Appendix 1 - Historic Context Statement

Aotea Great Barrier Island

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Auckland Council
Te Kaunihera o Tāmaki Makaurau

Cover image: The Sanderson Dairy in the 1930s with Bill and Phyllis Sanderson posing in the foreground. (Courtesy of Ben Sanderson).

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1 CHAPTER ONE – LAND AND PEOPLE

This section outlines features within the physical environment of natural and, or cultural heritage interest. The natural landscape is a significant underlying theme as it forms the backbone of the place the community inhabits; it provides significant amenity value and has the potential to be of scientific and, or ecological value. Places of interest can include volcanic features (maunga), scenic reserves, soils, indigenous flora and fauna, waterways, as well as numerous other natural features. The specific traditional relationship of Mana Whenua with the area is also broadly discussed within chapter one.

1.1 Geology and Landform

Aotea Great Barrier Island is New Zealand's sixth largest island and the fourth largest in the main chain. It is about 40 km long and around 15km wide at its widest point, with an area of 285 square kilometres. There are numerous small islands and islets close to the main island. The largest of these are Kaikoura Island (564 ha) and Rakitu (Arid) Island (350 ha), the latter being the only sizeable island on the eastern side.

Aotea Great Barrier is a rugged, largely forested island, with 88% of the land in bush or shrub. Areas of coastal flats, many of which are former wetlands, occur along the eastern coast, and extend inland along larger streams, but flat and undulating land and rolling hill country make up only 16% of the island. The interior spine and northern part of the island are mountainous with spectacular cliffs and pinnacles.

Deep drowned river valleys form inlets or embayments along the western side of the island and provide protected or semi protected anchorages. These have been favoured for settlement and have become the locations of the main population centres on the island. The east coast is exposed and is a mix of rocky shorelines punctuated by sandy beaches.

Geologically the island is very similar to the Coromandel Peninsula, although volcanism ceased at an earlier period on Great Barrier and mineralisation is not as extensive. High quality obsidian is found on Aotea and was exploited by Māori, while mining of copper and silver-gold bearing ore bodies took place in the historic era. Kauri gum digging was also widespread in the 19th and early 20th centuries, principally in the central part of the main island where most of the kauri grew.

Shallow soils, developed from old (weathered) volcanic rocks, predominate with small areas of clay and alluvial (stream deposited) soil. Only 4% of the land is considered suitable for agriculture or horticulture.

The oldest rocks on the island are the underlying sedimentary ‘greywacke’ basement rocks which form the northern part of the island beyond Katherine Bay, and are also exposed on the eastern coastline in the vicinity of Harataonga. Volcanism commenced some 16-18 million years ago with the intrusion of dykes into the greywacke basement rocks. This was followed by a period of andesitic volcanism between occurred between 12-15 million years ago, depositing lava flows and breccias. The nature of the volcanism on the island then changed, producing more silica-rich rhyolite, igimbrite, breccias and ash, predominantly in the Mount Hobson and Rakitu areas. In the Mount Hobson area, this included an unusual obsidian breccia, which gave rise to the Māori name Hirakimatā. Eruptions appear to have ceased 4-5 million years ago, but circulation of mineralized fluid has resulted in silicification and silver-rich mineralization in the Te Ahumata vicinity. Copper mineralization is also present at Miners Head in the northern part of the island.

Great Barrier has been an island separated from mainland New Zealand for at least 10,000 years following the last post glacial sea level rise. While this period of time is insufficient for a distinctive island flora and fauna to have developed, there appear to have been differences between the terrestrial fauna on Great Barrier and that on the nearest part of the mainland (Coromandel Peninsula). Some of the differences that were observed by early European visitors to Great Barrier can be attributed to a lack of suitable habitat on the island. Others may be due to predation by Māori prior to European contact, to the introduction or absence of predators, or remain enigmatic (see below).

At the time of European contact there was an extensive area of unmodified kauri forest in the central part of the island, while pohutukawa, puriri, and kanuka were abundant in other locations. These resources, together with the sheltered natural harbours along the east coast, attracted shipbuilders, timber industries and firewood cutters. Farming and fishing have been largely subsistence scale activities on the island. Many areas cleared in the past by Māori or during the historic area are now reverting to kanuka.

Lovegrove[1] has identified a range of bird species that are likely to have been present prior to the isolation of the island from the mainland. Species that seem to have been absent when Māori ancestors initially reached Great Barrier (or at least for which evidence is lacking) include the moa and kiwi. Weka are also missing from Great Barrier. The apparent absence of kiwi is difficult to explain.

Tuatara must have once been present on the land mass that is now Great Barrier Island but do not appear to have survived until the time of European contact. There is evidence to indicate that they were formerly present on other Hauraki Gulf Islands including HauturuLittle Barrier. Tuatara populations do not generally persist in the presence of

kiore,[2] so the absence of this reptile on Great Barrier at the time of European contact is not unexpected.
Another unusual aspect of the natural history of GBI is the former presence of a large green lizard, which was recorded by Ernest Dieffenbach during a visit to the island in 1841.[3] No further evidence of this species has been found.

In the marine environment, populations of marine mammals such as fur seals, sea lions and elephant seals, which were originally found throughout New Zealand waters, would have present around the coastline of Great Barrier prior to human predation. The mainland New Zealand sea lion was hunted to extinction by Māori.[4] The breeding range of fur seals became restricted soon after the arrival of humans, and fur seals had become extirpated from the North Island coastline by around 1400 AD. Fur seals have only begun to return to the Hauraki Gulf in the modern era.

1.2 Māori Relationships with the Area

1.2.1 Traditional history

Aotea, the Māori name for Great Barrier Island, is associated with several early founding canoe traditions.[5] It is said to have been named after the ancestral voyaging waka *Aotea*. In another tradition the name Aotea derives from a white cloud that was the first sign of land seen by the voyagers Kupe and Ngahue as they approached northern New Zealand after their long journey from Hawaiki.[6] In Tainui oral traditions, it is said that a heavy fog surrounded their waka as they searched for the first signs of land. A large white coloured rock, likened to a cloud, suddenly arose from the ocean guiding them to safety, hence the name ‘Aotea’.[7]

A later explorer, Toi, named the sea surrounding Aotea, Te Moana Nui ā Toi ‘The Great Sea of Toi’. Aotea forms part of Ngā Pōito ō Te Kupenga ō Taramainuku or ‘the floats of Taramainuku’s net’ referring to the many islands formed by the casting of a fishing-net of the Māori ancestor Taramainuku. In Ngāti Rehua tradition, Aotea and its surrounding islets and rocks are referred to as Ngā Unahi me ngā Taratara ō Te Ika roa ā Maui or ‘the scales and the spines of Maui’s fish’, in reference to the rugged nature of the main island and the existence of the small islands beside it[8]. A number of specific landmarks, places or features on Aotea and its associated islands have names left by early ancestors.

1.2.2 Māori Occupation

There is extensive archaeological evidence of Māori occupation on Aotea Great Barrier Island and its inshore islands in the form of kāinga (settlement sites), pā (earthwork fortifications), middens (food refuse deposits), rua kūmara (storage pits), urupā (burial

places), former cultivations and resource gathering locations, artefact findspots and other sites. There are also tohu (landmarks), places or features that are of traditional significance (e.g. Te Punga ō Tainui at Motairehe[9]) that are not necessarily archaeological sites.

While systematic archaeological surveys have not been undertaken over a large proportion of the island the distribution of recorded sites indicates that pre-European occupation was concentrated in areas close to the coast, penetrating further inland in some areas of coastal flats or along stream valleys. The balance of the island remained in forest or wetlands until the time of European contact.

Some pā sites are identified on early sketch or survey plans of Aotea Great Barrier[10]. Interest in archaeological evidence of past Māori occupation on Great Barrier increased during the 1880s, when Sydney Weetman, a surveyor, reported finding moa and seal bones in a site at Awana (Fig.1). Weetman, during the course of a year spent on the island, also observed that there were several places that must have been at one time inhabited by large numbers of Māori. Weetman was impressed by evidence of stonework, rather than ditches, being used to create defences on pā, and in particular with a complex of stone-faced terraces, stone walls and enclosures at Korotiti. Weetman noted that the antiquity of these features was evidenced by the size of trees that had grown amongst them since abandonment.[11]

Some early archaeological site recording and other interest in the archaeology of the island had commenced by the 1960s.[12] In 1974 a Great Barrier Committee of Inquiry was held as part of the development of the Great Barrier Island County District Scheme. In 1975 the Committee made a recommendation that surveying of historic and pre-European sites should be undertaken on the island by central and local government together with the NZ Historic Places Trust.

Since that time there have been several periods of site recording, primarily under the auspices of Government departments or agencies including the NZ Historic Places Trust, Department of Lands and Survey, New Zealand Forest Service and the Department of Conservation. Additional surveys and site recording have been undertaken by the Auckland Museum, Auckland Regional Council, and by consultants engaged by developers or agencies undertaking earth-disturbing activities.

Two of the earliest systematic surveys on Aotea Great Barrier were undertaken for the NZ Historic Places Trust in the Kaitoke-Harataonga area by Coster and Johnston (1975) and in the southern part of the island by Butts and Fyfe (1978). In accordance with accepted practice in that era, only pre-European sites were recorded. Both surveys recorded large

numbers of sites, with Coster and Johnston[13] identifying three ‘Grade I’ (outstanding) sites recommended for special protection and 19 further ‘Grade II’ (representative sites of relatively high significance or that were unusually well preserved). Butts and Fyfe identified 13 Grade I sites and 29 further Grade II sites.[14] The Grade 1 sites would eventually be scheduled in the district schemes (see below).

1.2.3 Early occupation sites

There is a small number of recognizably early (pre-ca 1500 AD) occupation sites recorded on the Aotea Great Barrier. Other unrecorded early sites may be present in locations where there has not been significant foreshore erosion or survey coverage.

The most substantial of the known early sites is site T09_116 at Mulberry Grove, Tryphena. Over a period of many years numerous artefacts, faunal remains including moa and as many as 18 human burials have eroded from the site and were collected and or recorded by local identity Les Todd (now deceased). Other sites from which moa bone has been found are recorded at Awana[15] and Harataonga[16]. As moa bone has not been found in non-archaeological contexts on the island it is assumed to have been imported for industrial purposes or taken as food from the mainland, probably the Coromandel Peninsula, where moa appear to have once been readily accessible.

The is also likely to be, or have been, an early occupation site or sites in the Katherine Bay/Kawa area as at least one early (pre-1500) adze has been found in this area.

Obsidian from the Ahumatā [matā = obsidian] source on Aotea - Great Barrier Island was used by Māori for production of cutting implements. It is present in sites elsewhere in the Auckland Region from at least the 15th century, providing evidence that this resource had been discovered and exploited by this time (Refer section on Colonisation).

From a scientific perspective, early archaeological sites on Aotea Great Barrier can potentially provide significant information on the natural history of the island (in addition to the history of human occupation). This could include clarification about whether species that have not been recorded on the island (such as kiwi) were originally present when humans arrived and have since become extirpated or extinct.

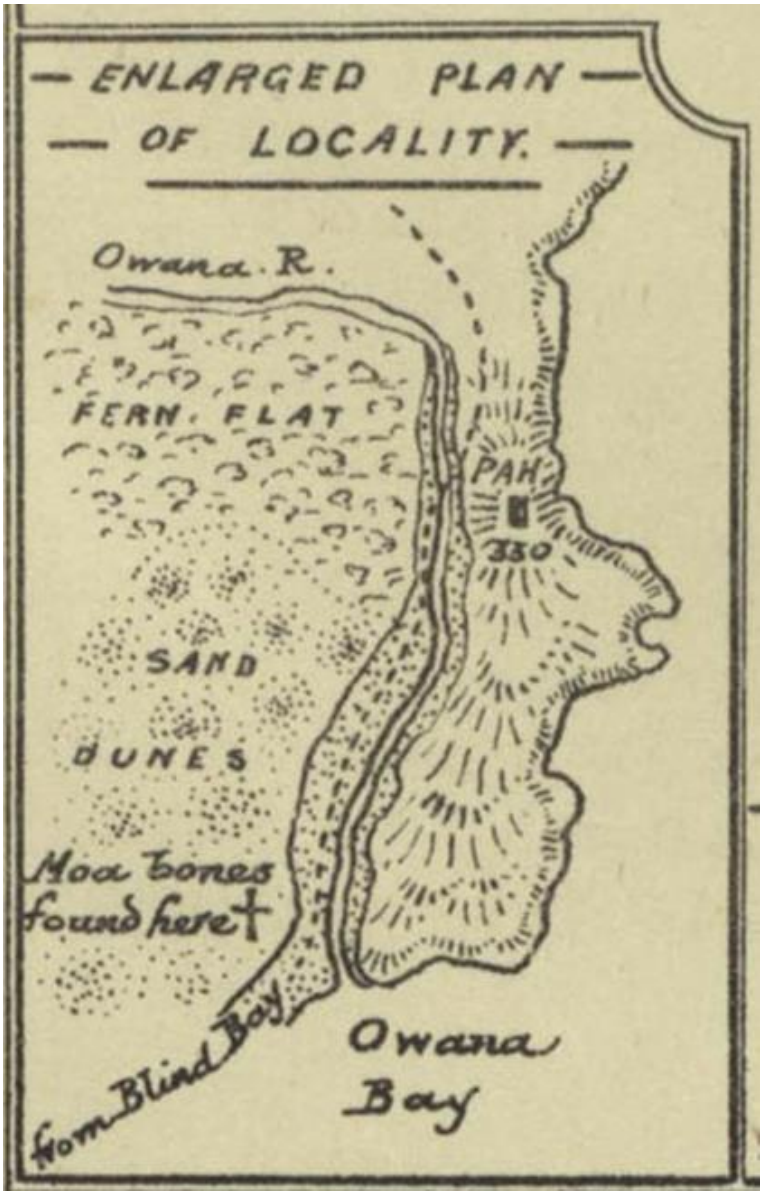


Figure 1. Weetman's 1886 map showing the location where he found moa (and seal) bones. Awana pā is also shown. (Weetman 1886, p193-4).

1.2.4 Later sites

There are numerous later sites recorded on Aotea - Great Barrier and the inshore islands, including 44 pā sites. A number of these pā (and other significant places) have known names and in some cases associated traditional histories. Ahuriri pā[17] for example is recorded in tradition as a Ngāti Te Haowhenua pā that was the site of the first of a series of engagements during the campaign by Ngāti Manaia and Kawerau under the Ngāti Manaia rangatira, Rehua, against the Ngāti Tai hapū. This ultimately established a Ngāti Wai/Rehua presence on Aotea Great Barrier.[18]

2 CHAPTER TWO – GOVERNANCE

This chapter covers various elements relating to the governance of Great Barrier. Sub themes addressed within this chapter are *Local Government, Public Services and Facilities, Defence* and *Healthcare.* The *Governance* theme is closely related to *Infrastructure, Building the Place* and transcends themes relating to *Ways of Life.*

2.1 Local Government

2.1.1 Overview of Local Government

This section records the development of local government on Great Barrier Island. Places of potential significance associated with local governance can include municipal chambers and offices, depots, local services provided by the council such as fire and postal services, and other places associated with local government.

The remote nature of Great Barrier Island meant that it was self-governed in its formative years of settlement with no real connection to the mainland authorities. Officially it was part of the Waitemata electorate. It was not until 1913 that a County Council was formed.

2.1.2 Great Barrier County Council (1913-1989)

The first County Council was elected in 1913 partially as a result of a quest to build roads on the island. Up until this time the island's connection routes consisted of pack tracks constructed by government grants. But these were only good for foot and animal traffic. The formation of a local body would be necessary to facilitate the collection of rates needed to pay for the roads.

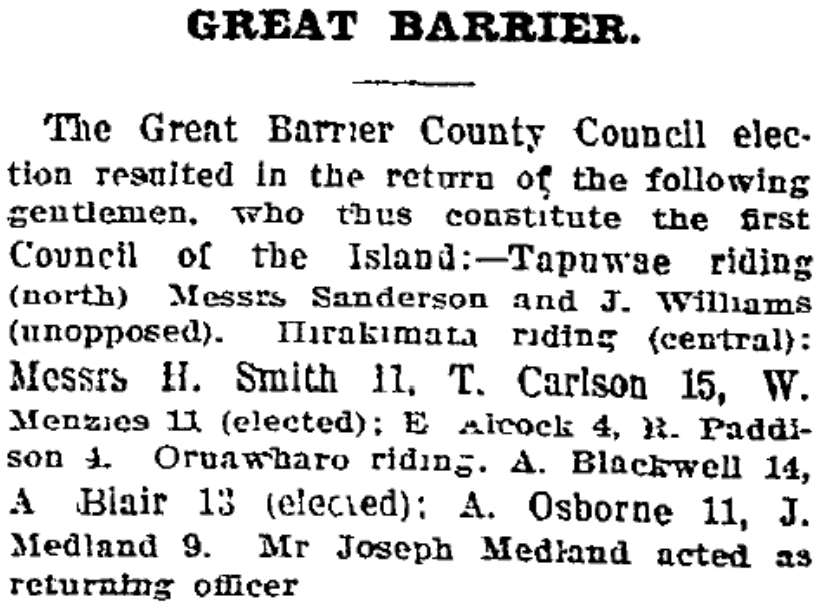
Historically isolated from mainland Auckland, Great Barrier Island's local body representatives were farmers. The early County Council representatives were from families of early settlers

Prior to 1913 locals had met on the island to discuss the subject of forming a County Council. Following the discovery of silver and gold at Okupu, a committee was set up in 1896 to look into the formation of a County Council.[19]

In her book *Great Barrier Calls,* Grace Medland refers to her family discovering that legislation in the Statute Book preventing any form of self-government to the islands in the Gulf.[20] The Medlands brought this to the attention of the central government, leading to a move to amend the law in October 1912.[21] County status was granted in July 1913.[22] It was divided into three separate ridings (electoral districts), called Tapuwae (north),

Hirakimata (central) and Oruawharo (south).[23] Joseph Medland was appointed the Returning Officer.[24]

The first election was held on 5 August 1913. Seven locals were elected. The first council meeting was held in Whangaparapara on 13 August 1913, with Mr A Blair being elected Chairman.[25]



GREAT BARRIER.

The Great Barrier County Council election resulted in the return of the following gentlemen, who thus constitute the first Council of the Island:—Tapuwae riding (north) Messrs Sanderson and J. Williams (unopposed). Hirakimata riding (central): Messrs H. Smith 11, T. Carlson 15, W. Menzies 11 (elected); E Alcock 4, R. Paddison 4. Oruawharo riding. A. Blackwell 14, A Blair 13 (elected); A. Osborne 11, J. Medland 9. Mr Joseph Medland acted as returning officer

Figure 2. The report in the *Auckland Star* stating the elected members to the first Great Barrier County Council. (*Auckland Star*, 8 August 1913).

The County Council managed a long-term operation from 1913 until 1989 with two district schemes taking effect in 1976 and 1986.

2.1.3 Rodney District Council – 1989 - 1992

In 1989, by central government initiative, local and regional government throughout New Zealand was restructured, under the *Local Government (Auckland Region) Reorganisation Order 1989*. On 1 November 1989, Great Barrier Island became part of the new Auckland City and Auckland Region, administered as part of Rodney District Council. The new Auckland City was divided into 10 wards. The Hauraki Gulf Islands Ward was to have 1 member. It was then that a community board was set up on Great Barrier with 6 elected members.[26]

2.1.4 Auckland City Council – 1992 – 2010

This was the result of shifts in the management of the Hauraki Gulf Islands. In 1996, the Hauraki Gulf Islands District Plan became operative, setting out a range of management tools for Great Barrier Island.

2.1.5 Auckland Council – 2010 - Present

In November 2010, the Great Barrier Island became part of the unitary Auckland Council, consisting of merging a total of seven territorial authorities and an eighth regional authority, the former Auckland Regional Council. An Auckland Council service centre remains at Claris along with Local Board offices. The area is now situated within the Waitemata and Gulf Ward, one of 21 across the region.

Figure 3. Local Board offices c.1960s.
(Auckland Council, March 2018).

2.2 Public Services and Facilities

Public facilities have historically and continue into today, to provide an important service to the communities in which they serve. Socially focused services such as education, and churches are discussed under the *Ways of Life* chapter.

2.2.1 Communications

2.2.1.1 Postal Service

While the remainder of New Zealand was developing postal communication, the Barrier lacked the roads and transport facilities for the entire island to be accessed for postal delivery.

The isolation of the early settlers made it difficult to communicate by mail and in the very first years of settlement, they relied on the sighting of passing ships to get their mail sent to the mainland. Upon sighting a ship, they would make their way to the bay where it had landed either by track or by sea. By the 1890s the Northern Steamship company was offering a weekly mail service to and from the mainland.

The first post office is recorded in Port Fitzroy in the 1860s with the Postmaster recorded as being Albert J Allom, appointed on 1 July 1863.[27] By 1871 a second post office was recorded at Tryphena.[28] John Blair was the postmaster there for many years. By 1894 another post office was recorded at Okupu Bay.[29] Awanga (now Awana) is recorded as having a post office in the 1914 general elections.[30] In 1919 another two post offices, one in Okiwi and another in Okonga, were added to the existing number as places to vote in the general election.[31]

The post arrived and departed via a weekly coastal steamer which limited the communication the island had with the mainland.

Early postal facilities were accommodated in existing buildings, generally attached to a residence or store. In Port Fitzroy, Emilius Le Roy became the Postmaster in 1884 and he held the position for 40 years. A Post Office and General Store were located in Rarohara Bay close to his house. Telegrams and other urgent messages were taken to a place called Mill View at the top of the peninsular. They were put in a box next to a tall post that could be seen from many vantage points in Port Fitzroy. A red bandana, or something similar tied to the top of the post indicated that urgent messages were available. After a school room was built on Le Roy's property, the mail could be given to the children to take home.[32]

Emilius Le Roy relinquished the role of postmaster to Joe Paddison in 1923 who set up the post office and manual telephone exchange in a lean-to addition to his home, Glenfern. The Paddison property was more convenient, following the construction of the wharf at Port Fitzroy. Joe's daughter, Edna Cooper, who ran Glenfern as a guest house from 1934, also took on the role of postmistress for 40 years.

At Okiwi, the post office was opened on 1 December 1900[33] on the Cooper property with Samuel Cooper as the Postmaster. Operating a post office and store, these buildings were separate structures on the Cooper property. Very much a family affair, this role was continued by his daughters and then Freda Cooper, who was the Postmistress for 50 years, also managing the telephone exchange. This role was continued by her daughter until 1992 when the exchange closed down.[34]

The post office in Tryphena was initially established in 1871 at the Blair farmhouse.

Figure 4. Original building used as the Tryphena Post Office c1890s.
(Auckland Libraries Heritage Collections, AWNS – 18990120-2-4)

A new post office at Tryphena was built as a small room attached to the rear of a new bungalow. The house was built in the early 1920s and the small room that once housed the post office is still attached at the rear of the house as is demonstrated in figures 6 and 7 on the following page.

Figure 5. The bungalow rebuilt in Tryphena located at the end of Tryphena Harbour Bay Road.
(Auckland Council, March 2018)

Figure 6 and Figure 7. The former post office at Tryphena still exists attached to the rear of the bungalow.
(Auckland Council March 2018).

In Blind Bay the post office was on the grounds of the grounds of the Sanderson homestead as illustrated in Figure 8. Although the homestead is still there, the small post office has since been removed. The wharf, where the mail arrived, can be seen in the distance.

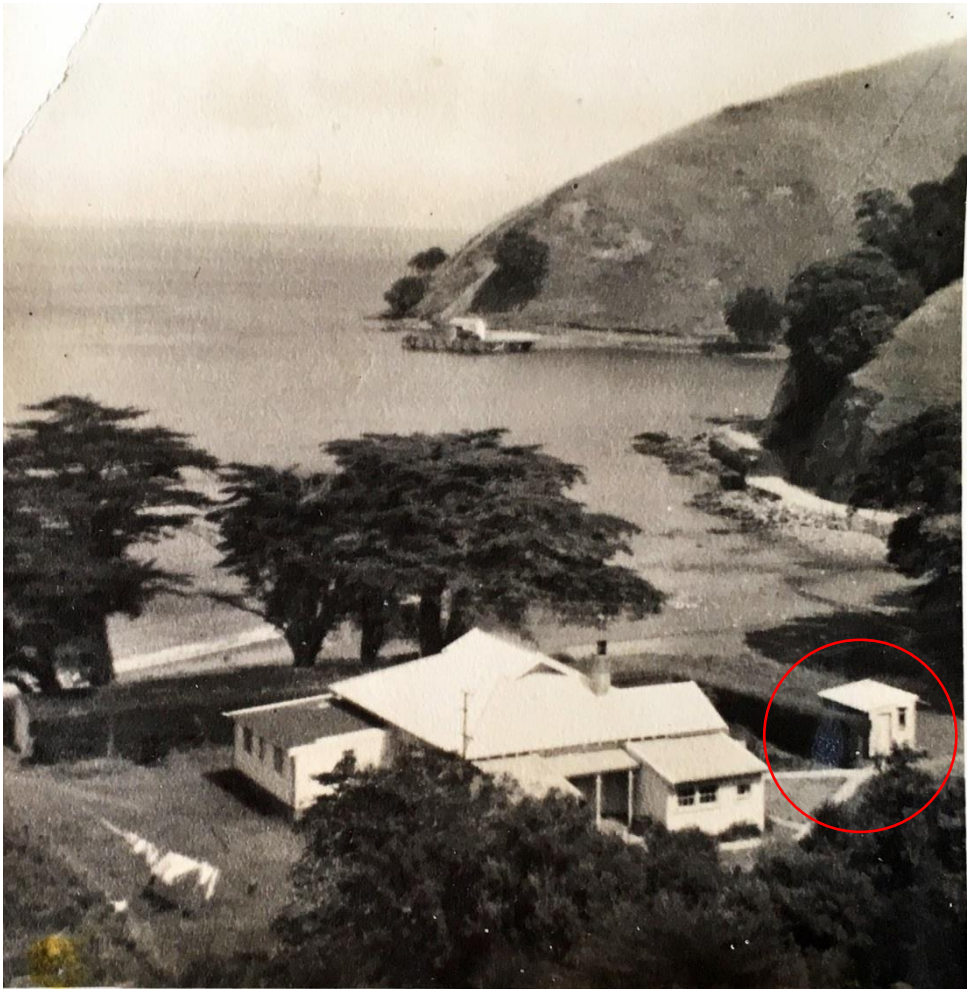


Figure 8. The Sanderson House at Blind Bay. The small post office building is shown in the circle. (Photo: courtesy Ben Sanderson).

2.2.1.2 Pigeon Post

Between 1897 and 1908 a Pigeon Post service was operated between Great Barrier Island and mainland Auckland. With no telegraphic communication between the mainland and Great Barrier Island, this service provided the fastest communication. Following the tragedy of the wreck of the *SS Wairarapa* at Miners Head in October 1894, when it took over 75 hours for the news to reach the mainland, the need for more urgent communication was highlighted.

The demand for better communication gained impetus with the discovery of gold and silver on the island at Oroville in the 1890s. Joseph Smales, stockbroker in the firm Smales and Gould, and mining promoter, was a member of the Auckland Pigeon Flying Club[35] In February 1897, he established a partnership with a fellow Pigeon enthusiast Walter Fricker in a company called 'Frickers Great Barrier Pigeon Agency'. Both gentlemen are believed to have used pigeons to communicate with people on the Barrier in the past.[36] Walter

Fricker was a Ponsonby painter who had a loft of over 100 pigeons. A cost of two schillings for the use of a pigeon was levied by the service. As Okupu was the closest port to the mining centre, they engaged the services of the local postmistress at Okupu, Miss Springhall. Messages were written on light tissue paper and tied to the leg of the bird to be dispatched.[37]

Within two months, Smales and Fricker ended their partnership. Fricker requested the government to subsidise the pigeon service to relieve the cost which was unaffordable for many, making the operation less than viable. The government was unable to sustain this.

Seeing an opportunity to provide competition, Smales and his business partner Gould formed a separate pigeon carrier service in partnership with John Ernest Parkin. John Parkin, a well-known pigeon enthusiast, kept pigeons in the roof loft space of the *Auckland Chambers,* of which he was the caretaker. In direct competition with Mr Fricker, they established a daily service a 1/6 which was sixpence cheaper. Following an incident where Miss Springhall unknowingly confused Parkins birds for Frickers and dispatched them. Of course, they flew to Parkins loft offending Walter Fricker, who believed he had been double crossed. As a result, Fricker began to home his pigeons elsewhere on the island, reportedly with New Zealand artist Tom Ryan.[38]

Parkin then established a working relationship with Miss Springhall, Parkin placed a notice in Auckland newspapers announcing the new operation with the very competitive price.

GREAT BARRIER POSTAL PIGEON SERVICE.

J. E. PARKIN

Has pleasure in announcing that he has established a daily service as above, at a fee of 1s 6d each message.

Security and absolute secrecy guaranteed.

Messages delivered two hours after being handed in at Blind Bay, as these birds have already flown the distance in 1 hour 20 minutes.

Birds supplied for PRIVATE messages at moderate rates.

Press notices free.

Communications to be addressed to Miss Springall, Postmistress, Blind Bay, Great Barrier, or J. E. Parkin, Auckland Chambers, High-street.

Figure 9. *Observer* ,15 May 1897, p17.

In 1898, Walter Fricker began his rival service, which he called the ‘Great Barrier Island Pigeongram Agency’.

FRICKER'S GREAT BARRIER PIGEON AGENCY, AUCKLAND.

The above Loft now contains One Hundred Homers, bred from Stock secured from the undermentioned well-known breeders :—

SAMUEL HORDERN, Sydney.
W. H. SMITH, Annandale, Sydney.
ALBAN O'GEE, Auburn, Sydney.
MCEWEN, Dunedin, New Zealand.
COTES, North Shore, Auckland.
MCQUARRIE, Nelson.

Breeders, Fanciers, or any person taking an interest in Homers will be welcome to inspect the Loft on Saturdays from 2 to 5 p.m.

WALTER FRICKER,
Picton-street.

Figure 10. *Auckland Star,* 13 August 1898, p8.

Parkin moved his premises to a loft in Newton Road, Newton at some stage between 1897 and 1899. The building still exists in a modified form.

THE ORIGINAL PIGEONGRAM SERVICES' LOFT, NEWTON ROAD, AUCKLAND.

Figure 11. The original pigeon post services loft in Newton Road in c1899.
(Auckland Libraries Heritage Collections, AWNS - 18990915-6-2).

Figure 12. The Pigeon Post Service Building in Newton as it stands today
(Google Street View 2019)

Parkin sold the operation to a young entrepreneurial man named S Holden Howie in 1899. By November 1899, Miss Springhall was replaced as the agent in Okupu by the local storekeeper Charles Werner.[39]. By this time the pigeon post service operated from Okupu, Port Fitzroy and Whangaparapara.[40]


Figure 13 Great Barrier Pigeongram Service: Photograph of pigeons with messages attached.[1]
(1898, New Zealand, maker unknown. Purchased 1993. Te Papa (GH006298)).

[1] This image shows Charles Werner and Miss Trevethic with the pigeons outside Okupu Post Office.

Figure 14. Charles Werner's home and outbuildings c1900. Photo taken by Henry Winkelmann. One of these buildings housed the store and post office and another housed the pigeons.
(AWMM/L PH-NEG-1243)

The service provided a much more immediate form of communication and was well used by those on the island. In 1899 S Holden Howie reported that in the first two years 800 messages had been carried by their pigeons.[41] One incident that created a need for emergency contact occurred in 1900 when a young island resident, Charles Osborne was involved in a rifle accident which had shattered his arm. A pigeon post letter was sent by Charles Werner to Mr Winkelman in Auckland, informing him of the incident and requesting urgent medical attention. This was followed up immediately, with a nurse being sent to Great Barrier and bringing Charles back to the mainland, saving his life.

The Pigeon Post Service came to a conclusion when the Great Barrier Island was connected to the mainland by cable in September 1908.[42] The cable was laid between Port Charles on the mainland and Tryphena.

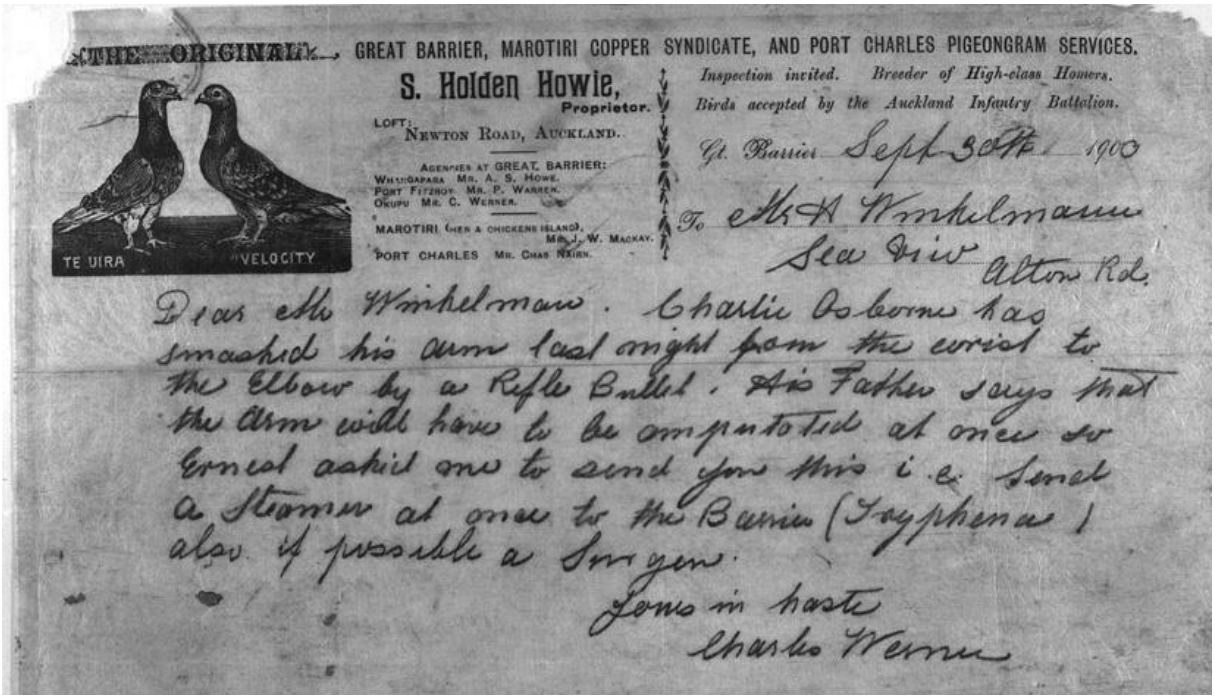


Figure 15. The pigeongram sent to Auckland from Okupu to seek help for Charlie Osborne. (Auckland Libraries Heritage Collections, 7-A11539).

2.2.2 Justice

There are limited resources for police on the island and any offences are still being dealt with as part of the Auckland judicial system. However, a small police presence on the island has continued to operate. Early lock ups existed, but they do not appear to have survived. There is evidence of one from Whangaparapara which is now located near the golf course at Claris. It is understood to be on private property and in a dilapidated state with vegetation growing over it.

Following some unlawful behaviour on the island including the well documented murder of Robert Taylor in Tryphena in 1886, Barrier settlers petitioned their local Waitemata MP, William Massey for a police presence on the island.

The first policeman on Great Barrier Island was Jim Johnson, who was appointed in 1895 as a special constable for the entire island. Jim was already a resident on the Barrier, living in Blind Bay. He held the position until 1928.[43]

2.3 Healthcare

Great Barrier Island has little history in the healthcare industry with no doctors or nurses until the early 20th century. The *Auckland Star* reported the presence of a resident doctor, Dr Fox, in 1916.[44] An advertisement in the *New Zealand Herald,* in 1909 offered a salary of £150 per annum for a resident medical officer.[45]

However, it appears there was not always a resident doctor there after this time. The island coped with just a district nurse for much of the 20th century, while doctors visited the island at various intervals. This may be related to the introduction of air travel to the island making a day trip feasible for doctors who had practices on the mainland.

In March 1928, the Auckland Hospital Board decided to pay a stipend of £60 to have fully qualified district nurse on the island.[46] They appointed an existing resident and member of the longstanding Medland family, who was qualified for the position.

The first district nurse was based in Port Fitzroy. There were many complaints by residents that due to the location of the nurse and the lack of good roading it was difficult for her to attend to cases in other parts of the island.[47] In the late 1930's, due to the remoteness of some of the settlements on the island, the only form of travel to reach patients, was either by horseback or boat, sometimes in less than ideal conditions.[48] By the late 1930s doctors could be taken to the island by the Navy's amphibian planes from Hobsonville air base.[49]

In 1937 a typhoid epidemic reached Great Barrier Island, predominantly in the Katherine Bay area. Although the district nurse was able to care for those suffering from the illness, she needed further assistance to bring the epidemic to an end. This affected the Māori population[50] and only a few Europeans living in the locality. Four people died before the Health Department sent Dr C B Gilberd and Mr W Armour to the island to investigate the dire situation. Dr Gilbard was able to inoculate the residents of Katherine Bay and return to check on the situation, thanks to the more immediate access of air travel.

The access to the mainland by air, probably prevented progress in increasing the number of healthcare professionals on the Barrier. Helen Jordan Luff discusses recollections of a volunteer doctor who would visit the island by boat with a pharmacist approximately once a month for a few years after WWII. They would be available for consultation as they travelled the island and could provide medicine.[51]The Auckland Hospital Board eventually sent a registrar over as a visiting medical practitioner, operating clinics all over the island and working with the district nurse.

It wasn't until 1954 that a nurse's cottage was built in Port Fitzroy. This served as both a residence and a clinic.[52]

Figure 16. The health clinic and nurse's cottage
(Auckland Council March 2018)

In 1980. Dr Ian Howie took up the position of the visiting doctor being sent to Great Barrier periodically. In 1983, he elected to live on the island as a permanent doctor, with a clinic in his caravan outside his home in Kaitoke. In 1987, a survey was conducted by the Ministry of Health on the islands' health services with a view to establishing a Community Health Centre. With the support of the County Council and a massive fundraising effort, the Community Health Centre became a reality. A house from Carrington Hospital, and consequently owned by the Auckland Area Health Board, was gifted to become the centre's building. A site became available when the former Community hall was relocated. The centre was opened in Claris in 1990.

2.4 Defence

In the early 1940's the New Zealand government became increasingly concerned at the possibility of a Japanese invasion, and in preparation undertook an analysis of the potential threat and current defences. The conclusion reached was that the most likely scenario would involve the capture of the North Auckland Peninsula, followed by an advance on Auckland combined with the capture of Great Barrier[53].In response military planners looked to reinforce coastal defences.

Located on the northern approaches to the Hauraki Gulf and Auckland, Great Barrier Island was considered a risk due to its capacity to host airfields and naval anchorages.

In early 1942 shortly after the attack on Pearl Harbor the New Zealand Army dispatched gunners with two 6inch field howitzers as a stop gap measure to cover the entrances to Port Fitzroy and the anchorages at Port Abercrombie.

Figure 17. Two 6inch 26cwt howitzers served on Great Barrier from 1942 to 1944.
(PA1-q-291-029-078; Department of Internal Affairs.)

The howitzers arrived at Port Fitzroy, but with their gun tractor wrecked in an accident, the gunners hauled the howitzers by rope up Aotea Road to gun pits dug into the high point or saddle located between Port Fitzroy and Okiwi. Some 3000 shells, each weighing 100 pounds were also manhandled up the slope.[54] The area came to be known as Mountain Camp.

The gunners were accompanied by an infantry company. The company was later expanded to a full battalion. The infantry was based at a camp located at Claris Airfield. The camp and huts were positioned in the area today occupied by the medical centre, library and arts centre.

An infantry garrison was housed to protect the howitzers at a camp at Port Fitzroy.[55] Their huts and tents were located where the Boat Club now stands. Indeed, the building now housing the Boat Club once served the camp. The soldiers were equipped with rifles, machine guns and mortars. Their transport included trucks and a few tracked Bren gun carriers. Given the rough country on the island, movement was difficult and thus pack horses were also used. A home guard drawn from local residents was also established. Members trained with the Army until the guard was disbanded in early 1944.

The howitzers were originally intended as a stopgap measure. Following a reconnaissance by officers of 9th Heavy Artillery Regiment based in Auckland, sites were identified for emplacement of two 6inch guns and a 4inch gun covering Port Fitzroy and Port Abercrombie. The emplacements were never built. Instead the equipment went to higher priority locations in the Pacific Islands. Four planned Bofors 40mm anti-aircraft guns also never arrived. Aircraft defences were thus limited to a few Lewis light machine guns.

Built in 1937, Claris Airfield was utilized by the Royal New Zealand Air Force. A flight of three Vincent patrol bombers from No 1 (Auckland) Squadron were based here for a period immediately after Japan entered the war. Aircraft tie-down points built for the Vincents remained in use at the airfield for many years.

Figure 18. RNZAF Vickers Vincent patrol bomber.
(RNZAF Museum)

Across Great Barrier Island other defence installations were also established. Coast watch stations were established at Tree Peak and Point Tryphena. These enabled soldiers to maintain a simple lookout and call in by radio any activity they spotted.

