeting house” described as the bay or point on Manukau Harbour below Hillsborough Cemetery. (Simmons, 1987). White Bluff is the prominent headland sheltering Hillsborough Bay and Onehunga Beach from the strong south-westerly winds.

Waikaraki Stream.

Located in Lynfield Cove. Also known as Duck Creek (Glen, 2006).

Waikowhai.

“Waters of the Kowhai tree” or “yellow water” (Simmons, 1987)

Waikowhai appears on the earliest European maps e.g. Drury’s chart of the Manukau Harbour. A pleasant beach, which had road access from 1914. One of the features of the bike ride to Waikowhai on a Sunday morning for a swim was the spiral road, where one rode down over a

bridge and then round in a circle to ride under the bridge and continue down to the beach. Coming up from the beach the reverse took place.

In the 1950s the Council developed a landfill halfway down the hill and the road to Waikowhai was blocked, so a short walk from the car park is necessary to reach the beach.

Wesley Bay/Wesley Bay; Glade/Boat Bay/Faulkner Bay

Wesley Bay commemorates the founder of the Wesleyan Mission and Church which owned the majority of the land in the area (Reidy, 2013). The road from the Waikowhai carpark continues down to Wesley Bay, where a rock retaining wall was constructed, with parking and a launching path through the wall to the beach. The sand at Wesley Bay is firmer, and the channel closer than at Waikowhai Beach. The hauling-out area of Wesley Bay was known locally as Boat Bay but has been renamed Faulkner Bay. It is located at the base of Waikowhai Park, Renamed in honour of Arthur Faulkner, the long-time Labour MP for Mt Roskill (1957-1981) in 1986. (Reidy, 2013).

Street names

Aldersgate Road: a street in London where John Wesley (the man who started the Methodist Mission), experienced his conversion to Methodism. (Reidy, 2013).

Athenic Avenue: named in 1961 after a Shaw Savill ship built in 1947. (McConnell, 1983).

Belfast Street: the original home and birthplace of J. C. Hill (Reidy, 2013).

Bluff Terrace: named due to its location on the southern rim of Hillsborough Bay. (McConnell, 1983).

Canberra Avenue: named after a passenger ship built in Belfast during the 1950s which sailed the Suez Canal. (McConnell, 1983).

Cape Horn Road: believed to have been named after the famous South American cape of the same name. Originally named Artillery Road because of the original intention to establish a defence site on the cape. (McConnell, 1983).

Carlton Street: named after the oldest son of James Carlton Hill – Carlton Hollis James Hill (1823-1893) (McConnell, 1983).

Commodore Drive: named in 1961 in honour of William Frederick Halsey (McConnell, 1983).

Filgate Street: named after J.C. Hill's second wife Maria Filgate in the 1880s (McConnell, 1983).

Foote Street: formerly known as **Brown Street**. Renamed in 1936 after E.W. Foote, a member of the Mt Roskill Road Board from 1928 to 1931. He was chairman of the public works' committee. (McConnell, 1983).

Frederick Street: named in 1897 after the younger son of James Carlton Hill—Frederick Eldon Wichelsea Hill (1835- 1912), and may be a reference to another son, also named Frederick, who died in childhood back in Ireland. (McConnell, 1983).

George Launson Lane: named after Reverend George Irving Launson, President of the Methodist Church in New Zealand during the 1950s as well as Superintendent of the Auckland West Methodist Māori circuit. (McConnell, 1983).

Goodall Street: originally **Hill Street** this street was renamed Goodall in 1928 to avoid confusion with another Hill Street in Onehunga. Stephen Ingles Goodall was a member of the Mt Roskill Road Board from 1928 to 1931, and chair of the legal and finance committee. (McConnell, 1983).

Gothic Place: named in 1961 after a Shaw Savill ship built in 1948. (McConnell, 1983).

Halley's Place: commemorating the 1986 appearance of Halley's Comet.

Halsey Drive: named after the American naval officer William Frederick Halsey who came to New Zealand in 1908 and later became a USA Admiral during World War 2 (1942) as a result of his success leading a fleet of ships that defeated Japanese forces in various battles throughout the Pacific. And later he led the US forces in the final naval operations at Okinawa. (McConnell, 1983). This is one version of the origin of the name. Lisa Truttman offers another explanation: Soon after the Auckland Harbour Board officially took over the endowment area, Captain Lionel Halsey took over command of the HMS New Zealand in 1912. He took the ship on a world tour and then was in command of the HMS New Zealand at the battles of Heligoland Bight and Dogger Bank during World War 1. He was promoted to Rear Admiral and Fourth Sea Lord in December 1916. In October 1918 he became commander-in-chief of the Australian navy. Halsey Drive at Lynfield appears in newspapers from c.1917. Auckland Harbour Board minutes would need to be checked to be sure. (Truttman, pers comm 4/3/2014).

