
New Zealand Historic Places Trust Pouhere Taonga

Research Report on Heritage Features

Baring Head, Wellington



Baring Head Lighthouse Station from the trig behind. (K. Cox, NZHPT 17 February 2011)



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EXECUTIVE SUMMARY

Baring Head is a most significant place, encompassing an intact lighthouse complex, abandoned military buildings, a scientific station, and important associated features such as an access road and bridge, all on a prominent coastal headland at the foot of the North Island.

Baring Head was part of a landscape well used by a number of iwi over many centuries, as a place for habitation, fishing and cultivation. At the time of the signing of the Treaty of Waitangi, Te Atiawa held manawhenua over the area. However it remains of considerable significance to several iwi. The block of land that encompasses Baring Head was awarded under the McCleverty Deeds of 1847. Maori later used the land for grazing sheep. In 1912 the Native Land Court determined title and certificates of title were issued for subdivision the following year. It is possible that by this time Pakeha farmers had already leased or bought the land from its Maori owners for sheep farming.

The site of the lighthouse and its environs were in the hands of owner Eric Riddiford at the time he donated it to the government for use as the site of the country's penultimate lighthouse station. Work was delayed by the Depression and did not begin until mid-1931 with the construction of the bridge and road linking Coast Road with the lighthouse site. The lighthouse and houses followed in 1933-34 and the lighthouse itself was finished, and opened, in 1935. Baring Head, New Zealand's first electrically powered coastal light, was manned firstly by two keepers and then, by one from 1960, until 1989, when it was fully automated.

The area was also used for military purposes during World War II, with a Fortress Observation Post on the hill behind Baring Head, and a Naval Signal Station built close to the lighthouse. In 1974, the Department of Scientific and Industrial Research (DSIR) established a meteorological station on the site of the signal station and its work in assessing air quality continues to be a significant part of the Baring Head story. In 2011, the area around the lighthouse reserve was purchased by a consortium of public and private interests, led by the Greater Wellington Regional Council, and public access is now unencumbered.

Baring Head is of heritage significance for a number of reasons. It contains a coherent group of purpose-built lighthouse buildings (the light itself, keepers' accommodation and associated buildings) in sound condition. The lighthouse

itself was the country's first electric powered (diesel generated) light and as such ushered in a new era of operation that ultimately led to the automation of the country's lights. The World War II era structures are a link back to the country's efforts to defend itself from attack from the sea during a time of great peril. The former DSIR buildings (and their predecessors) have performed an internationally significant role since 1974. All of these places occupy a spectacular location overlooking the eastern edge of Cook Strait.

1. BACKGROUND TO THE REPORT

This report was prepared in conjunction with Greater Wellington Regional Council, in order to provide information on the history of Baring Head and an assessment of its heritage values using the criteria of the *Historic Places Act 1993*. The report identifies features of heritage significance and sets out evidence to support the assessment of heritage values within the historical context.

The report will be used to inform Greater Wellington Regional Council's decision-making regarding management of the site. It will also inform a possible future registration of a Baring Head Historic Area by the New Zealand Historic Places Trust.

2. IDENTIFICATION¹

2.1. Name of Area

Name: Baring Head

Other Names: Orua-Poua-nui

2.2. Location Information

Address:

Baring Head

Wellington Region

Additional Location Information

Baring Head is approximately 40 minutes drive from Petone. Access is either via Wainuiomata along the Coast Road or Eastbourne along Pencarrow Coast Road. At the Wainuiomata end of the reserve there is a bridge and gate which restricts vehicular access, and people must leave their cars there and walk up to the lighthouse from this point. At Eastbourne, along the gravel Pencarrow

¹ This section is supplemented by visual aids in Appendix 1 of the report.

Coast Road, access is again restricted to cyclists and people walking from a gate at the entrance to the Pencarrow Heads unless you have a key. The military barracks and observation post are located on a hill about 500 metres behind the lighthouse complex. This is signposted. Access to these structures is restricted as there are safety concerns about their structural integrity; however it is possible to view the remains of the barracks from behind a fenced area.

Local Authority: Hutt City Council

2.3. Current Legal Description

Lot 2 DP 72418 (CT WN40D/367), Wellington Land District (Lighthouse, NIWA station, naval signal station remains)

Pt Lot 1 DP 72418 (NZ Gazette 1995 p. 324, 1994 p. 2801-2), Wellington Land District (Lighthouse Keepers' Houses and outbuildings, power house, shelter belt, WAAC World War II barracks)

Pt 1A3 Parangarahu (NZ Gazette 1995 p. 1364), Wellington Land District (Fortress Observation Post – observation post, wireless room [and associated building], barracks, water tank)

Lot 4 DP 59276 (CT WN 42B/597), Wellington Land District (The pump house on the Wainuiomata River, the water pipes between that and the defence complex adjacent to the trig and water pipes from there to the lighthouse station, the bridge and majority of the access road)

Pt 1A2 Parangarahu, Pt 1A3 Parangarahu (CT WN26B/763) Wellington Land District (Part of the Access road)

2.4. Physical Extent of Area assessed as contributing to heritage values:²

Extent includes the land described as Lot 2 DP 72418 (CT WN40D/367), Pt Lot 1 DP 72418 (NZ Gazette 1995 p. 324, 1994 p. 2801-2), Pt 1A3 Parangarahu (NZ Gazette 1995 p. 1364, CT WN26B/763), Lot 4 DP 59276 (CT WN 42B/597) and Pt 1A2 Parangarahu (CT WN26B/763), Wellington Land District and the following heritage features: Baring Head Lighthouse Station (incl. Lighthouse, lighthouse keeper's houses 1 & 2, diesel generator building, garage and

² See 'Physical Information' for an analysis of this statement. This section is supplemented by visual aids in Appendix 1 of the report.

outbuildings, shelter belt, telecommunications structures, rockery garden and fences), Defence Observation Posts and associated buildings and remnant structures (incl. barrack foundations, wireless room, possible mess room, water tank etc), pump house and water pipes connecting the three places, access road and bridge, NIWA Station and remains of naval station and WAAC barracks, and Maori archaeological sites R28/37(cave with midden) and R28/36 (burial).³ (Refer to map in Appendix 1 of this research report for further information).

3. SUPPORTING INFORMATION

3.1. Historical Description and Analysis

Prehistory and archaeological evidence

Baring Head is known as Orua-Poua-nui, meaning the place of the den, or retreat, of Pouanui.⁴ It is very close to the entrance of Te Whanganui-a-Tara (the great harbour of Tara), and it is held that the harbour was first discovered by Kupe, who had a role in naming parts of it. He was probably also the discoverer of Baring Head.

Many tangata whenua groups have been supported by the landscape of Baring Head over the centuries. Most recently Te Atiawa / Taranaki Whanui, who are tangata whenua of Port Nicholson including the area encompassed by Baring Head, note the significance of the area as a Maori cultural landscape. The principal feature of interest in the area is Parangarahu Pā, located on the Baring Head Block at Fitzroy Bay north of Baring Head, and established many centuries ago.⁵ Its builder was probably Tautoki, son of Whatonga, a descendant of Kupe, whose other son Tara gave his name to the harbour. Tara and Tautoki's son Rangitane gave their names to the two iwi that eventually settled in the area. The pā was later home to Ngati Ira, who were the occupants of the area when the first Ngati Toa taua (war parties) arrived in Wellington in 1819 and eventually drove Ngati Ira out. More taua were followed by waves of migration from Taranaki. This ended in 1835 and at the time of the arrival of the New Zealand Company and its settlers in 1840, Te Atiawa held manawhenua

³ See Appendix 5 for further information.

⁴ Baring Head/Orua-pouanui <http://www.linz.govt.nz/placenames/placenames/consultation-decisions/a-to-z/baring-head-orua-pouanui/index.aspx> (accessed 10 Mar 2010)

⁵ Raukura Consultants 2011, 'Orua-Poua-Nui / Baring Head Cultural Values Report', Greater Wellington Regional Council p.3

over much of Wellington, including Baring Head.⁶

The Baring Head area was part of land held by Maori and granted to them in 1847 as part of the McCleverty Deeds granting native reserves.⁷ Ownership of the land was established in the Maori Land Court in 1912 prior to subdivision of the land in 1913. It is not certain if the land had left Maori hands by this time.

Archaeological evidence has suggested that the majority of Maori occupation of the Baring Head area was concentrated on the coastal platform.⁸ This is certainly true of what has been termed the Parangarahu village site to the north of Baring Head. A large stone wall was built to protect the gardens planted there from rock fall from the cliffs above. The kainga was used in pre-European time, and continued to be occupied after European contact, notably as a place to grow wheat for the settlers at Wellington.⁹ This site has not been included in this research report; however it remains an important part of the history of the area. The significance of prehistoric gardening, and evidence for long term settlement in the southern Wairarapa has been recognised by archaeologists, for example through research carried out at Palliser Bay.¹⁰

There are two recorded Maori archaeological sites within the area researched.¹¹ These are NZAA site numbers R28/37, a cave with midden and R28/36, a burial.¹² R28/37 is located at the foot of the cliff that the lighthouse is situated on. The cave extends one hundred feet from the entrance, and at the far end there is evidence for charcoal and ash, with a midden including paua, shells and bird bones at the mouth of the cave.¹³ It has been suggested that this site was used as shelter when bad weather stopped food gathering expeditions along this part of the coast.¹⁴ The burial site (R28/36) is situated above the cave at the most projecting part of the point, and was uncovered during excavations for the

⁶ Raukura Consultants 2011, 'Orua-Poua-Nui / Baring Head Cultural Values Report', Greater Wellington Regional Council pp.6-11

⁷ Ibid. p.18

⁸ NZAA Site Record R28/21, NZAA Archsite www.archsite.org.nz

⁹ NZAA Site record R28/9, NZAA Archsite www.archsite.org.nz; J.B. Palmer 'Maori Sites in Fitzroy Bay' *New Zealand Archaeology Association newsletter* 1963 6(3):125-134, p. 132

¹⁰ B. Leach, The Prehistory of the Southern Wairarapa, *Journal of the Royal Society of New Zealand*, 11(1): 11-33, 1989; L. Furey, Maori Gardening, an Archaeological Perspective, New Zealand Department of Conservation, 2006 (available online at <http://www.doc.govt.nz/upload/documents/science-and-technical/sap235.pdf>, accessed 9 Mar 2011)

¹¹ These are recorded in the New Zealand Archaeological site recording scheme. See NZAA Archsite www.archsite.org.nz

¹² NZAA Archsite www.archsite.org.nz (accessed 26 Jan 2010)

¹³ NZAA Archsite www.archsite.org.nz, (accessed 26 Jan 2010) site R28/37

¹⁴ J.B. Palmer 'Maori Sites in Fitzroy Bay' *New Zealand Archaeology Association newsletter* 1963 6(3):125-134, p. 133

lighthouse.¹⁵ There is one further rock shelter in the vicinity of the complex (R28/15), approximately 80 metres further to the north of these two sites and also on the coastal platform. It has also been suggested that another recorded site near the trig, R28/21, may be from Maori occupation, although archaeologists reporting in 1995 were of the opinion that this was unlikely.¹⁶

There are further archaeological sites located in the reserve surrounding the lighthouse. The complex of houses for the lighthouse and naval signal station have been allocated NZAA site number R28/48.¹⁷ The World War II Fortress Observation Post, consisting of a concrete observation post, two concrete buildings and a cut/fill terrace with concrete piles has been given NZAA site number R28/40.¹⁸ This is located circa 500 metres from the lighthouse and near the Para trig. The history of these structures is provided below.

Lighthouse complex

Baring Head Lighthouse was built to replace Pencarrow Lighthouse, a short distance to the west at Pencarrow Head. Pencarrow Lighthouse was New Zealand's first lighthouse when it opened in 1859, and when Baring Head opened in 1935 it was New Zealand's first fully automatic lighthouse, powered by diesel-generated electricity.¹⁹ The lighthouse stands on land donated by a local landowner, Eric Riddiford.²⁰

In 1930 it was announced that Pencarrow was to be replaced with a new lighthouse at Baring Head. It came partly out of an encounter between Eric Riddiford and a government official on the interisland vessel *Wahine*, in 1928. Riddiford had suggested that he would be willing to gift the land for the purposes of a lighthouse at the site.²¹ The land at Baring Head was much higher than that at Pencarrow, and would give greater visibility for vessels

¹⁵ *Dominion* Jan 19 1934, in Baring Head – Origin –General, M1 769 6/62/1 (1925-39), Archives New Zealand. It is unclear from the site report whether these remain in place or have been removed, although in a newspaper report it was stated that the majority of the bones fell down the side of the cliff at the time they were uncovered.

¹⁶ Raukura Consultants 2011, 'Oua-Poua-Nui / Baring Head Cultural Values Report', Greater Wellington Regional Council p.19; NZAA Site Description R28/21, A. Walton, Doc, 18 January 1995.

¹⁷ NZAA Archsite www.archsite.org.nz (accessed 26 Jan 2010)

¹⁸ NZAA Archsite www.archsite.org.nz (accessed 26 Jan 2010)

¹⁹ H. Beaglehole. *Lighting the Coast. A History of New Zealand's Coastal Lighthouse System*. Canterbury University Press, 2006, p. 142

²⁰ Beaglehole p.108; Eric Riddiford is son of Edward Riddiford, a well known figure who owned a large amount of land in the area (www.teara.govt.nz/en/biographies/2r20/1).