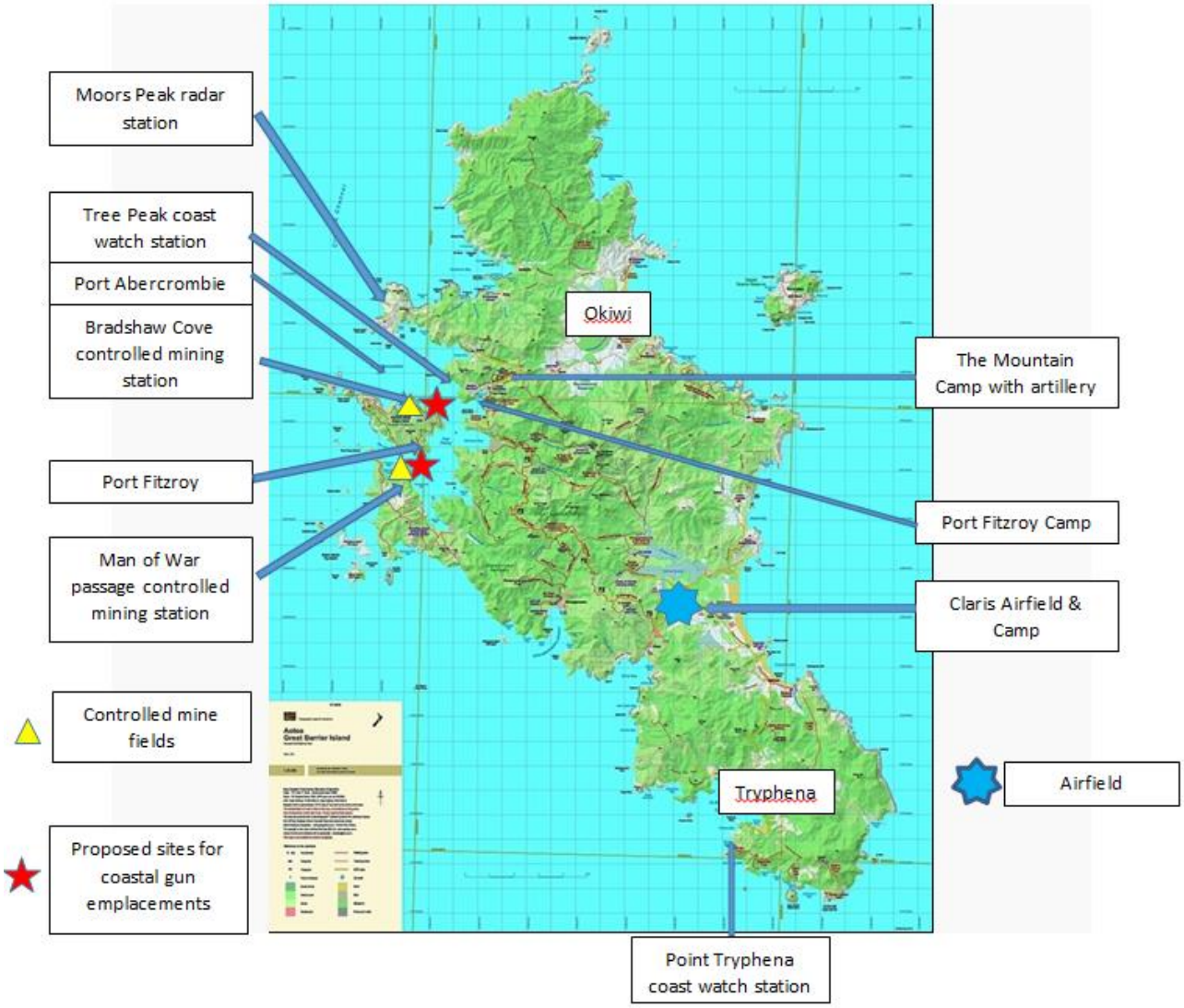


Figure 19. World War Two camps & installations on Great Barrier Island. (Maxwell 2018)).

A sophisticated radar station was established at Moors Peak, above Nagle Cove, covering the northern approaches to the Hauraki Gulf.[56] The radar equipment could detect both aircraft and ships. It was equipped with its own generator and huts for 20 personnel.

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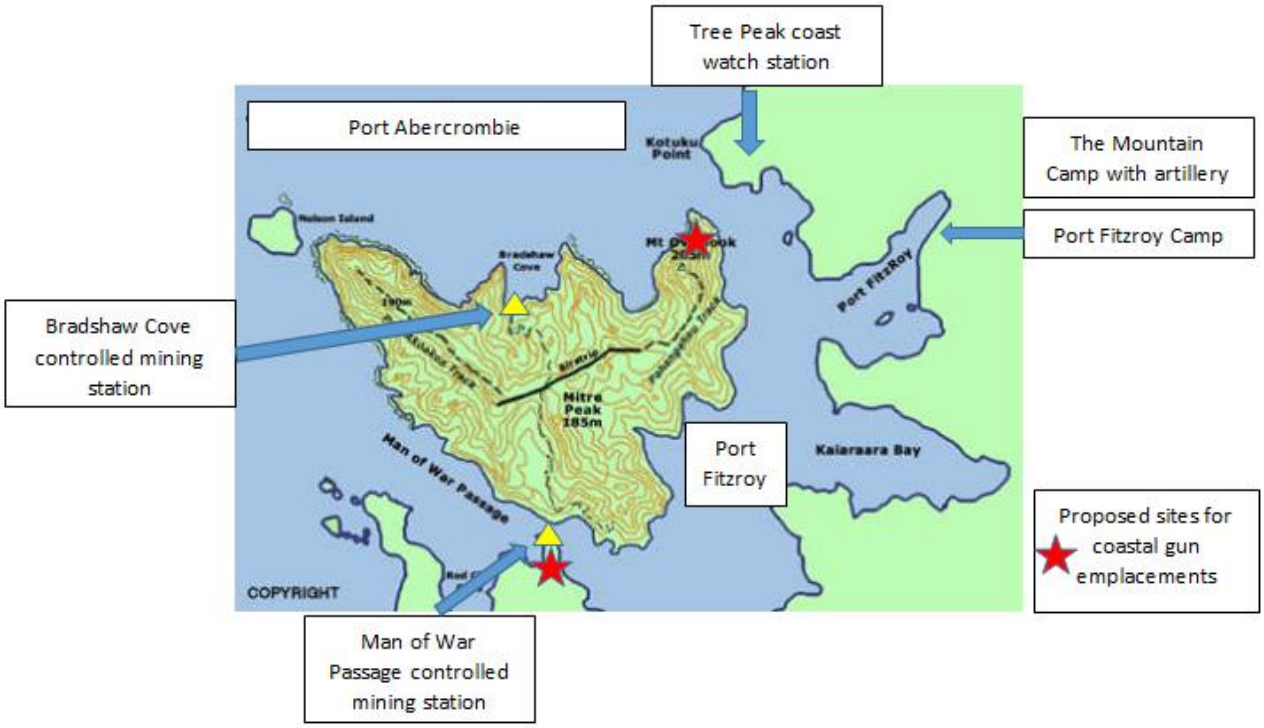


Figure 20. World War Two camps and installations at Port Fitzroy. (Maxwell 2018.)

These stations were part of a wider surveillance network covering northern New Zealand. The information they collected was assessed by commanders based in an underground centre, which today is located in the grounds of the Epsom Campus of the University of Auckland.

The Moors Peak radar station and the associated surveillance network was not established when the *Orion*, a German naval commerce cruiser laid mines in the shipping channels during the night of 13-14 June 1940 in waters near Great Barrier Island. Five days later the liner RMS *Niagara* was sunk when she struck a German mine in the northern Hauraki Gulf. Four of the mines later washed ashore on the island.[57]

Controlled minefields were a key element of the defence of Great Barrier and were established across the approaches to Port Fitzroy, in 1943. The fields consisted of mines moored such that they floated beneath the surface. Each mine was controlled so that it could be exploded beneath vessels passing above. Five mine loops and two guard loops (designated JL4) were laid across the entrance to Port Abercrombie and an observation field of forty-three mines (JO2) in Man of War Passage (then known as Governor's Pass), the narrow southern entrance to Port Fitzroy. By that time the Great Barrier minefield had been installed there had been a definite improvement in the strategic situation in the Pacific war, and in January 1944 it was decided to dispose of most of New Zealand's controlled minefields, including the Great Barrier fields, by firing them.[58]

Anti-submarine buoys

There are a number of large steel buoys on Aotea Great Barrier. Many of these have been modified and reused as barbeques, art works or for other purposes. These buoys are artefacts from WWII but were not part of the defence of Great Barrier. They supported a 4,000 ft anti-submarine boom that extended from North Head to Bastion Point as part of the wartime defences of Auckland Harbour. The net and the 300-gallon buoys were lifted in 1945.[59]

Figure 21. An anti-submarine boom. Few photographs of these exist due to wartime censorship. (**https://novascotia.ca/archives/eastcoastport/archives.asp?ID=219**).

We understand that the buoys were acquired as surplus items and brought to the island for use at the whaling station where they supported the oil pipeline that was used to pump whale oil from the storage tank to ships in the bay (Fig.), and that they have been removed by island residents after the station closed (see Whaling).

Figure 22. Boom defence buoys at Port Fitzroy, 1978.
(Ian Maxwell photograph, 2014).

2.4.1 Key Places Associated with the WWII Defence of Aotea - Great Barrier

Man of War Passage controlled mining station (CHI 12262; S08_369)

A controlled mining station was established on the southern side of Man of War Passage into Port Fitzroy to control the minefield moored in the passage. The station included a concrete observation post from which the minefield was controlled, together with huts for accommodation. The observation post was strongly built to protect the personal and equipment from incoming naval gunfire.

Figure 23. The Royal New Zealand Navy post war cruiser HMNZS *Bellona* leaving Port Fitzroy through the Man of War Passage. The controlled mining station buildings can be seen on the headland beyond.
(RNZN Museum)

Figure 24. The conical-roofed observation bunker for the Man of War Passage minefield.
(Robin Astridge, 2014)

Bradshaw Cove controlled mining station, Kaikoura Island (CHI 12290 & 12286; S08_42 & S08_398)

A second controlled mining station was established at Bradshaw Cove, on Kaikoura Island covering mines laid across the northern approach to Port Fitzroy. Facilities at Bradshaw Cove included a concrete observation post from which the minefield was controlled, accommodation huts and two underground bunkers of which one was for an electricity generator. This generator not only provided power to Bradshaw Cove but acted as a backup source of power to the Moors Peak radar station via an undersea cable. An underwater telephone cable also connected Bradshaw Cove and Moors Peak.

Figure 25. One of the two underground bunkers at the Bradshaw Cove controlled mining station. (Auckland Council March 2018).

Figure 26. Observation post at Bradshaw Cove.
(Auckland Council March 2018).

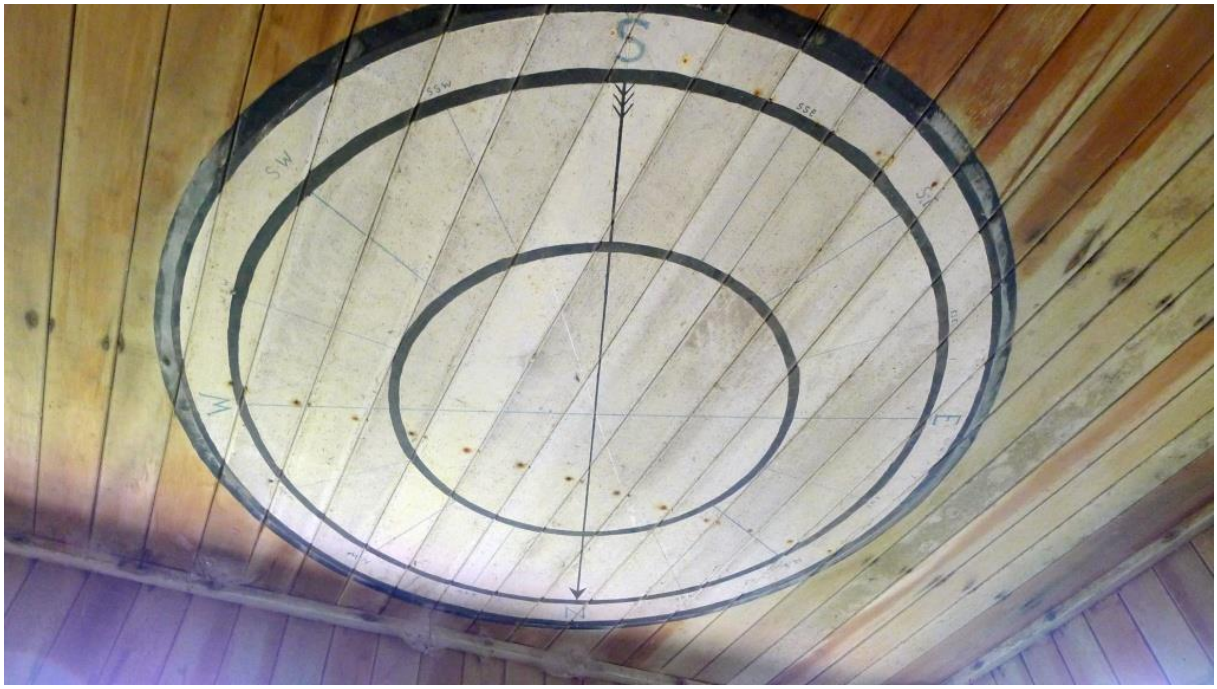


Figure 27. Compass rose depicted on the ceiling of the observation post at Bradshaw Cove.
(Auckland Council, March 2018).

Figure 28. WWII accommodation buildings at Bradshaw Cove. The fig tree on the right is possibly associated with earlier settler occupation.
(Auckland Council, March 2018).

Moor's Peak radar station CHI 12287; S08_399

Little information appears to be available on the Moors Peak radar station at the entrance to Port Abercrombie. It is said to have been built at a cost of £13,000 and that it included three accommodation buildings (CHI record). Cooke states that an ME-1 microwave radar set was planned for Great Barrier but cancelled [and by implication not installed] in a review in late 1943.[60] Confusingly, however, he lists an ME-1 set (No. 14m) as being installed as in June 1943 at 'Moon's Peak' [sic] under the Mokohinau station/location heading.

The radar station on Burgess Island was unable to provide coverage as far as Great Barrier Island, which may explain why this station was planned/installed as an adjunct to the Mokohinau station.

The CHI and ArchSite records for the site indicate that concrete foundations and steps to the summit remain at the site.

3 CHAPTER THREE - INFRASTRUCTURE

This theme explores Great Barrier Island's infrastructure development starting from early settlement through to the middle of the twentieth century. The infrastructure on Great Barrier Island is limited and reflects the isolated nature of the island. No roads existed until the early 20th century. To date there has been no development of the normal utilities,

such as power and water. The island operates on generators, solar panels, gas bottles and rain water tanks.

3.1 Transport

3.1.1 Background

The issues with transport on Great Barrier Island are associated with the sheer size and mountainous rocky nature of the island. Residents are not only isolated from the mainland, but a great deal are isolated from one another on the island. The population is dispersed into several small communities in various parts of the island, some connected by roads, while others, living in remote bays or islands are only reached by sea.

3.1.2 Roading, Bridges and Sea Walls

Roading was, and largely still is, based on connections to small communities dotted around the periphery of the island, with only a few smaller roads that provide access to some of the residential properties that exist on the island. To this day, a great deal of properties, can only be accessed by walking tracks or by sea. The roads that were constructed, were at first unmetalled. Once shingled, they remained that way until more recent times, having only been tar-sealed in the last 20 odd years. Roads that are less accessed remain as shingled tracks.

The first access track constructed on the island in the historic era is likely to have been the miners track associated with the copper mine at Miners Head. It is likely to date to 1842. This ca 1 m wide track, which was cut into the steep slopes from the Miners Bay village to the mine, is still clearly discernible.[61]

The original settler's tracks were carved out of dense bush by early settlers who needed to negotiate their way to various parts of the island for trade, mail and events. Dusty and muddy, these tracks were initially only good for foot transport and later for horses and bullocks. In the first decades of settlement it was essential for residents to equip themselves with a boat so that they could get to other areas of the island.[62]

In 1898, £200 was authorised by the Public Works Department for roading on Great Barrier Island.[63] However it took some time before any progression was made in constructing more formal roads for wider cartage and later motor vehicle use. Because of the rugged, hilly terrain, it was a hard task using local manual labour to develop roading on the island. By the end of the 19th century only narrow trails known as bridle tracks, created

by local residents allowed access between the east and west coast and connected Tryphena to Port Fitzroy.[64]

New industries emerging at various times played some part in the formation of roads. The Barrier Reefs Gold Mining Company for example, was responsible for forming a road (Fig) between the company's claim at Oreville and the Whangaparapara Harbour as well as building the wharf at Whangaparapara in the late 19th and early 20th centuries (see also Section 5.2 Mining and mineral prospecting on Great Barrier).

Figure 29. Road made by the Oreville mining company between the mining village and Whangaparapara. Photograph taken by Henry Winkelmann in 1902.
(AWMM/L PH-NEG-1426)

In 1916, the New Zealand Herald reported a graded road being built between Port Fitzroy and Whangapoua prior to a wharf being built there.[65] In Katherine Bay the roads to Motairehe and Kawa were surveyed in 1917, but they remained tracks until the early 1950s for Motairehe Road and then the late 1960s for Kawa Road. Mabeys Road was formed in the 1940s. [66] Harataonga Road, formerly Overton Road, was initially an access track formed by the Alcock family in the 1880s. It was during the time the Overtons resided in Harataonga that the road was constructed.[67]

Local families continued to play a large part in the formation of roads and bridges. The Medland family were involved in the forging a pack track, four feet wide, from Ouawharo (now known as Medlands) to Tryphena as early as 1900.[68] Without machinery, they did this using picks and shovels. In 1915, the Medland boys began work on a cart road after receiving a government grant of £100 to construct 20 chains of a 12 foot highway.[69] They did this by using explosives to force their way through the hilly rocky terrain and manual labour to create the road. This was done over years as they had to find time out of their busy farming schedule.[70]

Figure 30. Medland Brothers building road between east coast and Tryphena. Date and photographer unknown. (AWMM/L PH-CNEG-C10365).

In the 1930s the Medland brothers were responsible for building a cart road to the Tryphena Post Office and the desirable site of a proposed wharf for Tryphena. In doing so they replaced bridges with substantial culverts.[71]

The early 1930s also saw the Public Works Department work on the construction of Great Barrier roads for the first time. Using relief workers during these depression years, the roads were forged by hand using picks, shovels and wheelbarrows, with the assistance of explosives.[72] Stone masons among the relief workers created stone faced seawalls, bridges and culverts.[73]

Camps were set up for the workers in various parts of the island to create a road network for the Barrier. A cottage, built by Adam Blackwell, along the shoreline of his farm, was used by the roadmen while the road was being built from the Shoal Bay Wharf. The cottage later became Alice Borich's (nee Blackwell) home for herself and her husband and still exists along the shoreline beneath the road built to Shoal Bay.

Figure 31. Adam Blackwell's shelter believed to have been used by men working on the roads.
(David Watson, June 2018)

Following the completion of this road, the road from Blind bay to the east coast was also formed by the relief workers. As a result, the Blind Bay Road as it is now known has a handsome set of culverts and bridges completed by stone masons, along with the magnificent seawalls and the current wharf built at this time.

Figure 32. One of the stone culverts built by stone mason relief workers in the early 1930s.
(Auckland Council July 2017).

Figure 33 . Sea wall along Blind Bay shoreline.
(Auckland Council July 2017).

In August 1941 the New Zealand Government approved £3,700 to be spent on a road between Harataonga and Whangaparapara providing access between the north and the south and connecting the northern residents with the aerodrome.[74]

The roads remained shingled for some time with the main arterial roads more recently being sealed in the 1990s. There are still limitations to the roading on the island with some areas remaining disconnected.

3.1.3 Road Names

In November 1991 a working party of the Great Barrier Community Board was set up to look into appropriate naming of roads with members of the public being invited to make submissions.[75] New names were to reflect the culture and history of the island. A number of recommendations were made as a result of the submissions. Before determining the effects of the suggested names, research was undertaken by Graeme Murdoch of the Auckland Regional Council.

The Main Road

There was a suggestion that the main road between Port Fitzroy wharf and Shoal Bay Wharf be given eleven names that were considered relevant to the areas the road passed through. The community board took on Graeme Murdoch's recommendations that the use of eleven names would be confusing for all using it including emergency services. As the road was commonly known as Main Road, despite the various names that were already in place for it, Murdoch recommended that the entire road could be called Aotea Road after the traditional Māori name for Great Barrier Island.[2] Six road names eventually accepted. Aotea Road was adopted for a good deal of the road from Port Fitzroy Harbour until it reaches Palmer's Beach. The road then takes on the name of local historic family identities until it reaches Tryphena, beginning with Gray Road[3] which then meets Hector Sanderson Road[4] at Fourways. This road then runs into Walter Blackwell Road[5] where Oceanview Road intersects on the eastern side running down to Kaitoke Beach. When constructed, this part of the road divided the land owned by Walter Blackwell's family creating a number of issues for them. From the Blackwell quarry, to Tryphena Hall, the name then changes to Medland Road. This was considered by the board '*a fitting tribute to the family who actually made the road with picks, shovels'.*[6] The reminder of the road to Shoal Bay Wharf retained its name of Shoal Bay Road.

[2] Aotea dates back to the arrival of the Aotea canoe in the 14th century.
[3] Named after the Gray family who have lived in the area since around 1918 and are still associated with the area.
[4] Named after longtime resident in the Kaitoke-Claris area and descendant of early settlers, the Sanderson family.
[5] Named after longtime resident in the Kaitoke-Sugarloaf area and descendant of early settlers the Blackwell family.
[6] The Medland family were the first European settlers in the area and they were responsible for this road being formed.

Traditional Names

Other side roads, some of them mentioned earlier, have been named with traditional names at the time they were formed, and the use of their name has continued. These include roads such as Motairehe Road and Kawa Road in Katherine Bay. According to Graeme Murdoch's report Motairehe is the traditional name for Katherine Bay and for the Ngati Rehua Ngati Wai settlement at the head of the bay. Murdoch states the name is associated with the arrival of the Tainui canoe in the bay in the 14the century. Kawa is also a traditional name for the settlement, with the meaning 'flat, open cleared' area.[76]

The naming of Karaka Bay Road, which gave access to the Paddison Homestead, originated from the word, Waikaraka, meaning the Bay of the Karaka groves.[77] Kaiaraara Bay Road relates to the bay of the same name with a meaning associated with food gathering. Harataonga Road relates to the bay it gives access to and the name means to 'violate the tapu of a sacred object'.[78] The naming of Whangaparapara Road was changed from three names (including Whangaparapara Road) to the one name as proposed by the Community Board in 1991.[79] Relating to the traditional name for the harbour that the road runs down to, Whangaparapara means 'the harbour with the extensive tidal mudflats'.[80]

Omata Road which runs along the ridge from Harataonga Road to Stony Beach relates to Te Mata, the Māori chief of Ngati Tai at the time of the Ngati Wai conquest of Aotea. It is the traditional Māori place name for this area.[81]

Oruawharo Lane at Medlands Beach is associated with the traditional name of the islet and pa on the beach and the bay which is known as Oruawharo Bay.

Settlers Names

There is a small amount of side roads on the island that were named in memory of some of the earlier settlers on the island. None of these road names were changed when the 1991 proposals were made. Mabey's Road in Okiwi is named after the Mabey family who lived at the Whangapoua beach end of the road since around 1918. Curreen Road at Awana was named after the Curreen family who have lived in the area since 1922.

In Okupu, Macmillan Road was named after the Macmillan family who were associated with the area in the late 19th century. Thomas Road in Medlands is named after Thomas Medland, the earliest European settler in the area. Mitchener Road near Medlands Beach is named after the Mitchener family who have lived in the area since 1938. Blackwell Drive

in Tryphena commemorates the Blackwell family who have lived in Tryphena since the mid to late 1860s.

Names Relating to Island Industry and Settlement

Other names of some of the side roads relate to earlier industry or other historic occurrences on the island. Iona Road in Okupu is named after the Iona Stamping Battery. Tryphena Harbour Road originally ran the entire length of Puriri Bay from Tryphena Hall to the western end of the harbour and is now limited to a small section at the western end of Puriri Bay running south to the bay. It is associated with Tryphena Harbour and the harbour wharf built by the Medland brothers. The remainder of the road was renamed Puriri Bay Road. Mulberry Grove Road in Tryphena refers to the Mulberry trees that were believed to have been planted by Alfred Osborne in this locality in the late 19th century.

3.1.4 Public Transport

There is no public transport on the island given the limited population number. However, there are a number of bus shelters dotted around the roads.

3.1.5 Development of transport to the mainland

Transportation between Auckland and Great Barrier Island has always been hampered by the geographic isolation of the island and the winter climate. Weather conditions have often resulted in the cancellation of ferry sailings and the closure of the airfields.

3.1.5.1 Steamers – to ferries

From the 1890s the Northern Steamship Company provided a weekly passenger service between Auckland and Tryphena.[82] The Northern Steamship Company was still running a service between Auckland and Great Barrier Island until the company withdrew its last passenger ferry *Hauiti*, in March 1940, as they were incurring substantial losses in running the service. Mail and cargo were still delivered to Great Barrier by the company on a weekly motor boat. The County Council appealed the decision to stop the service as now the only means for people to get to and from Auckland was by private boat.[83] By September the central government had agreed to provide a £1,000 subsidy,[7] and the Northern Steamship Company agreed to continue their service resurrecting their steamer, *Wairua.*[84]

[7] The Northern Steamship Company had previously been supported by a £300 subsidy.

In 1943, the Northern Steamship Company, introduced a new motorised passenger vessel, the *Kapiti,* which travelled between Auckland and Tauranga calling into Great Barrier on Tuesdays and Saturdays.

However, in December 1948, the Northern Steamship Company ceased its passenger service to the Barrier, after 60 years. The service was replaced by a motorised vessel called the *Coromel,* operated by the Strongman Shipping Company.[85] It is believed the shipping company ceased operations to the Barrier in the late 1950s.[86]

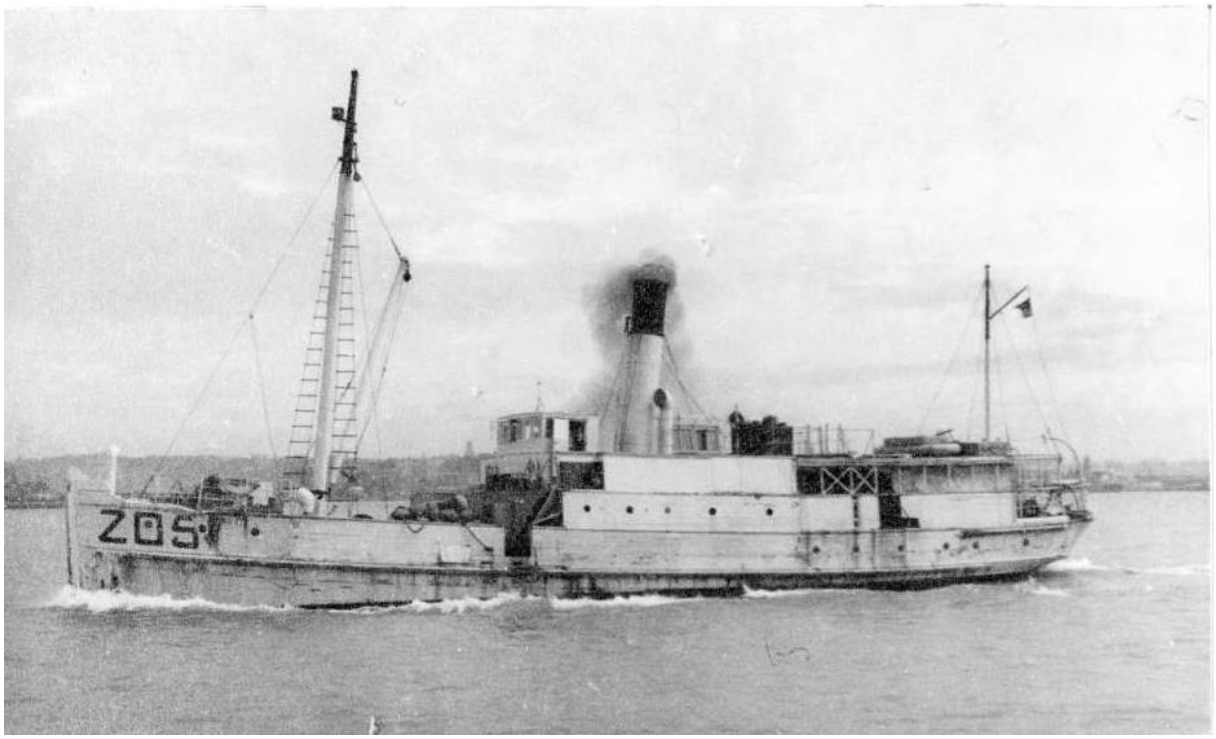


Figure 34. The *Hauiti* owned by the Northern Steamship Company and operated a passenger service to Great Barrier Island until 1940. (Auckland Libraries Heritage Collections 7-A15725).

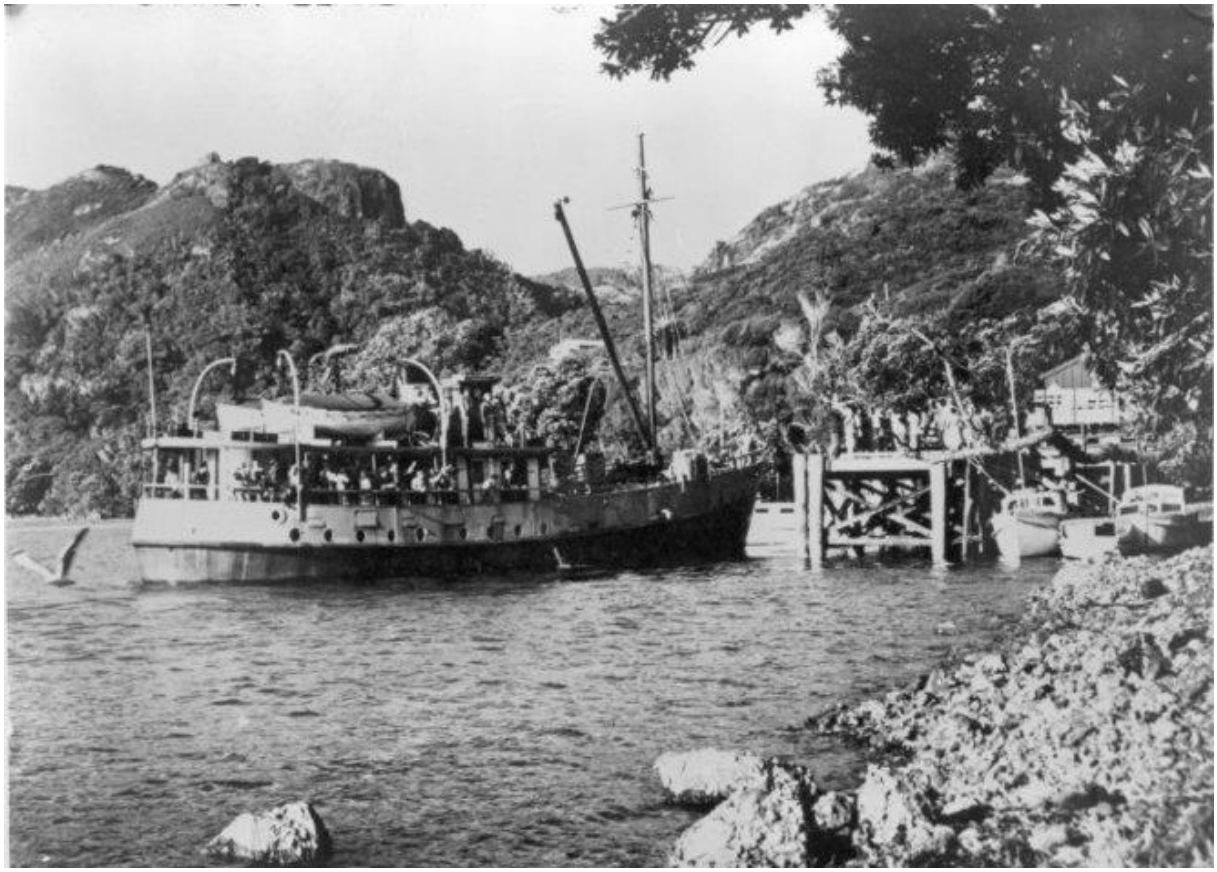


Figure 35. Ferry *Coromel,* and passengers, at Port Fitzroy wharf, Great Barrier Island.
(Alexander Turnbull Library, PAColl-5521-10).

The *Coromel* was replaced by the Royal New Zealand Navy Fairmile, the *Ngaroma,* in the late 1950s, as a weekly service which sailed between Auckland and all of the west coast ports of Great Barrier Island. It stopped at Port Fitzroy, Whangaparapara, Okupu, Puriri Bay and then finally Shoal Bay, dropping of both passengers and goods.[87]

In 1967, the Subritzky family started a weekly operation to Great Barrier Island, with the vessel *Owhiti*. In August 2004, the Subritzky Line was taken over by Sea Link Kangaroo Island who brought over the vessel, *Island Navigator,* to service Great Barrier Island. Since 2011 Sea Link has operated as a New Zealand company, and operates the only year-round ferry service to Great Barrier Island. The service transports passengers, cars and goods on a 4 and a ½ hour journey.

From 1988 Fullers operated a fast ferry service to the Barrier. In the 1990s Fullers operated this service on the *Jet Raider.* Built in Fremantle in 1990 especially for this service, the ferry operated four or five days a week, completing the journey in two hours and carrying up to 200 passengers. However, as air travel became more frequent, the *Jet Raider* was used to service Waiheke.

Sea Link also offered a fast passenger ferry between Auckland city and Great Barrier Island during the summer months more recently.

3.1.5.2 Wharves and Sea Walls

In Whangaparapara, a wharf was built by the Oreville mining company around 1900 to ship out gold to the mainland. This was situated in front of where Great Barrier Lodge now stands.

In June 1909, the Marine Department granted a lease for a wharf site to the Kauri Timber Company for their mill site in Whangaparapara. (Refer Fig.115). As a result, substantial wharf around ¼ of a mile long was built.[88]

The wharf was replaced in 1936 close to the site of the current wharf. There are no remains of any of these earlier wharves.

Figure 36. Early wharf in Whangaparapara being used by the Kauri Timber Company Sawmill c1910
(The Alexander Turnbull Library Reference PAColl-5521-06)

Residents in Port Fitzroy had petitioned the government for a wharf for several years. In 1908 a deputation was made to the Minister for Marine, Mr J A Millar, by Northern Steamship Company officials for a wharf at Port Fitzroy. Prior to this their steamers had been anchoring in the harbour and transporting people and goods by boat. Plans were drawn up for a wharf to be situated where the road from Okiwi met Port Fitzroy. However, it was not until 1916 that the wharf was finally built in Port Fitzroy.[89] The new wharf meant

that local farmers in the area as far as Whangapoua, could ship their cattle directly from Port Fitzroy to the mainland.

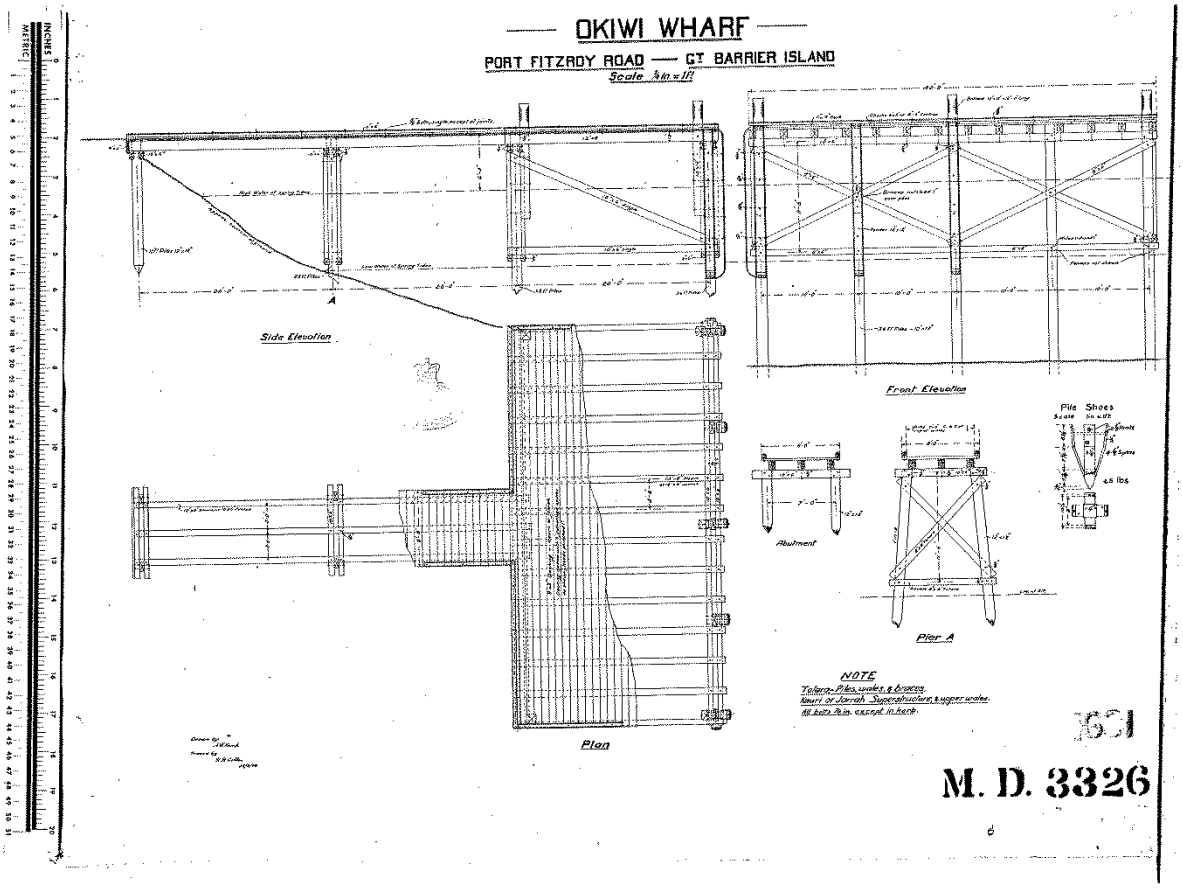


Figure 37. Plans for wharf at Port Fitzroy.
(Marine Department, Plan 3326).

Other wharf sites were looked at in the harbours along the west coast of Great Barrier Island. They included Okupu and Tryphena.

Okupu Wharf was completed in the mid to late 1930s, as part of the sea wall relief work along the Blind Bay foreshore. It is significant for its stone sea wall entry. An earlier wharf had been built there as early as the 1860s as the main landing for the central part of the island. It remained in constant use until the Oreville Mine Company built the wharf at Whangaparapara in 1900.

Figure 38. Okupu Wharf.
(Auckland Council June 2018).

In Tryphena, there were two possibilities selected for wharf sites, one in Shoal Bay and the other in Puriri Bay, near the Tryphena Post Office. Residents of the island were divided on which site would be best. The latter site was considered to be the most desirable by those who lived on the east coast particularly as it already had a cart road access that had been built by the Medland Brothers. The site in Shoal Bay could only be accessed by a track at this stage. The Medland family were affected most by the positioning of the wharf as the Puriri Bay location was so much closer for them to reach, cutting down precious transport time, for their farm goods.

The Public Works Department acted as an arbitrator after officers visited the site in 1925, calling a public meeting. Unfortunately, the Medland brothers were called away during the meeting and were unable to provide their votes for the wharf to be built in Puriri Bay. Therefore, the vote went to Shoal Bay option.[90] Despite continued opposition, not only from Barrier residents but also from some government officials, the Shoal Bay wharf, partly financed by a government subsidy of £1,000,[91] went ahead and was completed in 1934.

In 1937 a new wharf was completed at Puriri Bay, Tryphena. The wharf was financed and built by six east coast residents, five of them from the Medland family, and their neighbour Cyril Eyre. They completed the wharf in their spare time over three years.[92] To build the wharf at Tryphena, in typical Barrier style the residents, purchased the coal hulk, *Veritas,* towing it from Bayswater in Auckland's harbour to the site of the intended wharf. They salvaged material from the hulk to help build the wharf, also using local kauri from Cyril Eyre's farm. The wharf was completed after many years, complete with a wharf shed and

tramlines. The shore end (which can still be seen) was used as a barge ramp for stock loading. The wharf no longer exists. It was demolished in 1968.

Figure 39. Puriri Bay Wharf in 1960.
(Courtesy Beverley Blackwell's archives).

Figure 40. Remains of Tryphena Wharf at Puriri Bay built by the Medland brothers.
(Auckland Council, March 2018).

3.1.5.3 Development of air travel –

The first plane landed on the Barrier in Port Fitzroy on 9 October 1931.[93] Piloted by Captain J Hewett, the plane, a De Havilland 60G Gipsy Moth[94], landed at Oneura Bay.

Figure 41. The landing of the first aircraft at Oneura Bay in Port Fitzroy. (https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/air--sea-transport-tofrom-great-barrier-island/air-transport/the-first-aircraft-to-land-at-great-barrier-island?tmpl=%2Fsystem%2Fapp%2Ftemplates%2Fprint%2F&showPrintDialog=1)

By the late 1930s an aerodrome was being constructed in Claris. The aerodrome was named after an engineer who played a big part in the construction of the airfield, William Holman Claris who was killed in March 1938, not long before construction was completed. He was the passenger in an Auckland Aero Club plane which crashed near the boundary of the airfield.[95]

The airfield at Claris officially opened for commercial flights in December 1938.[96] The runway was sealed in 1996.[97]

A grass airfield was opened at Okiwi, much later. Due to flooding issues on a grass airstrip, upgrading to a sealed landing strip was completed in 2014, making this end of the island more accessible from the mainland.

Another airstrip was constructed on Kaikoura Island in 1997.

Figure 42. Claris Airfield not long after it opened.
(Courtesy of Beverly Blackwell archives).

Despite the airfield in Claris opening in 1938, it is understood that it wasn't until the shipping service *MV Coromel* ceased operation in 1955, that a regular air service began between the island and the main land.[98] Up until this time the Auckland Aero Club had offered only chartered flights to Great Barrier Island. In September 1955, Auckland Aero Club began the first regular air service to the island. This service continued until 1984, at first under the name of the Auckland Aero Club until 1975, and then under its rebranded commercial name, NZ Air Charter Services.[99]

In 1983 that Great Barrier Airlines (initially known as Island Air Services) began a regular service to the island in competition with the Auckland Aero Club's NZ Air Charter Services. When the Auckland Aero Club stopped flying to the Barrier, Great Barrier Airlines monopolised the Auckland Claris route until the late 1980s.[100]

Gulf Air ran a service between Auckland and Claris from December 1988 for a few months. It is uncertain when it eventually ceased operations but appears to have been shortlived.[101]

In 1992, Great Barrier resident, Monique Van Dooren established Tikapa Air.[8] Offering an air charter and sightseeing service, Tikapa Air also operated a Monday return service to Auckland, establishing a more regular service in 1994 in competition with Great Barrier Airlines. In 1995 Tikapa Air merged with Air National to create Great Barrier Express in 1995.[102] However, the airline ran at a loss against the other competitors and ceased this service within 12 months in October 1996.[103]

From November 1996 Trans Island Air launched a scheduled twice daily service to Great Barrier Island in a Cessna Grand Caravan which seated 12 passengers and two pilots. However, competition between the three airlines flying the Auckland Claris route escalated and in December 1997, Trans Island Air declared the service was not financially viable and discontinued its flights to Great Barrier Island.[104]

Amongst all this competition, in 1996, Northern Air initiated a five day a week service to Great Barrier Island.[105] It was a popular service and continued to operate the service until November 1998 following the introduction of yet another airline, Mountain Air (now known as Fly My Sky) set up a new scheduled service between Auckland and Great Barrier Island.[106]

Following the departure of the fast ferry and the amphibian planes, along with the fierce airline competition, only Fly My Sky and Great Barrier Airlines now run a scheduled Auckland Claris service.

