

Coastal Historic Heritage Review Project

Historic Heritage Inventory

**Environment Bay of Plenty,
Whakatane**

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Prepared by:

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1. INTRODUCTION

1.1 Purpose

Environment Bay of Plenty (the council) prepared the Bay of Plenty Regional Coastal Environment Plan (Coastal Plan) in accordance with the requirements of the Resource Management Act (RMA), to assist in carrying out its functions under the RMA. This plan was made operative in full in December 2003. It is a coastal environment plan, which includes a land component beyond mean high water springs ('MHWS'). This extends the coastal plan policies, but not rules, inland; to provide guidance to other statutory processes such as other regional plans, district plans within the region and for resource consent applications. Many of the provisions of the coastal plan were written in the early 1990s when it was first drafted. Since that time there have been many changes to the relevant legislation, case law interpretation, and the Regional Policy Statement¹.

The Resource Management Act 1991 (RMA) was amended in 2003 by the addition of section 6(f), which requires the council to recognise and provide for "*the protection of historic heritage from inappropriate subdivision, use, and development*" as a matter of national importance. The council proposed Change No 1 to the Bay of Plenty Regional Policy Statement (Heritage Criteria) as a result of submissions on the proposed Bay of Plenty Regional Policy Statement in 1996. Change No. 1 incorporates policies, methods and criteria for assessing heritage values and places. Accordingly all regional and district plans now need to be consistent with these provisions.

The 2003 amendment also included the addition of section 12(g), which states that no person may "*destroy, damage, or disturb any foreshore or seabed (other than for the purpose of lawfully harvesting any plant or animal) in a manner that has or is likely to have an adverse effect on historic heritage*" unless expressly allowed by a rule in a coastal plan... or a resource consent. This new section now explicitly requires coastal plans to manage historic heritage in the coastal marine area.

This project addresses historic heritage management and protection issues in the coastal marine area, arising from the amendments to the RMA and Proposed Change No. 1 to the Bay of Plenty Regional Policy Statement (Heritage Criteria).

¹ Project Brief for Historic Heritage Review – Regional Coastal Environment Plan, Environment Bay of Plenty, 6 March 2006.

The project has two objectives:

1. To identify historic heritage sites in the coastal marine area of the Bay of Plenty.
2. To identify the provisions to be addressed in a new historic heritage chapter of the coastal plan, and propose possible indicators for ongoing monitoring of the effectiveness of the suggested new provisions

This report addresses Objective 1, and provides an inventory of historic heritage places in the coastal marine area. The methodology adopted is provided in section 2 and section 3 summarises the results. Inventory information is provided in the appendices.

1.2 Study area and definitions

The **study area** for this project is the coastal marine area within the boundaries of the Bay of Plenty region, and including all islands. Sites, structures or places that straddle MHWS and/or are associated with places on the coast (such as goods storage sheds associated with wharves) are also included.

The **coastal marine area** is as defined in the RMA, meaning the foreshore, seabed and coastal water and the air space above the water –

(a) of which the seaward boundary is the outer limits of the territorial sea:

(b) of which the landward boundary is the line of mean high water springs, except that where that line crosses a river, the landward boundary at that point shall be whichever is the lesser of –

(i) One kilometre upstream from the mouth of the river; or

(ii) The point upstream that is calculated by multiplying the width of the river mouth by 5.

The **coastal environment** includes the coastal marine area and the landward edge to this².

Historic heritage is as defined in RMA, meaning those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:

- archaeological:
- architectural:
- cultural:
- historic:
- scientific:
- technological;

and includes:

- historic sites, structures, places and areas; and
- archaeological sites; and

² Bay of Plenty Regional Coastal Environment Plan, p. 5.

- sites of significance to Maori, including wāhi tapu; and
- surroundings associated with natural and physical resources.

Archaeological site is as defined in the Historic Places Act 1993, meaning any place in New Zealand that –

(a) either –

(i) Was associated with human activity that occurred before 1900; or

(ii) Is the site of the wreck of any vessel where that wreck occurred before 1900; and

(b) is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.

1.3 Project scope and limitations

In accordance with the project brief, the inventory was developed primarily from documentary sources, with fieldwork where necessary to check the presence and condition of sites indicated by that research. As specified in the project brief, sites of significance to Maori were excluded from consideration, unless they overlapped with heritage places possessing other qualities such as archaeological or technological. Sites of significance to Maori are explicitly considered by other heritage criteria, contained within Proposed Change No. 1 to the Bay of Plenty Regional Policy Statement (Heritage Criteria).

Historic heritage, as defined in the RMA, has a potentially very broad application. For the purposes of this project, some qualifying factors were applied to the definition in order to more closely align with the project objectives.

A cut off date of 1945 has been applied for the identification of historic heritage places. This date was utilised on the premise that places that date from recent years are likely to still be in active use. Places of more recent origin may also have little immediate historic interest at this time. There are, however some relatively recent places which represent a period or activity of particular historical interest, such as Second World War structures, which may warrant future research and inclusion in the inventory.

In addition, the 1945 date was utilised in order to restrict the number of potential places within the scope of the project brief. In the post-war years the rate of coastal activity and development rapidly accelerated, so potentially the number of places requiring consideration and assessment would be very large if a later cut off date was used for the project.

Some types of structure on the waters' edge were not included within the scope of the documentary research, unless clearly identified as a part of a more substantial place. These were fences, groynes, culverts and pipe outlets, telegraph and power poles, steps, pipelines, stop banks and mai mai. These structures are small and were often temporary in nature. They are considered unlikely to either have survived, or to possess important heritage value that would not have been already recognised in existing inventories.

Retaining walls, boat ramps and boat sheds were also excluded where it was not possible to determine the age of the feature/structure, but it was likely to post date 1945.

Reclamations were not included as a subject of documentary research, as they are no longer within MHWS, so are outside the physical boundary of the project area. Furthermore, if the reclamations pre-date 1900 they are subject to the archaeological provisions of the Historic Places Act.

1.4 Commission details

This report was commissioned by Environment Bay of Plenty and produced by Karen Greig and Lynda Walter (InSitu Heritage Ltd). The documentary research was primarily carried out by Shirley Arabin. Ken Phillips (Archaeology BOP) assisted with fieldwork.

2. PREPARATION OF THE HERITAGE INVENTORY

2.1 Methodology

The heritage inventory was developed using the following methodology:

2.1.1. Review of existing inventories

Existing heritage inventories were reviewed for possible places for inclusion in the coastal heritage inventory. Inventories checked were:

- District plan schedules within the region with a coastal boundary, ie. Western Bay of Plenty District Council, Tauranga City Council, Whakatane District Council, and Opotiki District Council.
- NZ Historic Places Trust Register of Historic Places, Areas, Wahi Tapu and Wahi Tapu Areas.
- NZ Archaeological Association Site Recording Scheme.

In addition to the heritage inventories above, the 1991/1992 Environment Bay of Plenty inventory of coastal structures and Ministry of Transport records held by the council was also reviewed. Recent heritage inventory projects for the Opotiki and Whakatane Township areas were not able to be consulted, as the results were not available when the documentary research for this project was completed.

2.1.2. Documentary research

Documentary research was undertaken to identify any potential locations of historic heritage structures or sites in the study area.

This research focused on identifying structures or sites such as wharves, jetties, slipways, boat yards, building ruins and industrial remnants constructed between 1769³ and 1945. Structures associated with places on the coast were also considered, such as goods storage sheds associated with wharves.

Published accounts relating to the region's history were checked for references to coastal activities that may have resulted in physical evidence. Unpublished accounts and reports were also reviewed. Historical documents and archives held by the Katikati Archives; the Tauranga Central Library New Zealand Room and the Whakatane Museum Archives were also searched. A complete list of sources is provided in the References section.

Useful suggestions and information were also provided by local informants, Ellen McCormack, Snow Brown, Alister Matheson, Colin Smith, Jinty Rorke, Ted Davidson, and Mrs. Lillian Jordan.

³ Date of Captain Cook's first voyage to New Zealand and the accepted date of the beginning of the historic period in New Zealand.

2.1.3. Fieldwork & Aerial Survey

Field inspections were made of potential places identified by historical research, where it was not clear if any physical evidence remained. Additional places encountered during fieldwork were recorded and added to the list of possible places. Aerial photography was also utilised to check on the location of known places.

2.1.4. Preparation of Inventory

On the basis of the results of tasks 1, 2 and 3, a provisional list of heritage places was prepared. The provisional list was separated into two supplementary lists. The Confirmed list contains those places where the location has been positively identified and where there is extant physical evidence. Places in the Confirmed list were assessed against Set 5 of the heritage criteria contained in the Proposed Change No. 1 to the Bay of Plenty Regional Policy Statement (Heritage Criteria). Inventory sheets were prepared; these sheets are provided in Appendix 1.