²¹ *Evening Post*, Volume CX, Issue 137, 6 December 1930, p. 10; Baring Head 1928-52, M1 687 8/8/42, New Zealand Archives

entering the Wellington Harbour.²² It was to be a 'much more up-to-date affair,' similar to that at Cape Egmont.²³ In the interim, the financial concerns of the Depression meant that the construction of the lighthouse had to be delayed, and it was not commissioned until 1932.²⁴ Later, when Riddiford's generosity was highlighted at the opening of the lighthouse, he pointed out that he directly benefited by getting a bridge built to the remainder of his land.²⁵

While it was first thought that it would be possible to access the site from the sea, the steep cliffs surrounding the site made that impossible and instead an overland route from Wainuiomata was formed.²⁶ Tenders were advertised for the construction of a road and bridge to Baring Head Lighthouse in June 1931.²⁷ The road was constructed during the second half of 1931 (it was completed in January 1932) by contractor H.J. Peacocke. Upon completion the road was described as follows:

'The road...branches off from the Wainui Road about two miles [3.2 km] from the coast. It is one and three-quarter miles in length [2.8 km], and from ten to twelve feet [3 to 3.65 m] in width. The road is level for about ten chains (200 m) after passing the new bridge, which is about four chains [80 m] from the main road, and, then is steeper as it goes over the hill to just above Fitzroy Bay, after which it goes over a plateau to Baring Head. Although occasional patches of rock were struck, no undue difficulties were encountered in the construction of the road.'²⁸

The contract for the bridge over the Wainuiomata River was won by S.T. Dibble, and also ran from mid-1931 to early 1932.²⁹ At the time of construction the bridge was described as follows:

'The bridge over the Wainui River is built for one-way traffic. It is 110 feet [33.5 m] in length, and is built in three spans, two of forty feet [12.2 m] and one of thirty feet [9.14 m]. The bridge stands about fifteen feet [4.6 m] above water. The bridge is built under a hill, and it

²² *Evening Post*, Volume CX, Issue 137, 6 December 1930, p. 10

²³ *Evening Post*, Volume CX, Issue 137, 6 December 1930, p. 10

²⁴ *Evening Post*, Volume CXVI, Issue 61, 9 September 1933; Beaglehole p.106

²⁵ *Evening Post*, Volume CX, Issue 137, 6 December 1930, p. 10

²⁶ Beaglehole p.142

²⁷ *Evening Post*, Volume CXI, Issue 144, 20 June 1931, p. 24 column 8

²⁸ *Ibid.*

²⁹ *Evening Post*, Volume CXII, Issue 13, 16 January 1932, p. 10

was thought that the rock in the hill would continue under the stream, and so make a good foundation, but such was not the case. Piles thirty-five feet [10.6 m] in length were driven in, but in all but one case this distance was not enough to find a foundation under the silt, and pieces of from ten [3 m] to fifteen feet [4.6 m] in length had to be spliced on.³⁰

While the bridge and access road made it possible to construct the lighthouse, it also meant that supplies and equipment for the future running of the lighthouse could be supplied by road rather than sea, as had been the case at Pencarrow.³¹ In the decades that followed their construction, the road and bridge were the subject of regular correspondence about their physical condition. The road was frequently damaged by weather events and needed repair, including regular grading and metalling. The bridge also required regular repairs.³² On one occasion, in 1956, the bridge was entirely submerged by a flood.³³ Barely a year went by in the post-war period when either the road or bridge did not need attention. Many members and fixings on the bridge have been replaced over time.

Separate tenders were advertised for the erection of the reinforced concrete tower and two cottages in November 1933.³⁴ The designs, it can be assumed, were the work of the Public Works Department, although the plans have not been located as yet. (The lighthouse itself was the forerunner of – and nearly identical to – the Cape Reinga Lighthouse.) The houses and lighthouse base were constructed by Messrs Joseph Jackson and Son. This company was also responsible for constructing and installing two 5000 gallon (18,927 litre) water storage tanks for each of the cottages.³⁵

Issues with access to the site delayed the houses' construction, and they were finally finished on 16 May 1934.³⁶ A newspaper report of the time described them as follows:

³⁰ Ibid.

³¹ *Evening Post*, Volume CXVI, Issue 61, 9 September 1933

³² See correspondence in 1950, 52, 53, 55, 56, 60 etc. in 18/1/1 Pt.1, Lighthouses – Baring Head, ANZ

³³ District Commissioner to Resident Engineer, MOWD, 3 September 1956, 18/1/1, ANZ

³⁴ *Evening Post*, Volume CXVI, Issue 127, 25 November 1933, p. 16

³⁵ Baring Head – Origin –General, M1 769 6/62/1 (1925-39), ANZ

³⁶ Ibid.

'The keepers' houses, built entirely of New Zealand woods, are identical in plan, each having five rooms – three bedrooms, a living-room, and a drawing-room, a scullery, bathroom, and washhouse, and outhouses. The interiors have been tastefully papered and panelled and a number of built in cupboards and wardrobes lend an atmosphere of compact comfort to the buildings. When the power plant has been installed the houses will be lit by electricity and the telephone will be installed shortly. Each house has hot and cold water systems, the water being contained in 5000-gallon underground tanks. The supply will be pumped into 400-gallon house-tanks.'³⁷

Tenders were subsequently advertised for unspecified alterations to the cottages in November 1937.³⁸ Whether these changes were undertaken is not known.

The site for the tower was moved once, east, after solid foundations could not be found 2.5 metres down.³⁹ Work came to a halt during winter, with Jackson complaining that the wind was sometimes so strong that his men could not stand up.⁴⁰

Tenders were advertised for the erection of a power house at Baring Head in December 1933.⁴¹ A newspaper report attributed the supply of the 'electrical equipment' to Chance Bros. and Co., who supplied the equipment for the original Pencarrow light, but Chance and Co. were glassmakers and it seems more likely that they supplied the light and its operating mechanism rather than the power source.⁴² In April 1935 diesel engines to supply the electrical power for the lighthouse and radio beacon were driven from Wellington to Baring Head. They were housed in the power house that had been erected there.⁴³ After the power house was made operational the radio beacon was installed.⁴⁴

The job of fixing the dome in place fell to W.A. Fraser, a 'light artificer', who specialised in erecting automatic lights (all unmanned) in various parts of New

³⁷ *Evening Post*, Issue 22, 26 July 1934, p.15

³⁸ *Evening Post*, Volume CXXIV, Issue 121, 18 November 1937 p.16

³⁹ Beaglehole p.143

⁴⁰ *Evening Post*, Issue 15, 18 January 1935, Page 8

⁴¹ *Evening Post*, Volume CXVIII, Issue 140, 11 December 1934, p. 18

⁴² *Evening Post*, Volume CXIX, Issue 142, 18 June 1935

⁴³ *Evening Post*, Volume CXIX, Issue 83, 8 April 1935, p. 8

⁴⁴ *Evening Post*, Volume CXIX, Issue 83, 8 April 1935, p. 8

Zealand.⁴⁵ The lantern at Baring Head had been intended for North Cape and the lens was the same as the one used at Cape Egmont. As part of his work, Mr. Fraser had to arrange for the moving of the dome from Wellington to the site, which had to be carried on the back of a truck, just clearing underneath a railway bridge on the Hutt Road and under lifted telephone and electricity wires.⁴⁶

The lighthouse was first lit on 17 June 1935, and was accompanied by much media fanfare.⁴⁷ The *Evening Post* reported that it was the first time a lighthouse had been opened with full official ceremony, with the Minister of Marine, the Hon. J. G. Cobbe, doing the honours. He stated that Baring Head filled the requirements of modern ships to have a flashing light, which is more easily picked up at sea than the previous fixed light at Pencarrow.⁴⁸ Cobbe also expressed the appreciation of the government for Riddiford's 'public-spirited action' in donating the land.⁴⁹ On the same day, the light at Pencarrow was extinguished, ending the role that that lighthouse had played in guiding ships into Wellington Harbour for over 70 years.⁵⁰

The first lighthouse keeper was Bob Wilson and his contribution to Baring Head was considerable. Well before he moved full-time to the station he planted thousands of trees to protect the lighthouse station from the boisterous winds famous in the area.⁵¹ These were preceded by manuka brush fences, installed, at least in part, by Eric Riddiford, and these are visible in an aerial photograph from 1935.⁵² In his report on the archaeology of the area surrounding the lighthouse, Kevin Jones notes that the present shelter belts of trees are a 'significant element of the reserve and the Baring Head landscape.'⁵³ Wilson was also responsible, with two others, for the removal of 114 cubic metres of rock so that the light could be seen from Cape Palliser. He built paths and a driveway and a rockery garden.⁵⁴ The latter still survives in a modified form.

⁴⁵ Beaglehole p.142

⁴⁶ *Evening Post*, Issue 22, 26 July 1934, p.15

⁴⁷ Beaglehole p. 292

⁴⁸ *Evening Post*, Volume CXIX, Issue 142, 18 June 1935; in Baring Head – Origin –General, M1 769 6/62/1 (1925-39), Archives New Zealand

⁴⁹ *Evening Post*, Volume CXIX, Issue 142, 18 June 1935, H. Beaglehole. *Lighting the Coast. A History of New Zealand's Coastal Lighthouse System*. Canterbury University Press, 2006, p. 108; in Baring Head – Origin –General, M1 769 6/62/1 (1925-39), Archives New Zealand

⁵⁰ *Evening Post*, Volume CXIX, Issue 142, 18 June 1935

⁵¹ Beaglehole p. 172

⁵² *Evening Post*, Volume CXVI, Issue 61, 9 September 1933, see Figure 7

⁵³ K. Jones Baring Head, Orua Poanui Archaeological Survey for Wellington Regional Council, 2010

⁵⁴ *Evening Post*, Issue 15, 18 January 1935, p.8

An important adjunct to the Baring Head Lighthouse was the installation of a radio beacon - 'the second to be used in the Dominion.'⁵⁵ Its operation was the responsibility of the second keeper. At the opening of the lighthouse, Cobbe stated that 'The beacon will help any vessels equipped with direction finding apparatus to locate their position when out of sight of the light or when the light is obscured by fog.'⁵⁶ This equipment 'allowed ships to take their bearing within 100 nautical miles of the beacons.'⁵⁷ In 1981 the radio beacon was closed down because 'ships could [by then] use the nearby aircraft beacon'.⁵⁸

Much happened at Baring Head during those early years. In April 1935, even before the lighthouse was opened, Captain C.M. Duthie landed a plane next to the station, with much media fanfare.⁵⁹ In 1936, telephone lines were installed between Baring Head and Pencarrow Lighthouse.⁶⁰ In 1938 Riddiford donated a further 42.5 acres [17.2 ha] to extend the keepers' compound, and in a letter of thanks from the Minister of Marine it was noted that this additional land would be used for grazing cows, and would also allow the radio beacon to be housed within the complex. It made 'a very handsome addition' to the land that had already been donated for the New Zealand Lighthouse Service.⁶¹

A list of the buildings at the lighthouse complex from 1947 reveals that some buildings and structures built during its early years were later removed from the station. A single man's bach with an iron and wooden shed alongside, a flag pole, cow bails and coal store, were all listed at the time and are now no longer standing.⁶²

The lighthouse itself was notable for several features in use for the first time in New Zealand. The light was regulated by a sun valve or time switch, which opened or closed small relay contacts at sunrise or set, turning it on or off in the event that the keepers were not there to turn it on or off themselves.⁶³ The light itself flashed rather than being a fixed light as had otherwise been the case in lighthouses in the past.

The diesel electric powering of the lighthouse meant that keepers were not

⁵⁵ *Evening Post*, Volume CXVIII, Issue 154, 28 December 1934, p. 9

⁵⁶ *Evening Post*, Volume CXIX, Issue 142, 18 June 1935

⁵⁷ Beaglehole p.161

⁵⁸ *Ibid.*

⁵⁹ *Evening Post*, Volume CXIX, Issue 84, 9 April 1935, p.7

⁶⁰ Beaglehole p. 292

⁶¹ Baring Head 1928-52, M1 687 8/8/42, New Zealand Archives.

⁶² Baring Head Lighthouse 1943-52, New Zealand Archives, AADX W3148 889 51

required to maintain a 24 hour watch over the light. In fact, although the light was manned, it was not necessary for the functioning of the light at all. It could have been fully automated and, in fact, during the preceding two decades, keepers had been removed from a number of newly automated lights. Placing keepers at Baring Head allowed them to assist maritime safety on a dangerous coast. From the keepers' point of view, what was important was that the diesel powered generators did not require them to do an overnight shift. The absolute necessity of keeping the light functioning had been a fundamental rule of keeping for over 70 years and falling asleep left a keeper at risk of losing his job. Baring Head keepers would not have to deal with the sleep deprivation and anxiety involved in the overnight shift and only had to get out of bed for emergencies. This also meant that only two keepers were required at Baring Head, not the usual three.

The arrival of World War II did not change keeping as such although there was a role for coast watching vigilance, complementing the work of the Naval Signal Station and the Fortress Observation Post at Baring Head. However, for various reasons, not the least of which was the military activity at Baring Head, the lighthouse reserve was closed to the public during the course of World War II, as per Defence Emergency Regulations. It reopened in 1945.⁶⁴

In 1950, the area was connected to mains electrical power, thus ending the use of the diesel generators.⁶⁵ This work took two years and involved the construction of a power line to Baring Head at a considerable cost. Changes were made to the cottages to accommodate the changeover, including the provision of electric cookers.

There was a school established at the station in 1950, with seven pupils enrolled at the time. However this arrangement did not last and by the 1960s the children of keepers were sent to school in Wainuiomata.⁶⁶ The children walked to the Wainuiomata Coast Road, where they would be picked up by the school bus. By 1961, the number of keepers was reduced from two to one, which was probably the reason that home schooling ended. Despite Baring Head's proximity to civilisation, an emphasis was placed on self-sufficiency, as was the norm at other stations. Land adjacent to the station was set aside – and

⁶³ Beaglehole p.250

⁶⁴ *Evening Post*, Volume CXXXI, 27 June 1941, p. 8 *Evening Post* Volume CXL, Issue 92, 16 Oct 1945; Baring Head 1928-52, M1 687 8/8/42, New Zealand Archives

⁶⁵ http://www.newzealandlighthouses.com/baring_head.htm (accessed 10 Mar 2010)

⁶⁶ School buildings: Baring Head Lighthouse School, New Zealand Archives, AAQD W33681; *Hutt News*, Former Lighthouse keeper angered by Baring Head Plans, 20 Apr 2010

fenced - for cows (for milking) plus a few sheep.⁶⁷

In 1967, there were unspecified changes to the houses.⁶⁸ These took place between June and November, so they must have been reasonably substantial. The extreme weather at Baring Head took its toll on the various timber buildings, and regular maintenance – painting, rust removal, window sealing and the like – was commonplace. Much of the work was done by the keeper(s) themselves, partly to keep them busy.