The introduction of air travel to Great Barrier clearly improved access to the island.

Amphibian flights

For many years an amphibian plane service operated between Auckland City and Great Barrier Island. Legendary aviator, Fred Ladd initiated the first amphibian air service to Great Barrier Island. When he first proposed the service, in June 1955, there were no regular flights to the island. However, the Auckland Aero Club began a service of scheduled flights from September 1955, after the Strongman Shipping Company ceased sailings to the Barrier that same year.

Fred Ladd had established the company Tourist Air Travel in the mid-1950s. Missing out on the opportunity for a scheduled service to the Barrier, Ladd operated a weekly non-scheduled service on a Monday to Whangaparapara and stopping at Tryphena and Port Fitzroy if required. The sea planes left from Mechanics Bay. Ladd flew his sea planes to the Barrier for 13 years until 1967. The service became so popular, possibly because it

[8] Named after Tikapa Moana, the Māori name for the Hauraki Gulf.

offered different west coast ports, that in 1959, the company was able to offer a more regular scheduled service.[107] Fred Ladd is renowned for his dare devil stunt of flying his Widgeon sea plane under the Auckland Harbour Bridge in 1967 on the last day he flew as a tourist operator.[108]

Figure 43. The Grumann G44 Widgeon ZK-CHG flown by Fred Ladd to Great Barrier Island in the 1960s. (http://3rdlevelnz.blogspot.com/).

In late 1967, Fred Ladd's Company was bought by Mount Cook Airlines and continued to fly the sea planes to Great Barrier Island. However, after a fatal crash in 1970 and other incidents, Mount Cook Airlines flew its last flight in 1976. The airline was bought by Sea Bee Air.

See Bee Air gained a licence to operate a passenger and freight service to Great Barrier Island, with daily flights over the summer and only on demand flights offered during winter. The competition with Great Barrier Airlines and the introduction of the fast ferries were partly responsible for Sea Bee Air's demise and the company ceased its amphibian service in 1989.[109]

4 CHAPTER FOUR - BUILDING THE PLACE

4.1 Residential Development

4.1.1 Overview of Residential Development

This section of the *Building the Place* chapter addresses the residential development of Great Barrier Island. This touches on Māori occupation in the very initial years and early pioneer settlement patterns (1850s-1870s) leading into late 19th and early 20th century development as well as moving forward into the Inter War and post-World War II periods.

As a rural community, the pattern of European development was scattered over different areas of the island and reflected the rise and fall of various commercial enterprises such as the mining and timber industries.

Potential heritage places that remain relating to the development of the island are limited in number and they include Ox Park, Glenfern, and Harataonga Homestead.

4.2 Colonisation

4.2.1 Early Settlement

Aotea is said to have been settled by iwi of Tainui and Te Arawa descent, known as Ngāti Huarere. Ngāti Huarere were subsequently defeated during the Marutūāhu conquest of Hauraki and largely absorbed by them.[110] By the mid 1600s, Aotea was occupied by an iwi known as Ngāti Tai.

In the late 17th century, Te Whaiti, a rangatira of Ngāti Manaia,[9] and his son, Te Awe, journeyed with a group to Aotea where they stayed as manuhiri (guests) with Ngāti Te Hauwhenua, a north western hapū of Ngāti Tai. The union of Te Whaiti's daughter, Te Koro, to a rangatira soon followed, but Te Koro was subsequently killed in a family dispute. Te Whaiti sought utu for his daughter's death, calling upon his whanaunga (relatives) Rehua and his son Te Rangituangahuru for assistance. Two taua, one lead by Rehua and the other by Te Whaiti, proceeded to Aotea.[111]

After a series of battles, Ngati Rehua defeated Ngāti Te Hauwhenua and settled the northern part of the island.[112] Peace was made with Ngāti Taimanawa, a central and south eastern hapū of Ngāti Tai with the union of Rehua and Waipahihi, the sister of rangatira Te

[99] Ngāti Manaia would later become known as Ngāti Wai (McMath 1995:7)

Mata. Peace was also made with Ngāti Te Wharau, a western hapū of Ngāti Tai with the union of Te Rangituangahuru and Rangiarua.

Te Whaiti returned home to Mimiwhangata, and there followed a period of peace on Aotea, before hostility arose once again. This resulted from the killing of Rehua by Ngāti Tai on Rakitū, an action that was avenged by Te Rangituangahuru, joined by Kawerau hapū from Mahurangi and by Ngāti Manaia, in a series of battles known as Te Karo ki Mahurangi or 'the protection that came from Mahurangi'.[113]

In the Ngāti Rehua version of events all of the remaining Ngāti Tai were driven from Aotea and fled to the Coromandel area. Marutūāhu on the other hand assert that Ngāti Tai continued to occupy the southern parts of Aotea and dispute any conclusive defeats in that area. The Māori Land Court heard evidence from both parties and found that Ngāi [Ngāti] Tai continued to reside in the southern area and strengthened their relationships with Marutūāhu. The court found that Ngāti Rehua also strengthened their relationships with Marutūāhu. This was evident in the continued whanaunatanga relationship between Marutūāhu and Ngāti Rehua by way of intermarriage, sharing of resources and significantly Marutūāhu's prominent role in coming to the aid of Ngāti Rehua during the battle of Te Mauparaoa with Ngāti Kahungungu.[114]

During the musket wars Aotea was a stopping off place for both northern-bound southern tribes and south-bound Ngāpuhi war parties. In 1838, Ngāti Rehua was taken by surprise when a group of Ngāti Kahungungu and some Ngāpuhi stopped off at Aotea with a taua of some 120 well-armed warriors on their way home from Tai Tokerau to the Hawkes Bay.

Marutūāhu quickly assembled a powerful force and came to the aid of Ngāti Rehua. In a decisive battle at Whangapoua known as Te Whawhai ki Te Mauparaoa, Marutūāhu incurred significant losses, said to amount to 100 warriors, while a much smaller number of Ngāti Rehua were killed.[115] Around 30 survivors of the Ngāti Kahungungu party returned to the Bay of Islands on a European trading vessel, where they arrived on 2 February 1839.[116]

Following the battle of Te Mauparaoa, most of Ngāti Rehua and Marutūāhu left Aotea for fear of reprisals.[117] At a subsequent hui in Waiau (Coromandel), both tribes gathered to discuss compensation for the losses incurred by Marutūāhu. Te Horeta,[10] demanded that Ngāti Rehua sell their land to his son-in-law William Webster and his business partners William Abercrombie and Jeremiah Nagle and made the following comment:

[10] Te Horeta, also known as Te Taniwha, was a leader of Ngati Whanaunga, one of the Marutuahu confederation of Hauraki Gulf and Coromandel Peninsula tribes ..

Ko nga kiko ma matou, ko nga whenua ma koutou, me hoko ki te Pakeha, hei utu mo matou (We have paid in flesh, you pay in land. Your land should be sold to the Pākehā as recompense for us).

Amid heated discussion it was finally agreed that the entire interest of Ngāti Rehua in the northern part of Aotea would be sold in reparation for losses sustained by Marutūāhu, and a deed was subsequently entered into. However, the deed, drawn up by the land-purchaser's agent, did not reflect what was agreed at the hui. The purchaser, William Webster, subsequently claimed ownership to the whole of Aotea Great Barrier, including the Marutūāhu portion. The claim was reviewed by the Land Claims Commissioner in 1844, and Webster was awarded 24,269 acres in the northern part of Aotea. The Ngāti Tai chief, Tara, maintained the right of the Marutūāhu confederation to the land in the south, which was subsequently sold. After the last of the land sales was completed, Marutūāhu left Aotea permanently,[118] while Ngāti Rehua, who had returned from Hauraki, settled in the Motairehe area petitioning the Crown for land and in 1854 was awarded a 4,500acre native reserve at Katherine Bay.[119]

4.2.2 The First European Inhabitants

The first known contact between Ngāti Rehua and Europeans began in the 18th century when whaling ships and cutters would visit Aotea Great Barrier Island to trade for supplies. By the early 19th century, Europeans were looking for possible natural resources on the island that could be cultivated for export. By 1842-3 a small village of mine employees and their families had been established at Miners Bay, a bleak and isolated location in the north-eastern part of the island. This would be the first of a number of settlements on Great Barrier that provided accommodation for individuals and their dependants engaged in extractive industries only to disappear as the resource became depleted or the company closed down.

The village was associated with the Miners Head copper mine, one of the first commercial enterprises to be established on Aotea Great Barrier Island. The mine was developed by the Great Barrier Mining Company, which was set up by three business partners, William Webster, William Abercrombie and Jeremiah Nagle.

William Webster was a young American entrepreneur who had set up a timber and trading post on Whanganui Island in the Coromandel Harbour. He married a daughter of Te Horeta. Webster had formed a partnership with Jeremiah Nagle and William Abercrombie, to undertake a number of ventures on Great Barrier Island. On taking ownership of the island, they began copper mining, following the discovery of copper deposits north of Nagle Cove. Together they formed the Great Barrier Mining Company. (Refer section on

mining, 5.2.). Taking advantage of the abundance of kauri and other timber on the Barrier, they also established a ship building yard at Nagle Cove.

Local iwi, who were generally settled around Katherine Bay, were close to the miner's village at Miners Head, and supplied food to the copper miners in return for trade goods and work.[120]

Figure 44. Ruins of a cottage at Miners Bay.
(Auckland Council, 1990)

William Abercrombie was a businessman based in Sydney. He ran a distillery with his brother, Charles, owned cattle farms and kept racehorses.[121] Abercrombie took a major part in running the copper mining and ship building ventures and his name is commemorated in the naming of the entrance to the northern bays. The Abercrombie brothers also brought over sheep and cattle from their farms in New South Wales in the hope of encouraging settlers to the island to establish farms. The animals were believed to be unloaded at Nagle Cove and possibly later at Tryphena between 1841 and 1844.[122]

The other partner, Jeremiah Nagle was a ship's captain. In late 1840, Nagle, with his wife Katherine and their children, settled in the secluded northern bay on Great Barrier Island which was subsequently named Nagle Cove. Nagle's sister, Albinia and her husband Willliam Twohey, also settled there. Nagle built the *Rory O'More* at Nagle Cove in 1841.

In 1842, Nagle took up a position as commander of the New Zealand Government brig *Victoria*. The economic recession in New Zealand in 1842 had left him financially strapped and the new position was welcome. By the mid-1840s he had taken up a position as a magistrate on the island.[123]

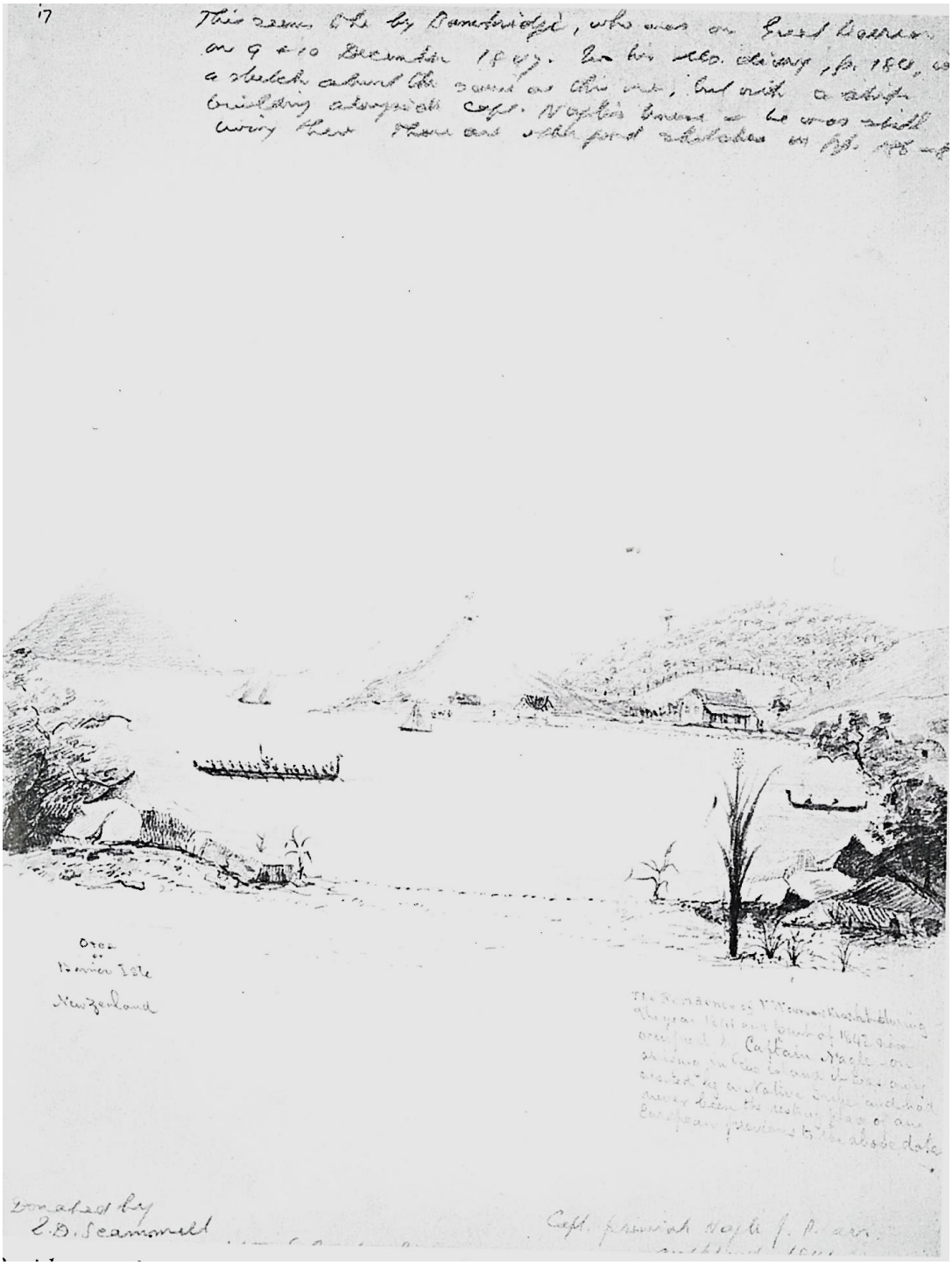


Figure 45. This sketch of Nagle Cove was drawn by William Bainbridge in 1847 when he visited Nagle Cove. It shows Jeremiah Nagle's home along with other residences indicating a small settlement there.
(https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/the-barque-stirlingshire-1841-1887)

The copper mine only ran for three years under the Great Barrier Mining Company and was dismantled in 1845. Threats by Hone Heke's men to settlers at Miners Bay were reportedly substantial enough for the partnership to sell their interests in the mine.[124] At this time William Abercrombie withdrew from his investment in the island. The construction of the *Stirlingshire*, which Abercrombie had financed, was underway and completion of the vessel was then funded by Arthur and Patrick Devlin.[125]

It appears Webster, who was in serious financial debt, returned to the United States in 1851 and continued to fight for the ownership of all of Great Barrier Island, along with other substantial land claims. It is not certain when the Nagle families left Great Barrier, but it is thought to be at least two years after the partners' mining operation closed. Jeremiah Nagle was still there in 1847 as indicated in a sketch drawn by William Bainbridge on his visit to the island in December of that year (**Error! Reference source not found.**).

The copper mine only ran for three years and was dismantled in 1845. Threats by Hone Heke's men to settlers at Miners Bay were reportedly substantial enough for the partnership to sell their interests in the mine.[126] At this time William Abercrombie withdrew from his investment in the island. The construction of the *Stirlingshire*, which Abercrombie had financed, was underway and completion of the vessel was then funded by Arthur and Patrick Devlin.[127]

In 1854, the sale of the island was disallowed. However, the northern third of the island was granted to a new mining company (now owned by Theophilus Heale and Frederick Whitaker) and the southern two thirds were purchased by the Crown. As already mentioned, Ngati Rehua were awarded 4,500acre native reserve at Katherine Bay.[128]

In 1859 Heale and Whitaker sold the mine to a group of English shareholders who appointed Albert Allom as their General Manager and Agent. The new company was called the Great Barrier Land Harbour and Mining Company Ltd. Allom and his family arrived from England in 1861 on the *Mermaid.* They settled in Kaiarara Bay. Allom built a home there in 1862.[129] The home was later inhabited by Arthur Pittar between 1881 and 1882 an then it became the home of Matthew Blair. According to Cyril Moor[130] the house was destroyed by fire in 1909. (Fig 43). (See also Section 5.2 Mining and mineral prospecting).

Figure 46. The Allom homestead in a photograph taken in 1894 by Henry Winkelmann when it was owned by the Blairs. (AWMM/L PH-NEG-1377).

The company turned their attention to timber milling and farming. Establishing farms in Nagle Cove, Kaiarara Bay, Kiwiriki Bay and Kaikoura Island, they leased these properties to settlers working in the mine or in the timber mill. However, the mining company was heavily in debt and eventually was unable to pay its employees. By 1867, the company was no longer able to call on its creditors to fund the ventures on the Barrier and the company ceased all business there in 1868. (Also refer to section 5.2). While some of the employees moved on to mining operations in Thames, a number received payment in the form of land on Great Barrier, which they chose to take up and settle.

While the northern section of the island was being developed with ongoing industry and farming, the middle section of the island also being developed. On 12 December 1844, the centre of the island[11] believed to be around 3,500 acres in area, was sold by Tamati Te Waka and other chiefs, to Frederick Whitaker and John Peter Du Moulin. Not surveyed, the land had only boundary descriptions.[131] The two investors petitioned their interest in the land to the Land Claims Tribunal in 1846.[132]

In 1854, the Crown purchased land to the south of the Whitaker/Du Moulin land claim, which was the Rangitawhiri Block. Then in 1856, the Crown purchased the central part of

[11] This was land between Whangaparapara and Okupu.

Great Barrier (approximately 15,000 acres) from Ngāti Mahu and Ngāti Wai, with the exception of land claimed by Whitaker and Du Moulin.[133] At this time, no land on Great Barrier Island had yet been surveyed and the Land Claims Commissioner, Dillon Bell directed that surveys should be done.[134]

In 1861 Commissioner Bell issued 5,463 acres of land to Frederick Whitaker and 1,000 acres to Du Moulin.[135] However it appears the owners did little to develop the land and in fact leased land to be farmed.[136]

Following the purchase of land by the government, 40acre Crown grants were offered to settlers in the southern end of the island.

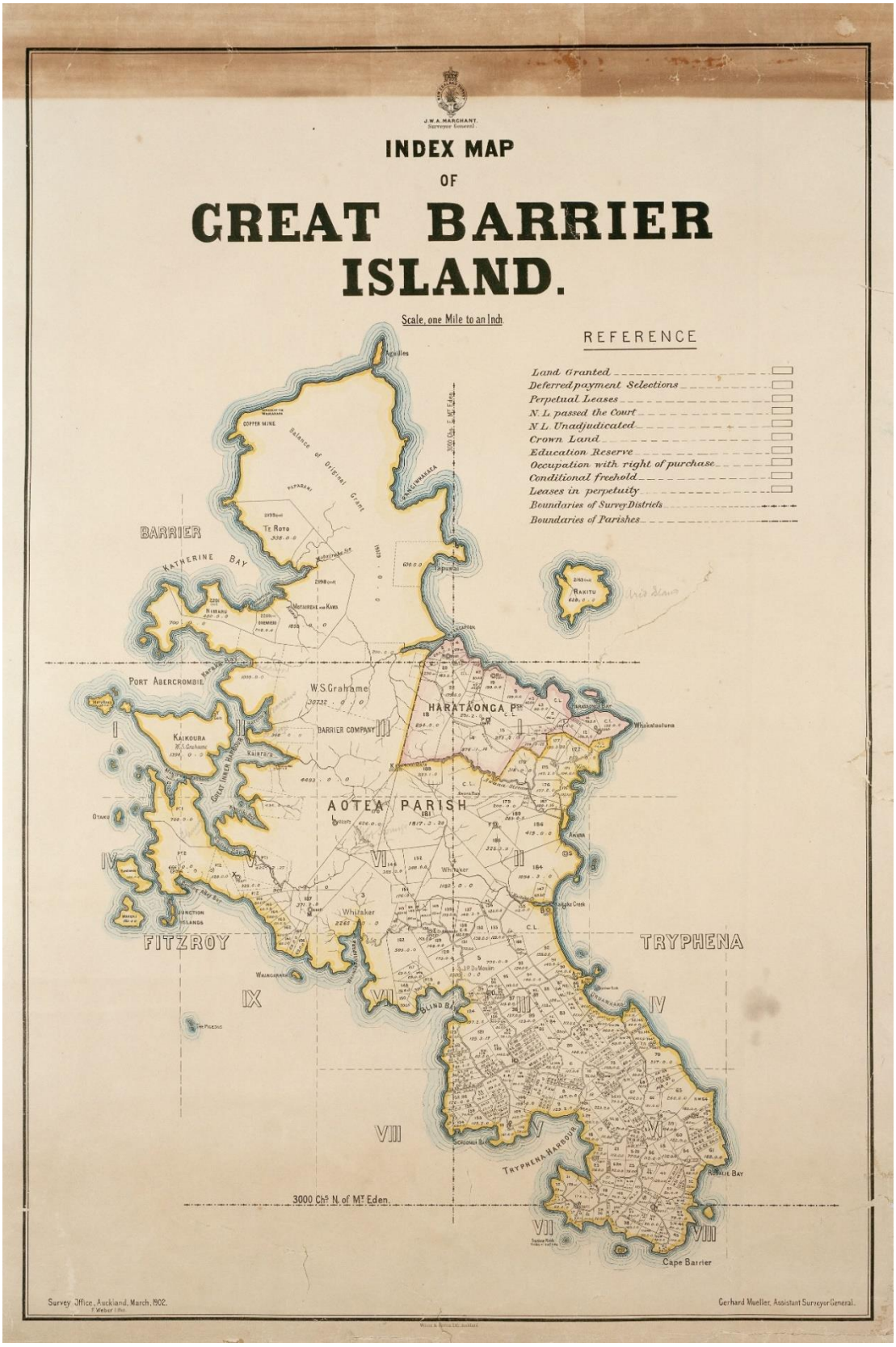


Figure 47. 1902 Survey map showing Whitaker and Du Moulins' large ownership of the island.
(Auckland Libraries Heritage Collections, NZ Map 3571).

4.2.3 Early Settlement – The Families and their homes

There were a number of early families that subsequently settled on Great Barrier Island. They were scattered around the island and as a result, small communities developed in various corners of the coastal areas of the island. The following are the main settlements of the various families and some of the earliest families that created the island as we know it today. This is not all inclusive of all European Barrier settlers. More detailed research would be required to complete such a study. However, it does help us understand how the Barrier evolved and how important the remaining built heritage on the island is today.

4.2.3.1 Nagel Cove

The Moor Family and Farm

Amongst the first European settlers in Port Fitzroy (along with the Flinns), John and Susan Moor, and their son William, arrived in Auckland in July 1859 on the *Whirlwind.*[137] John Moor took up the position the same year as a tenant farmer for the Great Barrier Land Harbour and Mining Company, on a 700 acre farm in Nagle Cove, Mohunga Bay, between Port Abercrombie and Katherine Bay, supplying fresh provisions to the copper miners.[138] By 1865 he was grazing 1,000 acres.[139]

When the mining company closed in 1868, the Moor family stayed on the island on the farm he had tenanted, taking ownership of the former copper mine land. By this stage the Moors had 5 children and they were amongst only three families that remained in the area around Port Fitzroy.[12]

John Moor formed a school committee in 1879, following the call for compulsory education in 1877. John and Susan remained on the property until around 1906,[140] when they moved to Auckland to stay with their daughters. They both died in 1911[141] and were buried in Karaka Bay on the Paddison property with their son William.

Their son William, married widow Susan Taylor in April 1900[142] who had lived on Kaikoura Island with her husband Allen.[13] William died In December 1900 when Susan was expecting their first child. He was buried next to her late husband who was his good friend at Karaka Bay.

The Moor homestead was destroyed by fire, although it is unclear when. Aerials indicate that Norfolk Pines remain from this early occupation and possibly 2 Morton Bay figs at the back of the bay (Fig.48). The Moors sold the property when they left the island. In 1912, a

[12] The others being the Flinns and the Paddisons.
[13] Susan Taylors husband Allen died in a boating tragedy in late 1892 following the birth of their 2nd child.

report of the home of Joshua Williams[14] being burnt down.[143] Williams bought the farm in 1910,[144] and it is likely that he lived in the same house.

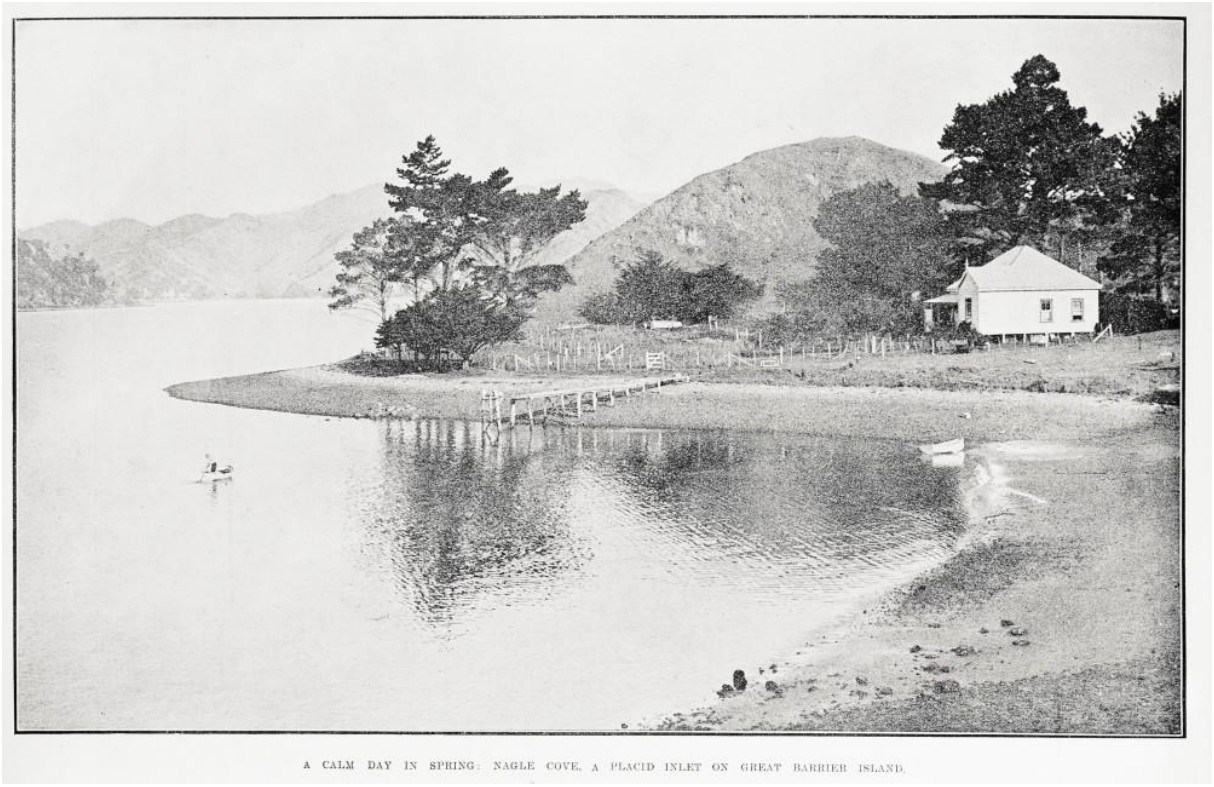
Another house was built on the former Moor farm close to where the *Stirlingshire* was constructed. This house remains there today. This house is known as the Blyth homestead. The Blyths bought the farm from Williams in late 1919.[145] The house is recorded in the Auckland Weekly News[146] with a photograph in 1920. However, it is entirely probable this house was built earlier by Joshua Williams after losing his house earlier (Fig 50). There is still an early woolshed on the property that is believed to have been built by the Moors. (Refer section 5.8 Farming).

Figure 48. The Moor homestead.
The Norfolk pines date from this early occupation and 2 Morton Bay figs at the back of the bay. This image is dated 1907 and was taken by Henry Winkelmann. The house is believed to have burnt down soon afterwards.
(AWMM/L PH-NEG-1255).

[14] Joshua Williams married Alfred and Fanny Osborne's daughter, Ivy

Last Monday at Nagle Cove, near Po
Abercrombie, on the Great
Island, the house of Mr. Joshua Wi
liams, sheep farmer, was destroyed b
fire. The building was insured for £22
but Mr. Williams estimates his loss in
furniture, clothing and effects (including
a gold watch) at over £200. Mr Wi
liams is a son of Sir Joshua Williams.

Figure 49. The Auckland Star report regarding the house in Nagle Cove being destroyed by fire. (*Auckland Star*, 28 October 1912).



A CALM DAY IN SPRING: NAGLE COVE, A PLACID INLET ON GREAT BARRIER ISLAND.

Figure 50. Homestead in Nagle Cove in 1920, possibly built by Joshua Williams. (Auckland Weekly Times, 21 October 1920)

Figure 51. The homestead still extant today.
(Auckland Council 2014)

4.2.3.2 Port Fitzroy

The Paddison Family

Born in Lincolnshire in 1838, Edward Paddison arrived in Auckland on the *Mataoka* in September 1859.[147] He travelled with fellow passengers Alfred and William Edlington and George Stark. All four men located to the Barrier to work in the copper mine at Miners Head. When the mining company went into liquidation in 1867 Edward then took up land offered in Karaka Bay to farm. Here he built a house with *a kitchen, dining room, sitting room, three bedrooms and an outhouse. It was built from pit-sawn timber with wooden spouting and a roof of split kauri shingles.*[148] (Fig.49)

In December 1867, he married Anne Marie Cooper.[149] They sold firewood to pay for their life on the Barrier while they tried to get the farm up and running. Their ten children were schooled on the farm. They built a room on the end of the farm's woolshed for schooling. The room was also used for Church services and celebrations.[150]

When a group of visitors visited Port Fitzroy in 1897, they reported the following:

"*One day we had an early breakfast and pulled to Karaka Bay, where Mr Paddison, an early settler resides. He has been there for thirty-three years and has got a nice place. One would have thought it was an English farm, as the stockyard is nicely paved with cobble stones, and all the outhouses in first rate order, and a good path leading to the house. There is a nice garden in front of the house containing over an acre of flat ground, where all kinds of vegetables were growing and looking well not-withstanding the dry weather. They had a nice flower garden at the back of the house. Mr Paddison took us through his orchards which were on the side of a hill."*[151]

In the 1910s the Paddisons ran the house as a guest house for visitors to the island to help supplement their income. The family farm was sold in 1957 after the death of Alice and Joseph Paddison's son Roy. In 1963, the property was purchased by Neville and Dorothy Winger who set up the Orama Christian Community. The Paddison homestead was demolished in the 1980s after it fell into disrepair.

In 2006, the Orama Christian Community leased out some of the land to be used for the Great Barrier Outdoor Marine Centre, a division of the Sir Edmund Hillary Outdoor Pursuits Centre of New Zealand.

Figure 52. The Paddison homestead in Karaka Bay, Port Fitzroy. (https://teara.govt.nz/en/photograph/1898/the-paddison-family-great-barrier-island1898).

A large section of the land, facing Port Fitzroy, was gifted to Edward and Annie's eldest son Joseph (Joe) when he married Alice Paultridge in 1900. Joe and Alice built Glenfern overlooking the bay. Glenfern was used as a boarding house in the summer. Joe Paddison was involved in building the kauri dams on the island for the logging business. Alice worked as a teacher at Okiwi School in 1912 for the year it was open, schooling her three children there. In 1923 a lean-to on the side of the house was to become the local post office and manual telephone exchange in Port Fitzroy, managed by the Joe and later his daughter Edna (Refer. 2.2.1 Communications). Glenfern remains in Port Fitzroy today and is still being used as accommodation for visitors to the island.

Figure 53. Glenfern in a photograph taken by A E Le Roy c.1910.
(AWMM/L PH-CNEG-M636(22-23)

Figure 54. Glenfern.
(Auckland Council March 2018).

The Flinn Family

William Flinn and his wife Charlotte arrived on the Barrier between 1859 and 1861. William and his family were amongst the first settlers, along with the Moors, in the Port Fitzroy area. According to their grandson, Peter Flinn, the Flinn's landed on the beach with 2 boys, a bag of flour and not much else.[152] William had been offered a position with the Great Barrier Land, Harbour and Mining Company who established a logging operation in Port Fitzroy. William Flinn was the saw doctor for the Kaiaraara area and supervised the construction of the first kauri dam.[153] The Flinns initially leased land from the company in Wairahi Bay and they were able to purchase this later and extend the area of ownership to run a substantial farm of 2,500 acres.[154] Grazing sheep and some dairy cattle, the farm stayed in the family almost 100 years. They built their home, Sunnyside, pictured below. The house burned down in the late 1950s or early 1960s.[155]

Figure 55. Flinn family homestead Known as Sunnyside in Wairahi Bay, Port Fitzroy c1902. Photograph taken by Henry Winkelmann. (AWMM/L PH-NEG-1740).

The Le Roy Family

Emilius Le Roy was the son of well-known Auckland sailmaker and tentmaker E. Le Roy. He took up farming at Rarohara Bay, Port Fitzroy around 1880 following his marriage to Sarah Jane Cooper. They built a two- storey home and operated a store close to the home. The couple had 10 children. In 1884 he became the Postmaster at Port Fitzroy and held the position until 1923. (See also Section 2.2.1.1 Postal Service). A school was also operated from the Le Roy property. (Refer Section 6.2 Education). In 1902, the Le Roy family home was destroyed by fire.[156]

Figure 56. The first Le Roy Homestead circled in a photograph taken by Henry Winkelmann in 1902, not long before it is believed to have burnt down.
(AWMM/L PH -NEG-1423).

A new homestead was built by settlers within one week, following a pigeongram being sent to the mainland to obtain timber from the Kauri Timber Company.[157] According to the council's Cultural Heritage Inventory (CHI) the second house was later demolished.[158] It was still standing in 1987, although uninhabitable and in a state of decay by this time.[159] The former store, post office and schoolroom which were opposite the Le Roy jetty have also since disappeared. Other buildings on the Le Roy property are believed to have included a tent drying shed and a tent oiling shed demonstrating that Emilius had some involvement in the family business.[160]

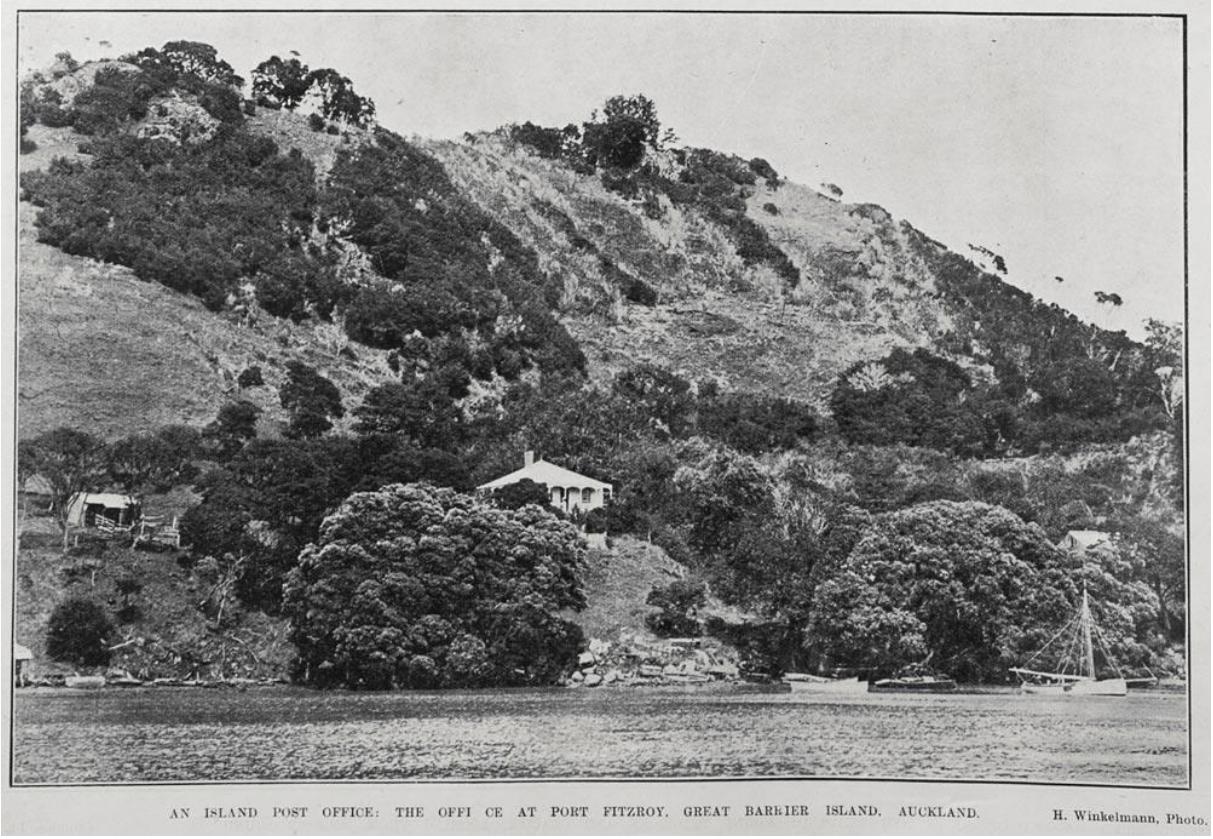


Figure 57. The second Le Roy house in 1907. Henry Winkelmann photograph.
(Auckland Libraries Heritage Collections.AWNS-19070328-2-4).

Sarah Jane died in 1906[161] and Emilius remarried in 1911 to Elizabeth Craig and they had one daughter, Agnes, known as Girlie. In 1908, Emilius and Sarah Jane's daughter, Ada, married Joss Moor.[162] Emilius died in December 1944.[163] The Le Roy farm was then taken over by his son Selwyn and youngest child, Girlie. Following Selwyn's death in 1962, Girlie continued to farm the property until her death in 1979.

Another Le Roy house was built around 1910 and it is almost certain this is the house shown in *More True Tales,*[164] as what is described in a letter as the "old Le Roy cottage." Cyril Moore discusses a cottage being built on the Le Roy property that he stayed in and references a postcard dated 1910 of the same cottage (Fig.58 and 59) still extant in 1978.[165] It appears that the CHI[166] location is close but not correct being recorded slightly to the west. However, this home does survive, albeit in a modified version, with later additions on its original site at 140 Kaiarara Bay Road.

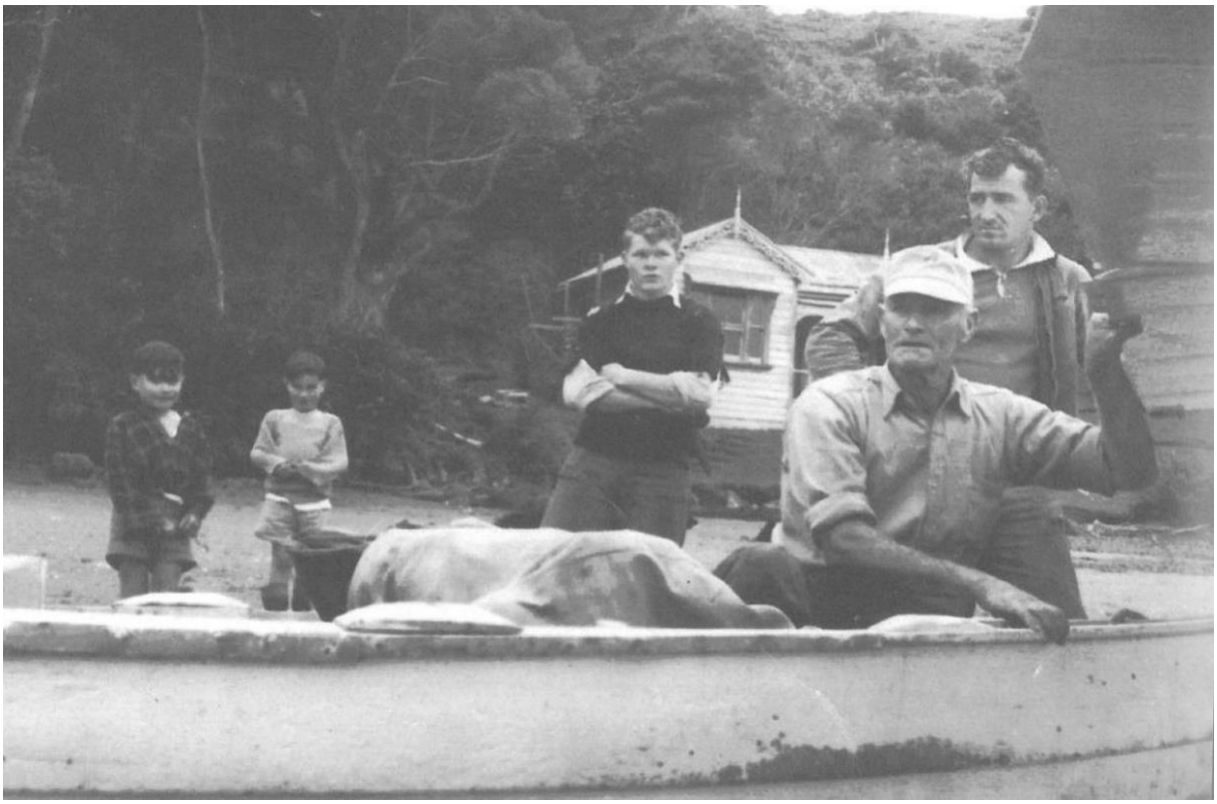


Figure 58**.** Le Roy Cottage c.1950s.
(Courtesy of Megan Wilson).