The Information list contains places where the location was not able to be identified, but where physical evidence associated with the place may have survived, or where further work is required to determine the integrity of the place or the heritage values (Appendix 2). The main type of place in this list is shipwrecks, where only the general location of the wreck is known. In some cases, buried sites have also been included.

A standardised framework to describe the condition of each place on the Confirmed list was used, to facilitate the development of objective statements about condition. The framework⁴ has been developed for the New Zealand Archaeological Association Upgrade Project and is applicable to the range of heritage places found in the coastal marine area.

⁴ http://www.nzarchaeology.org/SRS_upgrade_project.htm

2.1.5. Archaeological areas

In addition to the individual heritage places listed in the inventory, archaeological areas were identified where there are concentrated areas of archaeological evidence. In these areas, it is likely that any disturbance in the coastal marine area would have an effect on archaeological sites and values.

It is anticipated that in addition to recorded archaeological sites, unrecorded sites - which may not necessarily be visible or easily identified – are also present within the coastal marine area.

Predictive modelling was used to identify areas where there is a high likelihood of archaeological sites being present. Variables considered included geography, local environmental factors, existing archaeological site distribution and historical research.

Favourable environmental factors, and previous archaeological survey, indicate that harbour and estuarine margins are the most likely locations for high concentrations of archaeological sites. The archaeological sites most likely to occur within these areas relate to previous Maori habitation and use of the coastal marine area. The types of archaeological site most likely to occur within the coastal marine area, or on land immediately adjacent, are middens (refuse dumps).

For example, the Tokitoki midden site on the north-eastern margin of the Ohiwa Harbour contains the earliest recorded archaeological evidence of human occupation in the eastern Bay of Plenty. The site is partially located within the coastal marine area. There is a large and complex shell midden, which has the potential to contribute significant archaeological information, located within the coastal marine area near the mouth of the Waiotahi River. This site is particularly vulnerable to erosion.

It is recommended that the archaeological areas should include a 20 metre strip landward of MHWS, and 10 metres seaward of MHWS in order to encompass both changes in MHWS over time, and any archaeological evidence that extends landward of the coastal marine area. Further work by Environment Bay of Plenty will be required in order to define the regulatory framework for the management of the portion of the archaeological areas that extends beyond MHWS.

The identified archaeological areas are:

- 1) The entire harbour margin of the Tauranga Harbour, including the landward coast of Matakana Island and incorporating the Waikareao and Waimapu Estuaries, Waipu, Rangataua and Welcome Bays; including all and all island coasts within the harbour;
- 2) The estuarine margin of the Maketu and Waihi Estuaries;
- 3) The entire harbour margin of the Ohiwa Harbour, and all island coasts within the harbour;
- 4) The estuarine margin of the Waiotahi River;
- 5) The estuarine margin of the Waioeka River;
- 6) The estuarine margin of the Waiaua River;
- 7) The coastal margin of the Motu River;
- 8) The coastal margin of the Raukokore River.

3. RESULTS AND DISCUSSION

As a result of this project 111 potential historic heritage places, meeting the project specifications, were identified in the coastal marine area. Of this list, twelve are on the confirmed list (Appendix 1), and 99 are provided for information only (Appendix 2). Eight archaeological areas were also identified.

Further work is required to determine if those places on the Information list meet the project specifications and should be moved to the Confirmed list. In some cases this work may only be carried out if a proposal may affect one of the places, i.e. there is a threat to possible heritage values, as the cost of the research may be prohibitive otherwise. This is particularly the case with shipwrecks.

The inventory should not be considered to be an exhaustive list of coastal heritage places. However, it is likely to have captured a representative range of coastal heritage found through out the region. It contains all places recognised in existing heritage inventories. It includes places related to historical themes in the region, particularly transport and European settlement. It also addresses areas where archaeological sites are likely to be a significant component of the coastal marine area.

Possible future projects to enhance the inventory include:

- A review of historic aerial photography and fieldwork to investigate additional heritage structures;
- Systematic archaeological survey along the coastline of archaeological areas;
- Further archival and fieldwork of wharves to identify intact historic fabric.

APPENDIX 1: CONFIRMED HERITAGE PLACES INVENTORY SHEETS

Coastal Historic Heritage Inventory

CH1 Waihi Beach Gold Mining Company

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|---|---|--|
| <p>Physical description</p> <p>Three mine shafts.</p> | <p>Accurate location information</p> <p>On bluff between Waihi Beach and Orokawa Bay. Shaft 1: in south west corner of Shark Bay. Entrance 2m high by 1m wide. Extends for approximately 15m then turns, total length unknown. Shaft 2: Approximately 50-60m northeast of Shaft 1. Viewed from walking track, difficult access. Shaft 3: Approximately 250m south of Shaft 2, 20m up cliff face. Viewed from southern side of Shark Bay, difficult access.</p> |  <p><i>Minesshaft 3 (Photo – K Phillips, 2006)</i></p> |
| <p>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</p> <p>1898 drilling commenced. Reached a depth of 355 feet – below sea level – problems arose with fresh water in the shaft. Mine lasted about 5 years. 1911 company went into liquidation.</p> <p><i>References:</i></p> <p>Robinson, A., Waihi Beach Mining Claims, in Ohinemuri Regional History Journal, June 1976.p. 40; Hanlen, Hank, The Why, How, When and Where of The Waihi Beach Story, the author, 1999.p.30; Mr. Colin Smith – discussion.</p> | <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>Shaft 1: E 2770688 N 6419325; Shaft 2: approximate location E 2770585 N 6419125; Shaft 3: approximate location E 2770657 N 6418969.</p> | |
| <p>Condition of site</p> <p>Excellent - Visible features are intact and clearly defined.</p> | | |

***Identification of threats (e.g. earthquake or structural risk),
conservation constraints and opportunities.***

Coastal erosion.

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria due to age. Constructed in 1898. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | Only coastal gold mining features in Bay of Plenty region. |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Shafts are intact and have not been modified. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | Only example in Bay of Plenty. Representative of hard rock mining technique. |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | Association with mining in Waihi area. Illustrate expansion and extent of mining activity from Waihi field. |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to coastal erosion processes. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | Potential for archaeological investigation of associated features. |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | Potential for inclusion in research of hard rock mining techniques. |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | <p>Described in Bowers & Phillips (1998) Historic and Archaeological Survey Orokawa Scenic Reserve - unpublished report to Department of Conservation, but not recorded in NZAA Site Recording Scheme.</p> |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, and commercial or transportation).</p> | <p>N/A</p> |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | <p>N/A</p> |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | <p>Shafts driven at sea level, adit exiting on cliff face.</p> |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | <p>N/A</p> |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | <p>N/A</p> |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | <p>N/A</p> |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | <p>Potential for interpretation. Currently could be misidentified as sea caves. Not necessarily recognised as a historic feature.</p> |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | <p>Association with Waihi hard rock mining activity.</p> |

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| <p>Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities.</p> | <p>Waihi mining.</p> |
| <p>Information The potential for the place or area to contribute information about an historic figure, event, phase or activity.</p> | <p>Associated with Waihi Beach Gold mining Company.</p> |
| <p>Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved its rarity, quality or representativeness.</p> | <p>Potential for archaeological research. Associated features - huts and structures.</p> |
| <p>Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements.</p> | <p>Shafts driven at sea level, adit exiting on cliff face.</p> |

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|---|--|---|
| <p>Physical description</p> <p>Jetty 35 by 5 ft 6 inches, height 8 ft, depth at high water 6 - 7 ft. Also a large shelter shed with an open fireplace. Reported as having been demolished by Wahine Storm in 1968 and rebuilt by volunteers in same year, but extent of intact fabric has never been determined by assessment.</p> | <p>Accurate location information</p> <p>Anzac Bay, Bowentown Heads.</p> <hr/> <p>Location (NZMG, Geodetic Datum 1949)</p> <p>E 2774313 N 6410542</p> |  <p><i>Bowentown Jetty – Anzac Bay</i></p> |
| <p>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</p> <p>1884 photo shows picnic party landing at Bowentown on rocks, no jetty. 1891 the launch "Result" makes frequent trips to Bowentown with horse feed for Waihi from Tauranga farmers. The machinery for Waihi Beach Gold Mine was landed at Bowentown. 1903 Katikati Domain Board agreed to build a jetty and pavilion at Bowentown. By 1910 jetty built under direction of W.J. Gray with Sam Middlebrook, B. Harris, and A. Ardern. 1910 a flat high landing used by scows to carry coal from Auckland for the mine at Waihi Beach. 1935 shown on plan of Katikati Domain, Bowentown. In May 1935 described as suitable for launches but requires lengthening 20 ft. 1968 demolished by Wahine Storm and rebuilt by volunteers in same year.</p> <p>References:</p> <p>BOPT June 3, 1891. Typescript 'Reflections on Early Bowentown, Lance Deverall, 'Athenree' file 1065 at Katikati Archives. p 21. Hanlen, Hank, The Why, How, When and Where of the Waihi Beach Story, the author, 1999.p. 56. Topographical Plan Being Pn. of Katikati Domain. Bowentown. 13/5/35 Held at Katikati Archives</p> | <p>Condition of site</p> <p>Excellent - Visible features are intact and clearly defined. But note that has been reconstructed; so possibly very little remaining original fabric.</p> <hr/> <p>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</p> <p>Coastal erosion.</p> | |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria due to age. Constructed c.1910. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | Stone jetty construction rare in BOP. |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Restored in 1968 and repaired since that date. Restoration done without conservation planning advice. The amount of intact fabric needs to be assessed. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | Representative of stone jetty construction technique. |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to coastal erosion, storm events. Original jetty reported to have been demolished by Wahine storm. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | N/A |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | N/A |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | N/A |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, and commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | N/A |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | Linked to early settlement of Waihi Beach area. |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