The role of the keepers in maritime safety at Baring Head was a long-standing one and it was largely unchanged as the twentieth century wore on. The last keeper, Steve O'Neill, took part in over 86 Search and Rescue operations.⁶⁹ These rescues were not only confined to the sea but also inland and along the rugged coast, where there were many opportunities for people to have accidents. Such work also formed the basis of the keepers' unhappiness over the prospective automation of the remaining lighthouses.

Automation had seen the removal of a number of keepers over the course of the twentieth century. By 1969, only 39 keeper positions remained throughout New Zealand and the pace of automation quickened in the 1970s, along with technologies that removed the need for weather reporting by keepers and allowed for remote monitoring and repair of lights. Plans for automation firmed up in 1973, but it took the rest of the decade for several lights to be relieved of keepers. By 1980 there were just 21 keepers remaining and a series of public inquiries, committees and reports during the 1980s pointed to an inevitable outcome. At Baring Head work on upgrading the second keeper's dwelling was put on hold as the Marine Division of the Ministry of Transport (by then in charge of lighthouse operations) contemplated the impending demanning of the station.⁷⁰ In the end, it took a further eight years, but as the decade unfolded, pertinent issues arose, including how to secure the buildings when a permanent presence was gone.

By 1987 there were only seven manned stations in New Zealand, mostly concentrated around Cook and Foveaux Straits. Despite the protestations of 'boaties', the general public and the keepers themselves, the government was

⁶⁷ District Commissioner of Works to Resident Architect, MOWD, 19 May 1961, ACC W3395 Box 1, 18/1/1 Pt.1, Lighthouses – Baring Head, ANZ

⁶⁸ File notes (June-Nov 1967) in 18/1/1 Pt.1, ANZ

⁶⁹ <http://www.facebook.com/topic.php?uid=118447108196361&topic=64> [viewed 5 April 2011]

⁷⁰ Memo, Minister of Transport to Director, Marine Division, 25 June 1980, 45/2/2 Lighthouses – Buildings - Baring Head 1970-1988, ANZ

convinced that technological advances were making the staffing of any lighthouse unnecessary.⁷¹ The last remaining lights were progressively automated from late 1988 onwards, with Baring Head converted on 31 October 1988. However, keeper Steve O'Neill did not leave until 31 January 1989.

World War II structures

The area surrounding the lighthouse station played its role in the defence of New Zealand's coast during World War II. The first structures for this purpose were built about 1935 on the trig 500 metres directly inland from the lighthouse and 166 metres above sea level. This was an observation post built close to the trig and looking out over the sea. It was accompanied by a small barracks, built just over the summit on the north side of the hill. This tiny complex was one of two Fortress Observation Posts for the Palmer Head Battery. Palmer Head, west of Baring Head on the other side of the harbour entrance, was chosen in 1933 as the site of a new 6-inch battery to defend Wellington and it was built as part of efforts nationally to upgrade coastal defences at main centres against a backdrop of rising tensions in Europe. Palmer Head was considered suitable for both its close defence and counter-bombardment capabilities.⁷² Work on the battery began in early 1935 and it is likely that work started on the observation posts (there was another at Sinclair Head) at about the same time.⁷³

After the completion of the observation post and barracks, the buildings were, at most, only used for the odd exercise and then left. The barracks was, in the words of one correspondent, intended only for peacetime use i.e. for a caretaker, or no more than four men.⁷⁴ It all changed with the outbreak of World War II, and by mid-1940 the observation post was urgently required. However, it was clear to the Army that the barracks building was too small for the observation post's needs, as the site's remoteness meant staff could only be relieved every week. Accordingly, additional accommodation would be required.⁷⁵ The Army ordered a ten man hut to be built close by the existing structures and proposed to use the former barracks as a wireless room. A site was chosen a little further down the north side of the hill. This structure,

⁷¹ Beaglehole p.269

⁷² Army Department (AD) 11/11/14 – Modernising of Coast Defences, National Archives (NA), Wellington

⁷³ Cooke p.492

⁷⁴ Commander, Royal New Zealand Artillery to Quartermaster General, 15 July 1940, AD1 1080, 203/167/1 Pt.1, Defence Works – Buildings – Baring Head – Coast Defences, ANZ

⁷⁵ Ibid.

presumably erected in a hurry, was mainly constructed of timber and completed late in 1940. At a similar time, another concrete structure, probably an engine room to provide power for the wireless (and perhaps the observation post and barracks) was erected alongside the former barracks. This structure is without cement render over its reinforced concrete shell, suggesting it was put up in a hurry.

The observation post required running water and this was provided at about the same time that the new accommodation was provided – in 1940. A pump house was built on the Wainuiomata River and water was sent via 1.25 inch (3.1cm) galvanised pipe up to a concrete storage tank just above the barracks and wireless room. From here the water, with a sufficient head of pressure, was piped to the nearby military structures and, presumably, down the other side of the hill to the lighthouse complex. After the war, this water supply ended up in the hands of the Marine Department, which then negotiated a permanent easement with the Riddifords and proposed building a new pump house.⁷⁶ It should be noted that in a plan prepared in 1967, the water was shown as being carried from the concrete tank to the station in polythene pipe.⁷⁷

The observation post housed a depression range finder (DRF) on a concrete plinth and, using the technology of the time, the observation post was linked with the command post at Beacon Hill, behind Palmer Head. It was in use for at least a few years, and was later employed as an observation post for Wrights Hill Battery (a 9.2 inch counter bombardment battery), but its use probably ended by early 1944, when the war started to turn in the Allies' favour and most batteries and observations posts were put on a 'care and maintenance' basis. The observation post was dismantled and the equipment returned to Trentham on 15 May 1945.⁷⁸

Baring Head was also the site of a naval signal station (also known as a Port War Signal Station [PWSS]) and the concrete foundations of that structure are located in front of, and under, the current NIWA station, very close to the lighthouse itself and the edge of the cliff. The building consisted of a rectangular structure with a lookout in front. A photograph from the period suggests that the radar apparatus associated with this station was on the eastern side of the building. The complex operated until 7 September 1945, and was staffed, at

⁷⁶ Ibid.

⁷⁷ T5605, Ministry of Works in 18/1/1 Pt.1, ANZ

⁷⁸ Cooke p.494

least in part, by the Women's Auxiliary Army Corps (WAAC).⁷⁹ A barracks was built for the WAAC's just to the west of the present station fence, and has been reduced to a concrete platform.⁸⁰ The dates of the construction of both buildings are not yet known but both are likely to have been built in 1940 or 1941.

In 1940, the National Patriotic Fund Board made a grant to improve the 'Baring Head hut', which probably refers to the observation post barracks.⁸¹ In 1944, with the war going well, the Army made certain buildings available for disposal. These were timber buildings that were simply lifted from their foundations and sold to the highest bidder. The advertisement in the *Evening Post* described the buildings as follows:

'Baring Head Lighthouse (Tender No. 24):— Building No. 1, 25' x 12' with 7' x 9' washhouse and 6' x 4' lavatory. Building No 2, 40' x 11' lean-to type.'⁸²

Whether or not this led to the removal of some buildings is not known. It may refer to the WAAC buildings because the timber barracks at the observation post was definitely removed in 1946.⁸³ In summary, it seems likely that all timber buildings with a military use were removed from Baring Head soon after the war ended.

Also in 1946, the DSIR took occupation of the former signal station building and used it for a number of years to conduct experiments on radar.⁸⁴ In 1954, that use ended and the RNZAF took over the building as a base for exercises.⁸⁵ By 1960, this building had been reduced to a shell, with all timber linings and fittings removed.⁸⁶

Baring Head and its environs were also the site for various military exercises, dating back to the late 1930s. It was used by territorials and local regiments, Air Training Corps commandos, and American marines, among others. The sea off

⁷⁹ Ibid.

⁸⁰ Jones, Archaeological Survey for Wellington Regional Council; Baring Head 1928-52, M1 687 8/8/42, New Zealand Archives

⁸¹ *Evening Post*, Volume CXXIX, Issue 64, 15 March 1940, p.4

⁸² *Evening Post*, Volume CXXXVIII, Issue 121, 18 November 1944, p.9

⁸³ H E Avery, Brigadier, General Manager, to Secretary to the Treasury, 14 November 1946, 51/57/24 Accommodation and Works – Fortress Area Baring Head 1940-47, ANZ

⁸⁴ Memo, Deputy Secretary, DSIR to Secretary, Marine Department, 11 September 1946, 8/63/5, ANZ

⁸⁵ E R McKillop, Acting Engineer in Chief, MWD to District Commissioner of Works, 13 December 1950, ACC W3395 Box 1, 18/1/1 Pt.1, Lighthouses – Baring Head, ANZ

Baring Head was the eastern edge of a prohibited fishing and anchorage zone that extended west to Lyall Bay and into Wellington Harbour.⁸⁷

NIWA station

In 1974 a meteorological station was set up at Baring Head by the Nuclear Sciences branch of the DSIR to replace one previously established at Makara. It is not clear from files whether the former signal station was still standing at this stage nor when it was finally removed. If it was still standing then it had been reduced to a shell by this stage. When demanning Baring Head lighthouse became a possibility in the early 1980s, the DSIR was keen to ensure its on-going use of the building.⁸⁸

The DSIR (and, after 1992, its successor NIWA) has taken continuous measurements of, amongst others, ¹³CO₂ and ¹⁴CO₂ data since 1974. The station has contributed to the global pool of information on the human impact on the earth's atmosphere. This is important both from a national and international perspective, as the information collected has been used as evidence of a change in greenhouse gases over time. There were (and still are) international contributions to the establishment and running of the station made by universities in America and Japan. Baring Head was chosen for this purpose because of the opportunity it gives to measure air which arrives at the station from the southern ocean, an unpopulated area and therefore relatively free from pollutants.⁸⁹

Further adding to the scientific history of the area, it has been suggested that Baring Head was the preferred place for New Zealand's first nuclear power station before New Zealand solidified its nuclear free stance.⁹⁰ In 1995, it was also suggested that this area become the site of a wind farm, a proposal eventually rejected by the Hutt City Council.⁹¹

Post-lighthouse keeping

⁸⁶ Principal keeper to Marine Department, 18 November 1960, 45/2/2 Lighthouses – Buildings – Baring Head 1970-1988, ANZ

⁸⁷ *Evening Post*, Volume CXXXIV, Issue 56, 3 September 1942, p.III

⁸⁸ Director, DSIR to Director, Marine Division, Min. of Transport, 9 July 1981, 45/2/2 Lighthouses – Buildings – Baring Head 1970-1988, ANZ

⁸⁹ NIWA website *Baring Head* <http://www.niwa.co.nz/our-science/atmosphere/baring> (accessed 28 Feb 2011)

⁹⁰ F. Hitchens and Beale, P., *Petone to Pencarrow. A shoreline with a history*. Aviator's Books, Wellington, 2002, p. 27

⁹¹ Hitchens and Beale p.27

In 1992, three years after the last keeper left, the Greater Wellington Regional Council (GWRC) entered an agreement with the Department of Conservation to take over the management of the lighthouse keepers' houses. However, issues over access to the site meant that little could be done about using the houses for the purposes proposed – as on-site ranger or public accommodation.⁹²

In February 2005, a new LED beacon replaced the original light and its associated equipment. It was fixed to the balcony of the lighthouse rather than inside the dome. The new light is powered by mains electricity backed up by battery power and monitored from Maritime New Zealand's Wellington office.

As the 2000s wore on the condition of the houses declined, and there were suggestions that they be demolished. This remained a reality despite a public campaign to save the station gathering momentum. In 2010, decision-making regarding the future of the various structures was put on hold after public access was reinstated with the purchase of an adjoining land of 284.6 hectares by the Greater Wellington Regional Council and its partners, the Nature Heritage Fund, Department of Conservation, Hutt City Council and a private benefactor. The land is proposed to be classified as Scenic Reserve under the Reserves Act 1977, and Greater Wellington Regional Council continues to consider the future of the Baring Head lighthouse station houses. Baring Head will become part of the East Harbour Regional Park.

Baring Head today retains an increasingly rare collection of lighthouse buildings. There are at present fewer than ten lighthouse stations that retain the majority of their associated structures.⁹³ That resource is diminishing by the year.

3.2. Physical Description and Analysis

The Baring Head area contains a number of different structures and sites that tell a story of the many uses of the area. These include the lighthouse and associated houses, foundations of military structures, radio masts, and NIWA station buildings all clustered together on the south-western edge of a cliff that falls steeply to the beach below. There are further remnants of a military installation inland, along with the water supply infrastructure, access road and bridge, with all forming part of the wider area of interest.

⁹² *Hutt News*, Former Lighthouse keeper angered by Baring Head Plans, 20 Apr 2010

⁹³ Those still extant include Tiri Tiri Matangi, Cuvier Island, Brothers Island, Stephens Island, Farewell Spit, Godley Head, Dog Island and Centre Island.

Access Road and Bridge

The road, completed in 1932, is narrow (3-4 metres) and metalled. It leaves the Coast Road a few kilometres from the coast. Just under three kilometres in length it passes over the bridge over the Wainuiomata River and after a flat section climbs to the plateau above the river and from there heads in a generally southwards direction across relatively level ground to the lighthouse station. The road was clearly built for motor traffic, as the early climb is quite steep.

Completed in 1932, the bridge over the Wainuiomata River is one-lane wide and just under 34 metres long. A trestle bridge, it is built in three spans, two of 12 m and one of 9 metres. The bridge sits relatively low above the water, which is why it has been flooded on more than one occasion. The bridge is built of Australian hardwood (species not known) and has had a number of repairs and modifications over its life.