Figure 59. The former Le Roy cottage c.2017.
(www.tigers.nz).

The Warren Family

Phillip and Selina Warren and their children moved to Rarohara Bay in the late 1880s. CHI records[167] report that the Warrens bought the Cook family farm following the death of William Cook in 1893. The house on the property became their home which they also operated as a small guesthouse. The house was recorded as having 14 rooms. On the property was a woolshed, a mill, a workshop and a butchery.[168] Later additions were reportedly made to the house from materials salvaged from the Busch house.

Figure 60. The Warren homestead in 1899.
(Auckland Libraries Heritage Collections, AWNS 18990120-2-3).

To cope with the number of guests in the summer, the Warrens built an accommodation block parallel to the shore near the mill. A long verandah ran the length of the block. There was also a tennis court. Phillip's son Norman became the District Constable. The farm and house remained in the Warren family until 1946.

The house was demolished in the late 1940s and the materials reused to build the current house on the site. Evidence of the house site still reportedly exist with the remnants of brick chimney rendered with concrete mixed with small beach pebbles.[169] The CHI record

also reports a stone wall along the foreshore believed to have been built by the Warrens to tie up their scow.

The Bush (Busch) Family

Henry and Sarah Bush settled at Kaiarara Bay in the late nineteenth century. Henry was from Germany. They established a home and store at Kaiarara Bay raising a large family. According to CHI records,[170] Henry was a saw doctor and possible worked at the Kaiarara sawmill there. The family home was close to the waterfront. The children rowed across to the next bay to attend school at the Le Roy's schoolhouse.[171] The Bush family remained on Great Barrier until they died. Sarah died in 1938[172] and Henry in 1941.[173] CHI records report the original house was destroyed by fire around 1909.

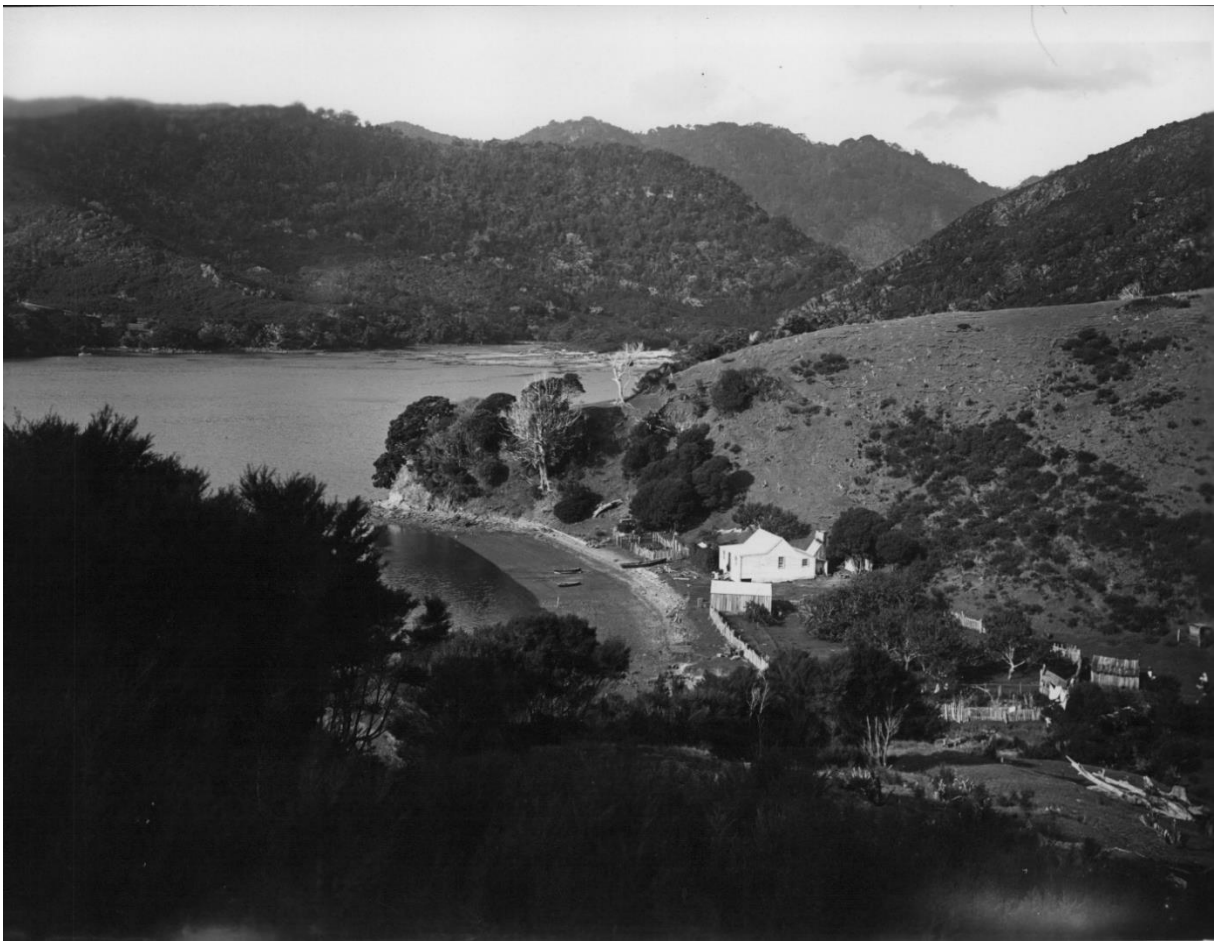


Figure 61. The Bush home and store in Kaiarara (Bush's) Bay in a photograph taken by Henry Winkelmann in 1908. (AWMM/L PH-NEG-1780).

Figure 62. Levelled site of former Bush family homestead.
(Auckland Council, March 2018)

4.2.3.3 Okiwi

The Cooper Family

Elizabeth Cooper followed her husband Joseph to Auckland arriving in January 1866 on the *Ballarat*[174] with their three children, Ann-Marie, Samuel and Sarah Jane. It is uncertain when her husband, Joseph arrived, but is believed to have been some months before Elizabeth.

In 1867 their eldest daughter, Ann-Marie married Edward Paddison, who was a farmer living on Great Barrier Island.[175] Ann-Marie went to live on the Paddison farm in Karaka Bay.

Joseph Cooper died in 1869[176] and in 1874, Elizabeth married George Stark. (friend of Edward Paddison) who lived at Whangapoua on the Barrier. Elizabeth remained on the island until her death in 1902.[177]

In 1879, Elizabeth's youngest daughter, Sarah Jane married Emilius Le Roy,[178] and, also moved to Great Barrier to settle in Port Fitzroy on land Emilius' father had purchased at Rarohara Bay from the mining company.[179]

Elizabeth's son, Samuel, also moved to Great Barrier as is indicated in the 1881 electoral roll.[180] He bought land at Okiwi to farm. Samuel Cooper was to become a JP[181] on the island and was also the Postmaster at Okiwi for several years from 1900 with the post office being run from his home.[182] Sam Cooper married Ellen Paddison Their house was located on Mabey Road close to Aotea Road. According to CHI record 10942, the house was built by Edward Paddison. There are two Norfolk Pines on the site which are believed to have been brought as a seedling to New Zealand by Ellen Cooper. On the 1 December 1900, the Coopers opened the post office and a store next to the house. Gum diggers paid for their goods in gum. The house is believed to have been dismantled in 1920 and the materials were used to build a second house which was demolished in 1982.

Figure 63**.** Cooper homestead in Okiwi featuring the Norfolk pines.
(AWMM/L PH-NEG-B9472).

William Cooper, Elizabeth's brother, also settled on Great Barrier Island with his family. He purchased 1020 acres of land at Rarohara Bay next to the Le Roy property and built a large corrugated metal shed by the shore for the family to live in until their house was built in 1881.[183] The shed was then used as a woolshed. William Cooper was killed in an accident in 1893 when he was felling trees with his friend Phillip Warren.[184] The Warren family then bought the Cooper's home.

George Stark

George came to the Barrier with the Edlington brothers and Edward Paddison in the late 1850s to early 1860s, to work at the copper mine at Miners Head. George took up a parcel of land in 1867, offered by the Great Barrier Land Harbour and Mining Company when it closed down, as compensation for wages. He built a house on the land located at the foot of Whangapoua Hill.[15] The house is no longer extant. The fig trees planted in the area are reportedly planted by the Starks.[185] There is an English oak tree in the location that was either planted by the Stark's or Amy and William Sanderson who also lived in the area. (Fig.65).

Figure 64. George and Elizabeth Stark's homestead in Whangapoua. The photograph was taken by Henry Winkelmann and is dated 1895.
(AWMM/L PH-NEG-1172)

[15] Map SO 3936.

Figure 65. Early English Oak tree near former Stark and Sanderson properties.
(Auckland Council, March 2018).

2.4.2.1 The Edlingtons

Brothers, Alfred and William Edlington came to Great Barrier Island to work in the Coppermine in the early 1860s. Like others, employed by the mining company they were offered land in lieu of pay that they were owed. They took up 300 acres each at Tapuwai.[186] One house they built there was reported to have been built from timber salvaged from the earlier Kaiarara dam, which had collapsed in a storm. The house was reported to have been destroyed by fire. A second house was believed to have been built around 1901 and was also destroyed by fire in 1912.[187]

According to his obituary, Alfred Edlington left the Barrier following the mine closure and worked in the Thames goldfields. He returned to the farm on the Barrier with his wife Jane in the 1880s and raised 10 children there.[188] Their son, Thomas, (who married Margaret Blackwell) was one of the main participants in helping save survivors from the wreck of the Wairarapa. Jane died in 1899 and is buried on the farm.[189] Alfred continued to live on the Barrier and died in 1909.[190]

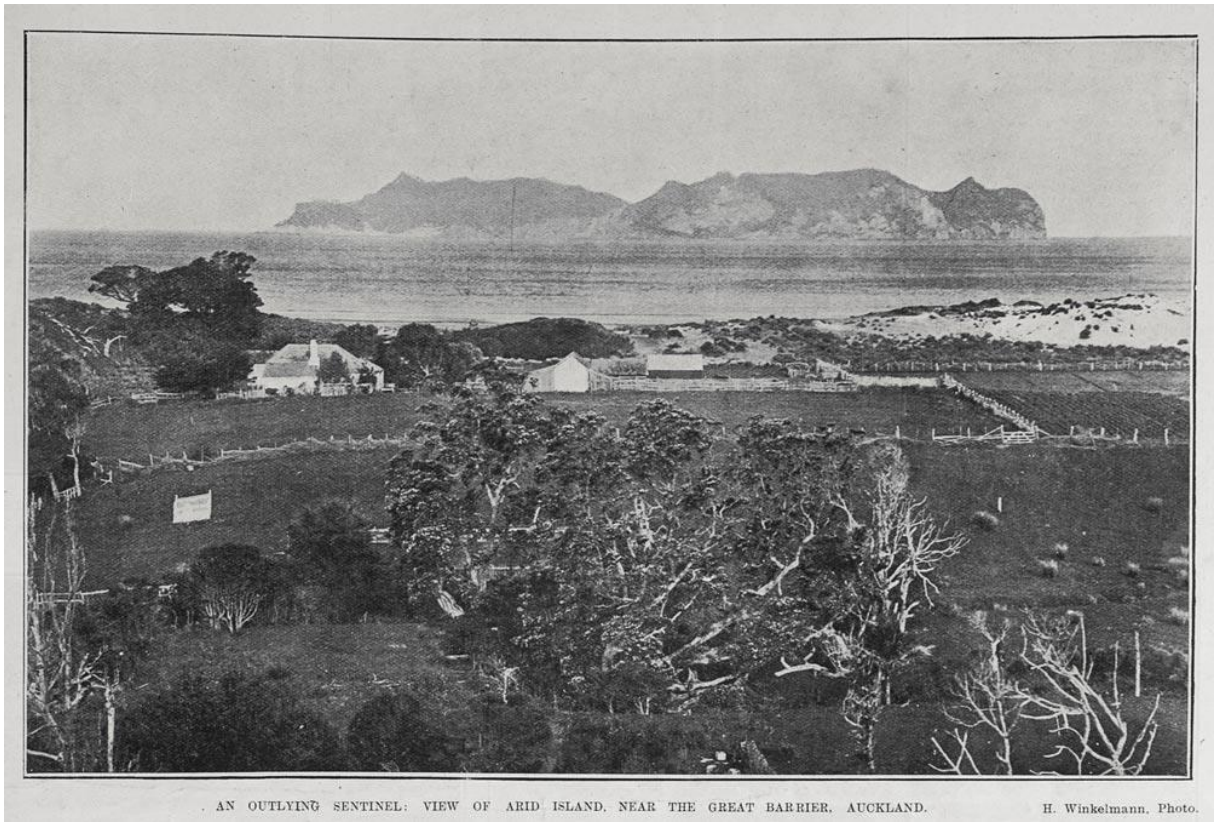


Figure 66. Edlington farm with Jane Edlington's grave in the foreground in a picket fence. A number of farm buildings are close to the house. The photo was taken by Henry Winkelmann in 1907.
(Auckland Libraries Heritage Collections AWNS-19070711-1-1).

A new house was built on the property c1912-1914. Some of the timber from the former Edlington homestead was reportedly salvaged to be reused. William Mabey bought the property in 1918. The Mabey family have retained ownership of the property since that time. The early Mabey house has since been relocated to the Arts Village in Claris. However, there are several early farm buildings that still exist on the property including the Mabey honey shed, a shearing shed, and milking shed.

Figure 67. Former Mabey Homestead.
(Auckland Council, December 2018).

4.2.3.4 Harataonga

The Alcock Family

William and Susannah Alcock are believed to have travelled to New Zealand with the Sandersons on the *Tyburnia* which arrived in Auckland in September 1863. William and Susannah had a son, also named William, born in 1844.[191] They acquired 3,000 acres[192] on Harataonga beach. Their son married Sarah Sanderson in 1871.[193] Susannah died in 1882 and William (snr) in 1892. They are buried on the rise south east of the homestead.

Originally there was a gabled settler style cottage on the property, (Fig.68) but this was later replaced by William and Sarah around 1902, when they built the house that stands today (Fig.69). It is not known what happened to the first house. William and Sarah had 9 children born between 1872 and 1888.[194]

Figure 68. First Alcock homestead c1895 in a photograph taken by Henry Winkelmann. (AWMM/L PH-NEG-1150).

Records indicate that William and Sarah moved away from the Barrier to the Waikato prior to 1919, when William died.[195] The farm remained in the possession of the family at least until Sarah died in 1925.[196] It appears at least one member of the family remained on the island but had moved to Puriri Bay, Tryphena. This was Sarah and William's son Henry who married into the Bailey family of Tryphena. (Refer Section 4.2.3.10)

The house was purchased by Thomas and Gracie Overton in 1925. The Overtons had sold a farm in Lake Ellsmere, Canterbury and moved to the Harataonga farm, with sheep and dairy and grazing some cattle. The Overton's extended and altered the homestead.[197] The house is a square villa with a return verandah. The house and farm stayed in the Overton family until the early 1960s. Tom and Gracie Overton are buried in the burial ground above the house.

The house has undergone further renovations more recently.[198] However, the house has retained its original form and is easily readable as an early farm homestead. It remains an important surviving early example of Barrier homesteads.

Figure 69. Harataonga Homestead.
(Auckland Council, November 2016).

There are many trees around the homestead that have been planted early in the life of this farm's occupation. These include Norfolk pines phoenix palms, magnolia, and jacaranda.

4.2.3.5 Whangaparapara

There were a number of families that settled in Whangaparapara, particularly as significant industries were operating there or near there over various periods. However, further detailed research would be necessary to discover more about the families that lived here. There are some names that have been reasonably well documented as Whangaparapara early residents.

There were two families by the name of da Silva who were amongst the earliest settlers in Whangaparapara, arriving in the 1870's. Domingo da Silva and Paulo da Silva had both deserted whaling ships while in New Zealand waters. Although it is rumoured that they may have been brothers, this has not been confirmed. Domingo da Silva, believed to be from Brazil and of Spanish and African descent, married and raised children in Mangati Bay, Whangaparapara. CHI records[199] date back to 1994 and report that there are no

remains of Domingo's house site at Mangati Bay apart from a platform indicating where a house was built. There were remains of an orchard at that time, including lemon and orange trees.

North of Whangaparapara, a house site is recorded on CHI[200] as belonging to Paulo da Silva in the late 1890s. The house is recorded as being there in 1893[201] and in 1993 there were still the remains of a corrugated iron hut and a few other remnants, including a stone wall.[202] It is not known if these are still there. Both Domingo and Paulo worked at logging kauri at Whangaparapara.

Fanny and Alfred Osborne's son Harry lived in Whangaparapara. The oldest of the Osborne children, Harry was a fisherman by trade, but also a builder on the island. He built his house in Whangaparapara possibly in the early 1900s, when he married. The house was demolished following his death in 1954.

Another family of interest was the Gascoine family.[203] George Gascoine ran the store for the Whangaparapara mill (Fig 70). Although the Gascoine home and store are no longer extant, there is still some physical evidence associated with this family remaining in the form of Ollie's bach at Puriri Bay, Tryphena. (Refer study list). George's son Oliver relocated to Tryphena.

There are very few intact built remains of any of the activity that occurred in Whangaparapara, despite the extent of the settlements there. However, there is a building that is recorded in CHI[204] as being built, prior to WWI for the Whangaparapara and Awana schoolteacher. Further research would be necessary to confirm this. Other sources[205] report that it was built for Bill Kilgour, who is listed as a driver in the 1927 Great Barrier Island telephone directory.[206] Although not confirmed, it is more than likely this building has been relocated to its current site. It is believed to have been constructed by the Kauri Timber Company.

Figure 70**.** The Gasgoine home and store.
(https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/great-barrier-island---places/whangaparapara).

Figure 71. Cottage in Whangaparapara, possibly built for Bill Kilgour.
(Auckland Council, March 2018)

4.2.3.6 Awana

Families in Awana

There was some early settlement in the Awana area with gum digging camps in the area.

A Cadastral dated 1881 shows a John Springall as a landowner here. According to CHI records[207] he is believed to have run a store at the Kaiarara Mill in the 1860s while later running a farm at Awana. In 1890, the death of John Springall of Great Barrier is reported in the *New Zealand Herald.*[208] Springall built a house on the property at Awana. (Refer Fig 73).

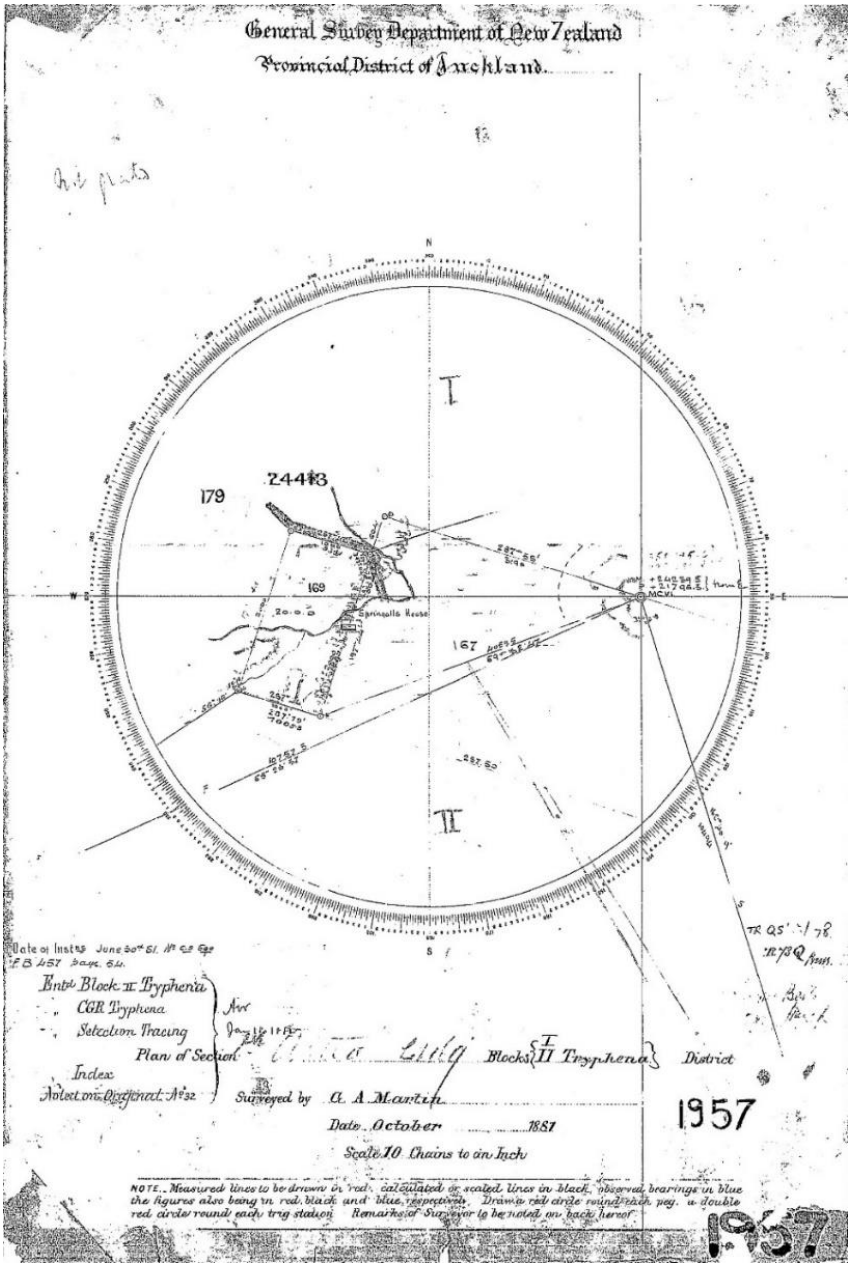


Figure 72. Map SO 1957. (LINZ).

Figure 73. The Springall house in Awana.
(Courtesy Ben Sanderson)

A Miss Springall, sometimes spelt Springhall, was the Postmistress at Okupu in the late 1890s and is more than likely from the same family.[16] A Mrs Springall and her daughters appear in later newspaper reports as running a guesthouse in Blind Bay in the 1890's.[209]

Ben Sanderson says the Springall property was sold to a Paddison. An Edward Paddison is indicated as the owner of sec 179 in cadastral map SO6888. The CHI records[210]report that Ned Paddison (Edward?) lived in Awana running a store and post office. According to CHI records,[211] William and Anne Curreen came to Great Barrier in 1922 and lived in the Paddison house before they built their house in Awana around 1930. This house has not been sited but it is understood to be an intact bungalow with associated farm buildings. Curreen Road leading down to Awana Bay has been named after the family.

This land at Awana is now the property of the O'Shea family. The O'Shea house is believed to have been built in the early 1900s by Ned Paddison.[212] It is not known what happened to the earlier house owned by Paddison.

Another couple in Awana were Walter and Georgina Menzies, who had come from Scotland to Great Barrier Island in 1911. The Menzies home now sits in a paddock,

[16] It is believed that Miss Springall was his daughter.

removed from its earlier site, when they resided in it. (Fig.74). The Menzies home was believed to have been relocated from the former timber mill village at Whangaparapara in 1920.[213] This has not been confirmed and requires further research.

Figure 74. Former Menzies Home.
(Auckland Council March 2018).

The Aikman family leased a farm in Awana in 1919-1920, building a house there.[214] Adam Aikman also built a school house around the same time for his children to attend. The school house reportedly burnt down in 1924.[215] Adam Aikman also helped build the second school in Awana soon after the fire.[216] When Adam Aikman died in 1938, his family retained the property until the 1970s.[217] The Aikman house has since been demolished.

4.2.3.7 Kaitoke

Brothers, Hugh and Frank Gray came to Great Barrier Island around 1918 and originally settled in Awana, soon after buying land at Kaitoke. Frank had established a farm there of 1500 acres.[218] They set up a small sawmill operation on the farm. While Frank never married, Hugh and his wife raised their family on the property until 1942 when the children needed further education. They returned to the island within three years.[219] Their son John took over the family holding. The Gray homestead, built in 1922, was donated to the Arts Village and relocated there in the early 2009. The house is reportedly built from the timber salvaged from the wreck of the *Wiltshire*.

Figure 75. Former Gray Homestead at Arts Village.
(Auckland Council, March 2018).

4.2.3.8 Okupu

Albert Allom purchased approximately 500 acres of farm land in Okupu in 1866 adjoining the land owned by Jean Du Moulin.[220] This included the bay known as Allom Bay. However, the Allom family remained in the company house in Port Fitzroy. Although he may have had intentions to stay, the Allom family left the island when the Great Barrier Land Harbour and Mining Company Ltd collapsed in 1867.[221]

The Sanderson Family

Arriving in New Zealand on the *Tyburnia* in September, 1863[222] William and Ann Sanderson, with three children, Sarah, Benjamin and Annie, at first settled in Thames to take part in the gold mining industry. Unsuccessful in their attempts to capitalise on the gold rush, they eventually travelled to Great Barrier Island, settling at first in Tryphena. They joined the industry of selling firewood to the mainland. Around 1864 they purchased 50 acres in Blind Bay, Okupu to farm both sheep and dairy. They were the first European settlers in the area. They built a stone dairy around the time that they first settled on the farm, the remains of which are still extant.

Figure 76. Sanderson's stone dairy.
(Auckland Council March 2018).

Another son, William was born after settling in Blind Bay. In early 1893, William and Ann's son's Ben and William Sanderson, who had been prospecting in their neighbourhood, found silver at Blind Bay.[223] The result was the mine established at Oreville. (Refer Section 5.4.2 Oreville battery site)

While Ben Sanderson stayed in Okupu, his brother William Sanderson Junior married Amy Paddison[224] from Port Fitzroy in 1894, in what is believed to have been only the second marriage service and celebration on the island.[225] They moved to Amy's grandmother's property (Elizabeth and George Stark) at Whangapoua and built a house.

Figure 77. Sanderson Homestead Relocated and replaced an earlier homestead.
(Auckland Council July 2017).

The Ryan Brothers

John (known as Jack) and Thomas Ryan took up land at Okupu in the 1860s.[226] This must have been after the time that Allom owned the land unless they purchased land adjacent to his or extended their land to include Allom Bay later. The brothers, in their twenties had arrived in New Zealand in 1864 with their parents and two sisters. Tom built a house in Allom Bay[227] and Jack built his on his acreage in the next bay, known as Jack Ryan Bay.[228] They both farmed sheep on the island. Beverley Blackwell advises that her father and grandfather leased the Ryan land to graze sheep over the winter in the 1930s and 1940s and stayed in Tom Ryan' s house. The brother's nephew, also called Tom Ryan, lived on the island as an adult for a time. He was a well-known artist and was, at one stage, responsible for the pigeons in the first years of pigeon post.[229]

Thomas Ryan's cottage has been well documented in photographs and is believed to have been relocated to Whangaparapara, but the details of this are sketchy.

Figure 78. Thomas Ryan's homestead in Allom Bay in a photograph taken by Henry Winkelmann c1908. (AWMM/L PH-NEG-1388).

Figure 79. Closer view of Tom Ryan's cottage in Allom Bay, later leased by the Sanderson family. (Phoitograph courtesy of Ben Sanderson).

Jack Ryan's house is no longer extant. It is recorded as being pulled down in the 1950s and the house timber being reused on Charlie and Winnie Blackwell's house, which was later destroyed by fire in the 1970s.[230]

Charles Werner

Charles Werner, born Carl Eduard Werner, was an immigrant from Peitz, East Germany. He arrived in New Zealand in 1875 aboard the *Fritz Reuter.* It is not known when he moved to Great Barrier Island. However, in 1885 he married Charlotte Flinn, from an early settler Barrier family. They raised a family of four sons and one daughter. There he initially worked cutting firewood and shipping it to the mainland.[231] Charles opened a store at Okupu, from which he supplied gum diggers. It is believed this was operating as early as 1884.[232] In the late 1890s he took over the Okupu agency to run the pigeongram service. The Werners left Great Barrier Island in the 1900s to live in Kaitaia. His home and store (Fig. 14) are no longer extant.

4.2.3.9 Medlands

The Medland Family

Thomas Medland arrived in New Zealand with his brother James in August 1865 on the *John Temperley*.[233] They joined John and Thomas Ryan travelling to Okupu. Not satisfied with their land on the Barrier, James left for the Waikato and Thomas stayed earning money by cutting firewood to buy government grants for land on the east coast of the Great Barrier Island. There he bought some cattle and built a raupo hut. When the goldrush started in Thames, he left the farm to take part in the minefields. However, he was not successful in this venture and ten years later he was back in Auckland. He married Elizabeth Stringer and initially settled in Otahuhu. Thomas returned to his farm on the Barrier in the 1870s and Elizabeth joined him later. Elizabeth arrived in Tryphena with their baby son John and travelled to the east coast by a bullock led by George Blackwell. To help her with her new isolated and primitive lifestyle, Elizabeth joined the Salvation Army and encouraged Thomas to join her. They raised their family according to the principles of the Salvation Army.

They eventually built their home *Woolstone* in the 1890s which was named after the Medland family home and estate in Poundstock Parish, Cornwall. The house became the property of Thomas and Elizabeth's son Sam and then his son, George, who apparently demolished the house in 1975. Thomas Medland died in 1920 at the age of 78.[234] Elizabeth Medland in 1953 at the age of 100.[235]

Five Medland sons farmed on the family land which was subdivided in the 1930s. Sam lived at Woolstone. The other sons also had homes on the original Blackwell land. Bram's home was *Moss Vale*, Jim's *Rangimarie,* and Joe's was *Low Lands* by the beach. John built *Glen Haven* in the 1920s which can be seen on the road to Tryphena.

Figure 80. Woolstone.
(AWMM/L PH-NEG-B937).

Figure 81. Glen Haven
(Auckland Council. March 2018)

As adults, with families of their own, the children of Thomas and Elizabeth Medland built a school for their children in the 1930s, as their numbers grew (Fig.152). This avoided the long journey to Tryphena. The Medland family contributed greatly to the Great Barrier infrastructure when the brothers built a road between Medlands and Tryphena and with their neighbour, Cyril Eyre, constructed the wharf at Puriri Bay. (Refer 3.1.4.2).

There are still a number of extant built places on the island that are associated with the history of the Medland family. The old cowshed/sawmill which was once part of the Woolstone farm, built in the 1920s is still on its original site. The Medlands school, built c1932, has been relocated within the Medlands area and has been converted into a bach (Fig. 153). The creamery and wash house have also been relocated to what was once Grace Benson's (nee Medland) property in Sandhills Road.

4.2.3.10 Tryphena

The Barstows

Robert Barstow arrived in Auckland on the *Bangalore* in 1843 from England, purchased land at Tamaki as an intended grain farm. Undertaking a trip to South America in 1844, Barstow did not return to Auckland until late 1845. It was around this time, that he purchased land at Mulberry Grove, Tryphena. In 1846, he married Jane Hulme, who was the daughter of the Commanding Officer of the British Contingent in New Zealand, Lieutenant Colonel Hulme. Although they settled on the farm in Tamaki, he was spending a substantial amount of time on the Barrier on what he called his cattle ranch. He employed people to help him manage the cattle he had acquired there. It appears the cattle, which had been transported to the island in the early 1840s, without fencing and prepared grazing land, had run wild. Following substantial losses on the Tamaki farm, the Barstows sold this in 1850 and moved permanently to the property in Mulberry Grove, in an effort to take control of his 'cattle ranch'.[236] Apparently, he had tried to sell the Barrier property but could not get a purchaser.[237]

The Barstows became the first settlers in Tryphena, built a house and began to raise a family there. In one of his letters Barstow wrote to his father, he included a plan of the house along with a plan of Tryphena, that he had drawn. (Fig.82).[238] From his letters it appears he failed to cope with the problems of capturing and containing the wild cattle and completing fencing and other activities necessary for this farm to be successful. He was also heavily in debt due to farm expenses. He managed to bring a partner on board in 1858 to assist him both financially and physically when he met Neill and Emilie Malcolm.

However, three months after the Malcolms arrived, Robert Barstow accepted a position as resident magistrate in Russell[239] and left Great Barrier Island for good.

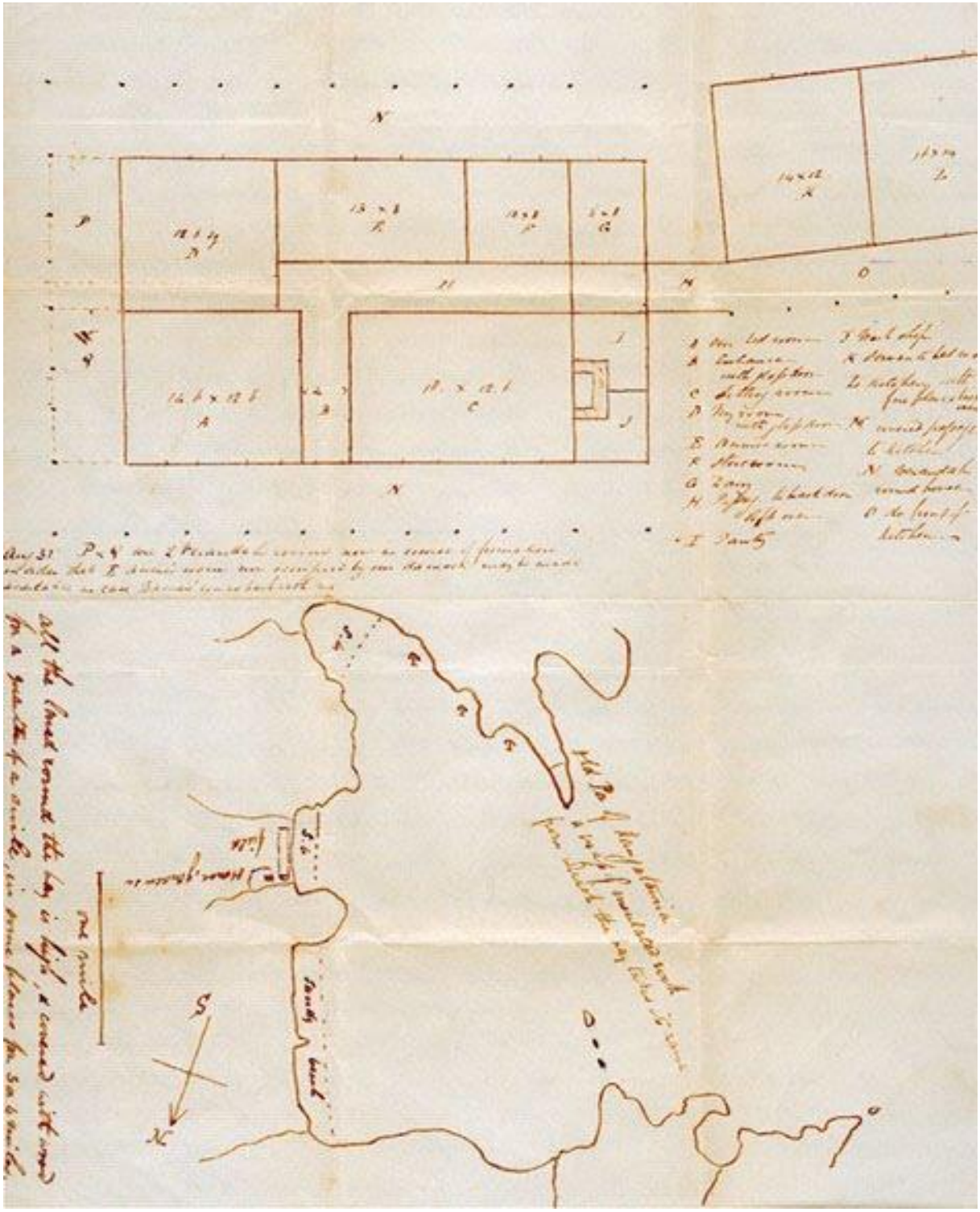


Figure 82. A plan drawn by Robert of the family home in Mulberry Grove and, below this another plan he drew of Tryphena. Dated September 1851.
(Beament 2011b:35)

The Malcolms

Neill and Emilie Malcolm, along with their daughter Emilie, arrived in New Zealand from England on the *Victory* in February 1851.[240] Neill was a barrister and searched for work as a lawyer in Auckland. They had three more daughters, Fanny, Clara and Constance, between 1852 and 1856. They met Robert and Jane Barstow in Auckland and arranged a partnership to farm land in Tryphena, Great Barrier Island. By 1858, the Malcolms had moved to Great Barrier Island. At first, they lived in the raupo house built by Barstow. Then they built their own home in Mulberry Grove. When the Barstow family left the island to live in Russell, Neill Malcolm acquired the Barstow land and petitioned the Government to ratify his claim and arrange for a survey of the land.

Despite many petitions made by Neill Malcom, he never received confirmation of the ownership of his farm and a survey was only partially completed. It was reported that the Provincial Government had granted Neill Malcolm the right of selection of his land to secure a survey and an official title to the land. However, because of poor communication between the mainland and Great Barrier, Neill Malcolm never received this grant. There was simply no record of his claim to ownership of the Malcolm farm when Crown grant parcels of land were being offered, by a new government on Great Barrier for new settlers. Because of the Neill Malcolm was completely unaware of his land being subdivided for sale, he was unable to defend his ownership or even bid for the land.[241] Consequently, his farm was subdivided and sold to the new settlers on the island including the Osbornes and the Sandersons. The Osbornes owned much of the property that held, not only the Malcolm house, but also had taken possession of the Malcolm orchard, his stock and stockyard buildings. Only the plot of land (some 80 acres) that held the Malcolm house was returned to the Malcolms for a fee of £56.[242] Neill Malcolm continued to petition his claim but was unsuccessful in his attempts to regain his original farm acreage, despite the obvious blunder made by the Government in not communicating the sale of land.

The Malcolm family moved to Rosalie Bay in the 1870s to establish a farm there and in 1897 they moved to Waiwera after 40 years on the island.[243]

The Osborne Family

The Osborne family came to New Zealand on the *Cairngorm,* arriving in Auckland in January 1863. Joseph and Mary Osborne and their 4 children, Alfred, Emily, Mary and Harry.[244] A wool merchant from Leeds, Joseph Osborne moved to New Zealand after a considerable financial loss. He settled in as a wool dealer in Auckland and bought property at Tryphena on the Barrier when land was put up for sale by the government in the mid-1860s (Refer to the history of the Malcolm family).

Alfred Osborne, the eldest son, settled on the Barrier in the late 1860s to manage the farm purchased by his father. In 1874, Alfred eloped with Fanny Malcolm against both their parent's wishes, mainly because of land disputes between the two families (due to government mismanagement of land titles). They were married by Bishop Cowie at Bishopcourt in Parnell.[245] They returned to Tryphena to take up residence at the Osborne homestead. Fanny was well known for her detailed botanical watercolours. Alfred became the first school teacher at the Tryphena School when it was opened in 1884 (Refer Section Tryphena School 6.2.1). Alfred is said to have planted the Mulberry trees that Mulberry Grove is named after. He was also a keen botanist and gardener, developing tiered lily ponds near their home.

Alfred and Fanny Osborne raised thirteen children on the Barrier, some of whom remained on the island and continued farming, such as Harold, Ernie and Charlie Osborne. Fanny remained on the property after Alfred died in 1920 until her health failed and she moved to Mt Eden to live with her daughter Constance. Fanny died in 1934.

They built two homes on their property. It is not known what happened to the first house but there is little evidence of its existence now. On the property there is a clearing that appears to be where the first house was located. A number of exotic trees on this part of the property provide evidence of an early home being built there including a magnolia, camphor tree, and a Port Jackson fig tree.

Figure 83. Vegetation in the clearing on the former Osborne property. It is likely the first home was located here. (Auckland Council 2016).

The second house was built further to the western side of the property. The house is no

longer extant. However, there is still some physical evidence of the home there. Chimney breasts and the remains of the stone terraced lily ponds complete with glass jars acting as tubes to irrigate the ponds, still remain. Plantings here include macrocarpa trees, camelias, rose bushes and remnants of an orchard. A family burial ground is located close to the second house.

Figure 84. Osborne house in Tryphena.
(AWMM/L PH-CNEG-C26203)

Figure 85. The remains of the terraced lily ponds.
(Auckland Council 2016)

Figure 86. One of the chimney breasts still standing on the former Osborne property. (Auckland Council 2017).

There are other former Osborne properties that still exist on the island that belonged to Fanny and Alfred's sons Ernie and Charlie. Both of these are on Cape Barrier Road. Ernie's former home was a 1930s bungalow that has since been substantially extended and altered and is now known as the Stray Possum Lodge. Two of Ernie Osborne's honey sheds have been relocated to the former Todd property and Fanny Osborne's Cream shed has been relocated and partially reconstructed on the Milk, Grain and Honey Museum in Claris. (Refer Section 5.8 Farming)

The Blackwell Family

George Blackwell, his wife Elizabeth came to Auckland from Ireland arriving on the *Victory* in January 1864. They were accompanied by Elizabeth's brother James Williams. Their

first daughter Elizabeth died on the voyage. After arriving in Auckland, they had two more children. After working in Auckland, at first as a wheelwright (for which George was trained) and then for the army during the land wars, making horse shoes and shoeing horses, George and his family took up an 80acre grant on Great Barrier Island. They shared this grant with Elizabeth's brother, James. The blocks of land turned out to be unsuitable for farming, being steep and difficult terrain. They built a whare and felled trees on a small section of level land and sold firewood. They planted crops but lost these in a large flood. After losing their crops, they relocated to Okupu where George cut firewood for William Sanderson to make a living and saved money to buy land at Pa Beach in Tryphena in 1870 where the family finally settled. Nine more children were born after they settled here.

On their new farm, George and James built a whare for the family and they cleared the land selling the firewood and making room for grazing stock. The new whare was the first portion of the Blackwell homestead, known as *Ox Park*. They constructed dry stone walls and bridges, which can still be seen on the property. (Fig.90).

Figure 87. *Ox Park* in a photograph taken by Henry Winkelmann c1892.
(AWMM/L PH-NEG-1082).

Figure 88. *Ox Park* in 2016.
(Auckland Council 2016).