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|---|-----|
| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

Coastal Historic Heritage Inventory

CH3 Martray Wharf

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| <p>Physical description</p> <p>Some timber piles still evident in 2005.</p> | <p><i>Accurate location information</i></p> <p>Boat House Bay on 'Martray' estate property Ongare Point peninsular, Katikati.</p> <hr/> <p><i>Location (NZMG, Geodetic Datum 1949)</i> E 2770469 N 6403772</p> |  <p><i>Martray Wharf, 2006</i></p> |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>Originally owned by Captain Mervyn Stewart father of G.V. Stewart.</p> <p><i>References:</i></p> <p>Site visit by Shirley Arabin, Rachel Darmody and Ellen McCormack , 2005</p> | | |
| <p><i>Condition of site</i></p> <p>Fair - Some intact features, but others may be unclear or damaged.</p> | | |
| <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Coastal erosion, storm events.</p> | | |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria due to age. Built c. 1878. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Timber piles still intact in 2005. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to erosion. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | N/A |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | N/A |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | N/A |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | Associated with Irish early settlement of Katikati area. Irish free settlement. |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | Link to Irish settlers. |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

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| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

Coastal Historic Heritage Inventory

CH4 Motuopae causeway

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| <p>Physical description</p> <p>Rock causeway accessible at low tide for vehicles to Maori urupa on islands.</p> | <p><i>Accurate location information</i></p> <p>From Judea to Motuopae Island in Waikareao Estuary, Tauranga.</p> <hr/> <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>E 2788080 N 6385700</p> |  |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p><i>References:</i></p> <p>Tauranga Harbour Structure Survey 1991/92. Environment Bay of Plenty. Lever arch File includes structures 1- 591. Includes photograph. Held at EBOP Whakatane.</p> | <p><i>Condition of site</i></p> <p>Excellent - Visible features are intact and clearly defined.</p> <hr/> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Coastal erosion. Modification "repairs" or "restoration".</p> | |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
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| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Date unknown. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | Rock causeway - only one recorded in BOP. |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Intact, no modification. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | N/A |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | N/A |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | N/A |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | N/A |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | Causeway gives access to urupa. |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | Linked to Ngai Tamarawaho. |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

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| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

Coastal Historic Heritage Inventory

CH5 The Strand Sea Wall

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| <p>Physical description</p> <p>Sea Wall</p> | <p><i>Accurate location information</i></p> <p>Now underneath lawn on the Strand. Redevelopment from Spring Street to Harrington Street, Tauranga. Site covers an extensive area and the boundaries need to be accurately defined.</p> <hr/> <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>E 2789802 N 6386185</p> |  <p style="text-align: center;"><i>Northern end of the Strand Waterfront C1910</i></p> <p style="text-align: center;"><i>(Photo – Tauranga Library Collection)</i></p> |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>1872 construction commenced by R.C. Jordan of timber wall. Concrete wall built by Joseph D. Brain.</p> <p><i>References:</i></p> <p>Kahotea, Des Tatana, The Strand Wooden Seawall, a report for Tauranga District Council 1996.</p> | | <p><i>Condition of site</i></p> <p>Not visible - Surface evidence has been obliterated, however, there is likely to be subsurface material.</p> <hr/> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Future development, modification.</p> |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria for age. Constructed 1872. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | Rare feature in BOP. |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Intact remnants. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to further modification. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | Archaeological investigation potential - early settlement / industry. |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | Archaeological investigation potential - early settlement / industry. |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | Recorded as NZAA U14/3176. |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, and commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | N/A |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | Link to early history of Tauranga city. |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

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| <p>Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities.</p> | <p>Link to development of central city.</p> |
| <p>Information The potential for the place or area to contribute information about an historic figure, event, phase or activity.</p> | <p>N/A</p> |
| <p>Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved its rarity, quality or representativeness.</p> | <p>N/A</p> |
| <p>Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements.</p> | <p>Construction details available. Designers/builders unknown.</p> |

Coastal Historic Heritage Inventory

CH6 Stone Jetty, Mount Maunganui.

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| <p>Physical description</p> <p>Jetty made of rhyolite boulders from the vicinity and surfaced with concrete. Built for small boat landings during excursions. 15 metres long. Moturiki Datum - bolt and arrow in concrete - survey point for harbour survey.</p> | <p><i>Accurate location information</i></p> <p>Pilot Bay, Mount Maunganui Sec 3. 12 Pt.1 Blk VI Tauranga SD.</p> <hr/> <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>E 2790260 N 6391430</p> |  |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>Jetty completed by voluntary labour. George Gardner, hardware merchant, A.C. Burrows, architect, and G.A. Ward planned the jetty. 1888 construction commenced. 1889 James Bodell, Mayor, opened the jetty. 1987 NZHPT Register No. 4569. 1993 repairs done by sailors from HMNZS Southland and Endeavour. NZHPT sign erected.</p> <p><i>References:</i></p> <p>NZHPT building file. Tauranga office. Bay of Plenty Times, 1 April 1989. Bay of Plenty Times, 12 May 1993. p.3</p> | | |
| <p><i>Condition of site</i></p> <p>Excellent - Visible features are intact and clearly defined. Reconstruction/restoration so extent of intact fabric is difficult to assess.</p> <hr/> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Further reconstruction. Coastal erosion.</p> | | |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria for age. Constructed c.1889. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | Stone jetty rare feature. |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | More research required - reconstructed/restoration. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | N/A |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | N/A |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | <p>NZ Historic Places Trust Register, No. 4569 Cat II.</p> |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | <p>N/A</p> |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | <p>N/A</p> |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | <p>N/A</p> |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | <p>N/A</p> |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | <p>N/A</p> |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | <p>N/A</p> |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | <p>N/A</p> |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | <p>N/A</p> |

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| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

Coastal Historic Heritage Inventory

CH7 Kutarere Wharf

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| <p>Physical description</p> <p>Long timber causeway built over mudflats - wharf shed near deep end.</p> | <p><i>Accurate location information</i></p> <p>Kutarere on Ohiwa Harbour.</p> <hr/> <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>E 2873072 N 6343594</p> | <p><i>Photograph/sketch</i></p>  |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>1922/25 wharf built with loan raised by settlers and a government grant. Managed by Opotiki County Council as at the time there was no Harbour Board. Northern Steam Ship Co. ran a regular cargo service between Kutarere and Auckland. Three dairy factories exported produce over it. 1959 wharf closed. Lost importance as roads improved. 1989 only a stone causeway left.</p> <p><i>References:</i></p> <p>Van der Wouden, A., Wharves in the Ohiwa Harbour in Historic Review, Vol.40.No.2. Vertical File, Opotiki, in NZ Room, Tauranga Central Library.</p> | <p><i>Condition of site</i></p> <p>Fair - Some intact features, but others may be unclear or damaged.</p> <hr/> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Further modification, demolition, lack of recognition as a historic feature.</p> | |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria for age. Constructed c.1922. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | Only wharf of its age and construction type remaining on the Ohiwa Harbour. |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Some intact fabric. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to erosion/modification. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | N/A |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | N/A |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | N/A |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | N/A |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | Links to history and character of area. |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

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| <p>Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities.</p> | <p>Association with pastoral history, development and settlement patterns, transport routes.</p> |
| <p>Information The potential for the place or area to contribute information about an historic figure, event, phase or activity.</p> | <p>N/A</p> |
| <p>Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness.</p> | <p>N/A</p> |
| <p>Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements.</p> | <p>N/A</p> |

Coastal Historic Heritage Inventory

CH8 Mount Stewart Jetty (Bob Blakeney's Wharf)