Hillsborough/Hillsborough Road: both named after the hometown of James Carlton Hill (1798-1858) of Hillsboro. Hill was one of the founding settlers in the area who owned much of the land which now constitutes this district and had hoped to develop it into its own township. (McConnell, 1983. Part of Hillsborough road from Donovan Street to Richardson Road was originally known as **Ridge Road** until 1974 (Reidy, 2013).

Himalaya Crescent: named after a passenger ship built in the 1940s which ran between Sydney and Auckland (McConnell, 1983).

Hoskins Avenue: formerly named **Queenstown Road** by J. C. Hill, this name was changed in 1959 to avoid confusion with a similar street in Onehunga. E.A. Hoskins was a local resident and involved in local body politics (McConnell, 1983).

Iberia Place: named after a passenger ships built in Belfast during the 1950s which sailed the Suez Canal (McConnell, 1983).

Lynfield/Lynfield Avenue: the name comes from the Linfield Poultry farm (owned by Sir Alfred Bankart but managed by Albert William Irvine (1884-1967 who brought over the name Linfield from his previous poultry farm located at Pah Road. This was also a misspelling of Lindfield in New South Wales where Irvine's wife's family had lived in the 1890s. (Truttman, pers comm 3/4/2014).

Oriana Avenue: named after a passenger ship built in the 1940s which ran between Sydney and Auckland. (McConnell, 1983.)

Phillip Street/Bagley Street: named after J.C. Hill's first wife, Sarah Phillips. This street became an extension of Frederick Street in 1936. It was renamed **Bagley Street** in 1953 after Charles Bagley who was chairman of the Mt Roskill Road Board and Mt Roskill District Water Supply during the early 1900s. (McConnell, 1983).

Richardson Road: believed to have either been named after the second son of Bishop George Augustus Selwyn; John Richardson Selwyn, (McConnell, 1983) or after Brigadier General G S Richardson, a commandant of New Zealand forces during WW1 (Reidy, 2013). Truttman says Richardson Road was not named until just after the 2nd Anglo-Boer war (originally the road stopped just west of May Road) so it is likely to have had a Boer War association rather than religious or World War 1. The best candidate so far is Sir Wodehouse Dillon Richardson. (Truttman per comm 4/3/2014).

Seacliffe Road: previously known as Pah Parade, this was most likely named a description of the surrounding environment on which it is situated (Reidy, 2013).

Stanton Terrace: named after Sir Joseph Stanton a prominent lawyer for the Auckland Council during the 1920s and later, a Supreme Court judge (McConnell, 1983).

Strathnaver Crescent: named after a luxury steam ship which cruised between Great Britain and New Zealand (McConnell, 1983).

Sylvania Crescent: named after a passenger ship which originally travelled between Britain and USA and then later as a passenger liner which took tours around the Caribbean (Reidy, 2013).

Waikowhai Road: named for the distinctive Kowhai trees lining much of the area's coastline (Reidy, 2013). A name that appears on the earliest European maps.

White Swan Road: named by a local resident who believed that the original unsealed white clay road winding up the hillside, resembled the neck of a white swan (McConnell, 1983).

William Donnelly Terrace: named after a member of the Wesley College Trust Board and the first principal of Remuera Intermediate School (McConnell, 1983).

Appendix 3: Additional Information on Wattle Bay Boatsheds



Figure 112 Shed 1 (1971) Mr V.B. Gray - dates back to April 1934 Source: Auckland City Archives file



Figure 113 Shed 1 (1982) used on a regular basis (presumably owned by V.B. Gray) Source: Auckland City Archives file

Shed 1 is described as a “20’ x 12’ corrugated iron on small reclamation with wooden ramp to the tide. Nearest to the southern point of Wattle Bay”. It is described as a genuine boat shed and not a residence. Of interest is the small shed beside it which was described as a smokehouse. A recommendation to preserve it in 1988 went unheard.