George produced honey on the farm, exporting honey to Auckland. He set up a sawmill with a waterwheel powering it to produce boxes for the enterprise. (Refer Section 5.9 Honey Production). In 1880 the homestead was extended with a two storey addition. Elizabeth died in 1911 and three years later George moved to Auckland to live with his daughter, Jane. He died in 1932.[246]

Figure 89. *Ox Park* from the eastern side 2016.
(Auckland Coucnil 2016)

Figure 90. Stone culvert on Blackwell property.
(Auckland Council 2016)

Thomas Blackwell was the oldest son of George and Elizabeth. Thomas, and his wife Mary, built a house (no longer extant) at Mulberry Grove and farmed there. Thomas and Mary's eldest child, Walter, took up farming along the Kaitoke shore and extended the honey house to become a home for his wife, Hannah (known as Jean to some) and their children.[247] This building is still extant, although in a modified form. (Fig. 137).

It was George and Elizabeth's son William Blackwell and his wife Margaret who took over Ox Park and farm, when George left the island in 1914. The farm was split up between William and Jonathan, each farming 50 acres.[248] After William and Margaret left the farm around 1938, Tom Blackwell (Thomas Blackwell's youngest child) and his wife Edna took possession.

Jonathan Blackwell was the youngest of George and Elizabeth's children. On his 50 acres of the family farm he built a bay villa which still exists but is now converted into the Currach Irish pub (Fig,91). Jonathan, and his wife Maude, ran the sheep farm, continued the family commercial honey produce and also ran a general store. His very small honey shed is now located on the roadside outside the Currach Pub.

George and Elizabeth's son, Adam, (1876-1955) after an adventurous life as a seafarer, married Benjamin and Eliza Sanderson's daughter, Eleanor. He farmed 750 acres of Cape Barrier land with his home situated in Shoal Bay. Adam and Eleanor retired from the island in 1955. Their house in Shoal Bay is no longer extant.

Adam and Eleanor's daughter, Alice, lived in a small bach on the foreshore of the family property after she married George Borich in 1938. The bach was originally built in the 1920s By Adam Blackwell as a shelter for roadmen building the road along the bay (Fig.31).

Figure 91. Jonathan Blackwell's home, now the Currach pub.
(Auckland Council March 2018).

The Todds

George Todd and his family arrived at Mulberry Grove around 1890. He built a small whare alongside the Mulberry Grove Creek[17] prior to building his first house two years later along the foreshore in what is now the Mulberry Grove School grounds. An existing dry stone wall is believed to be part of the grounds of the original Todd homestead.[249]. This house was demolished in the early 1960s.

George Todd's son, also called George, built the second Todd house around 1928 -1929. According to CHI records, the house was built with timber from the workers houses at the Whangaparapara mill.[250] The house has been modified but is still easily identified as a bungalow from this era. The last member to occupy the second Todd home, was George's son Les. Behind the house are earlier outbuildings and two of Ernie Osborne's honey sheds have been relocated to the property.

[17] Survey plan SO 6067A shows Allotment 22 owned by 'Todd', along with 'Todd's House' shown inland south of the Mulberry Grove stream. This is probably Todd's 'whare' where he lived before moving into his first house on the foreshore at Mulberry Grove.

Figure 92. The Todd house,built in the late 1920s,
(David Watson).

The Bailey Family

Another early pioneer in Tryphena was Robert Bailey and his wife Eliza Jane. Robert Bailey is believed to have donated the land for the school in Tryphena.[251] He was the chairman of the school committee[252] and was significantly involved in the establishment of the Tryphena school. The Bailey homestead no longer exists but it has been documented in earlier photographs (Fig.93).

Henry Penwell Alcock, who was the third child of Sarah and William, was born in 1876. He married Agnes Bailey, the daughter of Robert and Eliza-Jane Bailey, another early pioneer family in Tryphena. Henry and Agnes had a son, Edwin Henry and a daughter, Edith Agnes, who were both born in Tryphena.[253] Edwin, known as Tom Alcock, stayed in Puriri Bay, building a house there, known as Rose Cottage, for himself and his wife Dorothy. The remains of the chimney and elements of the cottage still exist on the original site. However, the cottage collapsed more recently (within the last ten years as at 2018 – Fig.93).

Adjacent to the property is the burial ground for the Bailey and Alcock families. (Refer Section 6.4.2.3 The Bailey Alcock Graves).

Figure 93. The Bailey homestead with the later Alcock/*Rose Cottage* below it in the foreground. (date unknown) (Courtesy Ben Sanderson).

Figure 94. Remains of *Rose Cottage.* (Auckland Council 2018),

The Blairs

John Blair sailed to Auckland from London in 1864 with his wife Jean, and their children, John and Isabella on the *Lord Clyde.*[254] They initially bought 220 acres of land on the Barrier in Puriri Bay (adding another 220 acres later) and began farming there.[255] They eventually built a house of pit sawn kauri with a roof of kauri shingles (Fig.4) which was to be used for the first post office in Tryphena established in 1871.

In entrepreneurial mode, the Blairs purchased a cutter in the mid-1870s, named *The Th*ree *Brothers*, which conveyed firewood to Auckland from the Barrier. The cutter was lost in a storm in July 1880 With John Blairs son, Thomas and his crew lost with it.[256]

John; son John Junior, who had married Agnes McKay in 1875, continued to farm the family holding after John Senior died in 1892. His brother James married Mary Jane Moor of Nagle Cove and they left the island after John Senior died.

The Blairs have a family burial plot north west of where the homestead and post office stood.[257] The house was replaced in the 1920s with the current home

Figure 95. The Blair family outside their oitsawn timber home in a photograph taken by Henry Winkelmann in 1896. (AWMM/L PH-NEG-10459)

4.2.3.11 Rosalie Bay

The Pittar Family

In 1865-1866, Arthur Pittar purchased 952 acres fronting on to Rosalie Bay. [258] He married Ellen Brewer in 1867.[259] The Pittars had six children on Great Barrier Island, who all started school there. Arthur established a fishing station in Rosalie Bay, smoking and curing fish for the Auckland market.[260] However, the venture was not successful due to the many costs involved in selling the fish and in distribution.[261] It is not known when the Pittar family left the property at Rosalie Bay, but the family did eventually relocate to the mainland. Newspapers report him as the legal manager of the John Bull Gold Mining Company in Coromandel in 1872.[262] Later he is placed as being the manager of the Great Barrier Land Harbour and Mining Company in 1881, and it seems at this time based at Port Fitzroy. Later reports have Arthur and Ellen living in Three Kings in the late 1880s.[263]

Neill and Emilie Malcolm

As mentioned earlier the Malcolm family moved to Rosalie Bay in the 1870s to establish a farm there. They remained there for approximately 20 years prior to moving to Waiwera in 1897.[264] The house they built there no longer exists.[265] (Refer Section on Malcolm Family Tryphena).

Henry Winkelmann

In 1895 Henry Winkelmann moved to Rosalie Bay with his friend, Richard Harington. Helen Jordan Luff writes that they farmed 952 acres there, next door to the Malcolm property.[266] Being the same amount of acreage as the Pittar farm, it is possible they had purchased the former Pittar property. The house Henry documented in several photographs in 1895, appears to be of an earlier colonial style and is certainly not a new house on this farm in Rosalie Bay. This is the more likely scenario. Further investigation into land titles would confirm this.

Winkelmann had already bought land in Oruawharo (now Medlands) in 1889, possibly as an investment, as he did not reside there permanently at any time. There was a raupo hut on this property. [267] The ownership of the Rosalie Bay property was short lived and the two men sold the farm to Matthew Todd (a son of George Todd) in 1897 at a massive loss.[268]

In the 1920s, Matthew Todd is said to have dismantled the Winkelmann house on the farm and built a new one.[269] It is not known if the house Matthew Todd built is the house that exists today, albeit in a much modified state.

Figure 96. Henry Winkleman's house at Rosalie Bay and possibly prior to that Arthur and Ellen Pittars. No longer extant. (AWMM/L PH-NEG-1204).

5 CHAPTER FIVE - WORK

5.1 Shipbuilding

Shipbuilding was the first industry to be established on Aotea Great Barrier, commencing with the construction of the schooner *Rory O'More* which was completed in 1841. Materials for the frames, planking and masts were available from the extensive forests of pohutukawa and kauri on the island, while local Māori were available to provide inexpensive labour to fell, extract and pit saw timber in return for coveted trade goods. The island was also a convenient location for ships to call in for repairs and to take on firewood and water away from the temptations of Russell/Kororareka.

5.1.1 Nagle Cove shipyard UID 02165; CHI 9496; S08_296

Nagle Cove[18] was the site of a shipyard where three ships were constructed, including the largest sailing vessel to be built in New Zealand.

The first ship to be completed for the partnership of William Webster, William Abercrombie and Jeremiah Nagle at Nagle Cove was the schooner *Rory O'More*. The vessel was built by Jeremiah Nagle and launched on 10 October 1841 (*New Zealand Herald & Auckland Gazette* 27 October 1841). The *Rory O'More* was subsequently owned by William Eppes Cormack. The schooner serviced the copper mine at Miners Head, transporting copper ore for the Great Barrier Mining Company between the mine and transport ships waiting in Port Abercrombie, for export to overseas markets.

The second ship on the stocks at Nagle Cove was the barque *Stirlingshire*. Construction of the *Stirlingshire* commenced in 1841, initially under the direction of shipwright Robert Menzies. Progress on the ship was slow due to a number of setbacks. By 1846 work had ceased on the partially completed ship and there was no money to enable it to be completed. After borrowing £3000, the Nagles engaged Captain John Gillies in February 1846 to oversee the completion of the vessel, which was finally launched on 11 November 1848. Gillies had in the meantime built the schooner *Vivid* beside the *Stirlingshire* (Fig.97). The *Vivid* was launched on 6 July 1848. A number of visiting whaling and other ships were repaired and re-provisioned at Nagle Cove over the years.

The Gillies left Great Barrier on 2 February 1849.[270]

[18] Earlier known as Mohunga Bay, Nagle's Cove or Nagle's Bay and sometimes miss-spelt.

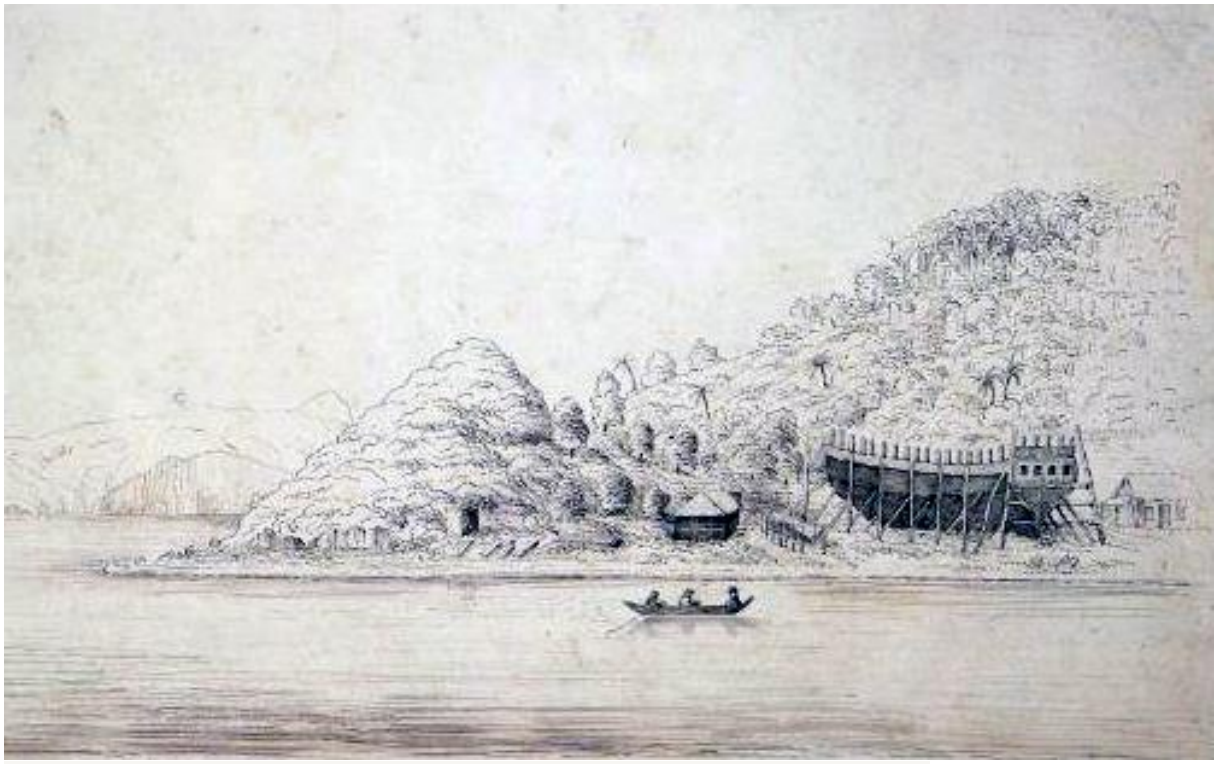


Figure 97. *Vivid and Stirlingshire* on the stocks at Nagle Cove in 1847. William Bambridge sketch. (William Bambridge journal 9-10 December 1847. MS-463 AWMM/L qMS-0122-187 ATL).

The following vessels are known to have been built at Nagle Cove:

Rory O'More, schooner, reg.1/1842 Port of Auckland (1841)

Vivid, schooner (1848) reg. unknown

Stirlingshire, barque reg.17/1847 [later 24868] (1848)

5.1.2 Richard Smith's shipyard, Smiths Bay UID 02181; CHI 11432-3; S09_153-4

The most prolific shipbuilder on Aotea Great Barrier was Richard Smith. Smith acquired 80 acres of land in 1867 at what is now known as Smith's Bay between Tryphena and Okupu (Fig.98) and is known to have designed and built five ships before eventually moving in 1879 to Thames, where he lived until his death in 1896.[271]

The following vessels are known to have been built by Richard Smith on Great Barrier:

Florence, fore-and-aft schooner, reg. 57790 (1869)

Atlanta, fore-and-aft schooner, reg. 66546 (1873)

South Carolina, cutter, reg. 70202 (1874)

Champion, cutter, reg. 70374 (1876)

Pirate, fore-and-aft schooner, reg. 78370 (1879).

The site of the shipyard and associated features including Smith's house is marked by terracing, hearth remains and artefact scatters. The site and stone ruins of a building thought to be Smith's second house are further upslope.[272]

Figure 98. Location of "SMITHS SHIPBUILDING YARD" shown on SO plan1622 (1878).

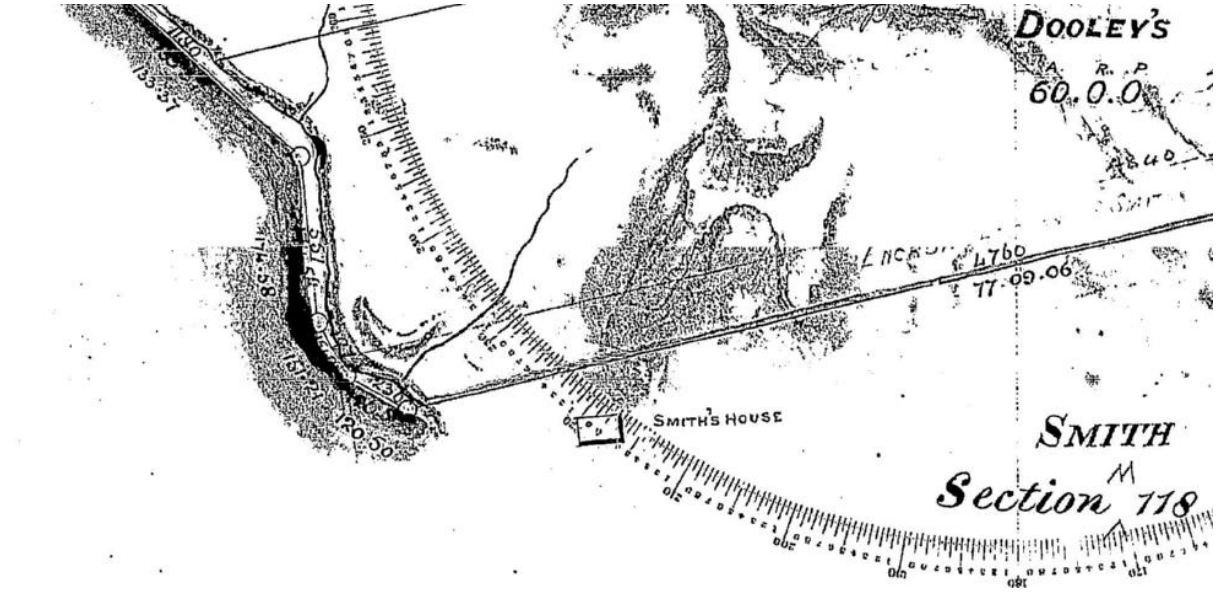


Figure 99. The site of Richard Smith's first house. SO plan 1525 (1878).

Figure 100. Smiths Bay. The shipyard was located behind the far end of the cobble beach. (Auckland Council 2013).

5.1.3 Shipbuilding at Tryphena

Robert Barstow appears to have undertaken minor boat building and ship repairs at Tryphena, perhaps near his residence at Mulberry Grove. He expressed an intention to build a schooner in 1850-1,[273] but it is unclear if this proceeded. There does not appear to have been any New Zealand registered ship built on the island at that time.

5.2 Mining and mineral prospecting on Great Barrier

Great Barrier Island was once optimistically described as being …*one mass of minerals*…[274] However while the geology of the island is closely related to that of the Coromandel Peninsula and mineralisation is evident in places, none of the various attempts to exploit mineral deposits on Great Barrier over the years have been a long term commercial success or generated returns comparable to the Coromandel fields. From a historical perspective the island does have significance as the site of New Zealand's oldest mine workings.

5.2.1 Pre-European use of Stone Resources

The exploitation of geological materials on Great Barrier predates European settlement. Māori discovered and exploited deposits of high quality obsidian suitable for use for cutting tools at Te Ahumatā.[275] Other lithic materials were used for various purposes. These included cherts from Whangaparapara and stone for small scale adze manufacturing near Tryphena.[19]

Obsidian from the island is present as artefacts in sites in other parts of the upper North Island dating back at least 600 years, providing evidence that it was discovered at an early date and has been either directly transported or traded for a considerable time. By the late pre-European period Te Ahumata obsidian appears to have become the dominant source of obsidian in the Tamaki district.[276]

Obsidian, generally of poor quality, is also found in streams draining Mt Hobson/Hirakimatā. [277](Moore, 2013). The names Te Ahumatā and Hirakimatā (matā = obsidian) are references to the obsidian sources at these locations.

Stone boulders or cobbles were also used for construction purposes by Māori on Aotea. In parts of the island stone was used in the construction of defended fortifications (pā), for terrace facings and for garden structures such as enclosures and rows or removed to form mounds in cultivated areas. A number of writers,[20] including archaeologists, have implied that this use of stone is significant because of the apparent frequency or nature of such sites on Aotea. However, it is not clear whether this reflects a local tradition, the often stony local environment, better survival of sites on the island than elsewhere,[21] or all of these factors.

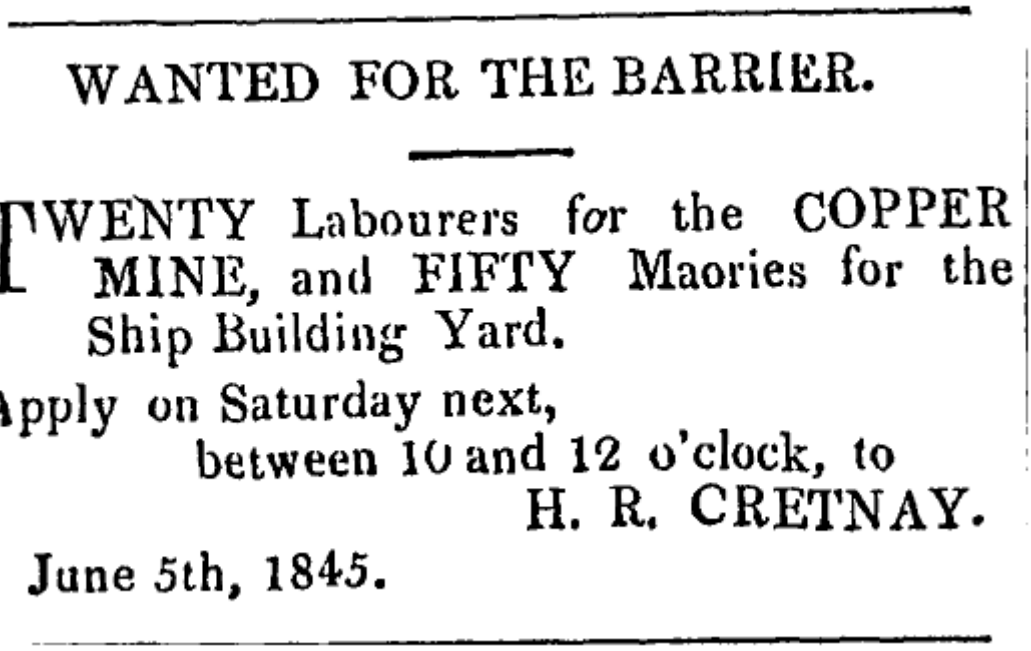
5.2.2 Copper – Miners Head

The history of commercial prospecting and mining on Great Barrier began after copper mineralisation was discovered on the Miners Head headland on the northeast coastline of the island by Ernest Dieffenbach in 1841.[278] During the following year William Webster, William Abercrombie and Jeremiah Nagle entered into a partnership and formed the Great Barrier Mining Company.

Initial investigations confirmed the presence of high grade ore. The first party of miners arrived in November 1842 and commenced building housing and access roads. Mining eventually began in February 1843.[279] This was New Zealand's first commercial mining

[19] The main source of high quality stone in the wider area was at the Tahanga basalt quarry at Opito.
[20] See for example *New Zealand Herald*, 22 February 1908:1.
[21] For example, stone-faced terraces are common in the Poor Knights Islands.

venture, preceding other early mining operations including the copper mine on Kawau Island and manganese workings on Waiheke Island. At its peak, around 40 men were employed at the mine.



WANTED FOR THE BARRIER.

TWENTY Labourers for the COPPER MINE, and FIFTY Maories for the Ship Building Yard.

Apply on Saturday next, between 10 and 12 o'clock, to H. R. CRETNAY.

June 5th, 1845.

Figure 101. Labour supply has been a persistent issue for industries on the island in the past. (*New Zealander* 14 June 1845:1).

The company employees were housed in a village at Miners Bay, and the company operated a store and school at the village. At the time the mine finally closed there were 12 dwelling houses and one eight-room stone house.[280] Some supplies including peaches, potatoes, melons, cabbages and locally produced 'wai Māori' (grog) were purchased or traded from Māori from the settlements at Katherine Bay, then known by Europeans as Māori Bay. Feral goats were also hunted for food.[281]

Mining ceased in 1845 and the company's assets were removed after harassment by (non-local) Māori and the perceived threat that hostilities in Northland would escalate and spread to the south of the Bay of Islands.[282] It did not resume until 1851. The mine would be operated under four different companies until finally closing in 1868.

By 1866 much of the headland where the ore body existed had been 'scooped out' and there had been talk of blowing 'the whole hill to pieces with gunpowder'.[283] The Otea Copper Mining Company, the last company to work the mine, invested heavily in developing the operation during 1866-7. Modern steam-powered ore processing machinery complete with a permanent water supply was installed on the foreshore beside the mine (Fig.104), with a breakwater to protect it from the sea. Water was fed via a water race and flumes from a dam across the stream in the Miners Bay valley, a tortuous route

involving significant engineering challenges to channel the water around the steep and rocky coastline.

Investors became nervous about the length of time the work was taking without returns and became reluctant to invest further funds, so part of the work was funded by debt. Shipments of ore finally commenced in late 1867. The ore was transferred at Auckland to ships fitted with iron tanks to overcome the risk of fire which had threatened earlier shipments of non-smelted copper ore from New Zealand.

In February 1868 a severe storm washed away part of the machinery and did other damage at the mine.[284] Creditors quickly obtained a writ of fieri facias, forcing the sale of the company assets said to have cost £12,000, on 20 March of that year and prompting unpaid workers to publish a letter complaining at the mismanagement of the process.[285] The ore processing equipment from Miners Head was subsequently removed to the Moanataiari mine or Kuranui mine[22] at Thames.[286]

No commercial mining has taken place at Miners Head since 1867, although there were two further attempts in 1888 and 1895-6.[287] As recently as 1973, the area was prospected by drilling, but insufficient copper was found to warrant further exploration. The total output of the mine has been estimated to be 2323 tons.[288]

Problems over the years have included the difficult & isolated location, the limited size of the ore body, under-investment, difficulties in attracting and retaining employees (particularly after the start of the Australian gold rushes in 1851), and the loss of the schooner ***Rory O'More*** which had been used to service the mine.

5.2.3 Copper – Coppermine Bay, Whangaparapara

In 1844 it was announced that Frederick Whitaker had discovered a very rich copper mine on Great Barrier Island.[289] The location of the supposed discovery is today marked by the place name Coppermine Bay near the entrance to Whangaparapara Harbour and some prospecting drives nearby on the southern shore of the harbour.[290]

Whittaker was a shrewd lawyer, property speculator and (subsequently) politician who would later hold the positions of Premier and Attorney General. He made use of his legal knowledge to exploit loopholes in the law and entered into some highly dubious land transactions. These included acquisition of part of the Kawau Island copper lode as compensation for the building of Fort Ligar on his land in Auckland, even though the fort existed when he purchased of the property. Whitaker's motivation for claiming to have discovered copper on the Whangaparapara property was to obtain a certificate of pre-

[22] There are conflicting reports

emption to acquire the land. In reality, this was a scam. There never was any evidence that a workable copper ore deposit existed.

5.2.4 Silver and Gold

Prospecting for gold had been undertaken on the island by the 1870s.[291] During the late 1880s gold, silver and antimony prospecting was attracting greater interest, with finds of silver and gold mineralisation on the east side of the island leading to requests for the Government to declare the area a goldfield.[292] In 1892 Ben and William Sanderson discovered a quartz reef containing silver and some gold on the southern slopes of Te Ahumata (then known as White Cliffs) above Blind Bay. Although the brothers abandoned the claim after several years work, a nationwide mining boom shortly afterwards drew renewed attention to the field.

Several companies were formed to prospect the field. By 1897 there were 12 claims in the vicinity of Blind Bay. The Edgerton, Great Barrier, Ryan's Freehold, Kaitoke, Iona, Aotea, Mount Argentum, Proprietary and Excelsior (formerly White Cliffs) were being actively prospected or worked, while little or no work had been undertaken at Barrier Junction, Comstock and Bonanza. On the Edgerton claim a drive was in 900', while on the Kauri Timber Company's land west of White Cliffs an 80' drive had been was in progress. Antimony was being prospected on the Palmers land at Awana.

Of the various companies that prospected and worked the field, only the Barrier Reefs Gold-Mining Company produced any appreciable amounts of gold and silver, from Lee's reef. Activity on the field had all but ended by 1920, although some further work was undertaken during the early 1930s.

In 2010, the then National government proposed to remove about 700 hectares of Department of Conservation land centred on Te Ahumata from protection under Schedule 4 of the Crown Minerals Act. The proposal, which would have opened up the land to mining, generated widespread opposition, forcing the government to back down.

Figure 102. Barrier Reefs Gold Mining Company's main low adit level, Ryan's Freehold claim. Winkelmann photograph. (AWMM/L PH-NEG-1193 AIM).

5.3 Key Places Associated with Mining and Mineral Prospecting

5.3.1 Miners Head copper mine and village complex HGI 36-1 & 36-2; UID 02134; CHI 8859, 10040, 11400, 11406-7, 18915; S08_285, -298-9,-360-1; DARPS[23] 445

The Miners Head copper mine comprises a shoreline adit leading to a large gallery (stope) estimated to be 75 – 100m long, 25m wide and at least 50m high, now partially open to the sky. There are further workings at higher levels ca 30 m above the floor of this chamber, and a shaft leading to workings below sea level inside the Miners Head headland. A pā site (S08_295, understood to be known as Te Puehu) is situated on the outer end of the same headland. Evidence of additional prospecting drives can be seen around the

[23] Draft Auckland Regional Policy Statement historic heritage schedule (ARC 2009)

shoreline nearby and in the valley at Miners Bay. On the adjacent shore platform there are the remains of the ore floors, wharf, and stone foundations of the steam processing machinery (Fig.104). In the *Daily Southern Cross* it was described as 'It must be considered that this is an extensive plant of dressing machinery, erected on a small ledge of rocks, I may call it.'[293]

A track/road, partially lost in places due to erosion of the steep slopes, leads to the flats behind Miners Bay where the village and store were located. Evidence of stone foundations of houses and/or the company store are present on the flats.

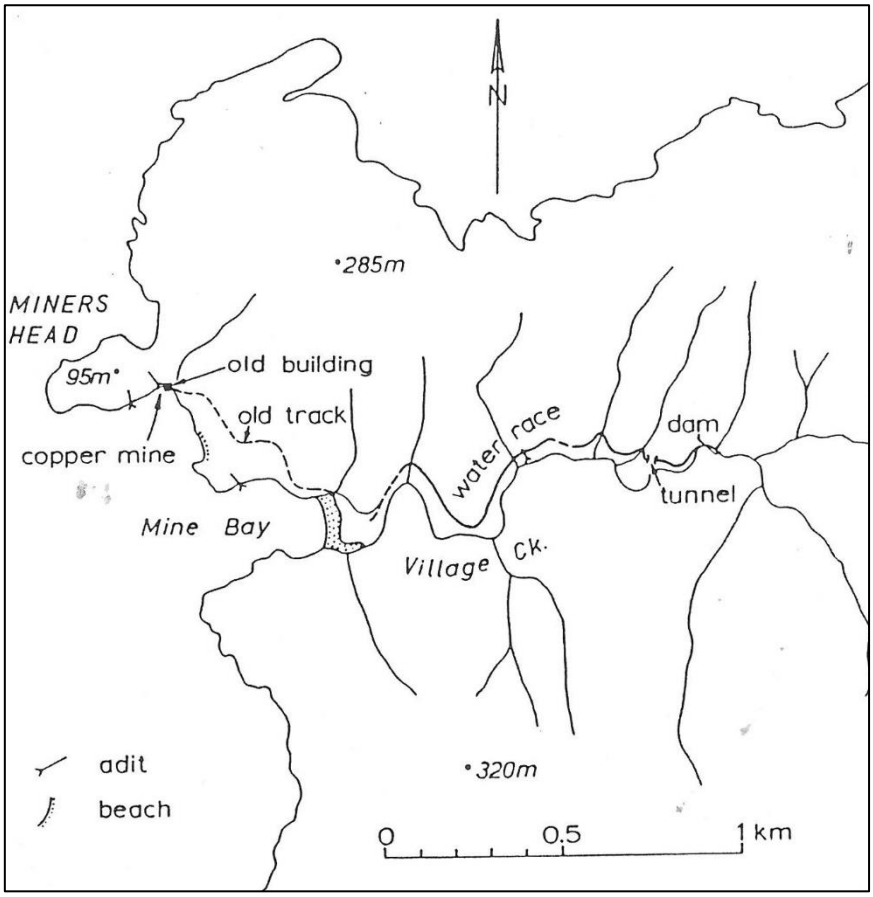


Figure 103. Locations of features referred to in text. The old buildimng is the remains of the ore processing plant. (Moore,1991)

Upstream from the village site there are the remains of a timber dam in the stream bed, which impounded water for the water race (S08_361). The race, built in1866, extends approximately 1.2 km from the dam along the northern slopes of the valley to a position adjacent to the village flats, passing through an s-shaped tunnel that penetrates a spur (Mule's Point) along the route. In places there is evidence to suggest that the water was carried in a flume across difficult terrain. Over the balance of the route to the mine, which comprises steep and in places rocky slopes, a flume would have been necessary for most or all of the route. A section of the timber flume was (and may still be) present near the mine in 2004 (Fig.105).

Figure 104. Remains of the ore processing plant on the foreshore at Miners Head.
(Auckland Council 2004)
.

Figure 105. Section of the 1866 timber flume beside the foundations of the ore processing plant at Miners Head. Photo taken in 2004 shortly after a coastal erosion event.
(Auckland Council 2004)

5.4.2 Oreville Battery Site and Mine Complex CHI 9502 S09_46; DARPS 442

The Barrier Reefs Gold Mining Company, which had been formed in 1897, commenced work in 1899 on a 20 stamp battery, cyanide plant and associated works to process ore from the company's Ryan's Freehold claim. The company built a 150' long wharf at Whangaparapara and a road from the wharf to the claim. Tramways and sawpits were also built to obtain timber, along with a water race and pipelines to supply water to the battery. An electric lighting plant was installed, and accommodation, offices and other buildings constructed.

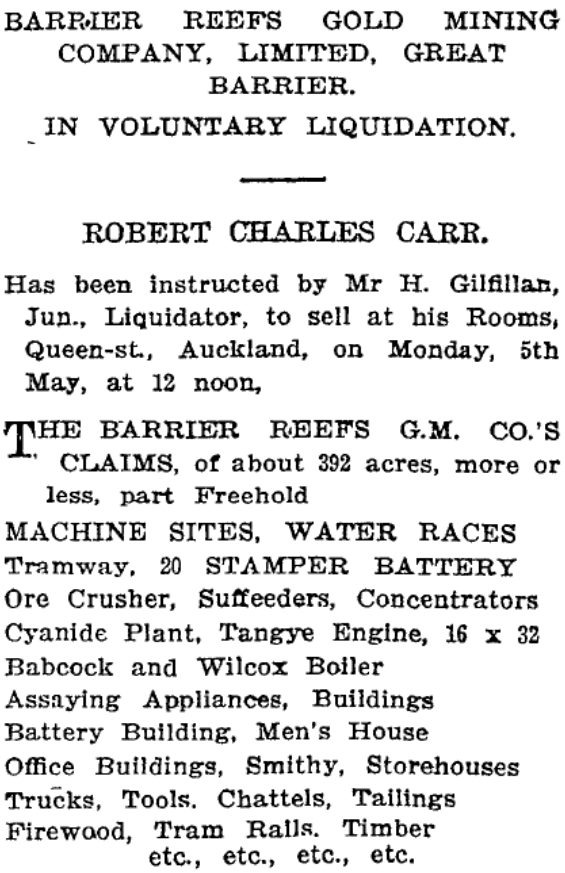
By October 1900 the battery was operational, with 40 men employed on the claim. At its peak the 'township' of Oreville (sometimes pronounced Oroville) is said to have had a population of 150, but within 18 months the battery was idle.

The company acquired the Great Barrier Gold and Silver Mining Company which had been working an adjacent claim to the east of the Barrier Reefs mine, in 1901,[294] presumably to obtain additional material for processing.

In March 1902 the company went into voluntary liquidation.[295] The failure of the venture was attributed to the excessive scale and level of investment in the operation, which outweighed the actual and potential returns from the limited ore body. The claim was taken over by a new company, but little new work was undertaken apart from reprocessing of tailings from earlier mining. The works were removed in 1920 to the Muir's Reef mine at Te Puke.[296]

The Oreville battery site includes the stone block foundations of the stamping battery on two levels, and further archaeological remains of structures, mine workings and the settlement located around the battery. The Whangaparapara road passes through the site, which is now a visitor attraction with on-site interpretation.

Figure 106. The Oreville battery and associated works shortly after completion in a photograph taken by Henry Winklemann c.1900. (AWMM PH-NEG-1231).



BARRIER REEFS GOLD MINING COMPANY, LIMITED, GREAT BARRIER.

IN VOLUNTARY LIQUIDATION.

ROBERT CHARLES CARR.

Has been instructed by Mr H. Gilfillan, Jun., Liquidator, to sell at his Rooms, Queen-st., Auckland, on Monday, 5th May, at 12 noon,

THE BARRIER REEFS G.M. CO.'S CLAIMS, of about 392 acres, more or less, part Freehold

MACHINE SITES, WATER RACES
Tramway, 20 STAMPER BATTERY
Ore Crusher, Suffeeders, Concentrators
Cyanide Plant, Tangye Engine, 16 x 32
Babcock and Wilcox Boiler
Assaying Appliances, Buildings
Battery Building, Men's House
Office Buildings, Smithy, Storehouses
Trucks, Tools, Chattels, Tailings
Firewood, Tram Rails, Timber
etc., etc., etc., etc.

Figure 107. Advertisement for the sale of the assets of the Barrier Reefs Gold Mining Company. (*Auckland Star* 15 April 1902:8).

5.4.3 Sunbeam Mine and Battery Complex, Okupu CHI 11422-3; S09_143-4

In 1903, shortly after the initial closure of the Barrier Reefs mine, the Sunbeam Gold and Silver Company acquired a claim at Sunbeam Creek, on the western side of White Cliffs at Okupu. The company built a five-stamp battery which became operational in 1906. The mine was not profitable and work ceased in 1907 and the company went into liquidation in July 1909. The Sunbeam workings were acquired by Ngatiawa Consolidated Gold Mines Limited.[297]

Considerable remains including terraces, tramway, extraction ponds and remains of the boiler and various pieces of machinery are still present at the site.[24] The mine and part of the tramway are on Department of Conservation land; the balance is privately owned.

[24] It is likely that the mine workings and various remains recorded in this vicinity relate to the operations of several companies who worked the Sunbeam reef at various times.

5.4.4 Ngatiawa mine and battery site, Okupu [?not specifically recorded[25]].

The Ngatiawa Gold Mining Company invested some £30,000 in the development of a mine, and built an inclined tramway, water race and battery on the hillside at Okupu.[298] The mine was closed in 1908 due to a lack of capital to link the mine to the battery. In 1909 the Sunbeam and original Ngatiawa companies were wound up and amalgamated to form a new company with the intention of sharing access to crushing equipment.[299] The new company was known as Ngatiawa Consolidated Gold Mines Limited.

It appears that resources for further development dried up. A proposal to relocate processing equipment from the Sunbeam to the Ngatiawa mine did not proceed, and the Ngatiawa battery and tramway were not completed. Work was suspended at the mine in November 1910 and the company went into liquidation in December 1910.[300]

The original Ngatiawa company worked the Sunbeam reef. The company's claim appears to have been adjacent to that of the Sunbeam company. The workings and other remains associated with the original Ngatiawa company are not identified on existing site records and some may well be unrecorded. Further research would be necessary to clarify which features relate to this company and to the Ngatiawa mine.

5.4.5 Iona Mine complex, Okupu CHI 11416 (mine); 11417 (magazine); 11419 (aerial tramway) & 11938 (battery site); S09_136-8 & 140

The Iona mine was developed by the Iona Gold and Silver Mining Syndicate, a company formed in 1896 to work a 100 acre claim at the southern end of the Whitecliffs on the Te Ahumata field.[301] It was once speculated that the mine could potentially be *one of the greatest bullion producers in New Zealand*.[302]

The mine complex included five adits over a range of 625 – 1000 ft (190-305m) above sea level, a surface and aerial tramway, buildings, accommodation and a school, and a 5 head stamping battery completed in 1902. Crushed ore was taken to Oreville for processing.[303] Revenue from the mine was limited by the methods employed and the complexity of the ore body.[304] Production peaked between1901-6, and the company was wound up and the mine abandoned by about 1908.

Surviving evidence of the mine complex includes the mine adits, battery site and associated machinery, and remains of the aerial tramway, water race and explosives store (at Okupu Beach). The lower (main) adit is accessible via the Blind Bay Recreation Reserve walkway.

[25] The workings and other remains associated with the original Ngatiawa company are not identified on existing records and some may well be unrecorded. Further research would be necessary to clarify which features relate to this company and to the Ngatiawa mine.

The site has public interpretation and has recently been maintained to conserve some of the heritage features and manage visitor safety.

5.4.6 Slate quarry (Te Tereti), Katherine Bay UID 02190 CHI 10915 S08_327

There is a small slate quarry known as Te Tereti (a Māori transliteration of slate) on the foreshore at Motairehe Bay. Slate from the outcrop is said to have been used by miners at the Miners Bay copper mine village for hearths and doorsteps, and by local Māori. It has not been commercially quarried.

Figure 108. Survey plan ML2200 (1877) with the slate quarry shown as Tereti.

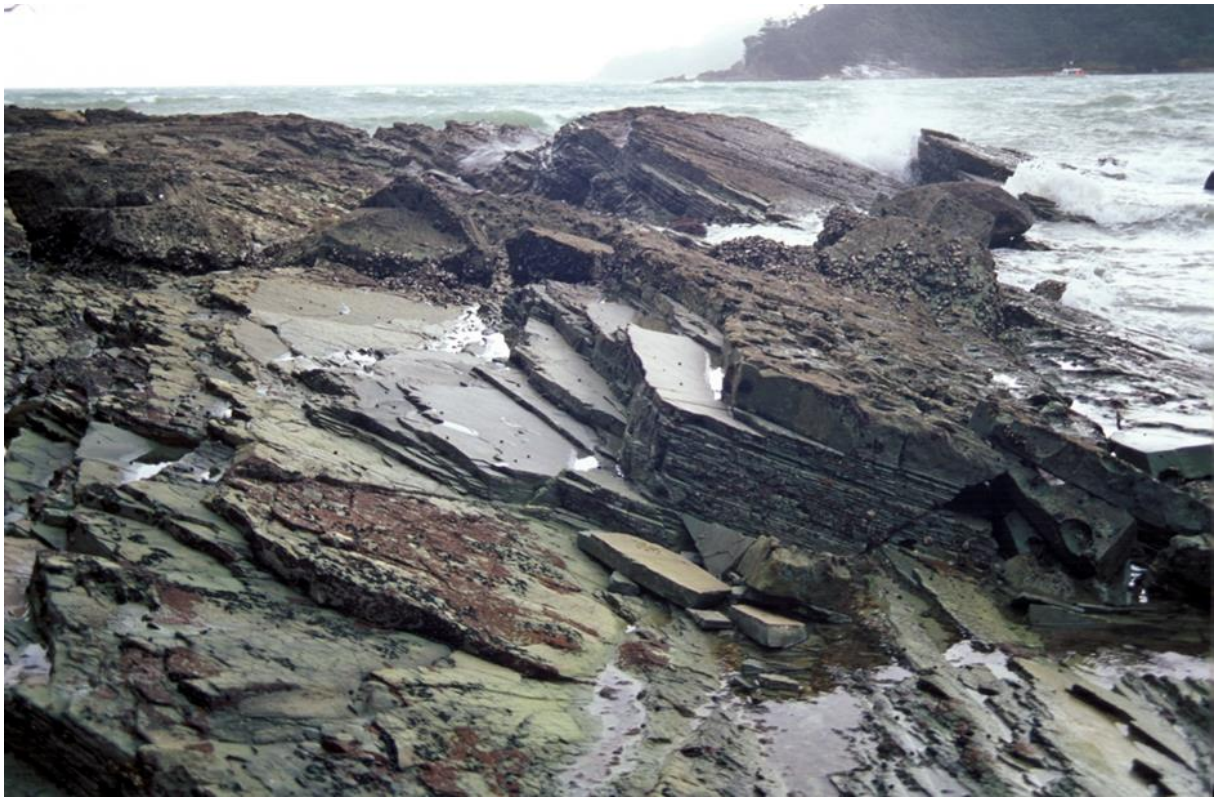


Figure 109. The Te Tereti slate quarry.
(Auckland Council, 2002).