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| <p>Physical description</p> <p>Remnants of timber wharf.</p> | <p><i>Accurate location information</i></p> <p>Ongare Point.</p> <hr/> <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>E 2772513 N 6407589</p> |  |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>On 'Mount Stewart' property. First owned by George Vesey Stewart, the founder of Katikati who arrived in 1875. Later the house and some land was leased by Robert Blakeney.</p> <p><i>References:</i></p> <p>Typescript 'Early goldfield memories' Sid Fugill to lance Deverall, in Athenree File 1065 Katikati Archives, p. 22. Katikati Centennial Souvenir 1875-1975, Taraunga Historical Society, 1975, p. 16.</p> | | <p><i>Remains of wharf (Photo – K Phillips 2006)</i></p> <p><i>Condition of site</i></p> <p>Fair - Some intact features, but others may be unclear or damaged.</p> <hr/> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Further modification, demolition, lack of recognition as a historic feature.</p> |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria for age, but construction date unclear - requires more research. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | N/A |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Some intact fabric. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to erosion/modification. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | N/A |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | N/A |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | N/A |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | Associated with early settlement of the Katikati area. |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | Links to history and character of area. |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

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|---|-----|
| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

Coastal Historic Heritage Inventory

CH9 Martha

| | | |
|---|--|--|
| <p>Physical description</p> <p>Shipwreck. American whaler about 100 ft long. Built in USA c1805. Sank at mooring after years as a hulk.</p> | <p><i>Accurate location information</i></p> <p>Off Sulphur Point marina near rock retaining wall. Highly likely that at least half of the hull is buried under the northern breakwater wall.</p> <hr/> <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>Probable location in area between E 2789409 N 6389131; E 2789836 N 6389131; E 2789836 N 6388724; E 2789409 N 6388724</p> |  <p><i>Probable location of the "Martha"</i></p> |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>Converted to a hulk in 1880 - transported to Tauranga to assist in operation to refloat the Taupo in 1881. Martha subsequently sank at moorings, and was rediscovered during dredging operations in 1981. Limited archaeological investigation carried out by Kelly Talton on behalf of NZ Historic Places Trust.</p> <p><i>References:</i></p> <p>Locker-Lampson, Steve & Francis, Ian, The Wreck Book, Rediscovered New Zealand Shipwrecks, Halcyon Press, Auckland 1994. p.66. Bowers Lynda 1992 'Bay of Plenty Shipwrecks'.</p> | | <p><i>Condition of site</i></p> <p>Not visible - Surface evidence has been obliterated, however, there is likely to be subsurface material.</p> <hr/> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Dredging operations, modification of breakwater wall.</p> |

RPS Heritage Criteria Assessment

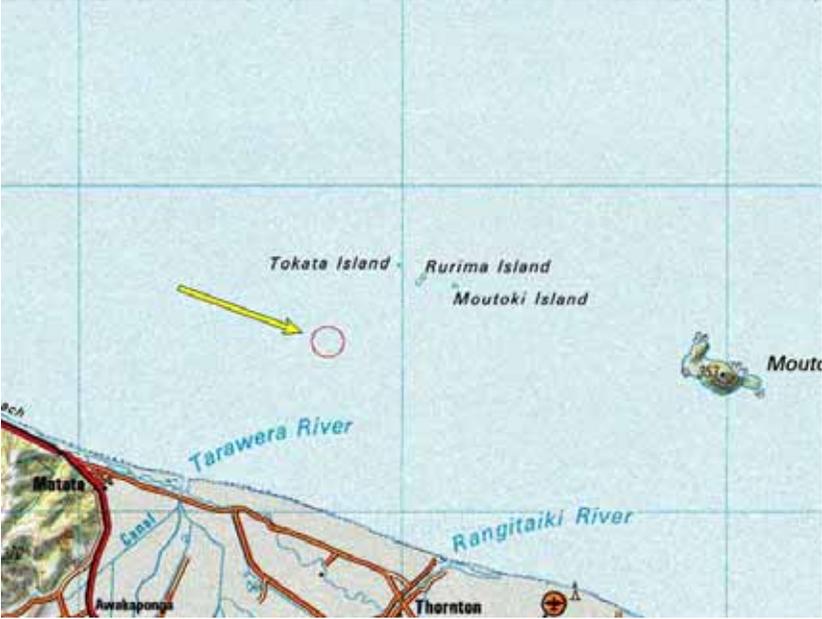
| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria for age. One of oldest hulls in NZ waters. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | Oldest known shipwreck in Bay of Plenty region |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Some intact fabric. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to modification and/or destruction. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | Highly likely to be able to provide significant archaeological information. |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | Potential to contribute to archaeological research. |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | <p>No recognition - not recorded in NZAA Site Recording Scheme.</p> |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | <p>1805 Massachusetts barque.</p> |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | <p>Probably few examples in NZ - requires further research.</p> |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | <p>Probably few examples in NZ - requires further research.</p> |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | <p>Unknown - but requires further research.</p> |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | <p>N/A</p> |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | <p>N/A</p> |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | <p>N/A</p> |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | <p>N/A</p> |

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| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

Coastal Historic Heritage Inventory

CH10 Tasman

| | | |
|---|--|--|
| <p>Physical description</p> <p>Shipwreck</p> | <p><i>Accurate location information</i></p> <p>Wrecked off Rurima reef, Matata. Located at Tasman Reef. Well known dive spot.</p> |  |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>Wooden steamer, 178 tons or 87 tons? (Wreck Book) 102 ft long. Built in Auckland c1903 as the Whangaparoa. Sold to Anchor Shipping in 1907 and acquired by Northern SS Co. in 1908. Wrecked 1921.</p> <p><i>References:</i></p> <p>Locker-Lampson, Steve & Francis, Ian, The Wreck Book, Rediscovered New Zealand Shipwrecks, Halcyon Press, Auckland 1994. p.103. Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990, p338.</p> | <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>Within a 500m radius of E 2847628 N 6365128. The marine charts identify the wreck.</p> | |
| | | <p><i>Condition of site</i></p> <p>Not visible - Surface evidence has been obliterated, however, there is likely to be subsurface material.</p> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Wave action/storm events. Divers?</p> |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|--|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria for age. Requires further assessment. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | N/A |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Intact fabric highly likely to remain. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to modification and/or destruction. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | N/A |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | N/A |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | N/A |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | N/A |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | N/A |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

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| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

Coastal Historic Heritage Inventory

CH11 Taupo

| | | |
|---|---|--|
| <p>Physical description</p> <p>Shipwreck</p> | <p><i>Accurate location information</i></p> <p>In 38 fathoms between Mayor Island and Bowentown Heads.</p> <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>Approximate location E 2780200 N 6416200</p> |  <p><i>Approximate location.</i></p> |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>Steamer. 1879 holed at Stony Point, sank while being towed. Ship only 4 years old commanded by Capt. James Macfarlane. First struck a rock in Tauranga harbour, refloated after 2 years and left for Auckland under tow in 1881. Developed a leak and sank between Mayor Island and Bowentown Heads.</p> <p><i>References:</i></p> <p>Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.191. Heath, Eric, & McLean Gavin, Shipwrecks Around New Zealand, Grantham House, Auckland, 1994.p.16. Locker-Lampson, Steve & Francis, Ian, The Wreck Book, Rediscovered New Zealand Shipwrecks, Halcyon Press, Auckland 1994. p.105</p> | | <p><i>Condition of site</i></p> <p>Not visible - Surface evidence has been obliterated, however, there is likely to be subsurface material.</p> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Wave action/storm events. Divers? Previously damaged by explosives, subject of HPA prosecution in 1983.</p> |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|---|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria for age. Requires further assessment. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | N/A |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Intact fabric highly likely to remain. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to modification and/or destruction. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | Highly likely to be able to provide significant archaeological information. |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | Potential to contribute to archaeological research. |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | Recorded in NZAA Site Recording Scheme as U13/161. |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | N/A |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | N/A |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

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|---|-----|
| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

Coastal Historic Heritage Inventory

CH12 Taranaki

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| <p>Physical description</p> <p>Shipwreck</p> | <p><i>Accurate location information</i></p> <p>Sunk at Karewa Island BOP.</p> <hr/> <p><i>Location (NZMG, Geodetic Datum 1949)</i></p> <p>Approximate location E 2787083 N 6403579</p> | <p><i>Photograph/sketch</i></p>  |
| <p><i>A brief history of the site including major events associated with it and major additions/modifications. This section should be fully referenced, preferably to primary materials, where possible.</i></p> <p>327 ton Steamer built in Scotland in 1865. Sank in 1878 while carrying passengers from Auckland in dense fog. No loss of life.</p> <p><i>References:</i></p> <p>Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.190. Locker-Lampson, Steve & Francis, Ian, The Wreck Book, Rediscovered New Zealand Shipwrecks, Halcyon Press, Auckland 1994. p.100</p> | | <p><i>Condition of site</i></p> <p>Not visible - Surface evidence has been obliterated, however, there is likely to be subsurface material.</p> <hr/> <p><i>Identification of threats (e.g. earthquake or structural risk), conservation constraints and opportunities.</i></p> <p>Wave action/storm events. Divers?</p> |