Lighthouse complex

Surrounding the lighthouse keepers' housing area there is a shelterbelt in a roughly pentagonal shape. The internal section of this is grassed, with a circular garden, encircled by a stone wall, in the centre of the broad lawn. The lighthouse settlement comprises two houses with associated outhouses and a power house between (where the diesel generators that powered the lighthouse were housed), and a garage. All these structures have had their windows and doors boarded up to avoid vandalism.

Both houses are timber structures built in a 1930s state housing style. The house nearest the lighthouse is as the Principal (or Number One) Keeper's House.⁹⁴ Behind this is an outside toilet and stand alone shed along with concrete paving (the floor of what was once a garage) and the remnants of a picket fence. The house's walls are clad with weatherboards and the roof is asbestos sheets. There are concrete piles. The interior is again typically state house in style, with three bedrooms, timber floors and joinery, gibraltar and hardboard linings on walls and ceilings. The kitchen and bathroom were relatively new when the station closed.

To the north of this is a concrete building, built in a bungalow style, which housed the diesel generator and radio room. The interior of this was not

⁹⁴ Jones 2010, p. 19

inspected for the purposes of this report.

Further north is the Number Two Keeper's House, with an additional storehouse to the rear. It is assumed that the Number Two Keeper's House is similar in most respects to the Number One house although it is unlikely to have an upgraded bathroom and kitchen. To its rear is an additional shed, purpose unknown. In front of the houses and generator is the small circular garden described above, and further ahead of this is a wooden garage.

To the left (south) of this are two Telecom communications buildings (steel boxes) linked to Telecom's use of one of the radio masts. This mast has been maintained, by contrast with the other mast in the north-eastern corner of the complex.

Outside the shelterbelt area, and to the south of the complex of lighthouse keepers' houses is the lighthouse itself, enclosed within a fenced area. The lighthouse is a 1930s reinforced concrete structure. It has flared buttresses, which give the structure additional stiffening and a copper roof on a dome. The unlined interior gives internal access to the lantern. The foundations of the lighthouse are 2.5m deep, and the lighthouse is 12 metres tall, rising 87 metres from the beach below. Described in a newspaper report of 1935, it was stated that the lighthouse was designed 'somewhat differently' from the standard lighthouse design, 'the architects having paid special attention to its appearance and having added several features to improve its profile.'⁹⁵ The balcony around the lighthouse was made as small as possible, with a small ladder leading to the balcony instead of having a door leading out of the lantern chamber, as was the usual practice.⁹⁶

NIWA station

Located close by the lighthouse are the NIWA station buildings. These are fully enclosed within a fence, and consist of a tower, three concrete block and fibrolite buildings, a windmill and a radio mast. These rest on concrete foundations, and also visible are the remnants of concrete structures and a concrete path that were part of the naval signal station. These were not examined in the course of the site visit, as access was not available; however Jones has described them, and has related what is still visible to aerial

⁹⁵ *Evening Post*, 26 July 1934

⁹⁶ *Ibid.*

photographs of the area from the 1940s.⁹⁷

To the west of the garage and outside the station complex is the WAAC barracks, built for women running the signal station and radar in 1942-45.⁹⁸ Probably built of timber, it was reduced to its concrete foundations by the time an aerial photograph was taken of it in the 1950s, suggesting that it was demolished or removed reasonably shortly after the war ended.⁹⁹

Fortress Observation Post

Approximately 500 metres north-east of the lighthouse station, atop a large hill 166 metres high, are the remnants of one of two observation posts built for the Palmer Head 6-inch Battery.

At the top of the hill is a trig and just to the south of this is the observation post (c.1935), built into the slope and constructed of reinforced concrete. Inside is the concrete foundation for the DRF. This building retains part of its camouflage (a layer of earth and vegetation directly on its roof) but the cantilevered roof over the viewing slit has collapsed.

On the other side of the hill is the former barracks (c.1935, later the wireless room) for the observation post. Also built of reinforced concrete, this building is rendered on the outside. Alongside it is another building – probably the engine room – constructed during the war but not rendered. Both buildings are flat roof, rectangular boxes and are largely reduced to shells, although the wireless room retains one set of steel shutters. The rest of the doors, windows and other fittings lie on the ground.

A short distance north, and down the hill, is the site of what was the accommodation barracks and ablution block for the men who staffed the observation post. Built in 1940, the barracks is assumed to have been constructed of timber and is no longer evident bar a concrete chimney. The ablutions block retains its concrete foundations, floor and drains, but is likewise missing its timber structure. These buildings have all been inspected and described in a report to the Greater Wellington Regional Council by an engineer

⁹⁷ Jones 2010, pp. 10-11

⁹⁸ Jones 2010, p.12

⁹⁹ Jones 2010, pp. 12, 19.

from Opus International Consultants Limited.¹⁰⁰

At the outset of war, a scheme was devised to provide water for the complex by pumping it from the Wainuiomata River up the hill via a 3.1 cm diameter galvanised pipe to the trig above the lighthouse.¹⁰¹ Here it was stored in a cylindrical concrete tank for piping down to the barracks. The point of pumping it up to the tank was to create a sufficient head of pressure. The pipes themselves remain clearly visible on the hillsides near the tank. The pumphouse, timber framed and clad with a corrugated iron roof, remains on its original site below the trig and alongside the Wainuiomata River.

Land contributing to heritage values

The historic area under discussion is composed of a collection of heritage features that are linked physically and historically and occupy a block of land containing several contiguous parcels of land. The area is composed of the Baring Head Lighthouse Station (containing the lighthouse, dwellings and associated structures), the road and bridge that made the site accessible from Coast Road, a NIWA research station (mostly new buildings on the foundations of a World War II naval signal station, the foundations of a WAAC barracks building, the remains of an observation post (including three concrete buildings and the foundations of barracks), and a water supply, including a power house, pipes and storage tanks, which were essential for the functioning of the site. The Maori archaeological sites R28/37 (cave with midden) and R28/36 (burial), located on the headland below the lighthouse, also fall within this area and tell of the layers of occupational use of the site.

This area does not include the collection of archaeological sites linked to Maori occupation along the foreshore to the east of Baring Head surrounding Parangarahu Pā. These sites are relatively close to the lighthouse station but are sufficiently distinct and historically unrelated to the latter. It may be appropriate to consider recognising the significance of these sites through a separate registration.

Features contributing to heritage values

¹⁰⁰ Goodall, D. Baring Head – Inspection of World War II Structures. Unpublished report for the Greater Wellington Regional Council from Opus International Consultants Limited, December 2010

¹⁰¹ It must be the internal dimensions because the pipe is considerably wider than 3.1 cm on its exterior.

Number One Lighthouse Keeper's House, Appendix 4, page 76

Number Two Lighthouse Keeper's House, Appendix 4, page 79

Diesel Generator Building, Appendix 4, page 81

Baring Head Lighthouse, Appendix 4, page 83

Fortress Observation Post, Appendix 4, page 86

Pumphouse / water pipes, Appendix 4, page 91

Access Road and Bridge, Appendix 4, page 93

World War II Barracks, Appendix 4, page 95

Baring Head Clean Air Monitoring Station, Appendix 4, page 97

Cave with Midden, Appendix 4, page 99

Burial, Appendix 4, page 100

Relationship between heritage features

All of the sites identified in this research report were located on Baring Head because of the strategic and observational opportunities offered by the geographic feature of the headland. For example the lighthouse complex and military observation posts were dependant on lines of sight, and the NIWA station on uninterrupted, uncorrupted airflow. The military observation post by the trig station is also physically linked to the complex by the lighthouse by the water pipes leading from the pumphouse, as well as by their functions. The pumphouse and water pipe system, as well as the access road and bridge, enabled the feasible development and use of the facilities.

The relationship between the houses and other buildings in the lighthouse keeper's settlement area is apparent, with the houses, their associated outbuildings, the power house and the garage forming an interconnected group. The lighthouse, the purpose of the whole place, is an integral part of the complex.

Near the top of the adjacent trig northeast of the lighthouse station is the

Fortress Observation Post. While physically removed from the remainder of the lighthouse keeper's complex, this group of buildings is a tangible link with an important part of the history of the area. It is linked to the rest of the complex by the provision of the water supply from the Wainuiomata River. Near the lighthouse station itself are the remnants of the WAAC barracks and the naval signal station.

The NIWA station sits partly on the remains of the naval signal station and there has been a scientific use at this site since 1946. Baring Head has proved to be a most suitable place for this station, positioned on the edge of the cliff and directly facing the oncoming winds from the Southern Ocean.

3.3. Key Physical Dates

1931 Work began on constructing the bridge (contractor, S.T. Dibble) and access road (contractor, H.J. Peacocke).

1932 Work was completed on the bridge and access road in January that year.

1933 Work began on constructing the lighthouse station houses and erection of screens and a shelter belt began.

1934 The houses were completed in May. There were numerous outbuildings constructed too.

1935 Work on the power house and lighthouse was completed. The latter was opened in June that year.

A Fortress Observation Post with barracks was built on the hill behind (north-east) of the lighthouse station.

1940 A timber barracks building was constructed on the north side of the hill below the concrete barracks (then converted into a wireless room), while an engine room was built alongside the wireless room.

A pumphouse was built on the Wainuiomata River and water piped to a tank built just above the wireless room. From there it fed the military buildings.

- 1945 The observation post was dismantled and the equipment returned to Trentham on 15 May. The naval signal station ended operations

- 1946 Timber buildings with a military purpose were removed from Baring Head by this time. The naval signal station was taken over by DSIR to conduct experiments in radar.

- 1950 The station was connected to mains electrical power via a power line constructed for that purpose.

- 1960 By this year the naval signal station building had been reduced to a shell. It was later demolished, with the exception of the foundations.

- 1974 DSIR set up a meteorological station at Baring Head and at some point removed and replaced the existing buildings.

- 1988 Baring Head was automated on 31 October; the keeper left on 31 January 1989. The houses and other buildings were boarded up and left.

- 2005 An LED beacon was placed on the balcony of the lighthouse to replace the original light, which was removed.

3.4. Construction Professionals

It is assumed the Public Works Department designed all the buildings included in the area. Individuals responsible have not been located.

Contractors known to have constructed buildings at Baring Head were:

Road: H.J. Peacocke

Bridge: S.T. Dibble

Houses, lighthouse base and water storage tanks: Joseph Jackson and Son

Light / operating mechanism: Chance Bros. and Co.

Dome fixing: W.A. Fraser

3.5. Construction Materials

Houses and outhouses: Timber, asbestos, copper, concrete, glass

Diesel generator building: Concrete, timber, asbestos

Lighthouse: Concrete, glass, iron, copper

NIWA buildings: Fibrolite, concrete, iron, plastic

World War II buildings: Concrete, steel, timber

3.6. Former Uses

Transport: Lighthouse

Transport: Lighthouse station

Residential buildings and associated places: House

Military: Observation Post

3.7. Current Uses

Transport: Lighthouse

Scientific Facilities: Meteorological Station

4. SIGNIFICANCE ASSESSMENT¹⁰²

This research report could inform a future registration proposal for a historic area.

When assessing historic heritage the New Zealand Historic Places Trust considers whether a place or area possesses any of the following values: aesthetic, archaeological, architectural, cultural, historical, scientific, social, spiritual, technological, or traditional significance or value.

The following is a summary of the heritage values identified in the Baring Head area, assessed using the criteria in Part II, Section 23 (1) of the *Historic Places Act 1993*.

4.1. Section 23 (1) Assessment

Aesthetic Significance or Value

The Baring Head area is of outstanding aesthetic value. The unhindered views from the lighthouse station of Cook Strait through to the South Island and across the harbour mouth to south Wellington are a significant part of the appeal of the place, as is the backdrop of pastured hills. The graceful lighthouse is an attractive structure while the arrangement of the 1930s houses in their mature setting is also an important element in the aesthetic value of the area.

Archaeological Significance or Value

A number of places within the area are listed as archaeological sites on the NZAA database, for example the lighthouse station and military structures. These are all relatively recent structures and their sub-surface remains are unlikely to contain much of great value. However, there are archaeological values present and they form part of the collective significance of the area, along with the recorded Maori sites. As the area is known to have been inhabited by Maori over the centuries and is in the vicinity of Parangarahu Pa and kainga there is the possibility for further unrecorded archaeological sites to be present.

¹⁰²For the relevant sections of the HPA see Appendix 4: Significance Assessment Information.

Architectural Significance or Value

The area contains buildings of architectural significance, primarily the lighthouse, one of only two of that design ever built in New Zealand (the other being Cape Reinga). The style is very much of its time, with a Moderne influence in the graceful arch of the buttresses, which also give the structure additional strength in an exposed location. The houses, while not particularly remarkable in design or appearance, are very much of a piece with the lighthouse, being rooted in the pre-World War II era and, inside and out, demonstrating the design elements and fabric of their time to elegant effect.

Cultural Significance or Value

Baring Head is a place of considerable cultural significance, in the first instance, to tangata whenua, being a place associated with centuries of use by successive iwi. The area under discussion includes a Maori burial and cave with midden. The wider area to the west of Baring Head is the site of Parangarahu Pa and a nearby village. These places are not in the historic area under discussion itself, but are relevant in any consideration of the cultural values of the wider area.

Historical Significance or Value

Baring Head was the first electrically powered light and the first manned light to be built in New Zealand for 22 years. It was also the first manned light that was fully automatic. Its local importance rests partly on the shift of the principal light at the entrance of Wellington Harbour from the historic Pencarrow light to Baring Head, generally considered a better place to place a light, being much more visible to shipping. The light has operated continuously since 1935 and it remains a significant coastal mark in the difficult Cook Strait, even during the era of GPS technology. The collection of buildings that make up the lighthouse station are notable for their relative completeness and integrity; fewer than ten stations are thought to have retained the bulk of their infrastructure.