5.4 Gum digging

Gum digging and the bleeding of standing trees for gum was a significant subsistence scale activity on Great Barrier, particularly in the central part of the island where most of the kauri grew. Gum, probably dug by local Māori, was being exported from the island by the late 1850s.[305] In 1889 there were 40-50 gum diggers working on the island.[306] By the First World War gum digging had declined significantly as easily won deposits were worked out but was still being carried out on a small scale as late as the 1930s.

Gum diggers were responsible for firing and destroying large amounts of kauri forest and other vegetation on the island.

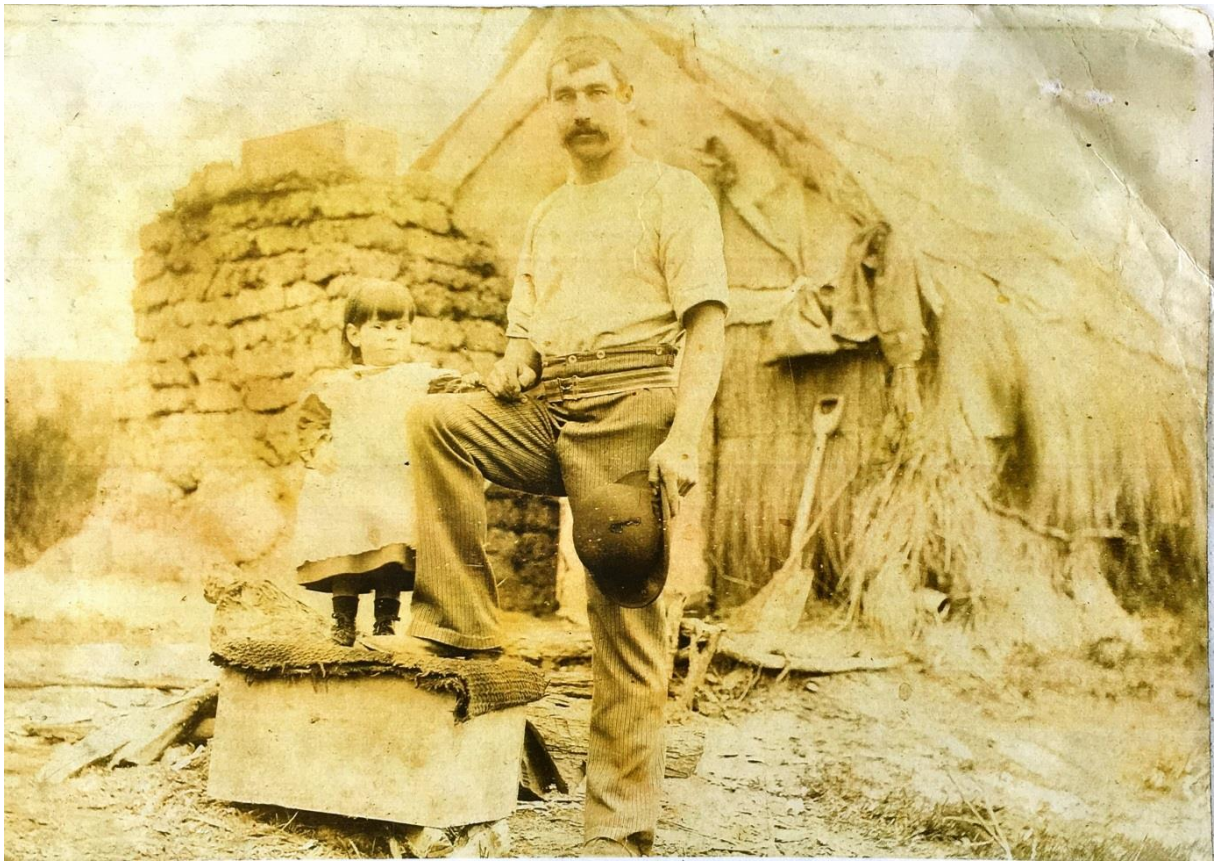


Figure 110. Gumdigger and miner Sino Samway and his daughter outside their nikau thatched gumdiggers shanty with sod chimney, Sunbeam Creek, Okupu. Date: 1908.
(Courtsey Ben Anderson).

5.4.7 Gumdigging camp and grave, Okupu CHI 10122 S09_45

This location was the site of a gum digging camp during the 1890s. On 8 October 1895 a 22 year old gum digger named Cecil Smith died suddenly at the camp[307] and was buried nearby. The grave is marked by a headstone and iron fence, which was erected by his parents. The grave is located near a terrace with the stone outline of a building.

5.4.8 Gumdiggers graves Awana CHI 12301;T08_104

The graves of three gumdiggers (Pasko Prienda aged 45 Ivan Simich aged 34 and Nikola Cvitanovich aged 18) who drowned when their hut was swept away during severe flooding on February 14 1907,[308] are located on privately owned land at Awana. There is also reputed to another grave, of a Mr McGee, associated with these.

5.5 Timber and firewood industry

The first timber to be cut during the historic era on Aotea–Great Barrier was undertaken to replace ships' spars and replenish firewood during the late 18th Century. Commercial

timber harvesting of forests on Great Barrier began soon after acquisition of land by Europeans, but much of the logging and milling of kauri on the island did not occur until the 20th Century.

Records of shipping arrivals from Great Barrier show that shipments of timber including puriri fencing materials and pohutukawa shipbuilding timbers had commenced by the 1840s. The cutting of kanuka and manuka for firewood for the Auckland market had also begun by this time. Thousands of tons of firewood would eventually be exported from the island as demand for fuel for the settlement of Auckland grew, with firewood cutting providing a long term source of revenue for residents on the island for many years.

The first large scale attempt to exploit the island's forests for sawn timber commenced after the establishment of the Great Barrier Land, Harbour and Mining Company in 1857. The company's operations focussed primarily on cutting and milling kauri and developing sheep and cattle farms in the vicinity of Port Abercrombie. The company also had aspirations to develop Port Fitzroy as a port of call and coaling station for steamers en route to Auckland and dabbled in fish curing at Port Fitzroy. A separate company called The Otea Copper Mining Company Limited was established by the shareholders to work the copper mine at Miner's Head. Albert Allom managed both companies on Great Barrier Island.

The company had acquired substantial areas of kauri forest in the Kaiarara, Wairahi and Kiwiriki catchments. Driving dams were built in the Kaiarara & Wairahi catchments (see SO plan1622), and a large sawmill powered by a 60 horsepower steam engine was erected during 1861-3 at Bush's Beach in the Kaiarara Inlet. The imported machinery alone for this mill cost £3,500, with considerably more expended to get the mill operational.

Both companies suffered from shortages of skilled labour, under-investment and poor business decisions and went into liquidation during the financial crisis of 1867. The GBLMC was wound up in 1868.

Some pit-sawing of timber for the mining industry was undertaken on the island during the mining boom of the late 19th-early 20th century,[309] and some logging was undertaken in the Kaiarara and Whangaparapara areas during the 1880s.[310] During the 19th and early 20th centuries significant areas of forest on the island were destroyed by fires lit to open up areas for gum digging or clear land for farming.

The Kauri Timber Milling Company, a company that had been formed by a Melbourne-based syndicate, established a very large steam powered timber mill at Whangaparapara in 1909. Although the company owned extensive areas of forest on Great Barrier this mill

was not built to mill kauri from the island. The buoyancy of kauri enabled kauri logs to be transported economically by floating them in large rafts towed by steamers to centralised sawmills. As logs of other native timbers generally sank, this transport system was unique to the northern part of New Zealand. Exports from Great Barrier were not subject to customs duty before WWII, and Whangaparapara was chosen as a central location to mill logs rafted from the forests of Northland and Coromandel. However, difficulties were experienced in attracting labour to this isolated location, and the mill closed in 1913.

Kauri was not logged on the island again until the interwar period, due to the difficult terrain and relatively small size of the remaining trees on the island. During this period, much of the logging took place under contract to the Kauri Timber Company in a large stand of kauri located between Whangaparapara and the island's east coast – one of New Zealand's last remaining substantial unprotected kauri forests. Extracting the logs and delivering them to the harbour at Whangaparapara was a formidable task, requiring tramways, hauling engines and locomotives to raise them over four steep ridges.[311]

The logs were towed to Auckland in large rafts and milled at Freemans Bay for export to Australia and Great Britain[312] as well as local markets.

Logging also resumed in the Kaiarara catchment, with three driving dams built on the Kaiarara Stream to extract logs from stands of kauri that had previously been considered inaccessible. By 1941 the forests had been worked out with the exception of locations that were beyond the reach of the loggers such as the area around Hirakimata (Mount Hobson).

Figure 111. Kauri logs at Whangaparapara awaiting shipment to Auckland, 1930s. Offcuts of timber from the earlier mill can be seen on the beach beneath the logs. Arthur Breckon photograph.
(AWMM/L PH-NEG-H451).

A large part of the remaining cutover forest has since regenerated and some has been replanted. In 1973 the government approved a revised kauri management policy aimed at perpetuating kauri in unmodified stands and as managed forests. This led to the formation of the NZ Forest Service Kauri Management Unit, which planted approximately 150,000 kauri seedlings on the island between 1976 and 1987. Unfortunately, areas of kauri forest on Aotea Great Barrier have become infected with kauri dieback (PTA - Phytophthora taxon Agathis). This disease was first described in New Zealand in 1974 by forest pathologist Dr Peter Gadgil in a NZ Forest Service block at Whangaparapara.

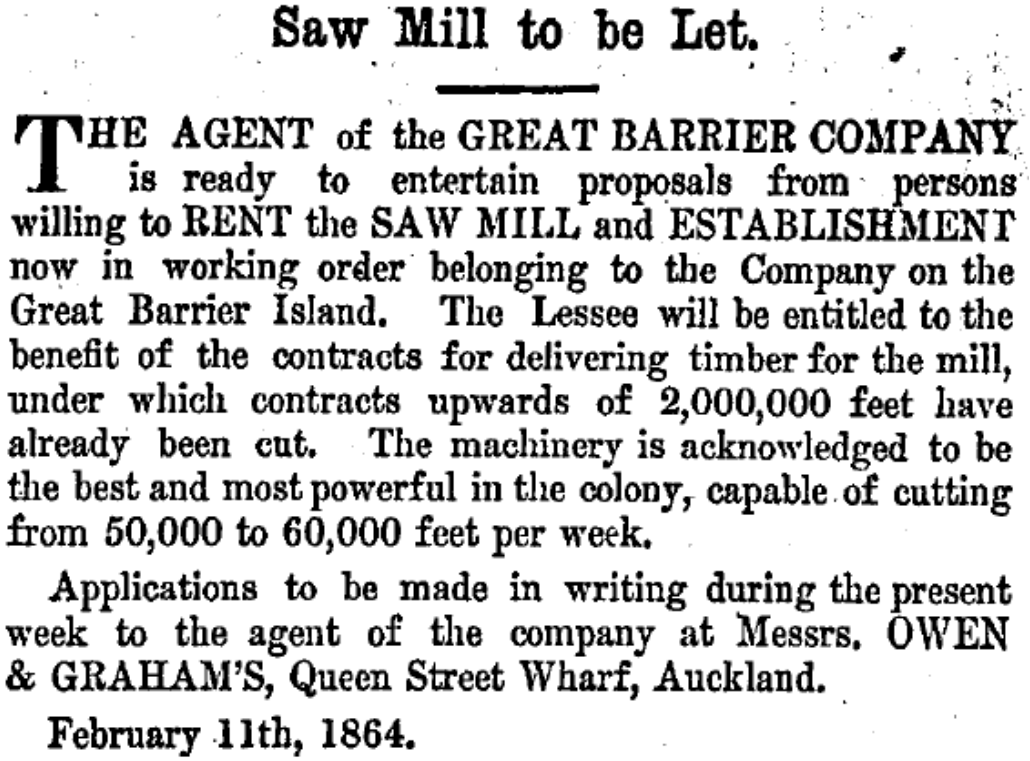
There are some key places on the island associated with the historic timber industry and these have been listed below.

5.5.1 GBLHMC Sawmill and related sites, Bush's Beach CHI 9500; 10182;?12265; S08/70; NZ List Nos. 6184; 6185

Construction of the Kairarara sawmill commenced in 1861. The barque *Mersey* arrived on 1 August 1861, with two 8 -10 ton boilers[26], funnels, 5000 firebricks and a range of other materials for the new mill. The Kairarara sawmill was described as being *undoubtedly, for size and power, the largest sawmill in New Zealand.*[313] The mill commenced operation in 1863, with advertisements for sawn timber appearing in Auckland newspapers by August of that year.[314] Attempts to contract out the operation of the mill (Fig.113) were unsuccessful and by September 1865 the mill was not operating, with an enormous quantity of timber waiting to be sawn in the Wairahi River.[315]

Figure 112. An 1878 plan (SO 1622) showing the location of the Kaiarara mill on the south side of the inlet at Bush's Beach.

[26] The boilers were so large that part of the ship's deck had to be cut away to accommodate them (*Lyttelton Times* 19 April 1862:4).



Saw Mill to be Let.

THE AGENT of the GREAT BARRIER COMPANY is ready to entertain proposals from persons willing to RENT the SAW MILL and ESTABLISHMENT now in working order belonging to the Company on the Great Barrier Island. The Lessee will be entitled to the benefit of the contracts for delivering timber for the mill, under which contracts upwards of 2,000,000 feet have already been cut. The machinery is acknowledged to be the best and most powerful in the colony, capable of cutting from 50,000 to 60,000 feet per week.

Applications to be made in writing during the present week to the agent of the company at Messrs. OWEN & GRAHAM'S, Queen Street Wharf, Auckland.

February 11th, 1864.

Figure 113. Advertisement from the *New Zealander* 13 February 1864:1.

The mill appears to have eventually been dismantled about 1880. By 1889 all that remained was *the fast-decaying framework to mark the once busy site.*[316]

We have not inspected the sawmill site. The CHI record (9500) indicates that there are several terraces (one very large), stone faced steps and other stone structures, a log chute, relict planting and other evidence.

About half way between the sawmill site at Bush's Beach and the west point of Kaiarara Bay is a sheltered stream and valley that was the site of a bake house that is said to have been associated with the single men's quarters for the mill. A prominent feature of the site is the stone walling that retains the terraces along the edge of the creek (Fig.114). There is also evidence of other terracing, structures, paths and garden escapes.

This location was the site of a dwelling and other buildings said to have been occupied by a Dr Hallen from around the 1890s until late 1926, when Roland (Roley) Bush moved in. It may have once been the site of a store.[27] Little more is known of the history of the site and of Dr Hallen's life on Great Barrier.[317]

[27] This seems somewhat unlikely, given the location, unless it was when the mill was operational.

The site is generally in good condition but has been subject to scavenging of bricks – reputedly including by NZ Forest Service staff for the hearth at the Port Fitzroy headquarters building. There has been some recent erosion of the terrace fill behind the retaining wall at the creek mouth. We note that vegetation management has been recently undertaken on and around the bake house ruins.

Figure 114. Western retaining wall at the bake house site.
(Auckland Council March 2018).

5.5.2 GBLMC mill manager's house site, Blair's Landing CHI 12278 S08_390

The manager of the GBLMC, Albert Allom, lived in a house on the north side of the Kaiarara inlet opposite the company mill. The house was built for Allom in 1862. Allom had

vacated the house by 1880 after which it was occupied by the Pittars, who were involved in winding up the mill, and then by the Blair family. It was destroyed by fire in 1909.[318]

The *nice homestead..on a commanding position*[319] was to become a substantial dwelling.(Fig.46). It may have been the largest dwelling to have been built on the island prior to the modern era. A photo taken in 1894 included in the appendix to Moor[320] shows it to have been a H-pattern building, with four gables. A descendant, Barrie Allom, writes about Albert Allom's son Alby's memory of the house as being a '*long two -gabled house'.*[321] This implies the house was much smaller originally with later additions.

An orchard, which included peaches and mulberry trees, was located nearby.[322] A track leads to the site of a landing on the point below the house site.

The house site is marked by a level area which is assumed to have been the site of the dwelling, and a number of relict plantings including macrocarpa trees, a large magnolia tree, cherry laurel, peach trees, and grape vines as well as other garden escapes.

5.5.3 Kauri Timber Company mill, Whangaparapara UID 02129; CHI 9501; S09_48; DARPS 444.

Whangaparapara was chosen by the Kauri Timber Company as a site for a mill for several reasons. The long term intention was to mill kauri from the company's Great Barrier forests. In the interim it enabled logs from both Northland and Coromandel forests to be milled at a centralised location rather than establishing separate mills that would eventually need to be disestablished and relocated as those forests were worked out. The harbour at Whangaparapara had the advantage that it was deep enough to allow the loading of sawn timber into large vessels directly from the mill without the need for double handling. This allowed timber to be shipped directly to overseas markets from Great Barrier, as well as avoiding the duty that applied at that time to exports through the Port of Auckland.

The mill was constructed in a bay on the western side of the harbour. The Kauri Timber Company was granted a lease for a wharf site by the Marine Department in June 1909. In October 1909. they were also granted a site for booms, breastwork and reclamation (Fig 116).

A substantial wharf around ¼ of a mile long provided 20' of water at low tide.[323] In addition to the mill there was a large accommodation camp, a cookhouse, dining hall, a hall, a school, post office, store and butcher's shop, orchard and gardens, and separate housing for management.

At the time it was operational the mill is said to have been the largest timber milling operation in the Southern Hemisphere.

The mill was in operation for a very short period, closing in 1913 less than five years after construction. In 1920 the Kauri Timber Company was put into liquidation in order to form a new company of the same name, and the assets were transferred to the new company. The Whangaparapara sawmill was dismantled at around this time and relocated to one of the company's Australian operations where it was used to mill jarrah.[324] Various dwellings and other buildings at the site were removed from the KTC property and relocated to other parts of the island.

The building now known as the Great Barrier Lodge is recorded as being the mill manager Monaghan's house.[325] It is believed to have been relocated to its current site in 1914 following the closure of the mill and has been extensively altered since then, so that its form is no longer recognisable. It now has a lengthy history as a guest house.

Figure 115. The Great Barrier Lodge, recorded as being formed from the Mill Manager's house.
(Auckland Council March 2018)

Considerable evidence of the Whangaparapara mill, wharf and associated facilities has survived. At the mill site this includes piles and other remains of the buildings and wharf, numerous timber offcuts, an iron flue, a steam traction engine. The site is on DOC land and is accessible via a walking track from Copes Flat. There are also later features associated with the extraction and marshalling of logs when the Whangaparapara tramway was in operation, at or near the mill site, including stacks of rails.

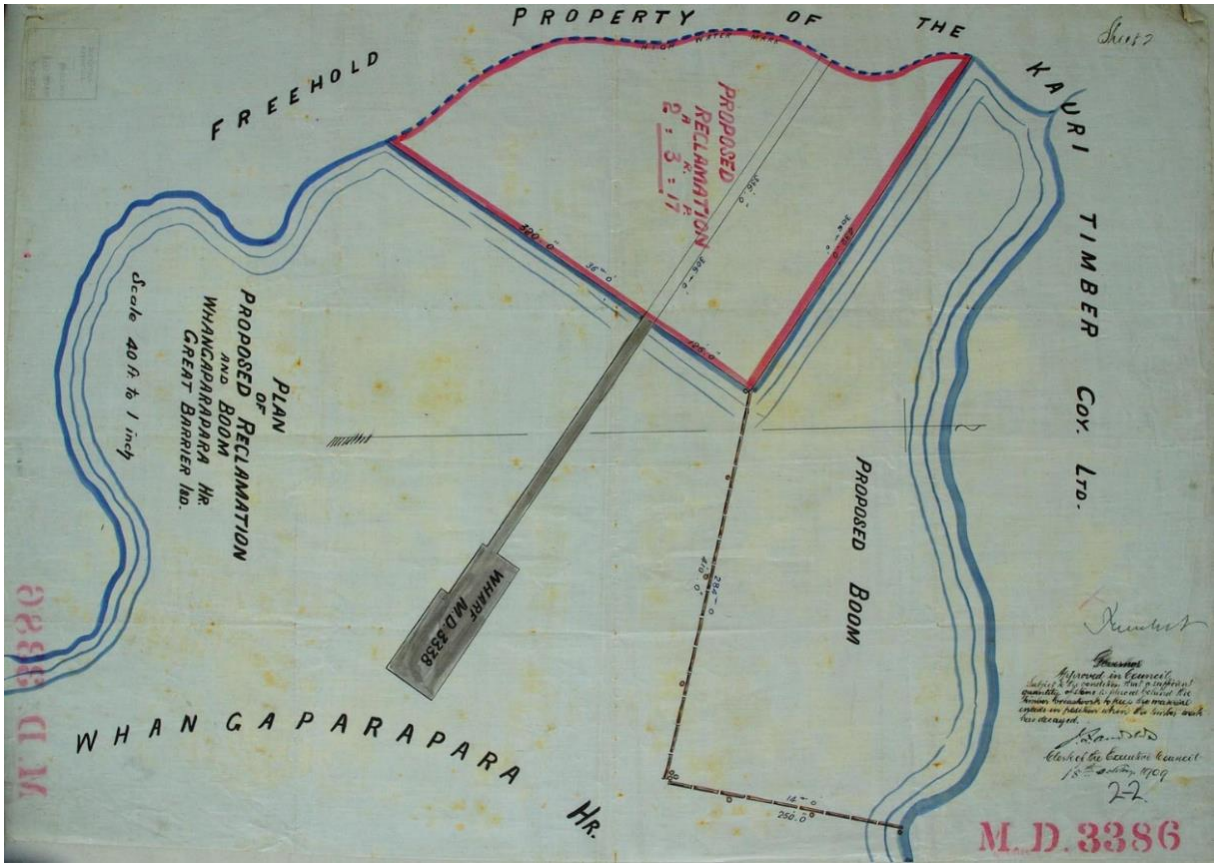


Figure 116. Marine Department plan MD3386(1909) showing the location of the wharf and proposed reclamation and timber boom.

Figure 117. The Whangaparapara mill in operation in a photograph taken by Arthur Breckon. (AWWMM/L PH-NEG-H450).

5.5.4 Whangaparapara tramway (1926-41) CHI 8855 T08_50

The last large-scale kauri logging operation undertaken by the Kauri Timber Company, New Zealand's largest native timber company, took place on Aotea Great Barrier. At its peak the company employed up to 70 men on the island, mostly working as contractors.

Although the company had extensive land holdings on the island, logging was initially restricted to areas accessible by bullock teams due to the rugged terrain. Between 1925 and 1935 a tramway was built in stages to extract felled logs from the remaining areas of forest. The tramway enabled logs to be transported from stands as far away as Palmer's Bush through to Whangaparapara, and included a branch leading out to the Wairahi and Kiwiriki kauri stands.

The tramway would eventually include 10 sections extending over 9 km. It had a total of 10 inclines, a cumulative total of 1160m of vertical rise, and grades as steep as 1-in-1. There were 7 steam haulers operating on the inclines, along with a locomotive and 2 rail tractors on the flat sections. Six campsites were located along the length of the tramway to

accommodate the workers. At Whangaparapara, the logs were contained in booms (Fig. 117) and chained into rafts to be towed across the Hauraki Gulf to the Kauri Timber Company's waterfront mill in Auckland for milling.

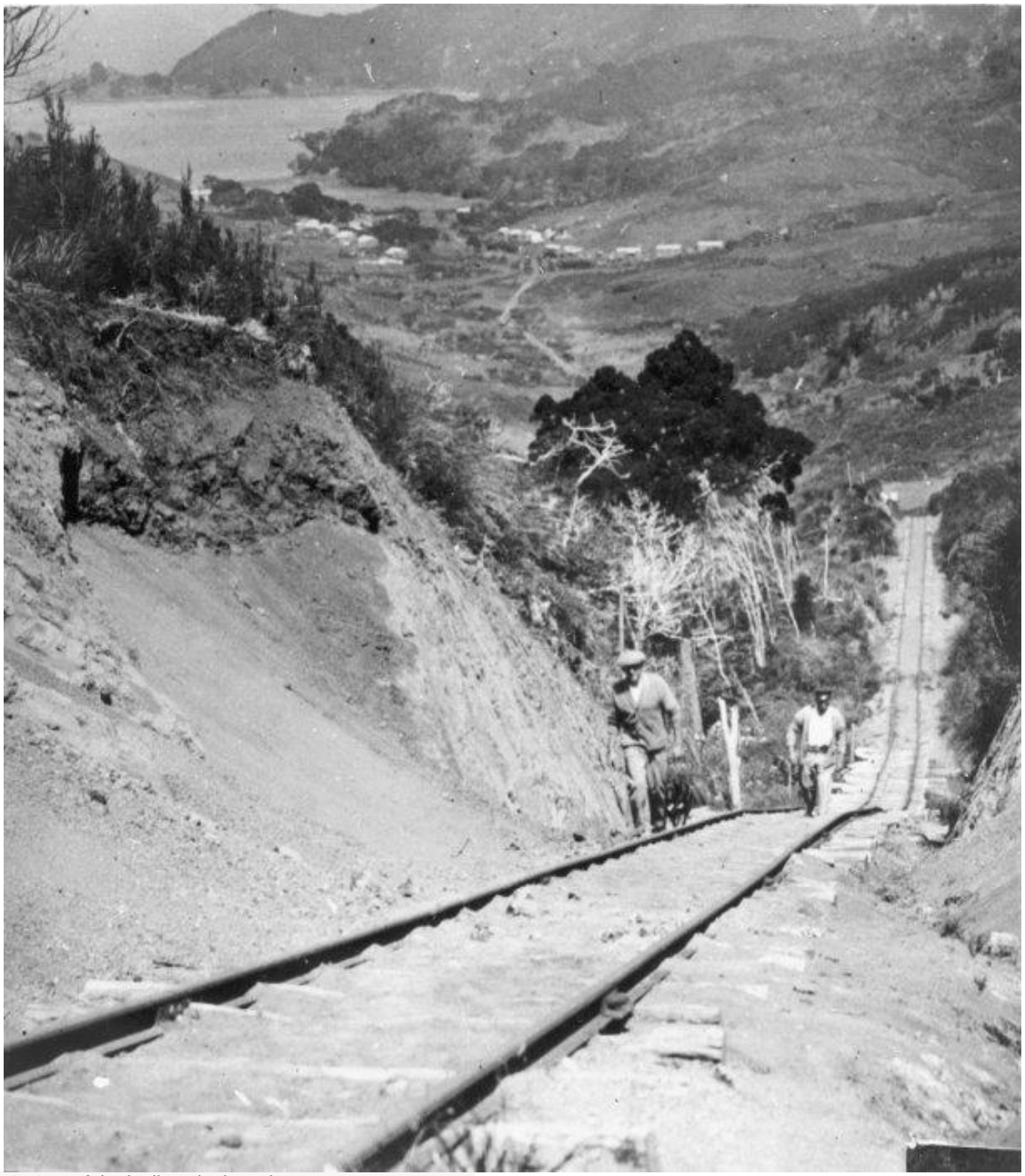


Figure 118. One of the inclines in the Whnagparapara tramway.
(AWMM/L PH-NEG-C18805).

The tramway finally closed down in 1941 once the last of the accessible kauri had been felled on the island. It was estimated that over 1.5 million m^3 of kauri timber had been extracted over an area of almost 5000 hectares.

The Whangaparapara tramway was a major feat of engineering and is considered to be outstanding on an international scale. Its length and number of sections made it the most extensive logging incline system in New Zealand and possibly the world.[326]

The tramline runs through the Great Barrier Forest Conservation Area and Hirakimata/Kaitoke Swamp Ecological Area and now forms part of a 14 km long DOC tramping track.

5.5.5 Kauri driving dams, Kaiarara catchment and Maungapiko HGI 48-2 to -8; CHI 9515-9520 and 12850; S08_101-6; DARPS 276.

Kauri driving dams were built by loggers to drive kauri logs downstream from rugged and otherwise inaccessible locations.

Built without the aid of drawings or engineering calculations, the dams were built to pond many tonnes of water and considerable quantities of kauri logs and were able to withstand the combined force of these when the dam was tripped, and the logs were driven downstream through the gate.

The use of driving dams caused considerable environmental damage. In the Kaiarara catchment blasting was undertaken to clear rocks and other obstacles in streams, while the release of dams gouged out and significantly widened the stream beds, destroying vegetation along the banks and releasing sediment into the bay.

The first kauri driving dams on Aotea Great Barrier were built in the 1860s by the Great Barrier Land, Harbour and Mining Company on the Kaiarara stream and Wairahi River. Further dams were built when logging resumed in 1926, including three across the headwaters of the Kaiarara Stream directly below Hirakimata (Mt Hobson).

The lower dam was the largest of the three. This dam was built in 1926 by George Murray. At 40 m wide by 14 m high, it was one of the largest and (until recently) most intact of c.3000 timber dams built in New Zealand. The Kaiarara lower dam was a type known as a rafter flume dam. Rather than having a solid gate it was built with loose gate planks which hung vertically (Fig.119) - a concept thought to be unique to New Zealand.

The lower dam was one of the best known historic landmarks on Aotea Great Barrier. The dam was destroyed in a severe storm on 10 June 2014, shortly after extensive conservation works had been undertaken by DOC. The base of the dam, once a significant visitor attraction, still exists and can be seen in the stream from the Kaiarara track.

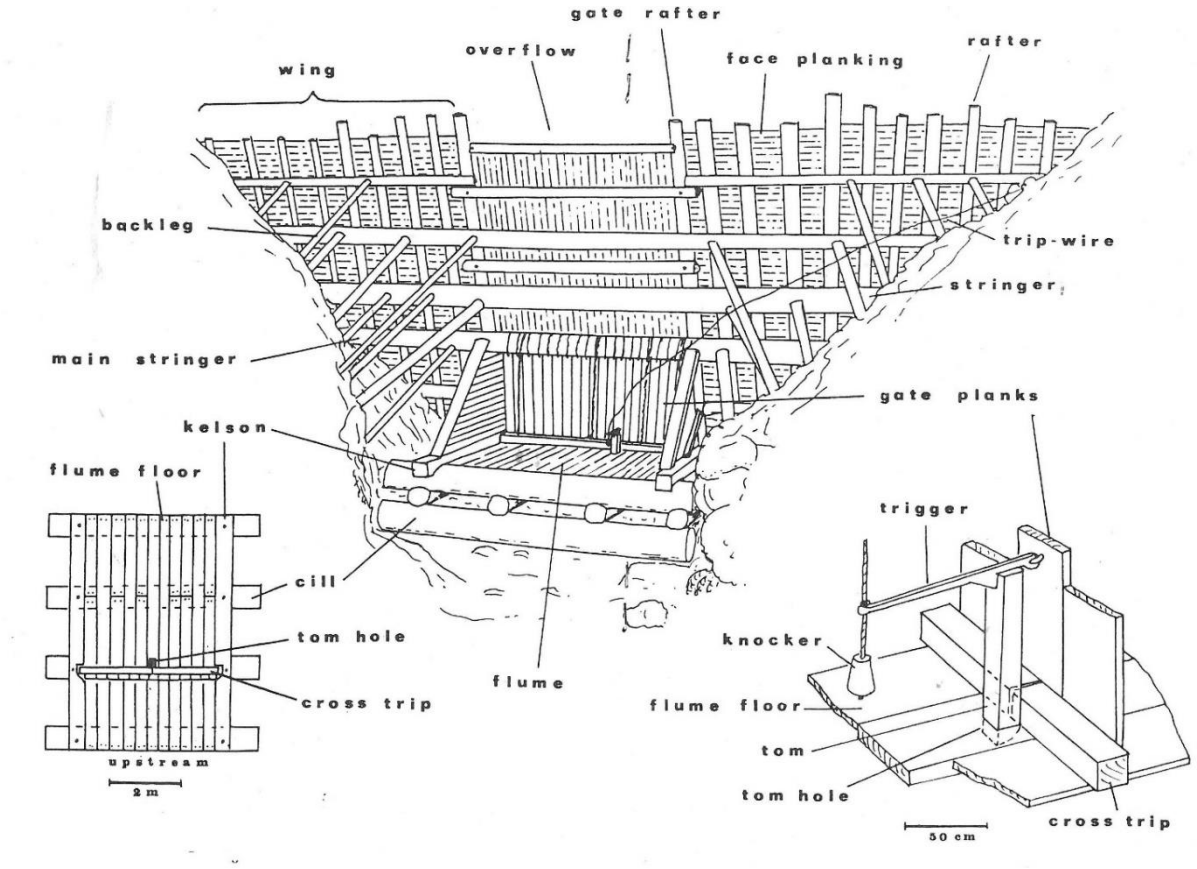


Figure 119.Sketch of the large dam on the Kaiarara Stream (now destroyed) showing the various parts of the structure. The dam is unusual in that three layers of sills were used below the flume.
(Diamond and Hayward n.d. p16-17)

5.5.6 Campsites associated with the historic timber industry (HGI 48-9 to -10; CHI 10140 & 10143; S08_107 & 110

There are the sites of a number of bush camps recorded within area of former kauri forest on Great Barrier. The camps were primarily associated with timber felling and dam or tramway construction during the major phases of logging on the island (1860s, and 1926-41).

Two examples of these are scheduled in the HGI plan.

Figure 120. Murray's bush camp, Kaiarara, 1925-9 period.
(Alexander Turnbull Library Ref: 1/2-097152-F.).

5.6 Whaling

Port Abercrombie was considered an ideal place for whaling ships to re-provision and undertake maintenance and repairs, and there are a number of records of visits to Aotea Great Barrier during the 1790s-1850s period. Whales were once common in and around the island[327], and the island had been suggested as an ideal location for a shore whaling station as early as 1844.[328] It has been claimed that there was an early station on the island[329], but this seems unlikely.

During the early 20th century there was an international revival in interest in whaling as the value of whale oil increased. In 1912 a Norwegian company investigated a potential site on the island for establishing a whaling station, possibly the Whangaparapara site that would later be developed.[330] However exploratory cruises produced disappointing results and the venture did not proceed.

5.6.1 Whangaparapara whaling station CHI10946 S09_`117 and related sites; DARPS 443.

The prospectus for the Hauraki Whaling Company was issued on 31 January 1956, and the company commenced operations at Mac's Point, Whangaparapara, later that year. The station had up to 40 employees, including whalers from the Perano Whaling Station in Tory Channel. There were lookout posts on Rakitu-Arid Island and Cape Barrier.

The venture was not a success, however, and the station experienced three changes of ownership during its short period of operation.

Poor catches were obtained during the first two years (1956-7), and no whaling was carried out in 1958. Whaling recommenced in 1959 after a new company had taken over the operation, and a good season was experienced that year. Seventy-one northbound humpback whales, 31 southbound humpbacks, and 2 Sei whales were caught. In 1960 a record number of humpback whales were caught in New Zealand, including 135 by Gulf Whaling Industries at Great Barrier. The improvement in the catch proved to be short-lived and was not sufficient to turn the venture into a viable proposition. The station closed down in July 1961 and was dismantled in 1962.

When the station was in operation oil was extracted from the flensed whales and was transported by tanker to Australia and Europe where it was used in the production of margarine and cosmetics. Some whale meat was sold on the American market with waste flesh and bone being processed for stock food.

The whaling station comprised a concrete haulout and large processing area on the concreted reclamation above the ramp, and a timber jetty. It included a flensing deck, boilers, separators, a generator house, and steel pipeline connected to a large whale-oil storage tank. Other buildings included an office, cookhouse, mess room and accommodation block at Tennis Court Bay,[331] houses,[332] and an explosives magazine.[333]

The Whangaparapara whaling station was the last to be established in New Zealand and one of NZ's few 20th century whaling stations. It was the only large whaling station to have operated in the Auckland region. The station site, which is the only example in the Auckland region, includes the remains of a substantial reclamation, concrete haulout and winding gear, and the foundations of the station buildings. The station site is symbolic of the change in New Zealand's attitude to whaling that has taken place over the last 50 years.

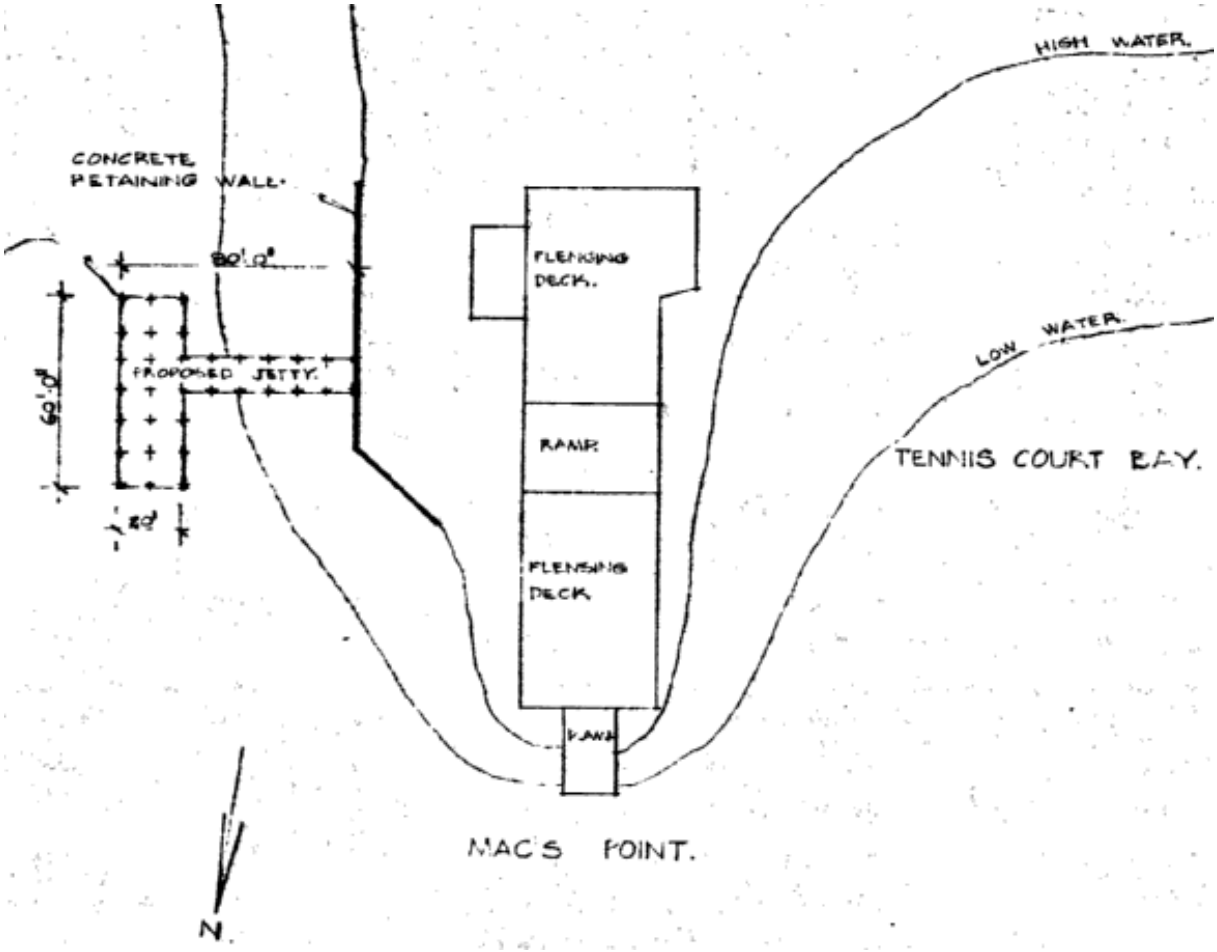


Figure 121. Plan of the whaling station in 1959, showing proposed jetty. MD plan 10721.

Figure 122. Whale oil being pumped to the vessel *Tirranna* in Whangaparapara Bay. The pipeline is supported by a combination of 44-gallon drums and reused harbour defence buoys.
(AWMM/L PH-NEG-H51).

5.7 Fishing

Fishing has, until relatively recently, been a largely subsistence scale activity on Aotea Great Barrier Island due to the practical difficulty in getting fresh fish to the Auckland market.