RPS Heritage Criteria Assessment

| CRITERIA | Comments |
|---|--|
| <p>Period The development sequence of a place or area, the likely age, duration of use or chronology of a place or area.</p> | Meets criteria for age. Requires further assessment. |
| <p>Rarity or Special Features The unique, uncommon or rare features of a place or area</p> | N/A |
| <p>Integrity The condition, quality and state of original features of a place or area. Comparison with other examples of its class. The quality of any restoration, addition or modification of the place or area.</p> | Intact fabric highly likely to remain. |
| <p>Representativeness The characteristics and relationship of the place or area to other places or areas in its class, for example in respect of design, type, features, technology, use, activity, location or origin.</p> | N/A |
| <p>Context or Group Value Association with other places, areas or elements of its context. Association with and illustration of broad patterns of history. Places or areas in which evidence of the association or event survives in situ, or in which the settings are substantially intact.</p> | N/A |
| <p>Diversity (Form and Features) The characteristics, diversity and pattern of a place or area. The cultural influences which have affected the form and components of the place or area. Form, scale, colour, texture and materials. The historical content of the place or area with particular reference to the ways in which it has been influenced by historical forces or has itself influenced the course of history.</p> | N/A |
| <p>Fragility or Vulnerability The components, form and structure of the place or area and the effect of this on its survival. Its vulnerability to deterioration or destruction. The degree to which it is threatened and its context in terms of protection and services.</p> | Vulnerable to modification and/or destruction. |
| <p>Information The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods.</p> | N/A |
| <p>Research The potential of the place or area to provide evidence to address archaeological research questions.</p> | N/A |

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| <p>Recognition or Protection The place or area is registered by the New Zealand Historic Places Trust for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an archaeological site as defined by the Historic Places Act 1993.</p> | N/A |
| <p>Style or Type The style of the building or structure is representative of a significant development period in the region or the nation. The building or structure is associated with a significant activity (for example institutional, industrial, commercial or transportation).</p> | N/A |
| <p>Design The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.</p> | N/A |
| <p>Construction The building or structure uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.</p> | N/A |
| <p>Designer or Builder The building or structure's architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.</p> | N/A |
| <p>Sentiment The place or area is important as a focus of spiritual, political, national or other cultural sentiment.</p> | N/A |
| <p>Identity The place or area is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.</p> | N/A |
| <p>Amenity or education The place or area has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place or area and its potential to increase understanding of past lifestyles or events</p> | N/A |
| <p>Associative Value The place or area has a direct association with, or relationship to, a person, group, institution, event or activity that is of historical significance to Bay of Plenty or the nation.</p> | N/A |

| | |
|---|-----|
| Historical Pattern The place or area is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities. | N/A |
| Information The potential for the place or area to contribute information about an historic figure, event, phase or activity. | N/A |
| Potential Scientific Research The degree to which the place or area may contribute further information and the importance of the data involved, its rarity, quality or representativeness. | N/A |
| Technical achievement The place or area shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements. | N/A |