Figure 114 Shed 2 (1971) J Collins, sold to John Vine, then to Mr V Clarke by 1975. Source: Auckland City Archives file

Shed 2 is described as a 14' by 10' timber structure with an iron gable roof with a wooden deck and timber dingy ramp. Shed dates back as far as May 1946. This shed was known to have been occupied by its owner, Ben (Danny) Bernardt during the mid-1980s. By 1987 the floor and decking was rotting away.



Figure 115 Shed 2 (1982), owner Mr Ben Bernardt. Source: Auckland City Archives



Figure 116 Shed 3 (1971) D.A. Davey, 23 Albrecht Ave, Mt Roskill. Source: Auckland City Archives

Shed 3 was demolished by 1975. Its owner D. A. Davey had failed to renew his license in 1972 and given the derelict state of his shed combined with the excessive amount of rubbish surrounding it, he was ordered by the council to vacate the premises. However he remained living in the shed a year later at which time the council came in to demolish it, but by the time they had arrived it seems he had done most of the job himself. This was the oldest recorded shed in the area, dating back to January 1929.



Figure 117 Shed 4 Source: Auckland City Archives

Left. Shed 4, (1971). Owner at the time of photograph – Mr H. J. Robertson. Sold to L. Barrett in May 1972 and then to J. Somers in 1974.

Right. Shed 4 (1982). At this point in time the shed was owned by Mr Baker Prescott who later lived there with his wife, their young children and extended family.

Shed 4 is unique amongst these boatsheds in that it acted as a fully functioning house despite its gross inadequacy for such a job. Originally built as a timber boatshed with a simple iron roof in 1935, it seems the shed's later owner; Mr Fisimaki (Baker) Prescott had brought his family (known as the Hokai family) to live with him there from 1983. What made this even more astonishing was that aside from him and his wife, their two children also lived in this small, one roomed shed. These children were aged 3 years and 9 months old at the time the sheds were inspected in 1984. Mr Prescott was believed to be a commercial fisherman who fished the area in a boat which he moored outside the shed. Apparently living so close to the shore was not only convenient for him in regards to his work, but it also allowed him to watch over his boat and ensure it was not stolen or damaged.

Despite the undoubtedly cramped living conditions they must have endured, they seemed to adapt quite well installing a pot belly stove, adapting the pre-existing auxiliary shed (which was apparently not used as an outhouse) and, in 1985, a second storey was framed up over the original shed. This structure, described in 1987, contained a floor lined with old tongue and groove boards and window openings at the front with no frames, which exposed the living room to the elements. Most of the walls were made up of unpainted pinex hardboard. Despite multiple warnings from the local council advising Prescott that the site was strictly a boatshed and not intended as a permanent dwelling and comments from a health inspector describing it as “unfit for human habitation” and “grossly over crowded”, the household continued to grow. By 1987 the shed was believed to house Prescott, his wife, their now four young

children, his two older, married daughters and one of their husbands. Eventually the house was demolished following continued appeals to the Māori affairs committee to find better lodgings for the family.



Figure 118 Building associated with Shed 4 site (1982) NOT an outhouse, Source: Auckland City Archives



Figure 119 Shed 5 Left: Shed 5 (1971), owned by C.J.S. Wilkie. Right” Shed 5 (1982) Mr L.R Wood purchased from C.J.S. Wilkie in May 1972 Source: Auckland City Archives

This shed is described as a flat fibrolite shed with an iron roof situated on a small area of reclaimed land. Named “Wattle Grove”. Originally established in 1941, both the chimney and water tank suggest that the shed may have been used for long term occupation at one point in time. Aside from repairs to the roof and a new paint job, the shed seems to have been in relatively good condition as late as 1987.



Figure 120 Shed 6 (1971) owned by R Clyde, Source: Auckland City Archives

Clyde sold this shed to Mr Putt in March 1972, who sold it to Mr T Porter in September 1972. Given a mix up in the labelling of sheds 6 and 7, information relating to these sheds from this point on becomes difficult to establish. The shed originally known as shed 6 (labelled as 6 in this document) dates as far back as March 1950 and was described in 1971 as an 18' x 12' timber walled shed with a gabled malthoid roof that sat 30-35 feet above the beach. It is believed that this was shed washed away in around 1973 and as the council refused to allow the owner to rebuild the shed, the lease was apparently cancelled in December 1973.