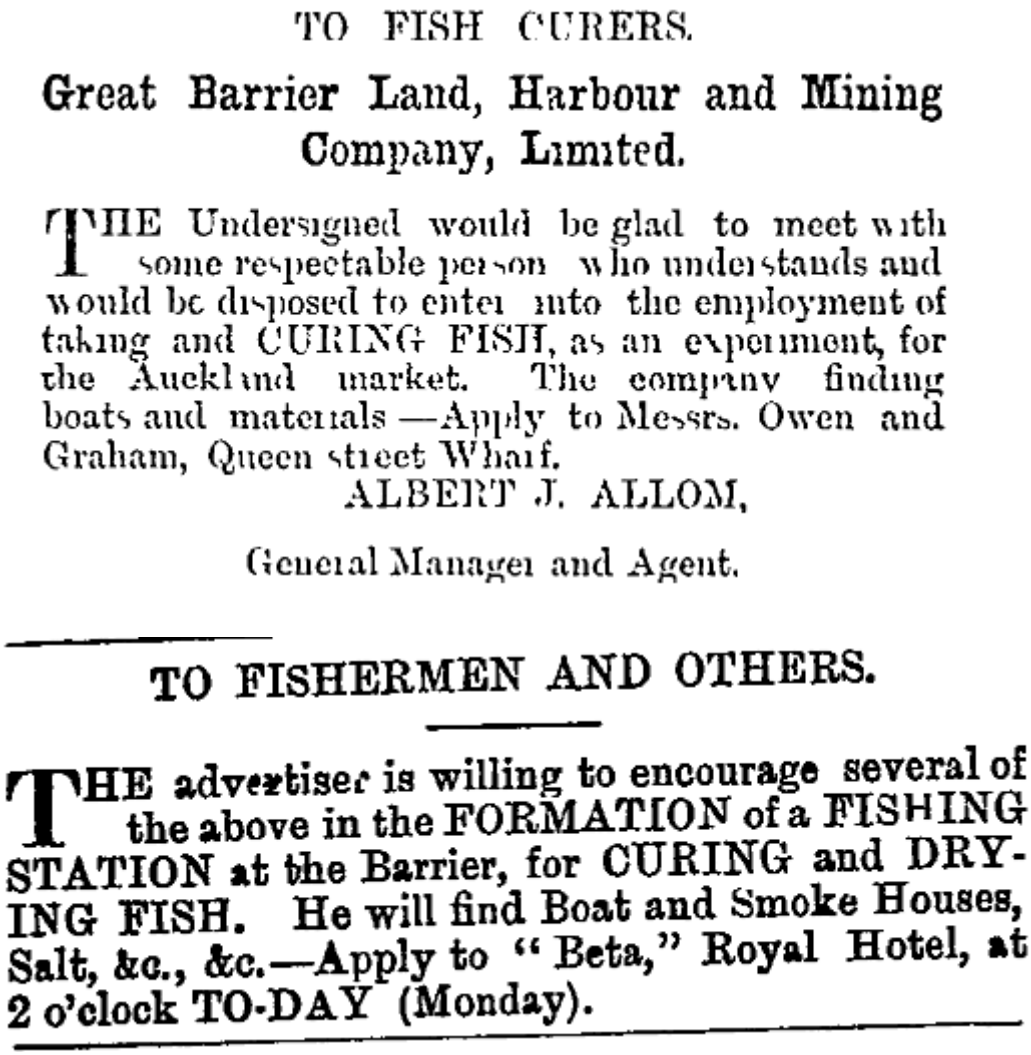
Some attempts were made to overcome this by preserving fish by salting, drying or smoking. Preserving fish by drying was widely practiced by Māori in northern New Zealand, including on Aotea Great Barrier.[334]

The presence of large shoals of 'herrings'[28] in the harbours attracted early interest in the possibility of preserving fish for sale on a commercial basis. Robert Barstow, who was resident at Tryphena, salted and smoked fish to sell on a small scale in 1850,[335] and, as noted earlier, the Great Barrier Land, Harbour and Mining Company ventured briefly into fish curing during the 1860s. A trial shipment of fish comprising about 7 cwt (about 350 kg)

[28] Possibly yellow-eyed mullet

of ‘salted snappers and rock cod’ was sent to Auckland,[336] but sales were presumably not encouraging and the company had difficulty attracting shareholder investment[337] and contractors to undertake the work.

It is not known what infrastructure, if any, was constructed and if so, whether any evidence of this venture has survived.[29]



TO FISH CURERS.

Great Barrier Land, Harbour and Mining Company, Limited.

THE Undersigned would be glad to meet with some respectable person who understands and would be disposed to enter into the employment of taking and CURING FISH, as an experiment, for the Auckland market. The company finding boats and materials —Apply to Messrs. Owen and Graham, Queen street Wharf.

ALBERT J. ALLOM,

General Manager and Agent.

TO FISHERMEN AND OTHERS.

THE advertiser is willing to encourage several of the above in the FORMATION of a FISHING STATION at the Barrier, for CURING and DRYING FISH. He will find Boat and Smoke Houses, Salt, &c., &c.—Apply to “Beta,” Royal Hotel, at 2 o’clock TO-DAY (Monday).

Figure 123. Advertisements foremployment and ivetsment into the fihing industry.
(Daily Southern Cross: Top: 19 August 1862:1; Bottom 29 April 1867:1).

Arthur Pittar established a fishing station in Rosalie Bay in 1867, which was reported to be the ‘*first of a regularly organised character’* in the colony, some of which was destined for the Australian market.[338] In 1885, in a letter to the editor, Pittar explains the difficulties he had in his endeavours in the fishing industry. He stated the following:

[29] There is a Smokehouse Bay on the island, but we have not investigated the origin and antiquity of this place name.

Its success, so far as catching fish was concerned was all that could be desired; but I (the manager) found that the take was too large for Auckland at the time, and there was no means of distribution, besides which, I had to submit to the demands of the middlemen, and these were extortionate, so much so that I resolved to stop operations.[339]

Although there were believed to be other small ventures in the fishing industry, none were successful until the mid-1960s when Bill Owen started a fish packing enterprise in Blind Bay, Okupu. In the initial stages of this venture, known as Exotic Foods, a trawler, the *Marine Princess,* made regular trips to Okupu to process the weekly output of around six tons. Eventually the plant invested in a cool room and a processing plant. Some packaged fish was exported.[340] The business was very successful for some time. In the 1970s, the plant was purchased by Halma Holdings.[341] However the industry was not a long-term success up against the large seafood companies, Sanfords and Sealord, and the plant eventually closed down.

Rock oysters were gathered commercially on Great Barrier for the Auckland market in the late 19th and early decades of the 20th century. The oyster beds were predominantly located around the Port Fitzroy Harbour and Nagle Cove (Fig.124). In the mid 19thcentury, the oyster beds were open for exploitation and were often depleted. In 1866, the Oyster Fish Act recognised the need to protect the beds, but no effective enforcement took place. In 1892, the Oyster Fisheries Act introduced licences to collect oysters and leasing of the foreshore for the development of oyster beds. [342] In 1899 the Chief Inspector of Fisheries, Lake Falconer Ayson, recommended that the government should be responsible for the picking and harvesting of oysters, to have more control over their production.[343]

Since 1908 oyster pickers were employed by the Marine Department. When the oyster season opened, the public were banned from accessing the beds. The pickers were expected to supply 30 sacks a week to the Auckland market. On Great Barrier, the Marine Department employed between 3 and 5 pickers each year. From 1909, lines of rocks, some of which were brought to the island by barge, were laid to encourage the establishment of oyster beds.[344] In 1911, local residents, William Flinn and Emilius Le Roy offered their services by supplying free transport using their launches to carry oysters for replanting. It is not known if this offer was taken up by the Ministry of Fisheries.[345]

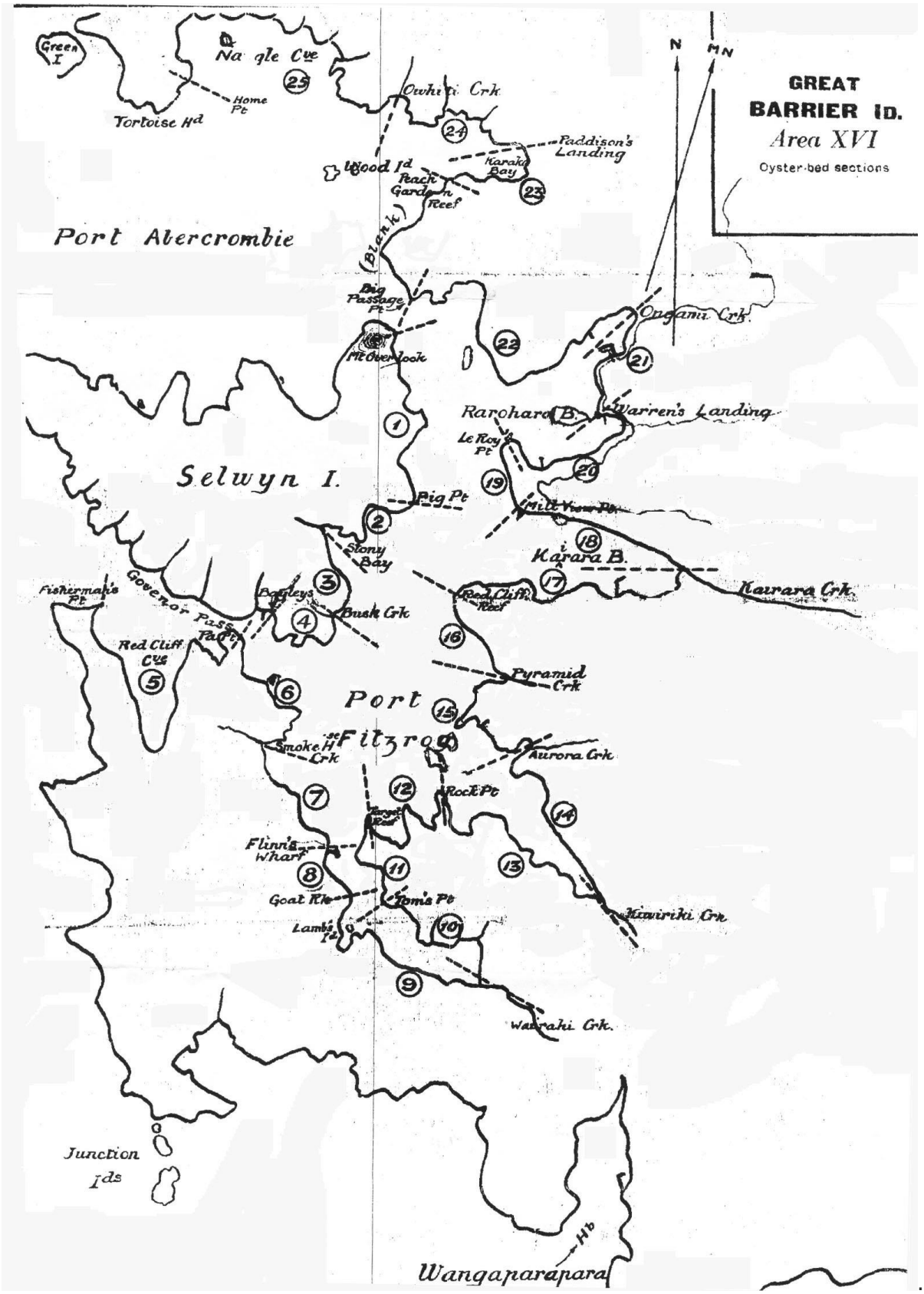


Figure 124. Marine Department chart of area with 25 marked native oyster beds in the Port Fitzroy vicinity. (https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/oyster-picking-industry).

It is unclear if the industry hired locals to pick the oysters during the seasons. In 1933 the oyster beds were closed on the Barrier.[346]

The harvesting of oysters on the Barrier diminished over time and the lines of rocks relocated to the Port Fitzroy harbour, can still be seen as evidence of a bygone once thriving industry.

5.8 Farming

Ngāti Rehua were already growing European crops and rearing pigs in Katherine Bay prior to European settlement. When the mining settlement was established at Miner's Bay, the miners and their families relied heavily on this produce which included peaches, potatoes, melons, and cabbages.

For most Great Barrier pioneers, farming became the main source of their livelihood in the years after their initial establishment on the island. The very first settlers were generally involved in subsistence farming which involved the cutting of firewood to be loaded into scows and sold on the Auckland market. Clearance of land was necessary to open up land for grazing and cultivation and also provided income from the firewood and timber that could be sold in Auckland. The soil was often poorly suited to farming and required fertilisation to establish and maintain productive pasture.

In 1841, the Brigantine Porter brought sheep to Great Barrier Island which were possibly offloaded at Nagle Cove. However, there is some dispute over where the first farm originated. Don Armitage informs us that farming began in the north of the island in 1842.[347] In August 1844, the Brigantine *Terror* brought sheep and cattle to Nagle Cove and Tryphena from Sydney.[348] It is confirmed that Robert Barstow had started grazing cattle in Mulberry Grove, Tryphena in the 1840s, after purchasing 1250 acres there. He was not a full-time resident on the Barrier at the time and it appears he had not cleared the land to make it more suitable for grazing, and the cattle roamed free. He relocated to the Barrier in 1850 to take up full time residence and to try to take control of his farm and stock.

The steep contours on the Barrier were suitable for sheep farming while the low-lying coastal flatlands provided good cattle grazing land. Romney sheep were farmed for their wool and also for meat. Cattle included Herefords, Shorthorn, and Black Polls while dairy included Ayrshires, Dairy Shorthorns, Jerseys and Friesians.[349] Wool and livestock were exported to the mainland every year by ship.

Farming on the Barrier reached its peak in the late 1940s and early 50s. In the 1940s, the islanders formed a branch of the Auckland Provincial Farmers Union,[30] in an effort to improve the status of the residents of the island as an agricultural community. In 1944, the subject of building a dairy factory on the island was raised by the local farmers. The general consensus was to build it at Awana,[31] which was considered reasonably central to the farms on the island. However, the dairy factory did not eventuate.

Farming became very tough for later generations, with transport issues and farm costs rising. Transport of livestock from the Barrier to the mainland was by scows, and dependant on wind and tides, which was totally unreliable. When barges replaced the scows, these became a more expensive form of transport for the local farmers. When the NZ Dairy Co-operative moved their factory from a central location in Auckland to further away, transporting cream before its freshness expired, became impossible. The last cream run was in 1972. The cost of farming increased when farm subsidies for fertilisers were dropped making it more expensive to cultivate the land.

However, although some farms have survived on a smaller scale, large chunks of farmland have been subdivided into lifestyle blocks or alternatively have reverted from pastureland to manuka and kanuka scrubland. In Whangapoua, the Mabey family, who bought the former Eglington farm in 1918, are one of the few families who have continued to farm on a large scale.

Some of the farm buildings associated with these activities are still in place. These include shearing sheds and dairy sheds and creameries. Although, some of these have been relocated, a few remain on their original site.

There are some surviving early shearing sheds on the island. These include Tom Blackwell's shed in Tryphena, Walter Blackwell's shed in Kaitoke, and the Edlington shed on Mabey's property at Whangapoua Beach.

In Nagle Cove, the former Moor woolshed is believed to be still extant. It is understood to have been built using some of the timber from the Wairarapa. According to the CHI record dated 1996, 'Cheviot stud' sheep ear tags with the name Nagle Cove are present on the wall and there is an old concrete sheep dip still extant with Mulberry tree alongside. [350] (Fig.125).

In 1916, the number of sheep recorded on the island was 10,000 and it was reported that the island was capable of holding 50,000 on good grazing land.[351]

[30] *Bay of Plenty Times,* 11 May 1944, p8
[31] *Rodney and Otamatea Times, Waitemata and Kaipara Gazette,*26 July 1944, p3

Figure 125. The woolshed in Nagle Cove
(Courtesy Megan Wilson)

Figure 126. Tom Blackwell's shearing shed.
(Auckland Council, March 2018)

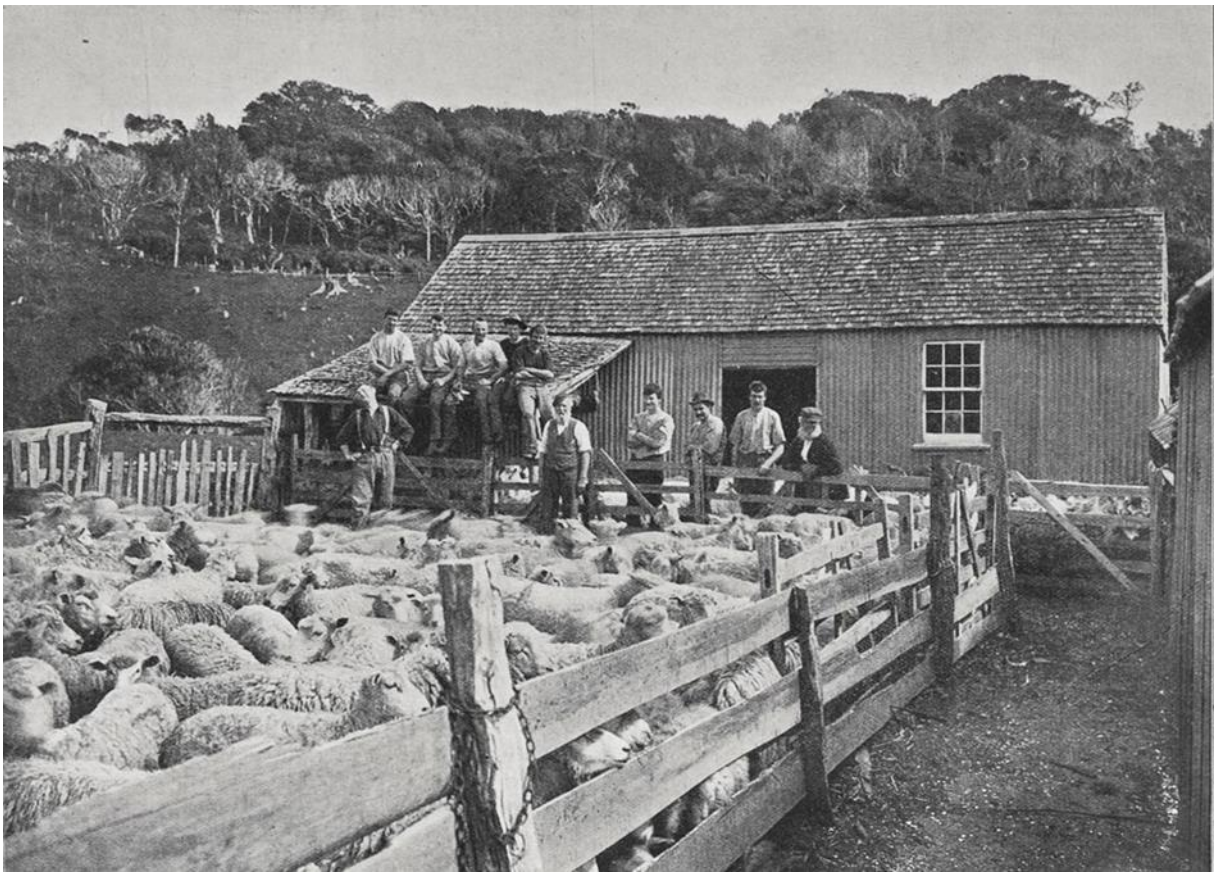


Figure 127. Sheep being yarded prior to shearing on th Edlington property.
(Auckland Libraries Heritage Collections AWNS 19041020-12-1)

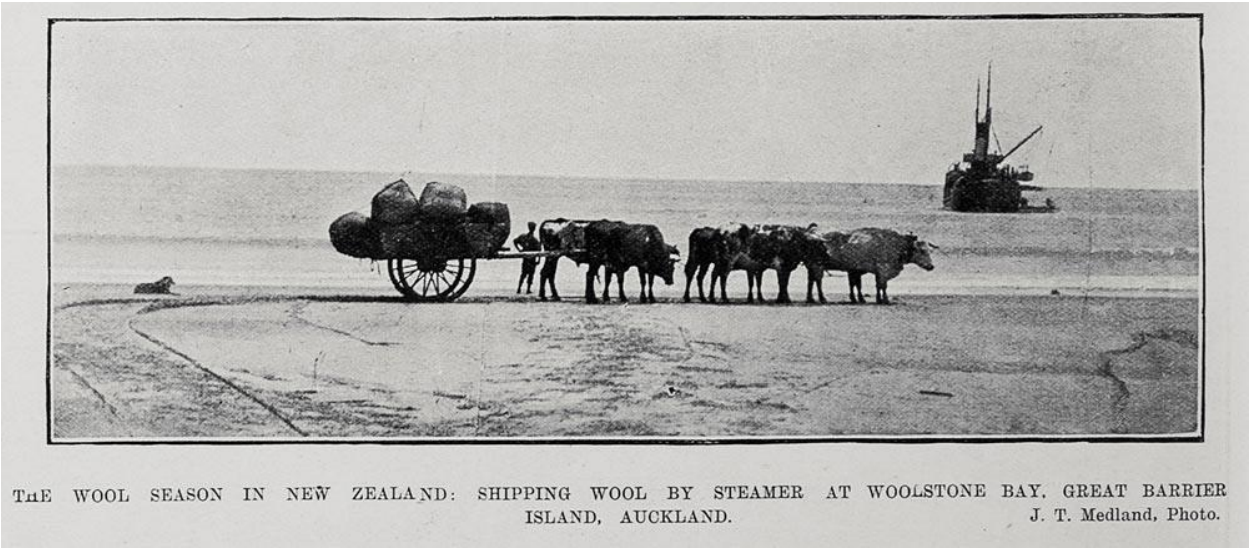


Figure 128. Shipping wool from Medlands Beach (formerly Wooslstone Bay) c.1909.
(Auckland Libraries Heritage Collections AWNS-19091202-2-5).

Dairy farming had been a form of livelihood on the island since it was first settled. Cream was churned to butter in small sheds (creameries) specifically built for this purpose, and

then supplied locally to miners, mill workers and others who came to work on the island. Butter was also shipped to the mainland on a regular basis.[352]

As the settlers developed their farms and increased their herd sizes, the farmers employed centrifuges to separate cream. They were able to export cream at this point to the mainland, loading up cream cans to be shipped to the mainland.

In 1916, the Medland family were the first to install a milking machine.[353] Other farmers followed and the dairy industry on the island continued to grow. After WWI, herd sizes increased, and farmers modernised with milking machines and better built facilities. Better equipment made it easier to milk cows and store cream and the industry boomed.

There is considerable evidence on the island of the earlier dairy farms including creameries, milking sheds and so on. One of the earliest dairies that still exists, albeit as a ruin, is the stone dairy which was built by the Sanderson family in the1860s. The image on the following page shows the dairy still in use in Blind Bay in the 1930s, when the land was still used for dairy farming. The stone dairy is currently concealed by vegetation and overgrowth.

Figure 129. Bill and Phyllis Sanderson gumdigging in the 1930s and posing in front of the Sanderson stone dairy in the background. (Courtsey Ben and Teresa Sanderon).

Figure 130. The remains of the stone dairy today partially concealed by overgrown vegetation.
(Auckland Council, March 2018).

Figure 131. The old cowshed on George Medland's farm. Once part of Woolstone farm.
(Auckland Council, March 2018)

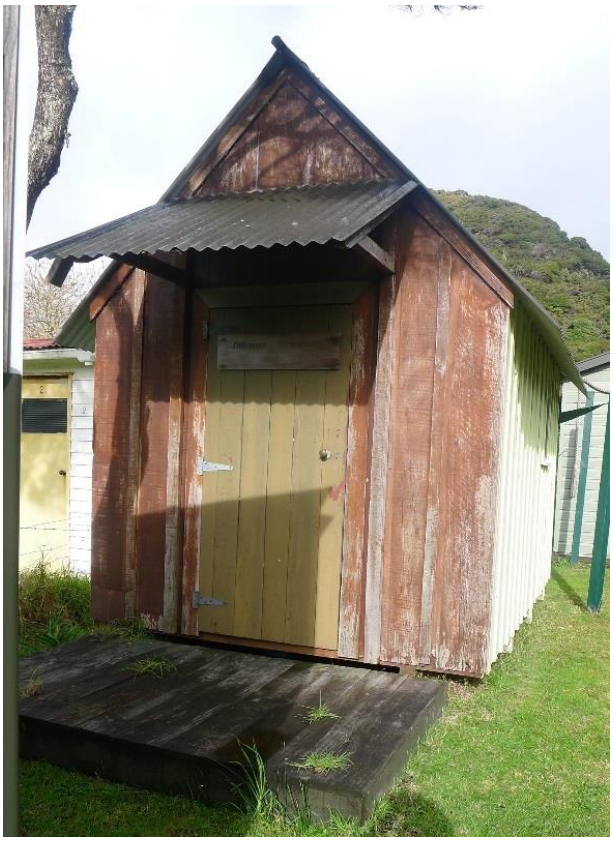


Figure 132 and Figure 133 Medland family creamery (left) now relocated to Grace Benson's museum and Fanny Osborne's creamery (right), now relocated to the Milk, Grain and Honey Museum in Claris.

In Okiwi, the early Mabey milking shed is still standing. David Watson says the milking shed still has the milking cups and pipes in place.

In Tryphena the remnants of the stockyards and cattle race are evident near where Puriri Bay Road meets Schooner Bay Road. The original stockyards and cattle race were reportedly built by the Blairs in the late 19th century. Brenda Sewell has added to the CHI records that Charlie, George and Walter Blackwell built the stockyards in the 1930s and that they were later replaced by George Mason. Stock from the southern half of the island and Harataonga were shipped out from there.[354]

Figure 134. Stockyards and cattle race in Puriri Bay.
(Jonathan Arlidge).

5.9 Honey Production

As part of subsistence farming, early settlers on Great Barrier Island began to produce honey to sell to the mainland. All of the early families were involved in beekeeping and producing honey. Weetman[355] recorded that one settler had reportedly extracted 12,000lbs of honey from his hives, and another 8,000lbs during 1888.

Some of the original honey sheds still exist on the island, some being relocated. This is still an industry that thrives on the island today with honey continuing to be exported to the mainland.

The New Zealand Herald reported in 1916 that pohutukawa, along with tea tree and puriri and other native flowers "*afford a rich harvest for the bees, and every homestead has it row of hives. In some instances, the honey is merely used for home consumption, but a large quantity is put on the market. As each hive represents a clear profit of £1 to 30s each season, this industry is one which well repays the apiarist for the small amount of work involved."*[32]

[32] *New Zealand Herald,* 4 February 1916, p4

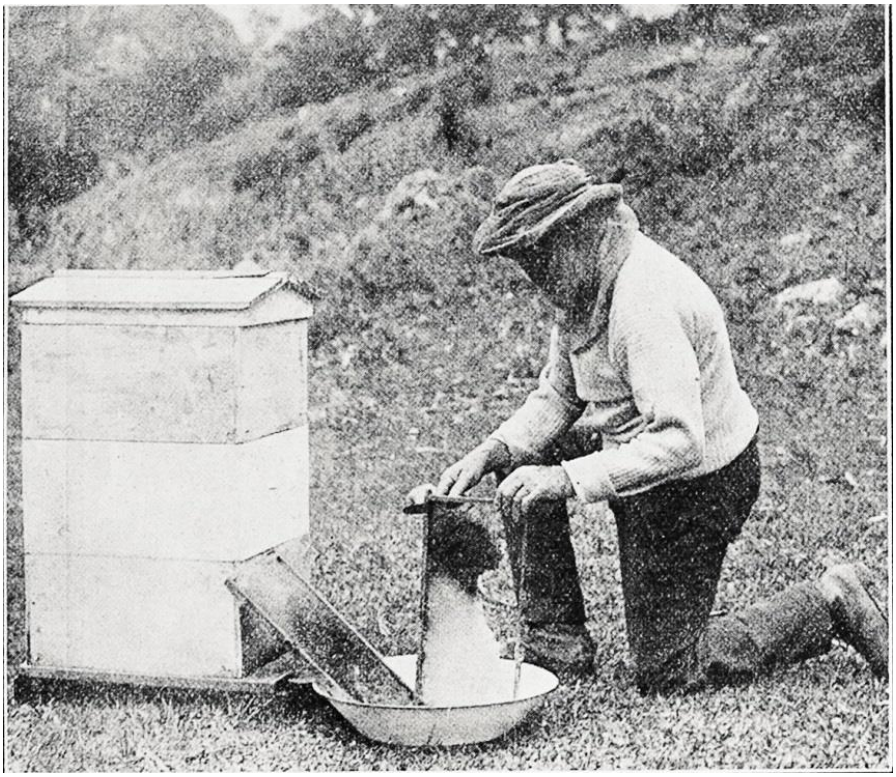


Figure 135. Beekeeping:cutting out sections of honey c1920.
(Auckland Libraries Heritage Collection AWNS-19200909-36-5).

In Tryphena, the Blairs, the Osbornes and the Blackwells were prolific in their production of honey. The Blackwells were among the first commercial apiarists. Originally building beehives of pit sawn timber, the Blackwells eventually built a sawmill powered by a waterwheel in the later decades of the 20th century to saw kauri. The Kauri was used to produce bespoke beehives. Before the end of the 20th century they possessed 500 hives and produced pohutukawa honey. They exported honey as far afield as England and in the later 1890s they are said to have shipped 10 tons of honey to London and greater New Zealand. The Blackwell honey making business was undertaken by all members of the family and they continued the tradition on their individual farms. Thomas Blackwell bought land in Kaitoke primarily for beekeeping. The original Blackwell honey house is still standing in Kaitoke. It has been added to and altered significantly, but the original form with its exterior chimney is still recognisable. The honey shed on the original Blackwell property in Tryphena has more recently collapsed.

Figure 136. Blackwell honey shed in Tryphena .
(Auckland Council, 2016).

Figure 137. Tom Blackwell's honey shed in Kaitoke, later to become Walter Balckwell's home.
(Auckland Council 2017).

Figure 138. A surviving example of Ernie Osborne's honey shed, now relocated to the property once owned by Les Todd. (Courtesy David Watson)

The Osbornes were also prolific honey makers. Fanny and Alfred's sons, Ernest (Ernie) and Charlie were particularly productive. Ernie built a number of honey sheds around the island to help in his production. Two were based in Shoal Bay, and the others in Schooner Bay, Sugar Loaf and Medlands Beach, maintaining apiaries at these locations.[33] The Shoal Bay sheds were relocated to Les Todd's property in Mulberry Grove in the 1960s. Ernie's shed on Medlands Beach was located in Joe Medland's orchard near the Sugarloaf stream.[34]

In Okiwi, the Mabey honey house survives on the property still owned by the Mabeys. David Watson was informed by George Mason that the shed was built in 1934 by George along with Fred and Alan Mabey specifically for honey extraction. It later became a honey mead distillery for a while.

[33] A tale of Two Families, p43
[34] A tale of two families, p53

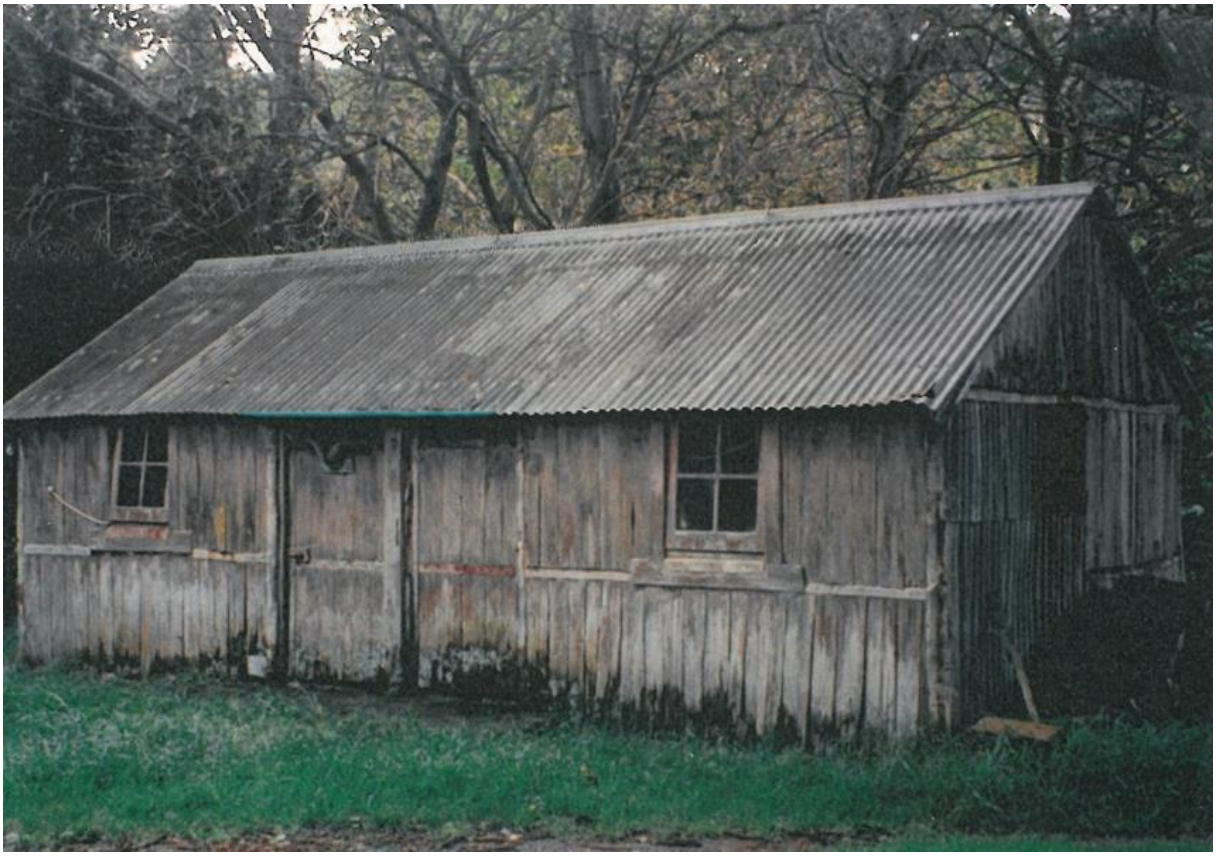


Figure 139. Mabey honey house.
(David Watson).

6 CHAPTER SIX - WAYS OF LIFE

The broader *Ways of Life* theme covers a range of topics relating to activities within the community, including any development of churches and places of worship, educational facilities, community organisations, and places associated with remembrance of the past.

6.1 Religion and Worship

Worshipping on the island was generally attended to in people's homes or farm buildings or gardens, in the early settlement days of the Barrier. With only a small population spread over several remote communities, which were not connected by roading, it was impossible for one resident clergy to serve the entire island. Instead, at least from the 1880s, Great Barrier Island received visits from the Anglican Home Mission Clergy, who stayed in people's homes as they travelled around the island to provide church services. Residents travelled (sometimes great distances) to one appointed home to attend these services. In these very early days, as travel to the island was difficult in itself, it appears this may only have been done three times a year.[356] In February 1885, Reverend John Hazeldene reported that it was *"very hard work travelling over the island and could not be done at all without the help of the settlers who seem to grudge no time spent in helping the minister*."[357]

Later, services were held in schoolrooms and then more recently in community halls. Even today churches are at a minimum on the island. In Grace Medland's book she refers to early settlers in Tryphena meeting every week to worship since the early 1890s.[358] The Sunday School conducted by Grace Medland held an annual picnic that was a big social event on the island.[359]

The first church to be built on the island was the Catholic church built for the timber workers at the Kauri Timber Company mill at Whangaparapara. Following the closure of the timber mill, the church was demolished, and the timber was reused to build a home near the harbour.

Figure 140. Catholic Church at Whangaparapara, now demolished.
(Auckland Libraries Heritage Collections 7-A10650)

Other places of worship have arrived on the island in more recent times. The Church of Jesus Christ of Latter Day Saints in Okiwi is one of these. Also, the Orama Christian Community sits in Karaka Bay on the former Paddison property and is known as the Orama Oasis. It welcomes all religions and offers Sunday services in a chapel. Both of these have more contemporary buildings of worship.

In Port Fitzroy a church hall was built in 1926 to provide a place for Sunday services, a school and community hall. The construction of the hall was requested as early as 1915 by the Reverend Trevor Gilfillian, Home Missioner at Coromandel and Great Barrier.[360] Residents of Port Fitzroy were asked to contribute to a fund for this purpose. Although the request was granted by the Anglican Bishop, the First World War interrupted any further proceedings, delaying the construction of the hall until1926.[361]

The land for the hall was donated by the Warrens and the hall was built by locals by materials they provided.

The building was reused as an army base mess hall during WWII and has since been adapted for use as the Port Fitzroy Boat Club. The original building has been extensively modified. However, the interior, with its trusses is still legible as a 1920s hall.

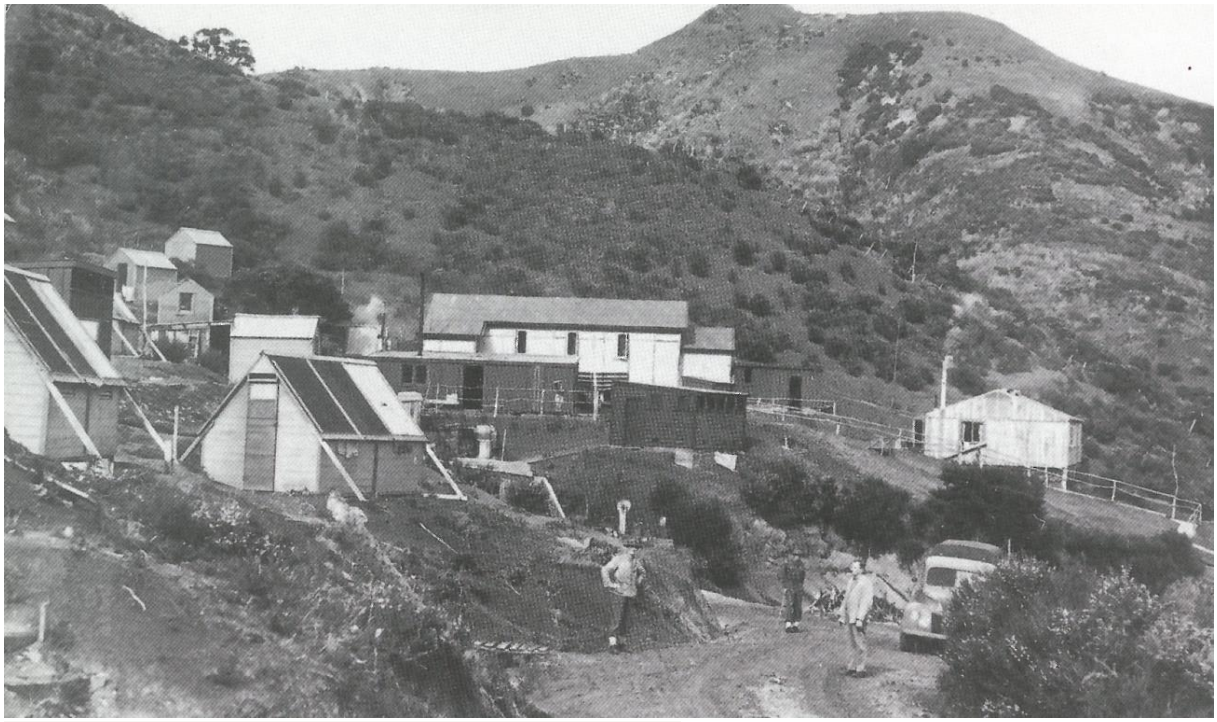


Figure 141. The church hall when it was used by the army during WWII.
(Garth Cooper Collection)

Figure 142. Former Church hall and school.
(Courtesy Bob Shearing, April 2019)

The only early traditional church on the island is St John's Community Church in Medlands which caters for all religions. However, the church is not original to the island. The church was gifted to the Barrier people by the Anglican Parish of Kaitaia. Situated in Awanui, Northland, the church was found by the Rev. Ken Stoker in 1985/86. Rev. Ken Stoker was a minister from Waiheke Island, who, on every 5th Sunday travelled to Great Barrier Island

to give services at Orama Christian Community, Fitzroy Hall, Claris Hall, Tryphena Hall, and Barleyman Cottage, Okupu.[362]

The history of the church started in October 1981, when the Great Barrier Island Interdenominational Church Committee was formed at a meeting held at the home of Beverley and Les Blackwell.[363] The committee set about raising money for a church to be built and searching for land. The Methodist Church donated land they had been gifted by John Medland along Medlands Road close to the beach. Several designs were submitted for a church. The Committee also considered using an existing building, should a suitable one be found. The church found in Awanui was considered to be the best option. The church arrived on the island at the end of June 1986. The church was restored by locals and was dedicated on 30 November 1986.

Figure 143. St John's Community Church.
(David Watson).

6.2 Education

The first schooling on Great Barrier Island took place at the remote Miners Bay village in the north west of the island. Few details are recorded, but in 1858 storekeeper Peter McDonald was teaching school on Sundays to the children (including his own) living in the

village.[364] It is possible that some form of schooling commenced as early as the 1840s and took place intermittently during the periods the mine was operational until the 1860s.

Education on the Barrier was difficult because of the vast distances between the early settlements and the small number of children at each settlement who varied in age and requirements in schooling. More often than not, there were only up to three or less at each school. School rooms were normally a small shed like building attached to or close to a settler's home. A teacher was expected to teach at more than one school, spending one week in one while the students home schooled in the other and then riding by horseback to another settlement to teach there. Isolation and a fluctuating population determined the need for schools in various settlements on the Barrier.

At first schooling was undertaken by the earliest settler's home schooling their children. This is evident in Emilie Malcolm's journal.[365]

6.2.1 Tryphena School

The earliest formal school building to be established on Great Barrier Island was at Tryphena in the 1880s. A site for the school, recommended by Mr Barstow was accepted by the Board of Education in 1883.[366]

The school at Tryphena was built in 1884 with 20 pupils.[367] The first teacher was early settler, Mr Alfred Osborne. This school building is still extant. It was used as a school until 1939 when it closed due to the low numbers of pupils. Children were then home schooled or undertook correspondence schooling. It was not until 1962 that the current primary school was opened in Mulberry Grove on the shores of Tryphena harbour.

In 1973, the original school building was moved approximately 50m north of its original site on the same corner site. It is now used as a centre for the Aotea Family Support Group Charitable Trust.