APPENDIX 2: LIST OF HERITAGE PLACES FOR INFORMATION ONLY

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|----------------------------|--|---|---|--|---|---|---|
| American Lifeboat | Pers.comm report of lifeboat containing skeleton being washed ashore during 1940s. | Beach near Opureora jetty, Matakana Island | | | | | Requires field check to determine if there are likely to be any features remaining, and additional archival research. |
| Beckett's Flour Mill | | Near the water at Opotiki | | | | | No reported visible evidence, further archival research required. |
| Boat sheds and ramps | Corrugated and other boat sheds, railway line launching ramps. | On the harbour edge from approximately Elizabeth Street to Second Avenue. | There have been sheds and ramps in this vicinity since the 1920s at least. Some were photographed and identified in the EBOP 1991/91 study | Photographs and visual. | Good - Majority of visible features are intact, but some minor loss of definition/damage. | Inappropriate modification due to lack of recognition of heritage values. | Dates of construction unknown - further work required. Boat sheds are rare in coastal Bay of Plenty. Strong connection with community use of the harbour. Possible heritage values relating to fabric, construction, diversity and group value. |
| Breakwater and stone wharf | | Paterson's Inlet south of Te Rotoharakeke, Motiti Island. | 1913 W.H. Paterson built a combined breakwater and stone wharf after he had problems using Brain's tramway and punt, and the loading race at Wairere Bay. | Mathesen, A.H., Motiti Island Bay of Plenty, pub. Whakatane & District Historical Society, Monograph No.2, 1979 pp.38. 42-44 | | | Needs further work to establish if any original fabric survives. |
| <i>Calliope</i> | Shipwreck | Whakatane river entrance | Schooner. 1861 sank and subsequently driven ashore. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.63 | | | Requires further research. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|----------------------------|---|---|---|--|---|---|--|
| Castle Grace Wharf | 'a private wharf, at which the steamers call when required, and is well suited for yachting and fishing. The substantial pier was 25 feet long and 10 feet wide.' | On the water's edge below the property 'Castle Grace' where the channel swung towards the land. | Built c1878 by Fitz Gibbon Louch, architect and owner of 'Castle Grace' in order that the steamer sailing between Tauranga and Katikati could call in. Sea transport was the best and sometimes only way to get to Tauranga before the railway came through. The roads were notoriously bad. 1882 Louch sold property to Captain Donald Macmillan. In 2005 there was no evidence left of wharf. Source photos from one of owners. | BOPT, April 15, 1882, p.2. Site visit 2005 Shirley Arabin, Rachel Darmody, Ellen McCormack , 2005. | Not known. | | Subsurface features may survive. Location and condition not precisely known. Similar values to Martray's wharf (see confirmed list). |
| <i>Chapman</i> | Shipwreck | Lost on bar at Maketu | Schooner. 1843 | Bowers, Lynda, Bay of Plenty Shipwrecks, DOC, Misc. Report No.4., 1992. p.8 | | | Requires further research. |
| <i>Charlotte</i> | Shipwreck | Lost at Opotiki | 16 tons, registered in Auckland, Maori owners. Lost 1858. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.56 | | | Requires further research. |
| Concrete Ramp and sea wall | Concrete on rocks from the cliff face wide enough for a vehicle. Occasionally exposed by storms. Sea wall built from railway sleepers | From the ocean beach at Bowentown over the soft sand to firm ground. | 1927 built to enable vehicles to cross the soft sand when access to Bowentown was by driving down Waihi Beach on firm sand at low tide. | Katikati Advertiser August 13, 1996 | Fair - some intact features but others may be unclear or damaged. | Coastal erosion. Currently buried by sand but periodically exposed by storm action. Last seen 1996. | Location needs to be precisely determined, possible heritage values for links to beach as a early holiday destination. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|-----------------|--------------------------------|--|--|--|---|---------|---|
| Coronation Pier | | East side of The Strand at foot of Wharf Street, Tauranga. | | | | | Could not find evidence of original wharf but may be incorporated into existing structures. Further archival work required to plot changes in wharf layout, and determine if any intact fabric remains. |
| <i>Corsair</i> | Shipwreck | Maketu | Schooner, 16 tons, built at Matata in 1857. Lost 1860 (total loss). | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.59 | | | Requires further research. |
| Crapp's slipway | Boat yard with steel rail ramp | Omokoroa just north of Omokoroa wharf. | The Crapp family were early settlers at Omokoroa | Tauranga Harbour Structure Survey 1991/92 Environment Bay of Plenty. | Not located during fieldwork for this project, possibly subsurface. | | Needs further research to establish location. |
| <i>Diana</i> | Shipwreck | Whakatane river mouth | Schooner, 30 tons, total loss. 1856, manned by Maori captain and crew. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.50 | | | Requires further research. |
| <i>Dream</i> | Shipwreck | Stony Point, Tauranga | Cutter, built and owned by Joseph D. Brain. 1893 total loss. | Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.252 | | | Requires further research. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|--------------------------------|-------------|--|--|---|-----------|---------|---|
| <i>E. Hohi</i> | Shipwreck | Lost at Opotiki | 17 ton Schooner built at Opotiki by Hezekiah Hunt. Maori owned. Lost 1860. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p. 60 | | | Requires further research. |
| <i>Era</i> | Shipwreck | Wrecked on Maketu Bar | Schooner, lost 1864 with no loss of life. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.84 | | | Requires further research. |
| Faulkner's store and boat yard | | Beach Road, Otumoetai, Tauranga. | | | | | No visible evidence but there is high probability that archaeological remains survive within 20 metres of high water. |
| <i>Fish Hawk</i> | Shipwreck | Lost at Maketu | Schooner, 14 tons. Built in Matata in 1849. Lost 1851. Capt. B. Savage. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.42 | | | Requires further research. |
| Fisherman's Wharf | | On The Strand at foot of Harrington Street, Tauranga | | | | | Could not find evidence of original wharf - existing structure may incorporate part of old wharf. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|---------------|---|---|--|--|-----------|---------|--|
| Flax Mill | There are several flax mill sites on the lower Kaituna east of the Bell Road oxbow. One mill with remaining buildings and machinery is located on Paraoa Pa (U14/1743 Gumbley and Phillips 2000). One destroyed mill at end of Bell Road (Phillips 2005) and at least one more lower down river - further archival work required. | Te Tumu on Kaituna River | Flax collected by Capt Fred Norris in <i>Victory</i> . | Matheson A. Capt Fred Norris and the Bay of Plenty Coastal Trade in <i>Historic Review</i> , Vol 39, No.1. p.3. Gumbley, W and K. Phillips 2000 <i>Papamoa Lowlands Archaeological Survey and Heritage Assessment</i> . Unpublished report prepared for Tauranga City Council. Phillips, K.J.S. 2005 <i>Archaeological Survey and Assessment of Effects - Bell Road Interchange, Eastern Arterial</i> . Unpublished report prepared for Tauranga City Council. | | | Requires further research to establish if any features are within coastal marine area. |
| <i>Flora</i> | Shipwreck | Lost one and a half miles north of Katikati entrance. | 17 tons schooner. Built in Auckland 1855, wrecked 1860. | http://members.tripod.com/~L_Alfano/anz7.txt (23 April 2006) | | | Requires further research. |
| <i>George</i> | Shipwreck | Lost at Tauranga | Schooner, 17 tons, built in Tauranga 1846. Owned by Patu. Lost 1857. | Ingram, C.W.N., compiler, N.Z. 195 <i>Years of Disaster at Sea</i> , 7th revised edition, Beckett Publishing. Auckland 1990. p..53 | | | Requires further research. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|---|---|--|---|---|---|--|--|
| <i>Grampus</i> | Shipwreck | Bay of Plenty | Schooner, 18 tons. 1851 driven ashore at Mr Banco's station, total loss. Built at Matakana by Hekekehia Hunt. | Bowers, Lynda, Bay of Plenty Shipwrecks, DOC, Misc. Report No.4., 1992. p.9. Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.42 | | | Requires further research. |
| Hairini Bridge | Some bridge foundations remain adjacent to present bridge. Extensive remains survive on southern side of modern bridge. | Connects Turret Road and SH29. | 1897 first bridge built by Joseph D. Brain a Tauranga boat and bridge builder. 1923/25 another bridge was built. 1957 causeway for new bridge reclaimed as new bridge only crosses the channel. | BOPT February 24, 1897 | Fair - some intact features but others may be unclear or damaged. | inappropriate modification due to lack of recognition of heritage values. Demolition. | Needs further research to establish date of construction and age of remaining fabric. Links to historical figure, Brain. |
| <i>Hannah Mokau</i> | Shipwreck | Whakatane Bar | Steamer, stranded on bar 1886. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.226 | | | Requires further research. |
| Harbourside Restaurant (formerly Tauranga Yacht Club) | Timber building on piles. | South end of The Strand extension, south of railway bridge. Tauranga | 1930 - 39 first stage of club built. A jetty and a shed for storage of dinghies. 1991 became restaurant. | Journal of the Tauranga Historical Society, No.62 Dec 1978.p.22. | | | Requires further research to establish if any features are within coastal marine area. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|------------------|-------------|------------------------|--|---|-----------|---------|--|
| <i>Hazard</i> | Shipwreck | Lost at Maketu | Cutter, owned by a Maori called Zachariah. Lost 1849. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.38 | | | Requires further research. |
| <i>Hera Puhi</i> | Shipwreck | Lost at Opotiki | 18 ton Schooner built in Opotiki in 1856. Lost 1859. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p. 57 | | | Requires further research. |
| <i>Hero</i> | Shipwreck | Sank at 'Wai River' | Schooner, 17 tons. Sank 1851. | Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.42 | | | Requires further research. |
| <i>Hikaka</i> | Shipwreck | Whakatane | Launch, wrecked 1922 (minutes 10 July 1922). | Whakatane Harbour Board Minute Book 15/12/1919 - 17/1/1924.p. 198. Ms 6, (Box 41) Whakatane Museum Archives. | | | Requires further research. |
| <i>Hira</i> | Shipwreck | Wrecked on Opotiki Bar | 17 ton Schooner built in BOP in 1852. Maori owners at Opotiki. Wrecked 1867. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p. 123 | | | Requires further research. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|--------------------|--|---|--|---|-----------|---------|--|