Baring Head's role in coastal defence began in 1935 and ended a decade later. The construction of the observation post in 1935 is significant because it shows how the country responded to rising tensions in Europe. It took on an important role during World War II as the Fortress Observation Point for Palmer Head Battery (and later Wrights Hill Battery). The naval signal station (plus WAAC barracks) near the lighthouse is another important reminder of Baring Head's

military past. These remains are still conspicuous, being mainly concrete structures and foundations and show how World War II left such a mark on the landscape.

Also prominently sited is NIWA's facility at Baring Head, which, while the structures are not especially historic, continues a tradition of scientific activity there, including a lengthy and internationally significant period providing information on the human impact on the atmosphere.

Scientific Significance or Value

The Baring Head area is of considerable scientific value as the site of scientific work in two periods since 1946, and in the same location – the former naval signal station. The more important of these is the former DSIR (now NIWA) recording complex, which has contributed to global scientific studies into the human impact on the earth's atmosphere. The information gathered at Baring Head has informed international studies on climate change. The DSIR was also involved in research work on radar in the period immediately following the end of World War II.

Social Significance or Value

While Baring Head was accessible by land, it was still a significant hardship to live in an area which would have frequently been inhospitable due to the ferocity of the winds and other weather patterns that buffet this part of the coast. Families lived in this place for over fifty years, and have left the mark of their attempts at a normal existence there through the buildings that still remain in place. The lighthouse station and environs have a value to former lighthouse keepers and families, locals and visitors and those who have only just become acquainted with the area. Much lobbying and public interest has been raised in this area over recent years and its profile is considerably higher as a result, cemented by its public ownership as a proposed reserve.

Technological Significance or Value

The Baring Head lighthouse was New Zealand's first lighthouse powered by electricity, via a diesel generator. Although it was manned, it was also the first purpose-built automatic lighthouse not powered by gas, although keepers largely maintained manual operation of the light. In that respect it ushered in an era of conversion to electricity, generator or mains powered, around the country's lighthouses. It was a manifestation of the technological advances

made through the twentieth century, which the Marine Department was only too happy to take advantage of to improve the usefulness and efficiency of its lights.

Summary of Significance or Values

This area has been assessed for, and found to possess aesthetic, archaeological, architectural, cultural, historical, scientific, social and technological significance or value.

4.2. Discussion of Sources

Analysis of Material Available

There were many primary sources available for research but those accessed (mainly correspondence files at Archives New Zealand and newspapers articles through Papers Past) were selected for their relevance. Background information in secondary sources was limited but one particular source, Helen Beaglehole's *Lighting the Coast*, was particularly important for context. So too, to a lesser extent, was Peter Cooke's *Defending New Zealand*. No plans of any of the structures were discovered. There are oral sources that have yet to be pursued with any rigour.

Analysis of Material Accessed

The research undertaken was as thorough as was possible in the time available. The most likely useful sources were pursued first and quality information was yielded, particularly from Archives New Zealand (correspondence files) and newspapers of the time. More could be done but there is enough to enable heritage values to be identified.

Bibliography

Newspaper Articles

Evening Post, Volume CX, Issue 137, 6 December 1930, p.10; Volume CXI, Issue 144, 20 June 1931, p.24; Volume CXII, Issue 13, 16 January 1932, p.10; Volume CXVI, Issue 61, 9 September 1933; Volume CXVI, Issue 127, 25 November 1933, p.16; Issue 22, 26 July 1934, p.15; Volume CXVIII, Issue 140, 11 December 1934, p.18; Volume CXVIII, Issue 154, 28 December 1934, p.9; Issue 15, 18 January 1935, p.8; Volume CXIX, Issue 83, 8 April 1935, p.8; Volume CXIX, Issue 84, 9 April 1935, p.7; Volume CXIX, Issue 142, 18 June 1935; Volume CXXIV, Issue 121, 18 November 1937; Volume CXXIX, Issue 64, 15 March 1940, p.4; Volume CXXXI, 27 June 1941, p.8; Volume CXXXIV, Issue 56, 3 September 1942, p.III; Volume CXXXVIII, Issue 121, 18 November 1944, p.9; Volume CXL, Issue 92, 16 Oct 1945, p.6

Hutt News, 'Former Lighthouse keeper angered by Baring Head Plans', 20 April 2010

Unpublished Material

Goodall, D. Baring Head –Inspection of World War II Structures. Unpublished report for the Greater Wellington Regional Council from Opus International Consultants Limited, December 2010

Jones, K. Baring Head, Orua Poanui Archaeological Survey for Wellington Regional Council 2010

Raukura Consultants 2011, 'Orua-Poua-Nui / Baring Head Cultural Values Report', Greater Wellington Regional Council

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Beaglehole, Helen 2006, *Lighting the Coast - A History of New Zealand's Coastal Lighthouse System*, Canterbury University Press

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Hitchens, F. and Beale, P., *Petone to Pencarrow. A shoreline with a history*. Aviator's Books, Wellington, 2002

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Palmer, J.B. 'Maori Sites in Fitzroy Bay' *New Zealand Archaeology Association Newsletter* 1963 6(3):125-134

Archival Material

New Zealand Historic Places Trust Central Region

Baring Head Lighthouse Houses - 12016 058

Archives New Zealand

Accommodation and Works – Fortress Area Baring Head, 1940-47, AD-W, 6,

W1965, 13/, 51/57/24

Baring Head - origin - general, 1925-39, M1 769 8/62/1

Baring Head 1928-52, M1, 687, 8/8/42 Pt.1

Baring Head Lighthouse – Dwellings, 1931-48, M, 1, 771/, 8/62/5 Pt.1

Baring Head Lighthouse 1943-52, AADX W3148 889 51 / 63/307 Pt.1

Defence Works – Buildings – Baring Head – Coast Defences, AD1 1080,
203/167/1 Pt.1

Defence Works – Coast defence – Wellington – Baring Head, 1935-1963, AD1
1478, 203/167 Pt.1

Lighthouses – Baring Head, 1950-71, AATE, W3395, 1/, 18/1/1 Pt.1

Lighthouses - Buildings - Baring Head 1970-1988, ABPL, 7457, W5011, 3/,
45/2/2 Pt.1

Lighthouses – Tower – Baring Head, 1934-83, ABPL, 7457, W5221, 1/, 45/11/2

Ministry of Works Department Trentham: Lighthouses – General/Pencarrow/
Baring Head, 1971-79, AATE, W3402, 26 /, 19/19/0/m

School Buildings and Sites: Wellington and Marlborough Districts: Baring Head
Lighthouse School, 1950-, AAQD W33681, 1/

World Wide Web

Furey, L. *Maori Gardening, an Archaeological Perspective*, New Zealand
Department of Conservation, 2006

<http://www.doc.govt.nz/upload/documents/science-and-technical/sap235.pdf>

(accessed 9 Mar 2011)

http://www.newzealandlighthouses.com/baring_head.htm (accessed 10 Mar
2010)

Baring Head/ Orua-pouanui

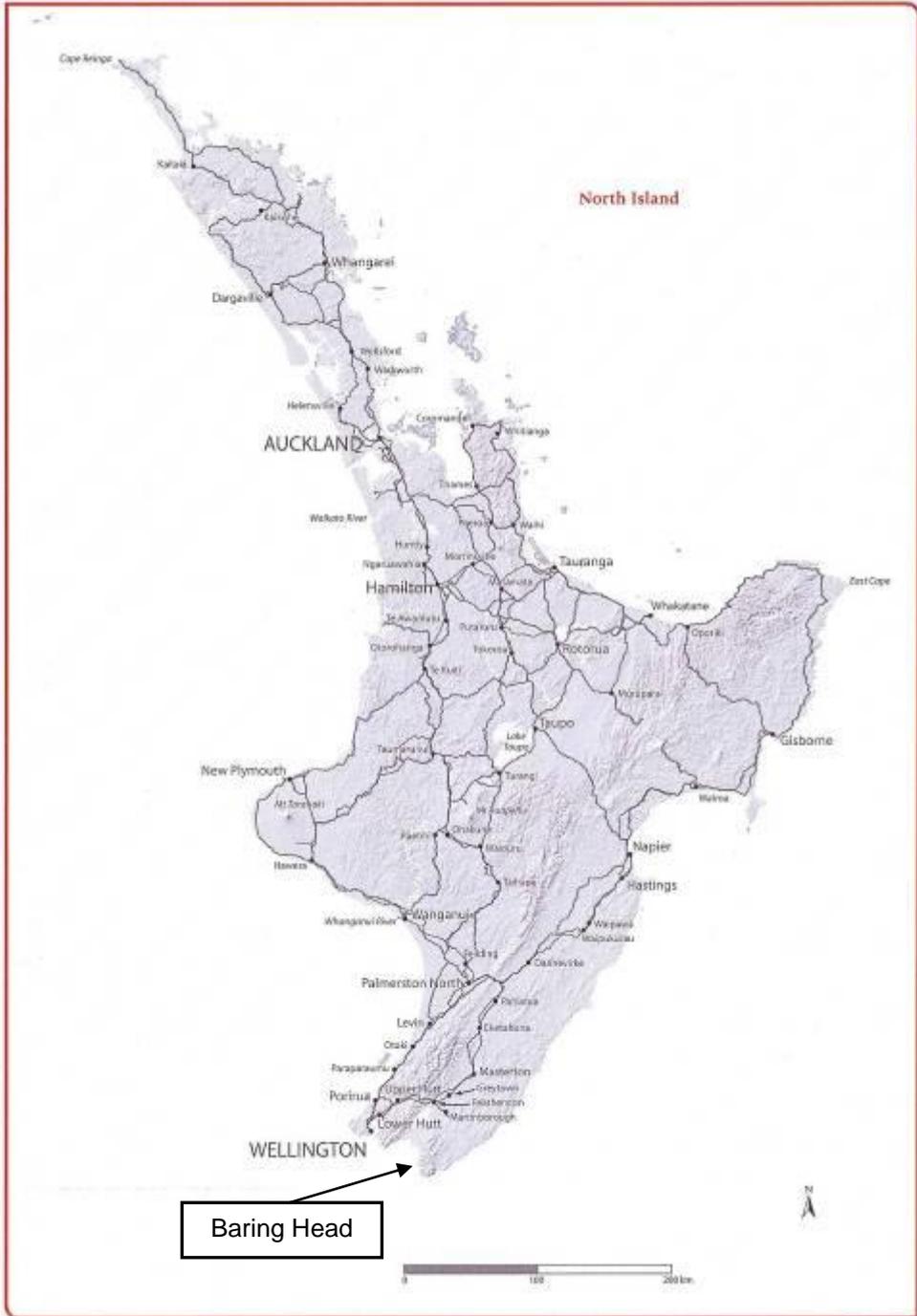
[http://www.linz.govt.nz/placenames/placenames/consultation-decisions/a-to-
z/baring-head-orua-pouanui/index.aspx](http://www.linz.govt.nz/placenames/placenames/consultation-decisions/a-to-z/baring-head-orua-pouanui/index.aspx) (accessed 10 Mar 2010)

<http://www.facebook.com/topic.php?uid=118447108196361&topic=64> [viewed 5 April 2011]

5. APPENDICES

5.1. Appendix 1: Visual Identification Aids

Location Maps





Location of Baring Head within Greater Wellington region

Physical extent of area assessed as contributing to heritage values

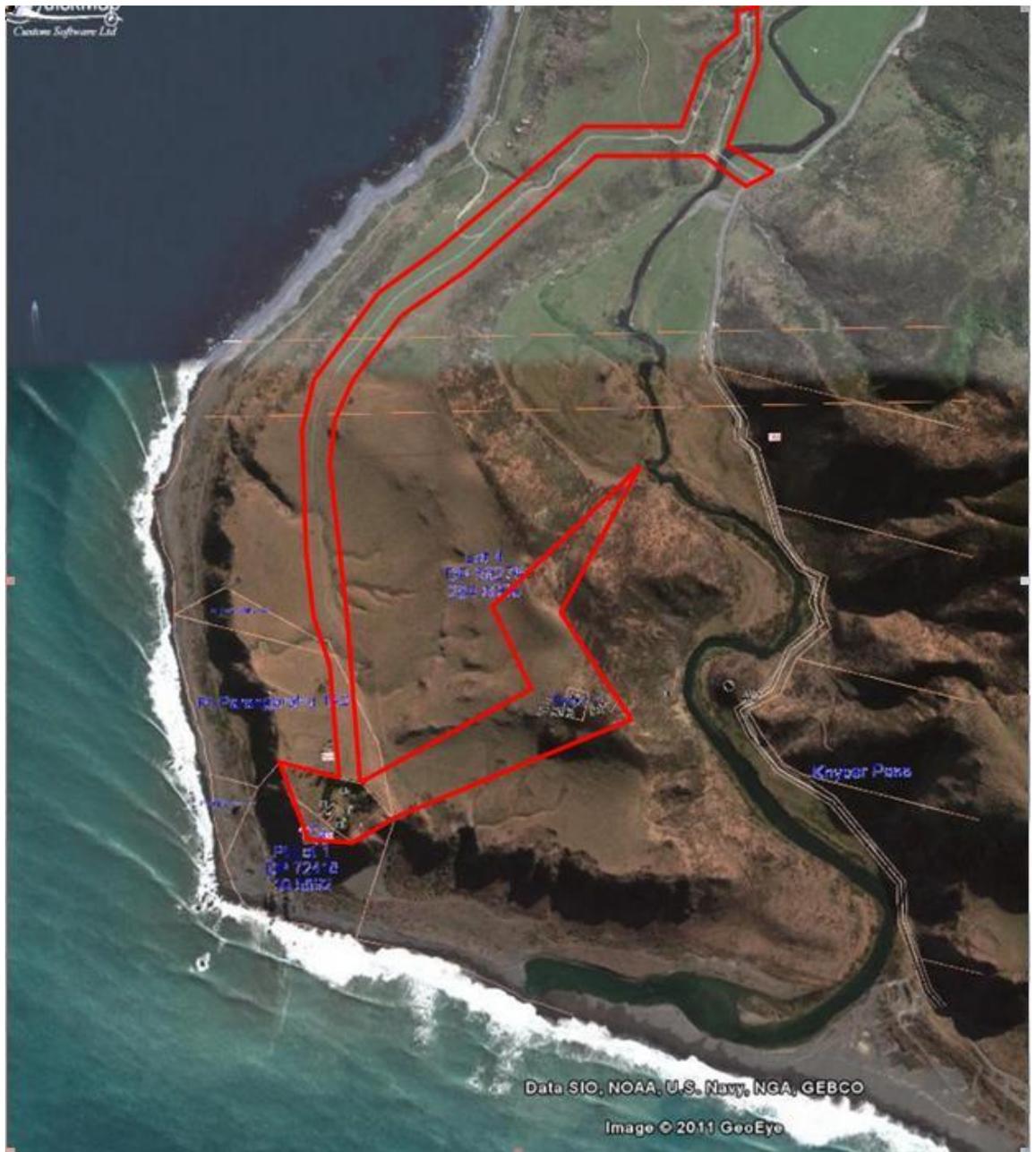




Figure 1: Showing the position of a) the Fortress Observation Post, b) Lighthouse station, c) the lighthouse, NIWA station and World War II signal station remains, d) pumphouse.