*Figure 121 Shed 7, Left: Shed 7 (1971) R D Borrie. Right: Shed 7 (1982) photographs from this period labelled it as shed 6, at which time it was owned by Ian K Watson
Source: Auckland City Archives*

The shed originally labelled as shed 7 was established as early as 1949. It was owned by R.D. Borrie at the time of the 1971 photograph. It is believed to have been later purchased by A Ferguson who in 1977 then sold it onto G and B.A. Krushel who by 1984 had sold it to Ian K Watson who is attributed as the owner in the 1982 photograph. What complicates matters is that sometime following the destruction of shed 6 in 1973 and the re-evaluation of the boatsheds in 1982, shed 7 began being referred to as shed 6 and any mention of shed 7 disappears.

Interestingly, the 1987 condition report of the boatsheds includes descriptions for both sheds 6 and 7. The description of shed 6 seems consistent with that of the original site that was numbered 6 in 1971. However, this was apparently destroyed over 10 years earlier. The notes mention the erection of a recent chimney to the site which suggests that the site was in frequent use. The site recorded as Shed 7 in the 1987 report was recorded as being in a bad state of repair and was recommended for demolition. The report also mentions that the owner had not responded to any of their letters. Whether the confusion over which site was which had been further compounded by the passage of time or whether the description for shed 7 refers to the ruins of one of the original

boatsheds remains unknown. Further research is required to clarify this issue.



Figure 122 Shed 8 Left: Shed 8 (1971) – owned by L. P. Francis who later sold it to Lionel Bernard (L.B.) Gibson in 1972. Right: Shed 8 (1982) - Owner Mr Alan “Tim” Galloway, note the various crops growing outside. Source: Auckland Council Archives

Shed 8 dates back as early as June 1945 and was described in 1971 as an 18' x 12' timber walled shed with an iron roof and gables. Situated in a clearing 30-40 feet above the beach. The peaceful setting that this site had meant that the owner Mr Galloway who was known to live in the shed permanently during the 1980s, had cultivated quite an impressive garden which included pawpaw, bananas, grapes, silver beet, and beans growing outside. The 72 year old Mr Galloway vacated the shed in late 1987 and apparently had a friend help him demolish it shortly after.



Figure 123 Shed 9 (1971) A. Galloway, 220 Buckland Rd West, Otahuhu Source: Auckland City Archives

It seems that prior to moving into shed 8, Mr Galloway owned the nearby shed 9 for a period in the early 1970s. This shed is the most recent in the series of 10, dating to January 1951. However by 1982 Galloway was living in shed 8 and shed 9 was now owned by John Paynter who simultaneously owned shed 10. While it is believed that he primarily used the shed for storage, the 1982 photograph shows a table and chairs, fridge and plumbing at the site.



Figure 124 Shed 10 Left: (1971) Mrs D. Bernasconi. Right: (1982) Mr John Paynter. Source: Auckland City Archives

This shed dating back to February 1939, was originally owned by Mrs D. Bernasconi but in 1977 it was sold to Mr John Paynter (presumably around the same time as shed 9). This shed was described in 1971 as a small shed with rough iron walls and roof that is sited on the flat ground near where the walking track reaches the beach. By 1987 the description was less favourable, with the assessor calling it an eyesore and in a poor state of repair. An old dinghy and a lot of rubbish are noted as being located nearby. The council soon recommended that unless considerable reconstruction was undertaken, the shed should be demolished.



Shed 9 (1982) owned by John Paynter Source: Auckland City Archives

However, as the Borough Council faced amalgamation with Auckland Council in 1989, there was a push to tidy up any loose ends. Paynter was issued 30 days' notice to get rid of his shed, which he believed was unreasonable given the longer period other shed owners had been given and the fact he was attempting to renovate the shed at the time. This prompted him to take his case to the Ombudsman. The ruling of the Ombudsman suggested that the council should abide by the recent management plan which stated that any existing sheds could be kept until the previously issued 15-year leases had run out. However, as the Council refused to allow Paynter to do any more renovations to his shed, and deemed it derelict and a health hazard, the last of these 10 boatsheds was demolished shortly before the council ceased to exist in November 1989.



Figure 125 Shed K (1982) owned by Mr D McDonald Source: Auckland City Archives



Figure 126 Shed C? (1976), Source: Auckland City Archives



Figure 127 Sheds D1 and D2 (1976), Source: Auckland City Archives