| <i>Hope</i> | Shipwreck | Wrecked on Rurima Reef near Whale Island. | Schooner, 25 tons, built in Auckland in 1856. Wrecked 1857. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.127 | | | Requires further research. |
| <i>Hori Teparā</i> | Shipwreck | Lost at Tauranga | 15 tons. Owned by Himona Timati of Tauranga. Lost 1854. | Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.47 | | | Requires further research. |
| Horseshoe Wharf | The wharf was a horseshoe shape to enable trains to drive on and off the wharf handling materials for the Public Works Department. Other names of wharf include Railway Wharf, D wharf (because of shape) or Public Works Wharf. Railway workshops alongside. Armstrong & Whitworth were building the East Coast Main Trunk Railway. | Pilot Bay, Mount Maunganui | 1910 construction began on East Coast Main Trunk Railway from Mount Maunganui to Te Puke. 1910 railway line built to railway workshops from Horseshoe Wharf. 1911 wharf built by local bridge and boat builder Joseph D. Brain of Tauranga. At this time there was a large PWD railway camp and workshop at Mount Maunganui building the East Coast Main Trunk Railway. 1913 trains running from Mount to Te Puke. 1915 all wharves vested in Tauranga Harbour Board. 1922 wharf is still standing in photo. | Bellamy, p.237. Cunningham, B, & Musgrave, K, A History of Mount Maunganui (Mount Maunganui Borough Council: 1989) p.40 | | | Requires further research to establish if any original fabric remains. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|-----------------|-------------|---|---|---|-----------|---------|---|
| <i>Industry</i> | Shipwreck | Outside Tauranga Harbour | Schooner 19 tons. Wrecked 1843. | Bowers, Lynda, Bay of Plenty Shipwrecks, DOC, Misc. Report No.4., 1992. p.8. Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.26 | | | Requires further research. |
| <i>Ira</i> | Shipwreck | Lost at Whakatane | Schooner, 29 tons, Maori owned. Lost 1860. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p. 60 | | | Requires further research. |
| <i>Isabella</i> | Shipwreck | Wrecked in Bay of Plenty | Schooner, total loss, 10 tons. Wrecked in 1845. | Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.29 | | | Requires further research. |
| <i>Italy</i> | Shipwreck | Whale Island | 1922 | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.340 | | | Requires further research. |
| Jetty structure | | Along foreshore near water jetty. Mt Maunganui. | | | | | Not identified but perhaps need to reinspect at low tide. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|---|---|-------------------------------|--|---|-----------|---------|--|
| <i>Kate</i> | Shipwreck | Whakatane river | Cutter, 24 tons. 1865 seized, plundered and burned by Maori. Had left Maketu the day before. Capt. Pringle, crew of three and passenger James Fulloon were killed. | 1865 seized, plundered and burned by Maori. Had left Maketu the day before. Capt. Pringle, crew of 3 and passenger James Fulloon were killed. | | | Requires further research. |
| <i>Lark</i> | Cutter, wrecked on beach. | Maketu | | | | | Requires further research. |
| Launching cradle for punt, railway etc. | Tramway originally 250 feet long led from stockyard with a cradle on 16 wheels on 4 sets of lines that carried a punt.. Cradle carried punt down until it floated off. Cattle taken by punt to waiting steamer. Punt retrieved by winch driven by horses turning a capstan. | Orangatea Bay, Motiti Island. | 1888 Joseph D. Brain built the tramway system on the Island.. There may be some evidence still there. Remains of rock foundation of tramway and puriri posts were still visible in 1979. Aerial photographs show it. | Mathesen, A.H., Motiti Island Bay of Plenty, pub. Whakatane & District Historical Society, Monograph No.2, 1979 pp.37-38. Arabin, S. A. Brain Watkins House in Historic Review Vol 51, No.2 p.5 | | | Needs further research to establish if any features survive. |
| <i>Maggie</i> | Shipwreck | Lost at Maketu | Schooner, 15 tons, built at Mahurangi in 1855 by Darroch. Lost 1858. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.56 | | | Requires further research. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|-----------------------|-------------|---|--|---|-----------|---------|---|
| <i>Maggie</i> | Shipwreck | Near Opotiki | 25 ton Cutter, built at Smales Point, Auckland in 1866. Driven ashore near Opotiki 1866. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p. 118 | | | Requires further research. |
| <i>Mahi</i> | Shipwreck | Opotiki | 15 ton Auxiliary ketch. Destroyed by fire at Opotiki in 1935. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.362 | | | Requires further research. |
| <i>Maria</i> | Shipwreck | Bay of Plenty | 1859 | http://homepages.paradise.net.nz/tarrant/thequay/nzshipwreck/bop.htm (26 April 2006) | | | Requires further research. |
| Matakana Island Wharf | | Hunter's Creek, Matakana Island | | | | | Requires field check. |
| Matata Wharf | | South bank of river immediately north of where the subway taking S.H.2 under the East Coast Main Trunk Railway was later built. | | | | | No visible remains. May be obscured by vegetation and silt. |
| Mayor Island Wharf | | Mayor Island | | | | | Requires further research to establish age and intact fabric. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|---------------|---|---|---|--|--|--|--|
| Motor Camp | Some buildings close to high water mark. | Lyndhurst Avenue, Little Waihi, Maketu. | | Little Waihi & Waiotahi Entrances Structure Survey 1991/92. Environment Bay of Plenty. Leverarch File includes structures Includes photograph. Held at EBOP Whakatane. | | | Requires further research to establish if any features are within coastal marine area. |
| Munro's bach | A long bach propped up on stilts. Flat area where bach was could still be seen in 1999 as well as holes in rock for jack studs. Possible features located during fieldwork are grooves in high water rocks, concrete steps and concrete breastwork. | On rocks at northern end of Waihi Beach. (E 2770429 N 6418796). | Munro was a commercial fisherman at Waihi Beach. Also had a smokehouse. A slip carried the house into the tide. | Hanlen, Hank, The Why, How, When and Where of The Waihi Beach Story, the author, 1999.p. 24 | Poor - visible features are incomplete, unclear and/or the majority have been damaged in some way. | Possible damage due to lack of recognition as historic features. | Features not confirmed as being from Munro's bach, but are in appropriate location. More work required to link features to bach. |
| <i>Nancy</i> | Shipwreck | Between Whakatane and Ohiwa River | Cutter, 16 tons, built in BOP 1855. 1858 driven ashore. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.55 | | | Requires further research. |
| <i>Nellie</i> | Shipwreck | Beached on east side of Motiti Island | Schooner, 66 tons, built at Mahurangi in 1876. Struck Astrolabe reef near Motiti 1878, Capt G.A. Armstrong, total loss. | Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.184 | | | Requires further research. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|----------------------|--|--|---|--|-----------|---------|--|
| <i>New Zealander</i> | Shipwreck | Lost near Whale Island | Schooner, 15 tons. Built in 1847 in Whakatane. Lost in 1849. Capt. Baraty. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.38 | | | Requires further research. |
| Ohiwa Wharf | T' shaped wharf with a shed on the cross piece of the 'T'. Long timber causeway. | East Ohiwa Harbour on edge of deepwater channel. | First owned by Northern Steam Ship Co who offered to sell it to the Opotiki County Council for £300 but County Council declined. From 1896 small steamers could trans-ship goods to Opotiki where they could negotiate the bar. Carried maize crop. 1921 wharf abandoned due to erosion of foreshore.1957 new wharf opened. | Van der Wouden, A., Wharves in the Ohiwa Harbour in Historic Review, Vol.40.No.2. Whakatane District Historical Society Transactions of Society Vol. V. 1957. Opotiki 100 Years 1877-1977. Whakatane, 1978 | | | Requires further research to establish if any intact fabric remains. |
| Ohope wharf | 98 feet long (1957) | Port Ohope | First landing 1880s 90s. Ferry landed here from Ohiwa connecting Opotiki with Whakatane. 1957 modern wharf built by Harbour Board. | Van der Wouden, A., Wharves in the Ohiwa Harbour in Historic Review, Vol.40.No.2. | | | Requires further research to establish if any original fabric remains. |
| Omaio settlers shed | | On foreshore at Omaio | | | | | Requires field check. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|---------------------------------|-----------------------------|--|--|--|-----------|---------|--|
| Opotiki Wharf | | Waioeka River, Opotiki - first wharf at the river end of Elliott Street until waterway silted up then wharf built at end of Kelly Street and near to the rear entrance to Shalfoon's store. New wharf further downstream - channel changed by stop banks. 200 yards up from where Otara joins Waioeka River. | | | | | Requires further research to establish if any original fabric remains. |
| Opureora Jetty, Matakana Island | Terminal for Omokoroa ferry | Opposite Omokoroa Peninsular | 1965 jetty rebuilt. Original date unknown. | | | | Requires further research to establish if any original fabric remains. |
| Panepane Wharf | | In Hunter's Creek near Bunn's Mill on Matakana Island. | Roll on /off ferry barge only since 1977 | Murray, Heeni J., Matakana Island, Tauranga, 1990. | | | Requires further research to establish if any original fabric remains. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|-------------------|--|---|---|--|-----------|---------|--|
| Pilot Bay Wharf | Concrete wharf, timber decking (1991). | At foot of the Mount west of the Stone Jetty. | 1895 built to accommodate need for bigger and better wharf than the Stone Jetty. 1900 photo shows 2 broad beam coastal trading schooners using the wharf. 1915 vested in Tauranga Harbour Board. Used mainly for fishing (2006) | Cunningham, B, & Musgrave, K, A History of Mount Maunganui (Mount Maunganui Borough Council: 1989) p.21 | | | Needs further work to establish if any original fabric survives. |
| Pohutukawa Whare | | Tanners Point, Katikati | | | | | Further archival work required to accurately determine location. |
| <i>Progress</i> | Shipwreck | Wrecked north head Tauranga, Pane Pane beach. | Timber scow rigged schooner, 49 tons. 1905 - built in Pakiri by Harper. | Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing, Auckland 1990. p.289 | | | Requires further research. |
| <i>Providence</i> | Shipwreck | Wrecked on Whale Island | Schooner, 36 tons, total loss. 1849 Capt W.H. James. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.38 | | | Requires further research. |
| <i>Rebecca</i> | Shipwreck | Lost at Whakatane | Schooner, lost 1856. 19 tons, registered in 1848, no newspaper account of loss. Owned by Ihaka Toupou of Whakatane. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.50 | | | Requires further research. |
| <i>Reremoana</i> | Shipwreck | Maketu | 1911 | | | | Requires further research. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|---|--|--|---|---|-----------|---------|--|