Figure 2: Showing the land boundaries in and around the lighthouse station at Baring Head.

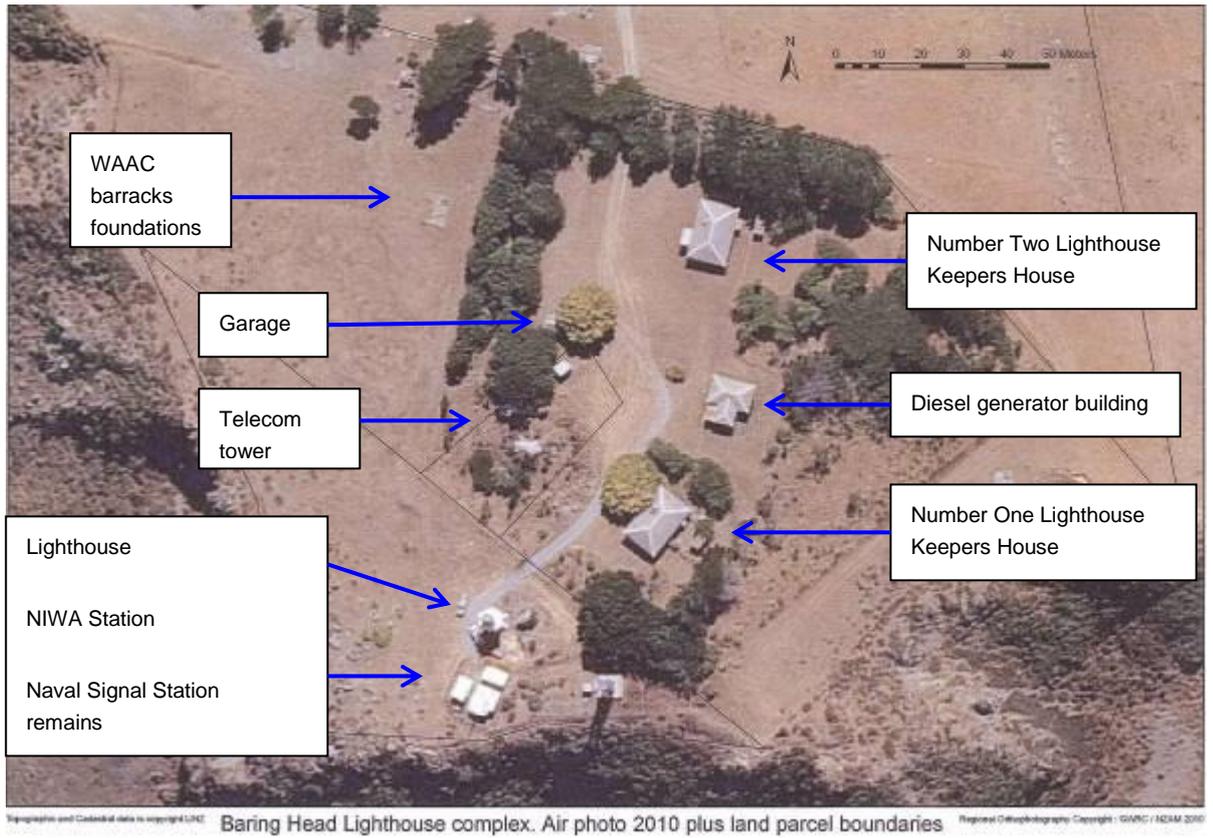
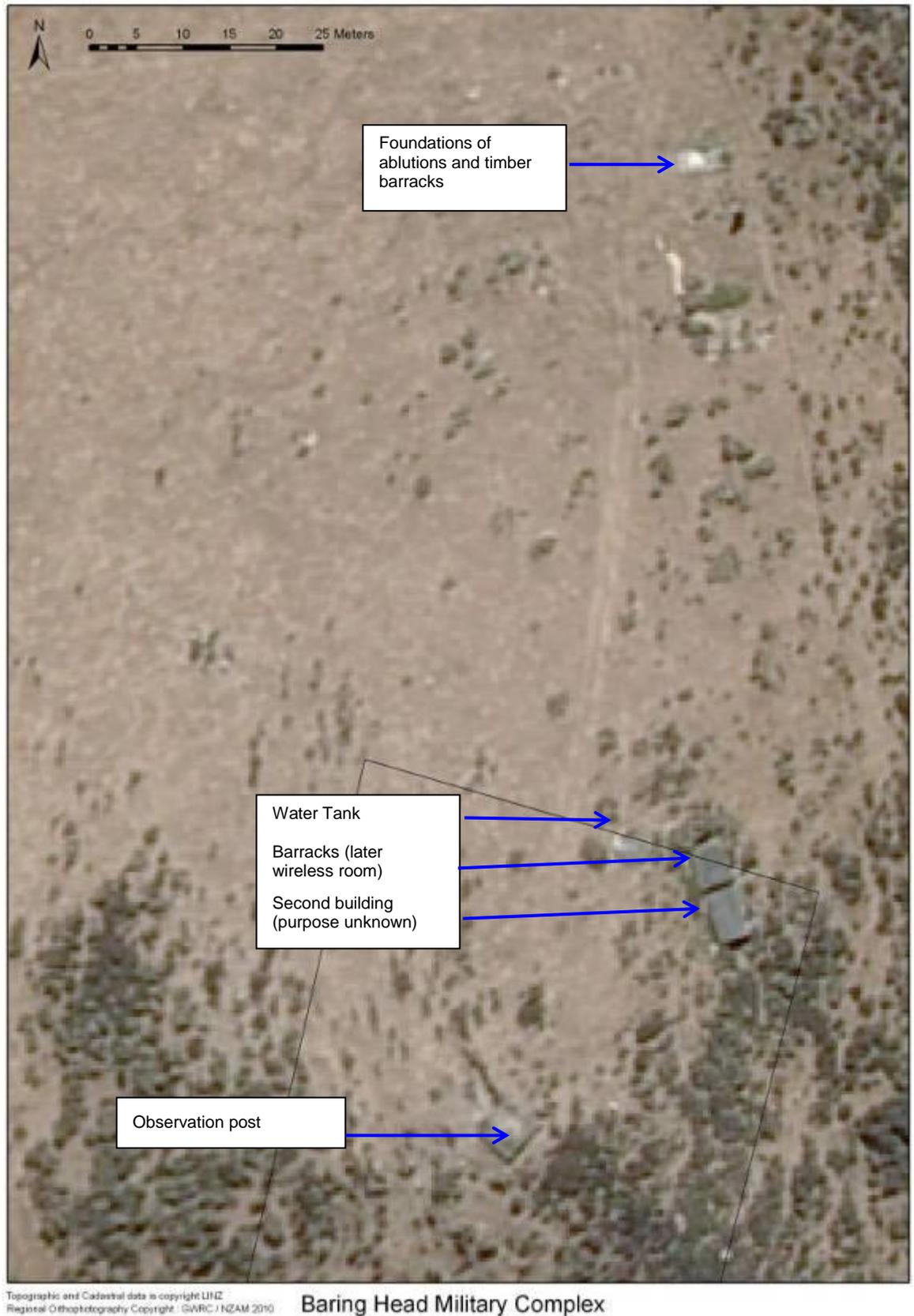


Figure 3: Showing the land boundaries and the position of various buildings on the Head. (Image courtesy Greater Wellington Regional Council)



Topographic and Cadastral data is copyright LINZ
Regional Orthophotography Copyright : GWRC / NZAM 2010

Baring Head Military Complex

Figure 4: An aerial showing the land parcels the location of the various building at the Fortress Observation Point. (Image courtesy Greater Wellington Regional Council)

Current Identifier

WN42B/597 - The pump house on the Wainuiomata River, the water pipes between that and the defence complex adjacent to the trig and water pipes from there to the lighthouse station, the bridge and majority of the access road:



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

Identifier WN42B/597
Land Registration District Wellington
Date Issued 03 February 1993

Prior References
WN27D/180

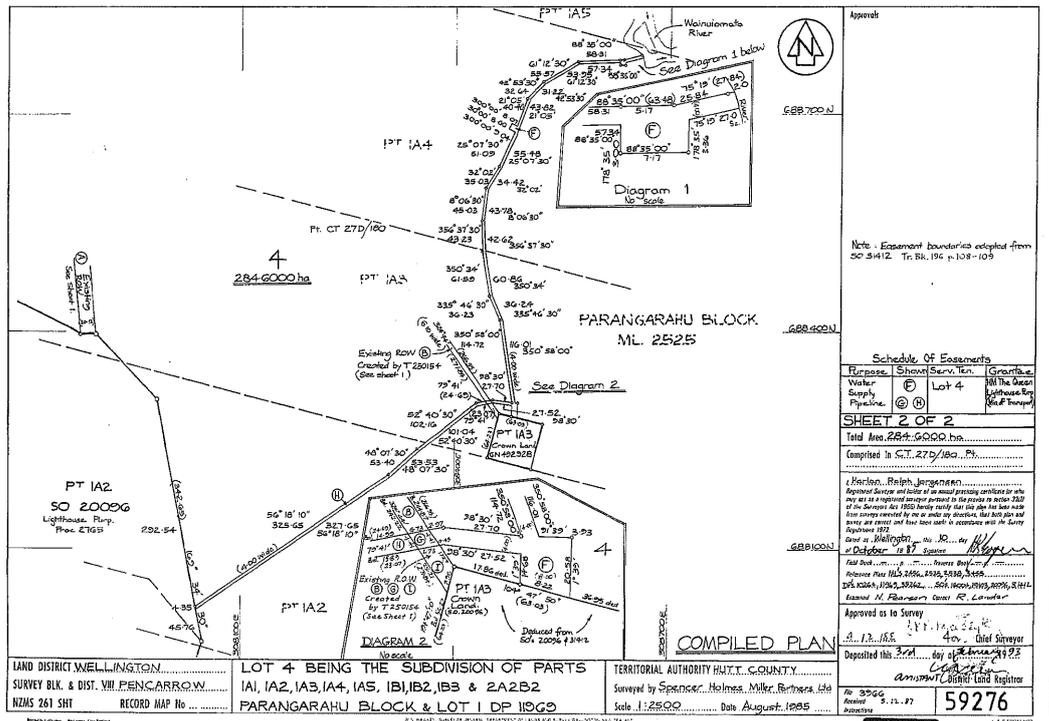
Estate Fee Simple
Area 284.6000 hectares more or less
Legal Description Lot 4 Deposited Plan 59276
Proprietors
Wellington Regional Council

Interests

Subject to rights of way (in gross) over parts marked A, B, G and I and to water supply rights (in gross) over parts marked E, F, G and H on DP 59276 in favour of Her Majesty the Queen created by Transfer 218019
Subject to a right of way (in gross) over part marked C on DP 59276 in favour of Her Majesty the Queen created by Transfer 218022
Subject to a right of way (in gross) over part marked C on DP 59276 in favour of Her Majesty the Queen created by Transfer 250153
Subject to rights of way (in gross) over parts marked A, B, G and I on DP 59276 in favour of Her Majesty the Queen created by Transfer 250154
Appurtenant hereto is a right of way specified in Easement Certificate 189837.2
The easements specified in Easement Certificate 189837.2 are subject to Section 309 (1) (a) Local Government Act 1974
Subject to a right of way over part marked D on DP 59276 created by Transfer 265365.14
Appurtenant hereto is a right of way created by Transfer 439467.6
The easements created by Transfer 439467.6 are subject to Section 309 (1) (a) Local Government Act 1974
Subject to a right of way over parts marked A and C on DP 59276 created by Transfer B112207.2
Subject to a profit a prendre (minerals) (in gross) over parts marked G and H on DP 72284 in favour of Firth Industries Limited for a term of 100 years from 5.2.1985 created by Transfer B347360.2 - 10.3.1994 at 2.41 pm (affects part formerly part Orongorongo 1A1)
8527939.2 Encumbrance to Michael George Cantrick Stephens and Stephen Bruce Bayliss - 30.6.2010 at 2:57 pm

Transaction Id 30185976
Client Reference bwagstaff001

Search Copy Dated 4/03/11 10:34 am, Page 1 of 1
Register Only



Note: Easement boundaries adopted from SO 31412. Tr. Rk. 150 p. 108-109

Purpose	Shown	Serv. Ten.	Grantee
Water	⊙	Lot 4	Full The Ocean Light House Co. (Not Bound)
Supply	⊙		
Pipeline	⊙		