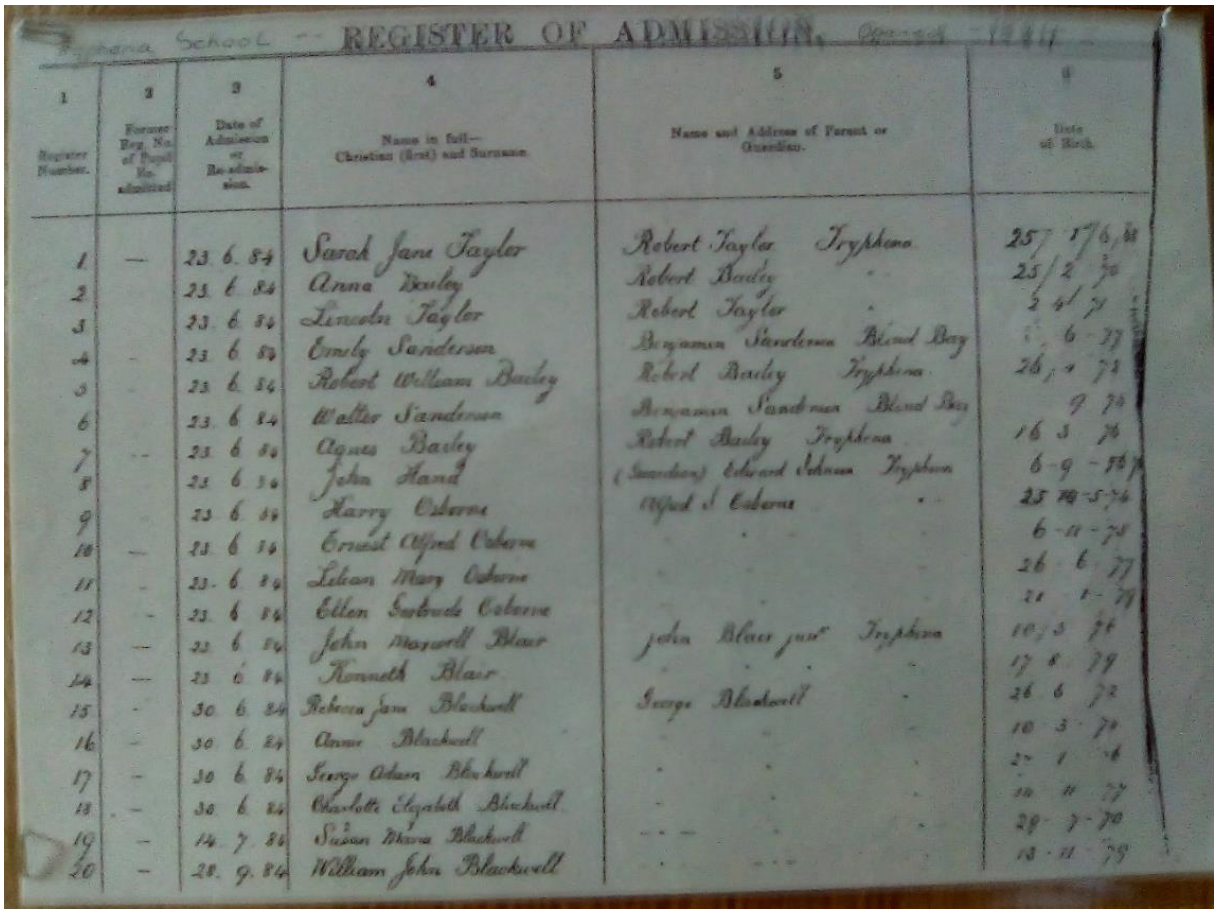
Despite the number of years since the building was used as a school, there have been relatively few changes to the building fabric. The school is now slightly raised with base boards added and a small verandah has been added along with an accessibility ramp

Figure 144. The 1884 Tryphena School in 1930.
(Photograph, courtesy of Colin Davis, whose father Claude was teacher at the school in 1929-1930)

Figure 145. The former school building today on the relocated site.
(Auckland Council, March 2018)

A school teacher's house was built adjacent to the school, although the date it was built is unknown, possibly in the early 1900s. It has since been relocated and highly modified. It is now part of the Arts Village at Claris.

Figure 146. The former school teachers house at Tryphena.
(Auckland Council March2018).


REGISTER OF ADMISSION.

1 Register Number.	2 Former Reg. No. of Pupil re-admitted	3 Date of Admission or Re-admission.	4 Name in full— Christian (first) and Surname.	5 Name and Address of Parent or Guardian.	6 Date of Birth.
1	—	23. 6. 84	Sarah Jane Taylor	Robert Taylor Tryphena	25/ 1/6/68
2		23. 6. 84	Anna Bailey	Robert Bailey	25/2/70
3		23. 6. 84	Lincoln Taylor	Robert Taylor	2/4/71
4		23. 6. 84	Emily Sanderson	Benjamin Sanderson Blind Bay	6-73
5		23. 6. 84	Robert William Bailey	Robert Bailey Tryphena	26/4/73
6		23. 6. 84	Walter Sanderson	Benjamin Sanderson Blind Bay	9/74
7		23. 6. 84	Agnes Bailey	Robert Bailey Tryphena	16/3/76
8		23. 6. 84	John Hand	(Guardian) Edward Johnson Tryphena	6-9-75
9		23. 6. 84	Harry Osborne	Alfred S Osborne	25/10-5-76
10	—	23. 6. 84	Ernest Alfred Osborne		6-11-78
11		23. 6. 84	Lilian Mary Osborne		26/6/77
12		23. 6. 84	Ellen Isabella Osborne		21/1/79
13	—	23. 6. 84	John Maxwell Blair	John Blair junr Tryphena	10/3/71
14	—	23. 6. 84	Kenneth Blair		17/6/79
15		30. 6. 84	Rebecca Jane Blackwell	George Blackwell	26/6/72
16		30. 6. 84	Annie Blackwell		10/3/74
17		30. 6. 84	George Adam Blackwell		27/1/76
18		30. 6. 84	Charlotte Elizabeth Blackwell		10/11/77
19		14. 7. 84	Susan Maria Blackwell		29/7/80
20		28. 9. 84	William John Blackwell		13-11-79

Figure 147. The Tryphena school roll, 1884, which displays the children of the early Barrier families.
(David Watson).

6.2.2 Schools in Other Settlements

In the northern part of Great Barrier Island there was a school at Katherine Bay, recorded as early as 1900.[368] In 1920 the Education Board approved a new school building to be erected at Katherine Bay for up to 30 students to be schooled on a part time basis.[369] In 1923, a request for a full-time school at Katherine Bay was declined. However, at that time, it was recommended a site be acquired for a new school in Katherine Bay.[370] In 1931, newspaper reports indicate a new school was approved to be built in the area.[371] In 1935 this school was opened.[372] A board and batten school was built as is shown in the images below. Typical of a simple country school design at the time, the building has since been relocated and incorporated into the Kawa Marae. It is uncertain when the relocation occurred.

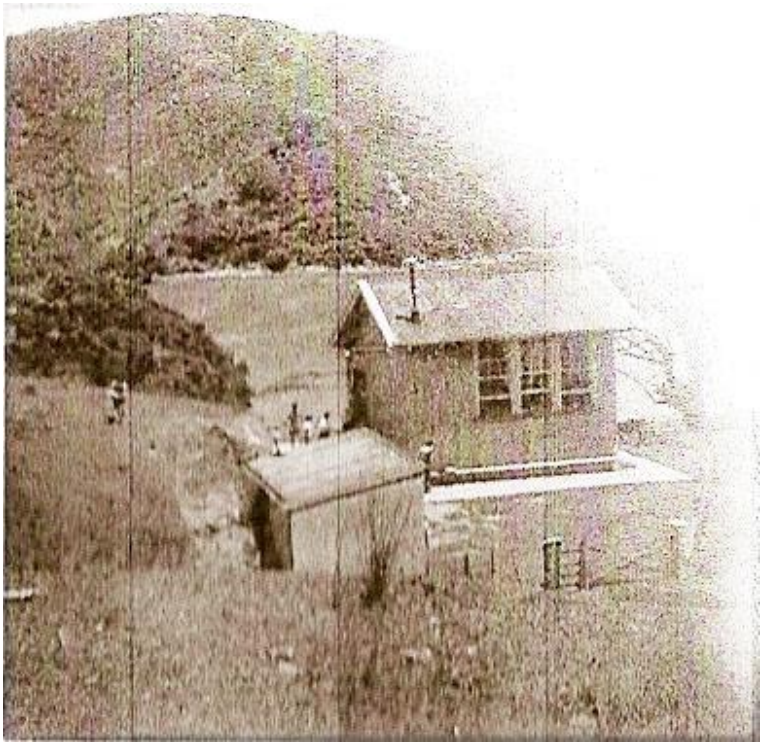


Figure 148. Katherine Bay school typical of the country style school house of that era. (https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/history-of-schools-of-great-barrier-island/catherine-bay-schoolD).

Figure 149. Katherine Bay School possibly being relocated. (https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/history-of-schools-of-great-barrier-island/catherine-bay-school).

Other schools on Great Barrier Island arose as the population grew in other settlements.

Following the 1877 Education Act, making primary education in New Zealand "free, secular and compulsory"[35], the settlers of Port Fitzroy formed a school committee, with John Moor as the manager. As a result, in September 1879, the first teacher, Mr Kinross was appointed to the island. Spending a week with each family, he schooled the Moor, Paddison and Flinn children.

Later, Emilius Le Roy was to build a schoolroom on his property in Rarohara Bay for his children and the Warren children. It was reported in 1893, that Le Roy received a £10 grant to enlarge his schoolroom.[373] The school was known as the Great Barrier School. A teacher attended the new classroom, on a part time basis so that other children in the area, such as the Moors, the Flinns and the Paddisons could also be educated. The schoolroom was attached to the store and post office that Emilius Le Roy operated and continued to run until 1927.

In 1927, a church hall was built in Port Fitzroy which was also to be utilised as a school during the week. (Fig.142). However, with only a small number of pupils, between 8 and 9

[35] The Education Act of 1877 allowed free, compulsory state education for children between the ages of 7 and 13.

in the 1930s, the school closed at the beginning of WWII. (Refer Section 6.1 Religion and Worship).

Alice Paddison worked as a teacher at Okiwi School in 1912 for the year it was open, schooling her three children there. They returned to the Great Barrier School along with the other children who attended the Okiwi School. Alice Paddison taught at this school and the Katherine Bay School on alternate weeks.[374]

At Oreville a school was opened around 1901 for the children of the miners.[375] Mining in the area began at the end of the 19th century and continued until 1919. At its peak, in the early 1900s, the school is reported to have had 50 pupils[376], making it the largest of the early schools on the Barrier. It is believed to have closed down in 1908 following the closure of the Barrier Reefs Gold Mining Company in 1902. When a new company took on the mine, it appears the mining town applied for a new school.[377]

Figure 150. This image is believd to be the former Oreville school.
(Source unknown)

In Whangaparapara a school opened for the children of the Kauri Timber Company mill workers around 1909-1910. The school operated during the time the mill was in operation, eventually closing. The school house was still standing until the 1990s, but fell into disrepair and after severe flood damage, was demolished.

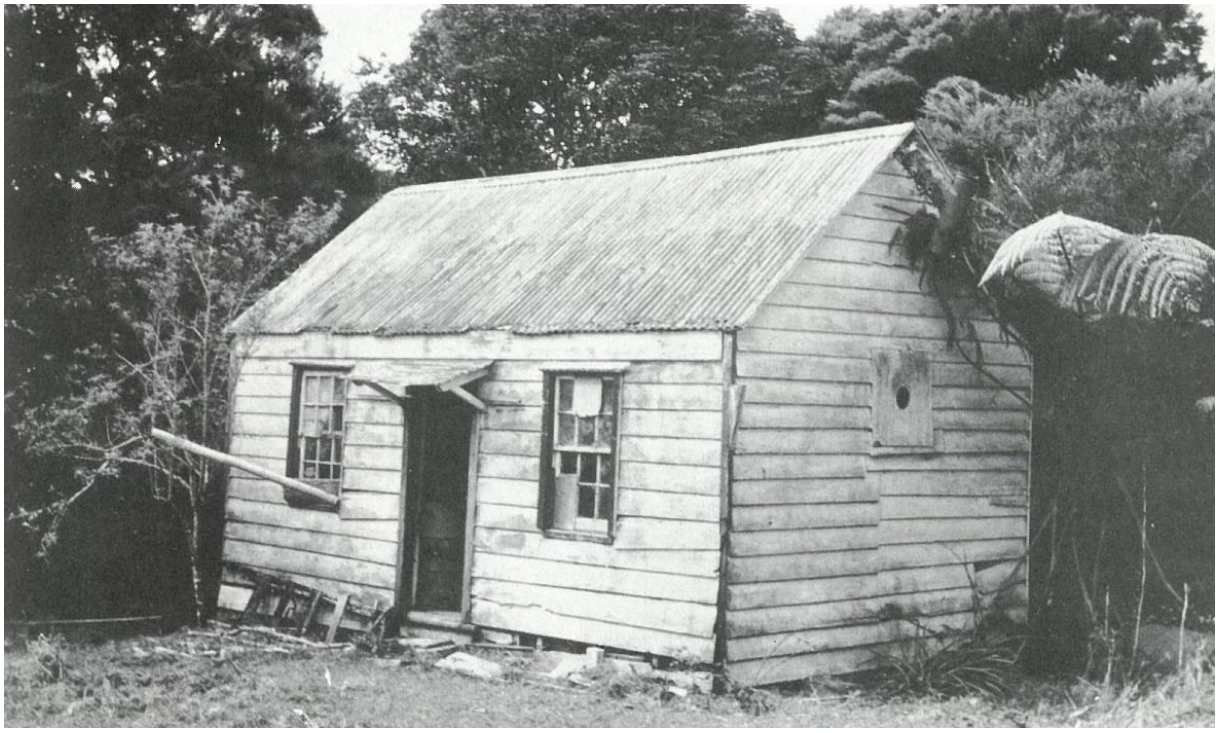


Figure 151.Whangaparapara School n.d
(Molly Elliott)

In the settlement of Okupu, another school was opened around the early 1920s for the Sanderson family. At this time the schools in Okupu and Tryphena were operated as part-time schools with the teacher travelling between the two.

Figure 152. The school at Okupu with three of the Sanderson family children in 1929.
(Photograph, courtesy of Colin Davis, whose father Claude was teacher at the school in 1929-1930)

In Awana, a school was built in the early 1920s, catering for the Aikman and Curreen families, who were farming in the area. This school operated until the late 1940s, when it was no longer needed. The building was believed to have been trucked to Okiwi in pieces and rebuilt on the Cooper's farm by local families, to school the Cooper and Mabey children.[378]

The Medland family built their own school near Medlands Beach in the early 1930s.[379] The school closed in 1961. By this time the designs of the country schools had changed and it is reflected in the school that was built for the Medland children. The majority of students were children from the Medland family. Beverly Blackwell advised the school roll as having up to 22 Medland children and 4 Blackwell children.

Figure 153. Medlands Beach School.
(Photo courtesy of Beverley Blackwell).

The school still exists today, although it has been relocated and altered to be used as a bach along the Medlands Beach foreshore.

Figure 154. The Medlands Beach School today.
(Auckland Council, March 2018).

Community Facilities and Organisations

6.3.1 Public Halls

The construction of schools, the church in Whangaparapara, and the church hall in Port Fitzroy, provided multifunctional purposes, including being used by the community for meetings and events. Prior to their construction, the local communities on the Barrier used each other's homes and gardens for community purposes. Until more recent times, purpose-built community facilities were not a consideration of the local population.

In Claris, a hall was built during WWII by the army as a drill hall to provide for a large army camp nearby. After the war it became a hall for the community. It is believed it was moved around the 1980s to Awana Bay. It appears to be intact, with little alteration.

Figure 155. The former army drill hall now located at Awana.
(Auckland Council, 2017).

There is now a community hall at Tryphena which houses the Barrier's Roll of Honour. The scrollwork on this memorial were completed by Tom Ryan's nephew Darby, who was an accomplished artist.[380]

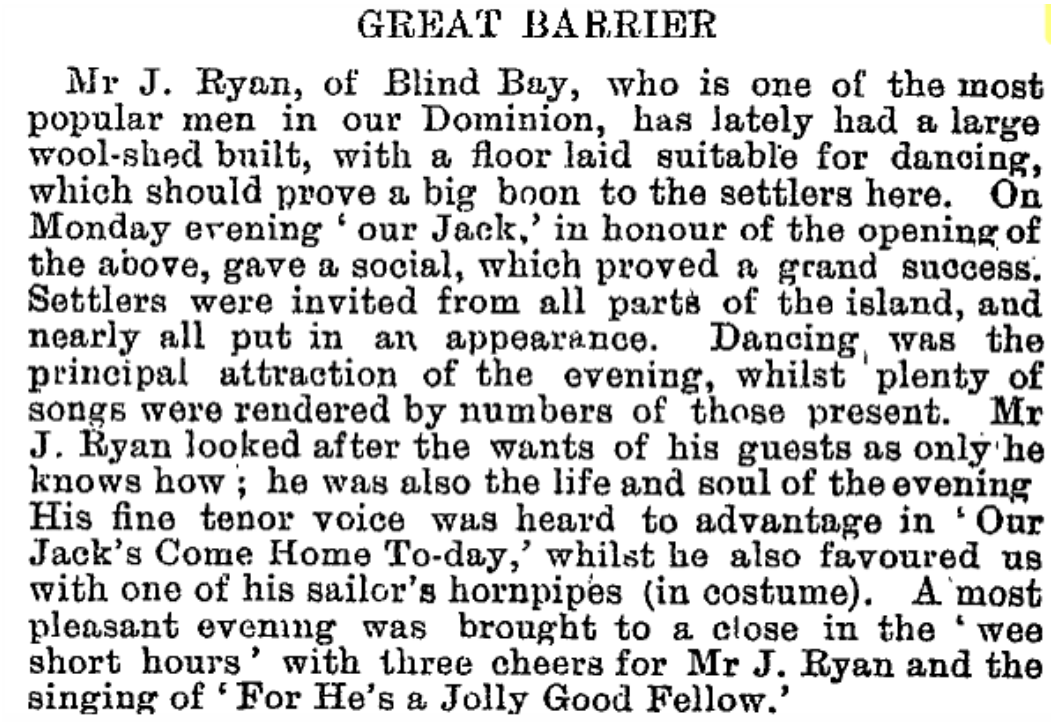
6.3.2 Community Organisations

In early settlement days there was a small following of the Presbyterian temperance group Band of Hope. This included social gatherings with entertainment. The extent of the popularity of this group on the island has not been researched, but it is believed to have some interest.

In 1948, the Awana Branch of Women's Division of Federated Farmers was formed for farming wives who lived between Port Fitzroy and Tryphena.[381] Originally held in member's homes, and later, also halls, the branch organisation was bequeathed the Okupu home of Tom Barleyman when he died. Following the renovation of the place, they held their first meeting there in 1979.[382] The group raised money for various needs around the island, and elsewhere and held social gatherings. They have since rebuilt a cottage on the land bequeathed to them.

6.3.3 Entertainment and Sports

Since the early days of European settlement on the island there has been a number of social activities that have occurred in the various settlements. Frequently, settlers travelled far and wide to attend sophisticated parties with feasts and dancing, often taking place in wool sheds, festively decorated for the purpose. The newspaper, the *Observer* reported many such events.



GREAT BARRIER

Mr J. Ryan, of Blind Bay, who is one of the most popular men in our Dominion, has lately had a large wool-shed built, with a floor laid suitable for dancing, which should prove a big boon to the settlers here. On Monday evening 'our Jack,' in honour of the opening of the above, gave a social, which proved a grand success. Settlers were invited from all parts of the island, and nearly all put in an appearance. Dancing was the principal attraction of the evening, whilst plenty of songs were rendered by numbers of those present. Mr J. Ryan looked after the wants of his guests as only he knows how; he was also the life and soul of the evening His fine tenor voice was heard to advantage in 'Our Jack's Come Home To-day,' whilst he also favoured us with one of his sailor's hornpipes (in costume). A most pleasant evening was brought to a close in the 'wee short hours' with three cheers for Mr J. Ryan and the singing of 'For He's a Jolly Good Fellow.'

Figure 156. A report on a dance at John Ryan's woolshed (Observer, 31 October 1891)

Other social outings included public picnics in various parts of the island. Grace Medland recalls an annual picnic in Tryphena, organised by a formal committee took place with games and competitions until the First World War intervened.[383]

On St Patrick's Day, horse racing on Kaitoke Beach was an annual event[384] until a real race horse was introduced by someone from the Oreville township. Uneven odds and the serious turn of this annual race brought this event to an end.

On a number of settler farms were tennis courts, particularly in the northern and central settlements. Tennis sessions were popular on weekends as a social gathering. There may be some evidence of former tennis courts on the island, but these have not been sited.

Figure 157. Tennis outing at Whangaparapara c.1910
(Alexander Turnbull Library Ref: 1/2-000102-G.).

6.4 Remembering the Past

6.4.1 Shipwrecks and other maritime incidents

There have been approximately 44[36] recorded shipwrecks around the coastline of Great Barrier Island. A number of vessels have also lost in unknown locations offshore with wreckage coming ashore on the island. Other vessels have been involved in incidents but have been salvaged or refloated. A small number of vessels have been abandoned or dumped onshore on the island as unseaworthy hulks. [37]

There have also been a number of other maritime incidents of various kinds that have resulted in loss of life.

The best known shipwrecks on Great Barrier Island are those of the ss *Wairarapa* (1894), and ss *Wiltshire* (1922). The relatively recent (1989) wrecking of the *Rose-Noelle* on Great Barrier is also widely known. For additional information on these and other wrecks referred to below, and other wrecks around Great Barrier Island see Armitage 2010a[385] and https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/shipwrecks--scuttlings.

6.4.1.1 Ss *Wairarapa* (1894) Miners Head UID 02166; CHI 9471

The ss *Wairarapa* sank with the tragic loss of around 140 passengers and crew after striking the shoreline near Miners Head in 1894. The exact number will never be known because of discrepancies between the passenger list and those known to have been on board the vessel.

Most of the victims were transported for burial on the mainland. An estimated 60 unidentified victims of the sinking are buried in two groupings of graves on the island, at Tapuwai point at the north end of Whangapoua beach, and at Onepoto in Katherine Bay.

The *Wairarapa* shipwreck remains one of New Zealand's worst maritime disasters, with the death toll only exceeded by the loss of HMS *Orpheus* in 1863 and the ss *Tararua* in 1881.

The wreck site is scheduled in the AUP.

[36] Armitage (2010a) lists 54 but this includes vessels that were salvaged.
[37] For example the derelict dredge grabber hopper *Wanganui* at Whangaparapara (see also **Error! Reference source not found.**).

6.4.1.2 Ss *Wiltshire,* (1922), Rosalie Bay UID 02167; CHI 9475; T09_201

The *Wiltshire* was a steel twin-screw five-masted insulated cargo steamer of 12,169 tons gross. It was driven ashore at Rosalie Bay. The wreck is notable because of the large size of the vessel, and in particular the efforts of rescuers who were able to get the entire complement of 103 ashore onto the adjacent cliffs without loss of life.

One of the ship's anchors that has been removed from the wreck and is at Whangaparapara.

The wreck site is scheduled in the AUP.

6.4.1.3 *Rose-Noelle* (1989), Little Waterfall Bay

The *Rose-Noelle* was a 12.65 m trimaran which came ashore on a reef off Little Waterfall Bay on the east coast of Great Barrier Island after drifting for 119 days and some 1900 miles upside down. After capsizing during in a storm on route to Tonga, the crew sought shelter in the aft cabin and all survived the ordeal. Their story was so remarkable that it was initially received with scepticism by some members of the public.

Other wrecks of historic heritage significance

The wrecks listed below are known to, or potentially have, surviving evidence of the event in the form of wreckage of the vessel or graves of victims. They have not been evaluated but are considered to potentially be of some historical or other significance to Great Barrier Island.

6.4.1.4 *Rory O'More* (1843), Rory Bay CHI 11; S08_456

Rory O'More, reg.1/1842 Port of Auckland, was a small locally built schooner 41.5 ft in length and of 22 tons register. It was the first ship constructed on Great Barrier and was built by Jeremiah Nagle at Nagle Cove and launched on 10 October 1841.[386]

The vessel serviced the copper mine at Miners Head, transporting copper ore for the Great Barrier Mining Company between the mine and transport ships waiting in Port Abercrombie, for export to overseas markets.

In October 1843 the vessel foundered at the entrance to the harbour whilst carrying 30 tons[38] of ore destined for the brig *Tryphena.*[387] The precise location of the wreck site is presently unknown, but it sank in what became known as Rory Bay, near Nagle Cove,

[38] *Southern Cross* says 20 tons

coincidentally very close to where it was built. Although no longer known by this name it is the bay inside Okokewa Island.[388] The cargo that was being carried (copper ore) should make the wreck site readily identifiable using remote sensing techniques such as side scan sonar or magnetometer survey.

6.4.1.5 *Maggie Robertson* (1878) CHI 891

The schooner *Maggie Robertson* reg. no. 57833 sank off Wellington Head on the southeast side of the entrance to Port Abercrombie on 27 October 1878.[389] The vessel developed a leak in a gale and sank before it could be driven ashore. No lives were lost. The precise location of the wreck is presently unknown. However, the vessel was carrying a load of manganese ore[39] and is likely to have sunk in intact condition so substantial remains of the ship may be present at the wreck site and may be able to be located using remote sensing techniques.

6.4.1.6 *Zillah* (1889) CHI 486 & 16557

The ketch *Zillah* was wrecked in a storm on the east coast of Great Barrier on 2 June 1889, with the loss of two lives. *Zillah*, reg. no. 75117, was a vessel of 36 tons and 54.4ft.in length with a beam of 16.2ft.

The location of the wreck and grave sites are currently unknown. The vessel is recorded as having struck rocks *between the Onawa* [presumably Awana] *Creek and the residence of Mr Palmer, at Korotete* [Korotiti], near Palmers Point.[390] However, there is some evidence to suggest that the wreck and victims came ashore closer to Korotiti Bay further north. A piece of wreckage, possibly from the vessel, has been recorded in this vicinity.

6.4.1.7 Whaleboat (1892)

The owner of Kaikoura Island, Allen Taylor, and Charles Harvey, a visitor to the island, were drowned when the whaleboat they were in capsized and sank on 4 December 1892. The boat, which was ballasted with iron, sank about 400 yards off the island during a circumnavigation of Kaikoura Island. Allen Taylor is buried at the Karaka Bay burial ground. Charles Harvey was buried at Purewa burial ground (Auckland). Taylor's brother survived the sinking.[391] The exact location of the wreck and its condition are unknown.

[39] Not likely to be from Great Barrier, possibly from Waiheke Island

6.4.1.8 Rapid (1864)

The schooner *Rapid* capsized in a gale on its maiden voyage from Mercury Bay to Auckland in March 1864. In the days following the capsize four of the nine crew/passengers on board survived by clinging to the rigging in a remarkable tale of human endurance. The vessel eventually came ashore just inside the entrance to Whangaparapara Harbour. One passenger who had managed to survive the ordeal drowned attempting to get to the shore. He was buried somewhere at Whangaparapara along with another passenger (the owner of the vessel) who had drowned in the cabin during the initial capsize.

The tragedy is remembered through the naming of Rapid Bay, where the vessel floated ashore. The vessel itself was subsequently righted and repaired. The location of the graves is currently unknown.

6.4.2 Cemeteries and Burial Sites

On the island there is a Pioneers Cemetery along with a number of burial grounds and graves on private properties. Because of the historic isolation of some of the communities on the island, and the logistics of burying people there are a large number of scattered grave sites and in some cases unmarked graves around the island, some in places that are still inaccessible by road. The locations of a number of interments are currently unknown. As noted earlier there are a number of urupā and isolated Māori burials recorded or known on Aotea Great Barrier, and others are certain to exist.

6.4.2.1 Pioneer Cemetery

The most public cemetery is the Pioneer Cemetery in Tryphena which houses the Blackwell family. Located opposite the harbour, the Pioneer Cemetery is at the rear of the public cemetery in Tryphena.[392]

The first grave in the cemetery is that of Susan Cozens, (the daughter of George and Elizabeth Blackwell) who died on 21 October 1911. Her mother died less than two weeks later on 2 November 1911.

Figure 158. Pioneer Cemetery in Tryphena.
(Auckland Council, March 2018).

Figure 159. Marble headstone for Susan Cozens (nee Blackwell).
(Auckland Council, 2018).

6.4.2.2 The Osborne Graves

In Tryphena, there are a number of grave sites that are on private properties. On the former Osborne property there is a commemorative cairn marking the burial ground of a number of family members. There are no individual headstones. Surrounded by a picket fence, the cairn has a plaque that reads:

"In memory of the ancestors who pioneered this land and who are buried in this plot. Alfred Joe Osborne died 1920 aged 73, his wife Fanny died 1933 aged 81. Also son, Albert Nigel, daughter-in-law Eliza Osborne, wife of Harry died 1914, son-in-law Edward Hartwell, husband of Ellen died 1937. This plaque was donated by a representative section of the grand children of Joe and Fanny and erected by David Dodd present owner of the property 1984." [393]

Figure 160. Osborne Family burial ground in Rosalie Bay Road.
(Auckland Council, 2016)

6.4.2.3 The Bailey Alcock Graves

Another burial ground in Tryphena located on private property is the early settler Bailey and Alcock burial ground at Puriri Bay. Containing 8 headstones of marble and granite. The earliest being that of Robert Bailey who died on 1 November 1907.[394] These graves are now severely overtaken by vegetation and require some work done to clear the area. Originally, they were enclosed in a picket fence, which has disappeared under the extensive overgrowth.

6.4.2.4 The Blair Graves

Also, at Puriri Bay is the burial ground of the Blair family. This site is west of the former Tryphena Post Office near the junction of Schooner Bay Road and Tryphena Harbour Road. Like the Osborne burial ground there are no headstones, only a commemorative cairn within a picket fence. A plaque reads "*Sacred to the memory of John 1820-1892, his wife Jean 1817-1900, and their children, Thomas 1850-1880, Peter 1852-1853, Agnes 1857-1859, Mary 1859-1860, John 1844-1909 and his wife Agnes Mckay1853-1913 and their children, John Maxwell 1876-1900, Robert James 1875-1910, Stevenson Septimus 1888-1888."* This site has not been visited since 1992 and it is uncertain what condition it will be in. [395]

6.4.2.5 Other Known Tryphena Graves

Other graves in Tryphena include that of Robert Taylor who was murdered in his home on 19 June 1886. The grave site is inland from his former home in Taylor's Bay.[396]

In Shoal Bay is the grave site of Mary Davids who died on the 31 May 1867. She is believed to be buried on land close to the wharf at 32 Shoal Bay Road.[397]

6.4.2.6-Medland Graves

At Medlands Beach on the corner of Medland Road and Oruawharo Lane, CHI records the grave sites for Tom and Elizabeth Medland who died in 1920 and 1952 respectively. There are no headstones to mark this site and it needs to be determined if they are actually buried here.[398]

6.4.2.7 Claris

A Sanderson burial ground is located in Claris for 3rd generation Sandersons, including Great Barrier Island identity, Hector Sanderson. In Claris, there is also a commemorative plaque for Bill Claris, the engineer who was largely responsible for the construction of the airfield and who died in a plane crash on the airfield.

6.4.2.8 Blind Bay Sanderson Graves

In Blind Bay, there are the graves of William and Annie Sanderson on their former farm property. These graves are unmarked.[399]

The grave of gum digger, Cecil Leslie Rowland Smith, is also located in Blind Bay above Blind Bay Road. There Is a marble headstone with the inscription "*Leslie Rowland Cecil, third son of J.E Smith of Bower, Queensland, who died suddenly at Okupu on the 2nd*

October 1895, aged 22 years." It is believed Cecil died from suffocation as a result of suffering from a seizure (Refer Section 5.4.7 Gum digging camp and grave). Cecil's parents are thought to have paid for the headstone.[400]

6.4.2.9 Whangaparapara

A public burial ground at Whangaparapara dates back to 1895 with the grave of early settler Paul Silva. Across the harbour to the west of lighthouse point is another historic burial ground with graves that are unmarked but are clearly of an early vintage with concrete edging and hoops of wrought iron 0.5m high with pointed iron corner posts. [401]

6.4.2.10 Awana

In Awana, above the O'Shea house are the graves of three Austrian gum diggers who were swept away by a flood in 1907. The graves are commemorated with a headstone which reads "*Pasko Prienda aged 45 Ivan Simich aged 34 Nikola Cvitanovich aged 18 Who were accidentally drowned by The Great Flood at Great Barrier Island February 14 1907"*.[402] (Refer Section 5.4.8 Gumdiggers graves Awana).

6.4.2.11 Alcock - Overton Graves

In Harataonga are the Alcock and Overton family graves on the hill to the south east of the former Alcock homestead. The earliest grave is that of Susannah Alcock who died on 19 December 1882.[403] This site is in good condition.

Figure 161. Settlers graves at Harataonga.
(Auckland Council, 2016).

6.4.2.12 Okiwi

Along Aotea Road in Okiwi is the burial ground for the early settler Cooper and Sanderson families. This is a large burial ground with 21 graves recorded, the earliest being that of Elizabeth Stark, formerly Elizabeth Cooper, who died on 21 February 1902. This is located near where the Cooper's homestead was situated.[404]

Near the Mabey homestead at Whangapoua Beach is the grave of Jane Edlington who died in 1899.[405] The headstone reads "*Jane wife of Alfred Edlington Died 24 May 1899 Aged 49."* Jane married Alfred Edlington who had come to Great Barrier Island in the 1860s to work in the copper mine. When the mine closed Alfred took up land at Whangapoua Beach and built their home. Members of the Mabey family who settled on the property after Alfred died are also buried on what is still the Mabey property.

Figure 162. Jane Edlington's grave at Whangapoua. (https://sites.google.com/a/aotea.org/don-armitage/Home/great-barrier-island-history/cemeteries-and-gravesites-of-great-barrier-island/whangapoua-beach

6.4.2.13 Port Fitzroy

At Wairahi Bay near Port Fitzroy are the graves of John Flinn's wife Annie and their daughter. A single headstone reads "*Annie Sanderson, the beloved wife of John Thomas Flinn died July 25 1893 aged 30 years. Also, their infant daughter Ann Winifred died July 28 1893 aged three months."* The graves are reasonably close to where the Flinn homestead stood.[406]

In Kaiarara Bay are the graves of an island identity, Girlie Le Roy and her sister Ada. A plaque reads "*Agnes Dalziel Le Roy (Girlie) daughter of Emilius and Elizabeth, 1912-1979 ending 100 years of Le Roy settlement on their property. Also, Ada Marie Moor daughter of E. and E. Le Roy1883-1979.*"[407]

In Karaka Bay there is an historic burial ground which contains some of the earliest settlers from this part of Great Barrier Island. This is on the site of the former Paddison farm. Edward Paddison had come to Great Barrier Island in the 1850s to work in the copper mine and had remained on the island following the mines collapse. He is buried here with his family and fellow early settler neighbours, John and Susan Moor. The earliest grave recorded there is that of Allen Ashlin Taylor, who drowned in 1892. Although he was not a member of the Paddison or Moor families, his wife Susan's father, Charles Ellis was a close friend of Edward Paddison. Allen was also a close friend of William Moor (John and Susan's son) who is also buried here. A number of graves are unmarked.[408]

6.4.2.14 Quoin Island (aka Grave Island)

The remainder of the Flinn and Le Roy family are buried on Quoin Island, located in the middle of Rarohara Bay, Port Fitzroy. Once used as a cemetery for the Port Fitzroy community, the earliest burial is noted as being that of Vera Le Roy who died on 20 September 1886. Early settler, William Flinn (d.1918) and his wife Charlotte (d.1925) are buried here with their children. Some graves have headstones, but many are only marked depressions. There are concrete steps leading up from the foreshore of the island to the ground surface. This site has not been visited and it is not known what state the graves are in.[409]

6.4.2.15 *SS Wairarapa* mass graves

Around 140 passengers and crew lost their lives when the ss *Wairarapa* sank at Miners Head in 1894 (Refer 6.4.1.1).

Of the bodies that were found and identified, 21 were transported to Auckland for burial on the mainland. There were approximately another 60 bodies that could not be identified. The majority were buried in mass graves in two locations, in Katherine Bay and Whangapoua beach. In Katherine Bay there are 44 graves of unidentified victims.

The graves are located on the beach front within an enclosed picket fence in the Onepoto Reserve. There are another 14 graves located on the other side of the island at Whangapoua Beach near Tapuwai Point also surrounded by a picket fence. While both of these grave sites are recorded in the CHI, there are other grave sites in Karaka Bay,

Harataonga and Arid Island.[410] In 1894, the following was recorded regarding the various burial places.

"*There are five burial grounds in five different places, the principal one being at Māori Bay, in a very pretty spot. It is now a very difficult matter to remove any body, and no doubt all the dead will be allowed to finally repose in their present resting places on the Barrier. The burial ground at Māori Bay (Kawa) is Māori property, and by Māori Law the bodies must not be touched for twelve months. Steps should be at once taken to fence these burial grounds. The cemetery at Karaka Bay, Port Fitzroy (Mr Paddison's place), will be surveyed as soon as an authorised surveyor visits the island, and will then be made over to the Anglican Church. The burial ground at Whangapoua, (Mr Eglington's property), can also be conveyed to the Church as a burial ground for ever."*[411]

"At Arid Island there is only one grave, that of the ship's boy McDonald. At Harataonga there is also only one body buried. I hope that fences will be placed round these graves; or perhaps in time the bodies should be removed to the Whangapoua cemetery."[412]

Figure 163. Burial ceremony at Katherine Bay for unidentified victims in 1894.
(Auckland Libraries Heritage Collections, 581-6944)

Figure 164. Burial site in Katherine Bay prior to being fenced in 1894.
(Auckland Libraries Heritage Collections, 581-6934).

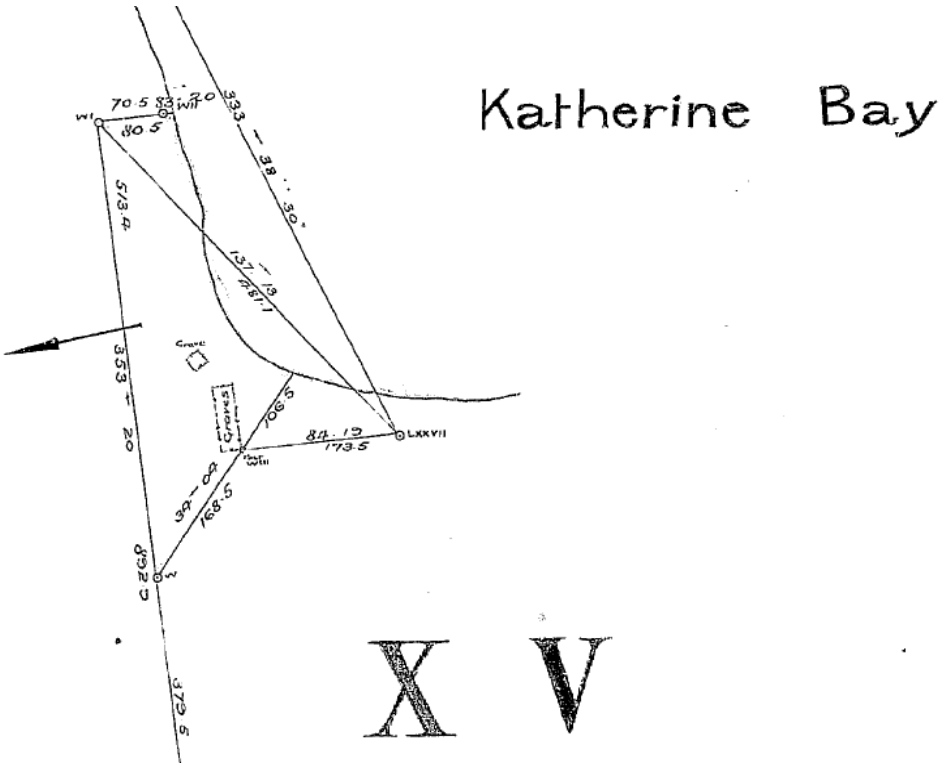


Figure 165. SO Plan 20107 showing the graves at Onepoto as surveyed in 1918.

Figure 166. Burial site for unidentified victims of Wairarapa shipwreck at Whangapoua Beach after fencing completed c 1890s. (Auckland Libraries Heritage Collections, 1370-200-1).

6.4.2.16 Recorded interments, location unknown

These are a number of recorded interments on the island where the locality is known but not the specific site of the grave/s. The nearest known cemetery is identified in some cases below because some early cemeteries may have been established near existing/earlier isolated graves.

HMS *Tortoise* Graves, Nagle Cove

The Admiralty spar ship HMS *Tortoise* was anchored at Nagle Cove in Port Abercrombie from 7 June 1842 until 1 January 1843. The deaths of two crew members were recorded during this time.

James Hanney, a Gunner's Mate, died on 11 August 1842 after a long illness. Then on 22 October 1842, a cutter from the ship was sent to a Māori settlement at Susan's Bay to purchase pigs. The cutter was swamped and sank near a small island, drowning one of the crew, Thomas Anderson. This island is understood to be Wood Island, which lies just

off Susan's Bay. Susan's Bay is un-named on modern maps but is shown on a chart drawn during the Tortoise visit and is located between Karaka Bay and Mohunga Bay.

It is likely that both individuals were buried in the same location somewhere near the *Tortoise* anchorage in Nagle Cove. The location of the graves is presently unknown. Oyster Island would have possibly been a convenient site. The nearest known burial ground is at Karaka Bay.[413]

Rapid graves, Whangaparapara

Two of the victims of the *Rapid* tragedy (Refer 6.4.1.8) were buried somewhere at Whangaparapara. They are Joseph Pagitt (aka Paget) and Robert Clarke. Pagitt was the owner of the vessel. Both were passengers.

The nearest burial ground is in a small bay inside Lighthouse Point.[414]

Zillah grave/s, east coast between Korotiti and Palmers Point

The victims of the 1889 *Zillah* shipwreck (Refer 6.4.1.6) were interred at the beach where the deceased came ashore on the east coast of Great Barrier Island. The bodies of John Sena (master), and the mate John Inchle were found some time after the event and buried by locals in a large grave at the beach. The grave was topped with a cairn of stones to mark the spot in the event of the bodies being exhumed at a future occasion.[415] No record has been found to indicate that this (exhumation and reburial) occurred. The specific location is unknown but is likely to be north of Palmers Point where the vessel sank (possibly well north closer to Korotiti due to the prevailing south-easterly conditions at the time).

No subsequent reference to the grave has been located. It is uncertain whether the deceased were exhumed and reburied elsewhere, and if not, whether the grave and cairn still exist.

Tom Fouhy, Whangaparapara

Tom Fouhy, an Irish gumdigger, was killed when a dead tree fell during the night on a tent he was sharing with Charles Jones. The incident occurred close to 'Mangopeko dams', about 2 miles from Whangaparapara on 6 March 1881. Fouhy was buried at the scene of the accident.[416]

Thomas Stratton

In Rosalie Bay, there is a grave, possibly unmarked, for Thomas Stratton who died on 30 August 1866, after falling from a cliff following a bullock hunting expedition near Rosalie Bay with friends. After conveying the bullock down the cliff, Thomas Stratton attempted to descend the cliff and fell to his death. He was taken the next day to Rosalie Bay to be buried.[417]

References and abbreviations

Abbreviations

AJHR	Appendices of the Journals of the House of Representatives
AWMM/L	Auckland War Memorial Museum/Library
DARPS	Draft Auckland Regional Policy Statement Historic Heritage Schedule
GBIHRG	Great Barrier Island History Research Group

Newspapers

Auckland Star

Auckland Weekly News

Colonist

Daily Southern Cross

Evening Post

Grey River Argus

Lyttelton Times

Nelson Examiner and New Zealand Chronicle

New South Wales Examiner

New Zealand Herald

New Zealand Herald & Auckland Gazette

Observer

Otago Witness

Press

Sydney Morning Herald

The Times

Te Aroha News

Thames Star

Thames Advertiser

Tasmanian News

Waihi Daily Telegraph

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