| <i>Resolution</i> | Shipwreck | Whakatane | Maori owned vessel. Lost 1860, driven onto rocks, no lives lost. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.59 | | | Requires further research. |
| RMD Marine Wharf and associated buildings, Beacon Industries. | Timber wharf 20 metres long - used by fishing boats, and blue corrugated iron building. Construction date unknown. Still in use. | Dive Crescent, Tauranga | Appears to have been part of the original Railway Wharf and sheds. | RMD Marine staff member. | | | Requires further research to determine if any original fabric remains. |
| <i>Robert</i> | Shipwreck | Lost in Tauranga | Schooner, built in Mahurangi in 1852 by George Darroch. Owned by Maori chiefs in Tauranga. Lost 1860. | Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.60 | | | Requires further research. |
| <i>Rover's Bride</i> | Shipwreck | Near Maketu | Schooner. 1860 driven ashore en route from Auckland to BOP. | | | | Requires further research. |
| <i>Russell</i> | Shipwreck | At Opotiki | Schooner, 16 tons, built in Coromandel in 1840. Wrecked 1846. | | | | Requires further research. |
| Salisbury Wharf | Timber wharf supported by concrete and timber piles. Ferry terminal. | Pilot Bay, Mount Maunganui near site of the Horseshoe Wharf. | Reconstructed 1962. | | | | Requires further research to determine if any original fabric remains. |
| Savage's Boat Yard | | On bank of Otara River near the wharf. Opotiki | | | | | No visible evidence, further research required. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|----------------------------|--|--|---|--|---|---|---|
| Shipyards | | Upstream of present wharf in Opotiki | | | | | No visible evidence, further research required. |
| Stockyard and loading race | | Wairere (South-East) Bay, Motiti Island | | | | | Requires field check. |
| Tauranga Railway Bridge. | Still in operation. | Crosses Waimapu Estuary between Te Papa and Matapihi peninsulas. | 1914 preliminary work on bridge began. Borough Council wanted it to be a road bridge as well. 1924 PWD completed construction of bridge from Tauranga to Matapihi | Stokes, Evelyn, A History of Tauranga County, Dunmore Press, Palmerston North, 1980. p.224 | Fair - some intact features but others may be unclear or damaged. | Inappropriate modification due to lack of recognition of heritage values. | Needs further research to establish integrity of fabric. Links with wharves, waterside activity and industry. |
| Tauranga Railway Wharf | Wharf with platform and wharf shed on NZR line. Rail sheds still existent. | Dive Crescent, Tauranga | 1927 railway wharf complete. Used exclusively for coastal shipping until opening of Mount Maunganui wharves in 1954. 2005 Cargo shed used as a Craft Market. | Bellamy, A.C. (ed) Tauranga 1882-1982, The Centennial Gazetting Tauranga as a Borough, (Tauranga 1982) p.238. 'Brief History of the Port of Tauranga' in Vertical File Port at Tauranga Central Library NZ Room. | | | Needs further research to establish integrity of fabric. Links with wharves, waterside activity and industry. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|-------------------------|---|--|--|---|-----------|---------|--|
| Tauranga Rowing Club | Club rooms and boat ramp between Cemetery and Harbour Bridge. | South end of Strand, then Dive Crescent. | 1919 club formed in rented premises for 3 years, site unknown. 1923 built club on land leased from S. Pemberton between First Avenue and Elizabeth Street, Tauranga. Held annual regattas until 1937. 1939 building of new clubrooms commenced but World War Two intervened and most members joined the forces. Shell of building stood until completion in 1950. Now Southern Cross Sea Cadets. 1969 boat ramp for cadets built. 1987 moved to present premises in Memorial Park, Tauranga. | Darren Muller, The Rise and Fall and Rise of the Tauranga Rowing Club in Otumoetai College 1987 Project box, NZ Room, Tauranga Library. | | | Requires further research to establish if any features are within coastal marine area. |
| Te Kaha Whaling Station | | Semi-permanent try works on beach at Te Kaha. | | | | | Exact location unknown (Prickett, p123) |
| Te Toa | Shipwreck | Whale Island | 1934 | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.361 | | | Requires further research. |
| Thornton goods shed | | Adjacent to wharf on outlet of Rangitaiki River at Thornton. | | | | | More research required. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|-----------------------|-------------|-------------------------------|----------------------------------|---|-----------|---------|---|
| Thornton Wharf | | East bank of Rangitaiki River | | | | | More research required. |
| Tilby's landing | | A platform off Ferguson Park. | | | | | Some posts now exposed by movement of sand may be significant. Requires further research. |
| <i>Trent</i> | Shipwreck | Lost off Tauranga | Schooner wrecked 1843 | Bowers, Lynda, Bay of Plenty Shipwrecks, DOC, Misc. Report No.4., 1992. p.8. Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.25 | | | Requires further research. |
| <i>Ulitea</i> | Shipwreck | Tauranga Harbour | 1840 | Bowers, Lynda, Bay of Plenty Shipwrecks, DOC, Misc. Report No.4., 1992. p.8. Ingram, C.W.N., compiler, N.Z. 195 Years of Disaster at Sea, 7th revised edition, Beckett Publishing. Auckland 1990. p.16 | | | Requires further research. |
| Unidentified Schooner | Shipwreck | Tauranga Harbour | Wrecked in Tauranga Harbour 1840 | Bowers, Lynda, Bay of Plenty Shipwrecks, DOC, Misc. Report No.4., 1992. p.8 | | | Requires further research. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|------------------------------|--|--|---|--|--|---|---|
| Unidentified Schooner | Shipwreck | Wrecked off Mount Maunganui. | Schooner wrecked 1843 | Bowers, Lynda, Bay of Plenty Shipwrecks, DOC, Misc. Report No.4., 1992. p.8 | | | Requires further research. |
| Uretara Landing | Included landing wharf, and wharf sheds. | Wharves on east bank of Uretara River below road bridge in Katikati. | 1905 public meeting petitioned for a retaining wall and wharf. 1909 Noble Johnston had built his own wharf a few yards lower down the river. - his store and butcher shop adjacent. | BOPT June 12, 1905 BOPT Sept 17, 1909 | Poor - visible features are incomplete, unclear and/or the majority have been damaged in some way. | Inappropriate modification due to lack of recognition of heritage values. | Further archival and assessment work required. Links with early settlement/industry of Katikati. |
| Uretara Road Bridge | | S.H.2 crosses the Uretara River in Katikati. | | | | | Further archival work required. |
| <i>Valcona</i> | Shipwreck | Wrecked at Maketu | Topsail schooner, about 200 tons. Wrecked 1840, total loss. Anchored off entrance and blown ashore in gale. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p.16. Matheson; 1987.p.146 | | | Requires further research. |
| Various boat sheds and ramps | | West side of Maungatapu | Dates unknown but identified in the 1991/92 EBOP project. | | | | Dates of construction unknown - further work required. Boat sheds are rare in coastal Bay of Plenty. Strong connection with community use of the harbour. Possible heritage values relating to fabric, construction, diversity and group value. |
| Victoria Wharf | | East side of The Strand at foot of Harrington | | | | | No surviving features found. Four poles appear old but don't correlate with piles of Victoria Wharf in old photos. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|-------------------------|---|--|--|--|--|--|--|
| | | Street, Tauranga. | | | | | |
| Wairoa River Flour Mill | | Maori mill opened in 1875. Bellamy, A.C. (ed) Tauranga 1882-1982, The Centennial Gazetting Tauranga as a Borough, (Tauranga 1982) p.205 East bank of Wairoa River downstream from road bridge. | | | | | No evidence found. Further archival work required. This is potentially a very important site if any evidence remains as there is much written information on in regarding iwi-operated scows servicing the mill, connection with brick works further up the river etc. |
| Water Jetty/Iron Jetty | Two pieces of railway iron remain and concrete tank. Breast work on coastal scarp survives in good condition. Some metalwork in surf may relate to jetty piles. Recorded as U14/362. Stone faced landing platform and remnants of water tank located within Mauao Historic Reserve. | West of the Pilot Wharf at base of Mount Maunganui (Mauao) below spring. | A mooring where boats could take on fresh water. Was a double row of railway iron. Possible date of construction 1886. | Ted Davidson - discussion. See figure 12 and 13 of Phillips 2003 - Mauao report. | Poor - visible features are incomplete, unclear and/or the majority have been damaged in some way. | Inappropriate modification due to lack of recognition of heritage values. Coastal erosion. | Date of construction unknown (believed to be 1886) - further archival work required. Recorded with NZAA. Most of the remaining features are above MHWS in Mauao Historic Reserve. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|-------------------------------|---|---|--|---|-----------|---------|---|
| <i>Welcome</i> | Shipwreck | Whakatane | 1916. Declared a total wreck by Harbour Board (minutes 12 Feb 1917). | Whakatane Harbour Board Minute Book 5/3/1913 - 17/11/1919. p.174. Ms 6, (Box 41) Whakatane Museum Archives. | | | Requires further research. |
| Whale Island wharf | Not clear if anything remains - needs further assessment. | Whale Island (Moutohora) BOP | 1918 proposed new wharf (minutes 14 Jan 1918). 1919 shows in photo . 1921 Whakatane Harbour Board proposed to buy Whale Island for £3500. (minutes 21 Feb 1921). 1923 Harbour Board decided wharf to stand for the present (minutes 13 Dec 1923). 1924 Mr. Tatum offered to buy wharf. (minutes 10 Jan 1924). The rock quarry on the island was connected to the wharf by a railway line - rock used for groynes in Whakatane River. | Whakatane Harbour Board Minute Book 5/3/1913 - 17/11/1919. p.231. Ms 6, (Box 41) Whakatane Museum Archives. Whakatane Harbour Board Minute Book 15/12/1919 - 17/1/1924 .p.94., p.344., p.347. Ms 6, (Box 41) Whakatane Museum Archives. Van der Wouden, A., Whale Island, Moutohora, monograph 25, Whakatane & District Historical Society Inc. 1994. p.8 | | | Further research required in order to determine if any features are intact. |
| Whaling Station, Cape Runaway | | Kapongatahi Bay, 2.5 km south of Cape Runaway | | | | | Marked on inch to mile sheet N62 (Prickett, p 119) |
| Whangaparaoa shore whaling | | Whangaparaoa near Cape Runaway | | | | | Exact location unknown. |

| Name | Description | Location | History | References | Condition | Threats | Comments on research/assessment requirements |
|------------------|-------------|---------------|--|--|-----------|---------|--|
| <i>Woodstock</i> | Shipwreck | Whakatane Bar | Cutter, 31 tons, built at Kennedy's Bay in 1866. Holed and sank under tow, total loss, 1874. | Ingram, C.W.N., New Zealand Shipwrecks 195 years of Disasters at Sea, 7th revised edition, 1990.p..154 | | | Requires further research. |

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Scrapbooks of newspaper clippings.

Other Sources used at Tauranga Library:

Maps

Vertical Files

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