SHEET 2 OF 2
Total Area 284.6000 ha

Completed in CT 270/100

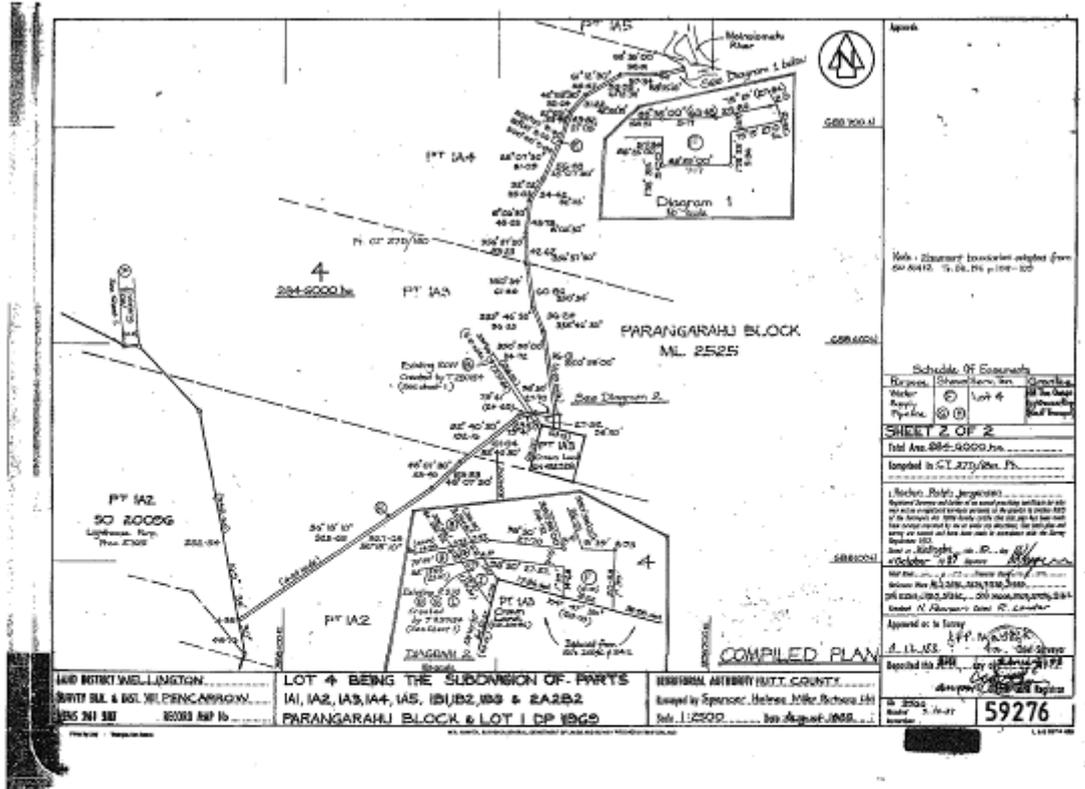
I. Harlow, Ralph Jurgensen
Approved Survey and Notice of Intended Provisions in accordance with the Survey Act 1980 hereby certify that this plan has been made in accordance with the Survey Act 1980 and that the same is correct and true to the best of my knowledge and belief.

Witness my hand and seal this 11th day of August 1985.
I. Harlow, Ralph Jurgensen
Surveyor

Approved as to Survey
A. P. 185 400, Chief Surveyor
Deposited this 3rd day of August 1985

59276
No. 5926
Revised 5.11.77
Date August 1985

LAND DISTRICT WELLINGTON SURVEY BLK. & DIST. VII PENGARROW NZMS 261 SHT RECORD MAP No. LOT 4 BEING THE SUBDIVISION OF PARTS 1A1, 1A2, 1A3, 1A4, 1A5, 1B1, 1B2, 1B3 & 2A2B2 PARANGARAHU BLOCK & LOT 1 DP 1090 TERRITORIAL AUTHORITY HAUITI COUNTY. Surveyed by Spencer, Holmes, Miller, Rutherford Ltd. Scale 1:2500 Date August 1985



Scale: Diagram 1 reduced from 600 000:1 to 200 000:1

Scale: Diagram 2 reduced from 600 000:1 to 200 000:1

Schedule of Easements

Particulars	Benefit	Grantee	Remarks
Right of Way	Lot 4	Lot 4	As Shown

SHEET 2 OF 2

Total Area 284-4000 ha.

Registered in G.L. 277/2008, Pt. 3.

(Notice: Rules, Regulations)

Approved as to Form

Registered in G.L. 277/2008, Pt. 3.

59276

LAND NOTED WELLINGTON...
 SURVEY 211 & 212, PENCARHONW...
 211 & 212 211 212

LOT 4 BEING THE SUBDIVISION OF PARTS
 1A1, 1A2, 1A3, 1A4, 1A5, 1B1, 1B2, 1B3 & 2A2B2
 PARANGARAHU BLOCK & LOT 1 DP 1869

REGIONAL AUTHORITY (BUT) COUNTY...
 Surveyed by Spencer, Helms, Miller, Roberts Ltd
 Date 1/2/2008 Date of Issue 28 August 2008



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

R. W. Muir
Registrar-General
of Land

Identifier WN40D/367
Land Registration District Wellington
Date Issued 13 December 1991

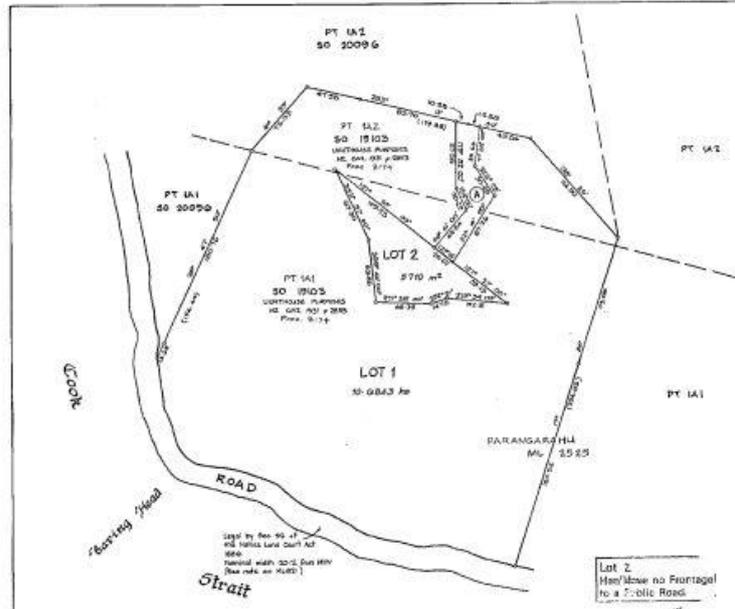
Prior References
PROC 2174

Estate Fee Simple
Area 5710 square metres more or less
Legal Description Lot 2 Deposited Plan 72418

Proprietors
Maritime Safety Authority of New Zealand

Interests

Appurtenant hereto are rights of way and water rights created by Transfer 218019
Appurtenant hereto are rights of way created by Transfer 218022
The within land has no frontage to a legal road
Subject to Part IV A Conservation Act 1987
Subject to Section 11 Crown Minerals Act 1991
Appurtenant hereto is a right of way created by Transfer B209791.1 - 13.12.1991 at 1.41 pm
Appurtenant hereto is a right of way specified in Easement Certificate B209789.2 - 13.12.1991 at 1.41 pm



Approved
 Joking Manager, Lonsdale Property
 Department of Conservation
 See also 65/016

Permitted in a resolution of the Council of the City of Wellington passed on the 25th day of February 1982 regarding the proposed subdivision of the land shown on the plan and the right of way shown on the plan and the right of way shown on the plan and the right of way shown on the plan.

[Signature]
 City Secretary

SCHEDULE OF SUBDIVISION			
Block of	Section	Sub-section	Area (sq. m)
1	1	1	5710
1	1	2	10-0843

Purchased by Section 222 (a) of the Local Government Act 1974 the Council of Wellington in accordance with the provisions of the said Act and the provisions of the said Act and the provisions of the said Act and the provisions of the said Act.

Land Area: 10-0843 A/c

Completed in 1982, Notice 1982/10-0843/1

[Signature]
 City Secretary

Approved as to Survey
[Signature]

Deposited this 19th day of January 1982
 72418

LAND DISTRICT.....WELLINGTON.....
 SURVEY BLK. & DIST. V.111. PARANGARAHI
 NZMS 261 SH. 1/2 P. RECORD MAP No. 5-1

LOTS 1 & 2 BEING PT'S 1 A1 AND 1A2 PARANGARAHI AND RIGHT OF WAY.

TERRITORIAL AUTHORITY LONGER HUNT CITY
 Surveyed by RANKIN, K., HICK, G.D.
 Scale 1:1000 Date NOV. 1982



WN26B/763 - part of the access road:



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

R. W. Muir
Registrar-General
of Land

Identifier WN26B/763
Land Registration District Wellington
Date Issued 21 December 1984

Prior References
PROC 2765

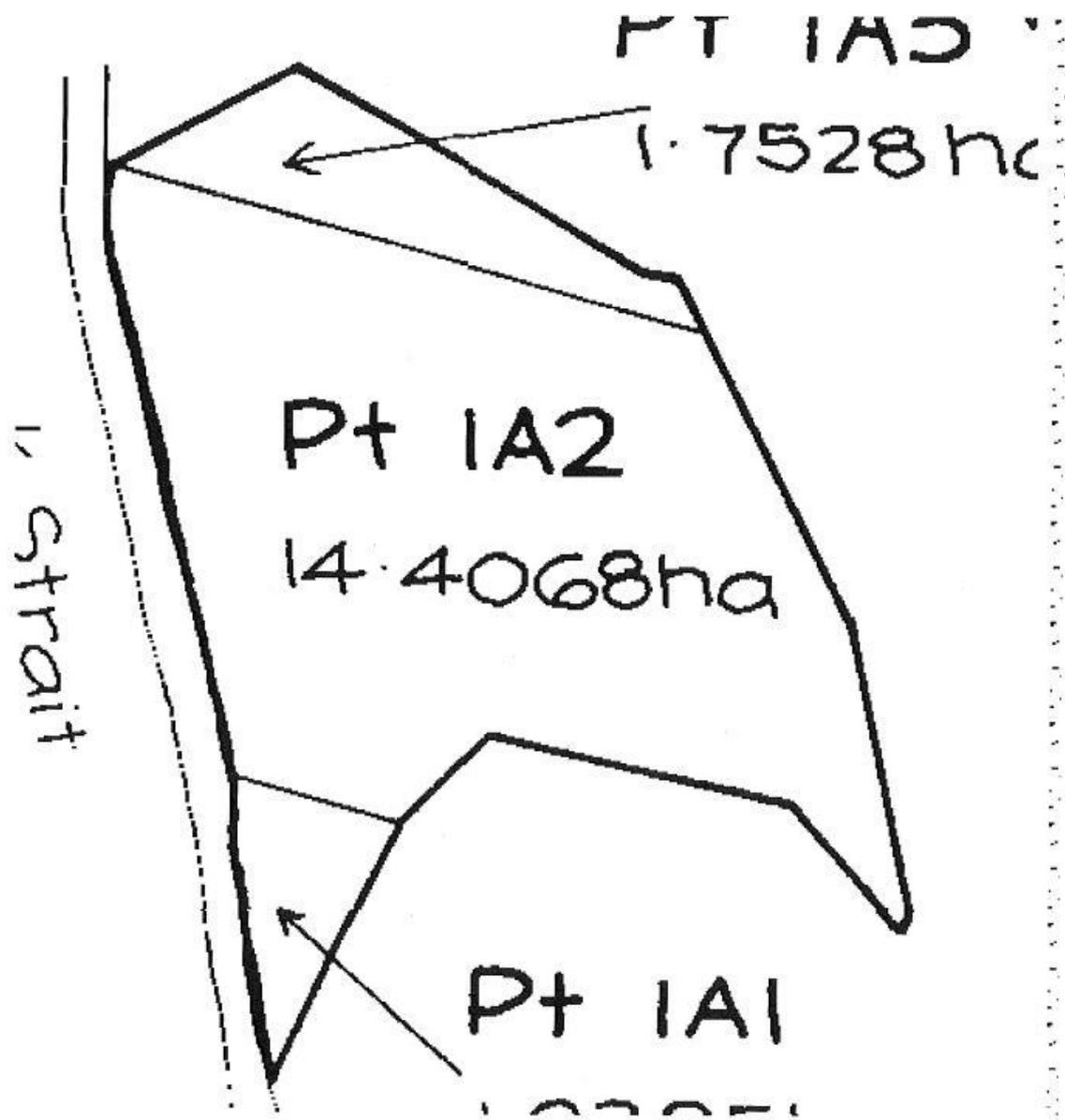
Estate	Fee Simple
Area	17.1991 hectares more or less
Legal Description	Part Parangarahu 1A1 Block, Part Parangarahu 1A2 Block and Part Parangarahu 1A3 Block

Proprietors
Alan Kenneth Loan and Susan Shirley Loan as to a 1/2 share
Kerry James Nicholas as to a 1/2 share

Interests
Appurtenant hereto is a right of way created by Transfer B112207.2 - 3.10.1990 at 2.50 pm
Subject to a right of way over part marked A on DP 72418 created by Transfer B209791.1 - 13.12.1991 at 1.41 pm
Subject to a right of way over part marked A on DP 72416 created by Transfer B317400.1 - 4.11.1993 at 1.31 pm

Transaction Id 30521883
Client Reference bwagstaff001

Search Copy Dated 14/04/11 11:15 am, Page 1 of 1
Register Only



J. S. OMBLER, Regional Conservator, Auckland Conservancy, Department of Conservation.

(DOC File: LRC 906)

In3648

Amendment to a Notice Declaring That Land is a Reserve

Pursuant to section 6 (3) of the Reserves Act 1977, and to a delegation from the Minister of Conservation, the Regional Conservator for the Waikato Conservancy, hereby amends an error in the notice dated the 4th day of August 1994, and published in the *New Zealand Gazette* No. 77, page 2482, by omitting from the Schedule referred to in the notice, the words "Subject to right of way drainage and water right easements created by transfer 208928".

Dated at Hamilton this 29th day of May 1995.

S. F. PENNY, Regional Conservator.

(DOC REF: RRL 014)

In3667

Naming of Parks

Pursuant to section 16 (10) of the Reserves Act 1977, the Area Manager of the Mount Eden/Mount Roskill Area Office of The Auckland City Council, declares that the part of the Epsom Domain Recreation Reserve, described in the First Schedule hereto, shall hereafter be known as Windmill Park, and further, that the part of the Epsom Domain Recreation Reserve, described in the Second Schedule hereto, shall hereafter be known as Melville Park.

First Schedule

North Auckland Land District—Auckland City

2.0057 hectares, more or less, being Allotment 180, Section 10, Suburbs of Auckland. All certificate of title 22D/584. Part *New Zealand Gazette*, 1979, page 2693.

1.0025 hectares, more or less, being part Allotment 180A, Section 10, Suburbs of Auckland. All certificate of title 22D/584. Part *New Zealand Gazette*, 1979, page 2693.

1927 square metres, more or less, being Allotment 279, Section 10, Suburbs of Auckland. All certificate of title 22D/585. All *New Zealand Gazette*, 1988, page 464.

Second Schedule

North Auckland Land District—Auckland City

4.6943 hectares, more or less, being Allotment 182, Section 10, Suburbs of Auckland. Part *New Zealand Gazette*, 1979, page 2693.

All situated in Block I, Otahuhu Survey District.

Dated at Auckland this 16th day of May 1995.

JOHN MORRIS, Area Manager, Mount Eden/Mount Roskill Area Office, Auckland City Council.

In3511

Classification and Vesting of Reserve

Pursuant to the Reserves Act 1977, and to a delegation from the Minister of Conservation, the Regional Conservator of the Wellington Conservancy of the Department of Conservation hereby classifies the reserve, described in the Schedule hereto, as a recreation reserve subject to the provisions of the said Act, and further, vests the said reserve in the Wellington Regional Council in trust for that purpose.

Schedule

Wellington Land District—Hutt City

4046 square metres, more or less, being Part Parangarahu 1A3, situated in Block VIII, Pencarrow Survey District together with appurtenant rights of way created by Transfers 218019, 218022, 250153 and 250154 and water supply rights created by Transfer 218019. All *Gazette* notice B. 432984.1.

Dated at Wellington this 3rd day of May 1995.

ALLAN ROSS, Regional Conservator.

(Files: DOC RO GA3/101)

In3649

Justice

Maori Affairs Act 1953

Corrigendum

Setting Apart Maori Freehold land as a Maori Reservation

In the notice issued on the 22nd day of April 1993 and published in the *New Zealand Gazette*, No. 54, page 1025, amend the area of the Maori reservation known as Maraenui 148 from "1.8045 ha" to read "1.5681 ha".

Dated at Wellington this 5th day of May 1995.

H. T. GARDINER, Chief Executive of the Ministry of Maori Development.

(MLC:H.O. 2/3/1/Waiariki District; DO 36113)

In3659

Cancellation of the Vesting in The Kaipara District Council and Revocation of the Reservation Over a Reserve

Pursuant to the Reserves Act 1977, and to a delegation from the Minister of Conservation, the Regional Conservator, Department of Conservation, Northland Conservancy, hereby cancels the vesting in The Kaipara District Council and revokes the reservation as a local purpose (site for a public hall) reserve over the land described in the Schedule hereto.

Schedule

North Auckland Land District—Far North District

733 square metres, more or less, being Part Allotment 10, Kopuru Parish; shown on Deeds Plan C8, situated in Block I, Tokatoka Survey District. All *New Zealand Gazette*, 1985, page 3626.

Dated at Whangarei this 23rd day of May 1995.

G. E. ROWAN, Regional Conservator.

(DOC C.O. File: 8/3/85)

In3514

Notice Setting Apart Maori Freehold Land as a Maori Reservation

Pursuant to section 439 (1) of the Maori Affairs Act 1953, the Maori freehold lands described in the Schedule hereto, are hereby set apart as a Maori reservation for the purpose of a marae and pensioner Kaumatua flats for the common use and benefit of the Mahurehure sub-tribe of Tuhoe.

Schedule

South Auckland Land District

All those pieces of land situated in Block II, Waimana Survey District and described as follows:

Schedule

Otago Land District—Dunedin City

0.8520 hectares, being Lot 1, D.P. 23728, Block II, Otago Peninsula Survey District.

Dated at Dunedin this 30th day of January 1995.

J. E. CONNELL, Regional Conservator.

(DOC: CO: SCN 10, 144/34.13)

6754

Declaration that Land is a Reserve

Pursuant to the Reserves Act 1977, and to a delegation from the Minister of Conservation, the Regional Conservator for the Waikato Conservancy of the Department of Conservation, hereby notifies that the following resolution was passed by The Hamilton City Council on 16 December 1994:

“That, in exercise of the powers conferred on it by section 14 of the Reserves Act 1977, The Hamilton City Council hereby resolves that the piece of land held by the said council in fee simple, and described in the Schedule hereto, shall be, and the same is hereby, declared to be a historic reserve within the meaning of the said Act.”

Schedule

South Auckland Land District—Hamilton City

1148 square metres, more or less, being Lot 4, D.P. 12448, situated in Block II, Hamilton Survey District. All certificate of title, 467/65.

Dated at Hamilton this 20th day of January 1995.

S. F. PENNY, Regional Conservator.

Waikato Conservancy.

(DOC File Ref; RHT 001)

6719

Revocation of the Reservation over a Reserve

Pursuant to the Reserves Act 1977, and to a delegation from the Minister of Conservation, the Regional Conservator for the Waikato Conservancy of the Department of Conservation, hereby revokes the reservation over the local purpose (road) reserve described in the Schedule hereto.

Schedule

South Auckland Land District—Hamilton District

138 square metres, more or less, being Lots 1 and 3, D.P. S. 65219, situated in Block II, Hamilton Survey District. Part certificate of title 1721/15.

Dated at Hamilton this 23rd day of January 1995.

S. F. PENNY, Regional Conservator, Waikato Conservancy.

(DOC Ref: LPR 003)

6733

Classification of a Reserve and Declaration that the Reserve be Part of the Paraparaumu Scenic Reserve

Pursuant to the Reserves Act 1977, and to a delegation from the Minister of Conservation, the Regional Conservator of the Wellington Conservancy of the Department of Conservation hereby classifies the reserve described in the Schedule hereto, as a scenic reserve,

Schedule

Wellington Land District—Kapiti Coast District

2068 square metres, more or less, being Section 1, S.O. 37249, situated in Block IX, Kaitawa Survey District. All *Gazette* notice B. 371868.1. Together with a right of way created by *Gazette* B. 371868.1.

Dated at Wellington this 20th day of January 1995.

A. ROSS, Regional Conservator.

(File: DOC G23/224)

6717

Classification and Vesting of Reserve

Pursuant to the Reserves Act 1977, and to a delegation from the Minister of Conservation, the Regional Conservator of the Wellington Conservancy of the Department of Conservation, hereby classifies the reserve, described in the Schedule hereto, as a recreation reserve, subject to the provisions of the said Act, and further, vests the said reserve in The Wellington Regional Council in trust for that purpose, subject to the deed between the Minister and the said Council dated 14 November 1994.

Schedule

Wellington Land District—Hutt City

Baring Head Recreation Reserve

10,5892 hectares, more or less, being Part Lot 1, D.P. 72418, situated in Block VIII, Pencarrow Survey District. Subject to easement certificate B. 209789.2, right of way granted by transfer B. 317400.1 and appurtenant to rights of way created by transfers 218019 and 218022, water rights created by transfer 218019. All *Gazette* notice B. 408085.1.

Dated at Wellington this 25th day of January 1995.

A. ROSS, Regional Conservator.

(Files: Doc RO GA3/101)

6720

Classification and Naming of a Reserve

Pursuant to the Reserves Act 1977, and to a delegation from the Minister of Conservation, the Regional Conservator, West Coast Conservancy of the Department of Conservation, hereby classifies the reserve described in the Schedule hereto, as a scenic reserve, subject to the provisions of section 19 of the said Act, and further, declares that the said reserve shall hereafter be known as the Blackadder Scenic Reserve.

Schedule

Nelson Land District—Buller District

249.7700 hectares more or less, being Sections 21 and 23, S.O. 13664, situated in Block XV, Rahu Survey District. All certificate of title 11B/227.

Dated at Hokitika this 24th day of January 1995.

B. N. WATSON, Regional Conservator.

(DOC C.O. 1.30.4.121)

6778

Wildlife Act 1953

Amending Declaration of Land as Wildlife Refuge—Southland Fish and Game Region

CATHERINE A. TIZARD, Governor-General

A PROCLAMATION

Manager, Lands and Property, Department of Survey and Land Information, Auckland, declares that, an agreement to that effect having been entered into, the land described in the Schedule is acquired for road and shall vest in The Waitakere City Council on the date of publication in the *New Zealand Gazette*.

Schedule

North Auckland Land District

88 square metres, being part Lot 4, D.P. 18596; shown marked "A" on S.O. Plan 64638, lodged in the office of the Chief Surveyor at Auckland.

Dated at Auckland this 2nd day of September 1994.

G. A. DAWSON, Manager, Lands and Property.

(DOSLI Ak. D.O.: S.O. 64638)

16664

Land Acquired for Flood Protection Works in Papakura District

Pursuant to section 20 (1) of the Public Works Act 1981, and to a delegation from the Minister of Lands, the Manager, Lands and Property, Department of Survey and Land Information, Auckland, declares that, an agreement to that effect having been entered into, the land described in the Schedule is acquired for flood protection works and shall vest in The Papakura District Council on the date of publication in the *New Zealand Gazette*.

Schedule

North Auckland Land District

806 square metres, being part Lot 3, D.P. 96414; shown marked "H" on S.O. Plan 66727, lodged in the office of the Chief Surveyor at Auckland.

Dated at Auckland this 2nd day of September 1994.

G. A. DAWSON, Manager, Lands and Property.

(DOSLI Ak. D.O.: S.O. 66727)

16662

Land Acquired for Road in Waitakere City

Pursuant to section 20 (1) of the Public Works Act 1981, and to a delegation from the Minister of Lands, the Manager, Lands and Property, Department of Survey and Land Information, Auckland, declares that, agreements to that effect having been entered into, the land described in the Schedule is acquired for road and shall vest in The Waitakere City Council on the date of publication in the *New Zealand Gazette*.

Schedule

North Auckland Land District

Area m ²	Being
1	Part Lot 1, D.R.O. 1130; marked "D" on plan.
1	Part Lot 2, D.R.O. 1130; marked "E" on plan.

Shown marked as above mentioned on S.O. Plan 65463, lodged in the office of the Chief Surveyor at Auckland.

Dated at Auckland this 2nd day of September 1994.

G. A. DAWSON, Manager, Lands and Property.

(DOSLI Ak. D.O.: S.O. 65463)

16663

Stopped Road Vested (off Pakiri Block Road) in Rodney District

Pursuant to section 117 of the Public Works Act 1981, and to a delegation from the Minister of Lands, the Manager,

Lands and Property, Department of Survey and Land Information, Auckland, declares:

(a) The land firstly described in the Schedule hereto to be amalgamated with the land contained in certificate of title 895/299, North Auckland Land Registry, and

(b) The land secondly described in the Schedule hereto to be amalgamated with the land contained in certificate of title 10D/861, North Auckland Land Registry.

Schedule

North Auckland Land District

Area ha	Being
1.1680	Section 1 on plan.
0.7204	Section 2 on plan.

Shown as above mentioned on S.O. Plan 67266, lodged in the office of the Chief Surveyor at Auckland.

Dated at Auckland this 2nd day of September 1994.

G. A. DAWSON, Manager, Lands and Property.

(DOSLI Ak. D.O.: S.O. 67266)

16676

Land to be Set Apart and Acquired for Road State Highway and Limited Access Road in Porirua City

Pursuant to sections 52 and 20 of the Public Works Act 1981, and to section 88 (2) of the Transit New Zealand Act 1989, and to a delegation from the Minister of Lands, the Manager, Lands and Property, Department of Survey and Land Information, Wellington, declares the land described in the First Schedule hereto, to be set apart and the land described in the Second Schedule hereto to be acquired for road, limited access road and State highway and remain vested in the Crown.

First Schedule

Wellington Land District

Area m ²	Being
198	Part Lot 4, D.P. 21046; shown "A" on S.O. 36599.
3	Part Lot 6, D.P. 21046; shown "D" on S.O. 36599.

Second Schedule

Wellington Land District

Area m ²	Being
22	Part Lot 3, D.P. 21046; shown "B" on S.O. 36599.
6	Part Lot 5, D.P. 21046; shown "C" on S.O. 36599.

Dated at Wellington this 1st day of September 1994.

M. A. KENNEDY, Acting Manager, Lands and Property.

(DOSLI Wn. D.O. PL 40/8/8,9)

16665

Land Set Apart for Police Purposes, Baring Head, Hutt City

Pursuant to section 52 of the Public Works Act 1981, and to a delegation from the Minister of Lands, the Acting Manager, Lands and Property, Department of Survey and Land Information, Wellington, hereby declares the land described in the Schedule hereto set apart for police purposes, to remain vested in Her Majesty the Queen.

Schedule

Wellington Land District

Area ha	Being
0.0951	Part Lot 1, D.P. 72418 (part C.T. 40D/366); marked "A" on S.O. 37299.

Dated at Wellington this 2nd day of September 1994.

M. A. KENNEDY, Acting Manager, Lands and Property.

(DOSLI Wa. D.O. PL 6/3/4)

16667

Manager, Lands and Property, Department of Survey and Land Information, Nelson, declares that, an agreement to that effect having been entered into, the land described in the Schedule hereto, is hereby acquired for the purposes of a road and vested in the Crown on the date of publication hereof in the *New Zealand Gazette*.

Schedule

Nelson Land District—Tasman District

34 square metres, situated in Block IX, Waimea Survey District, being part Section 37, District of Waimea South. All certificate of title No. 7B/735.

5.2. Appendix 2: Visual Aids to Historical Information

Original Plans

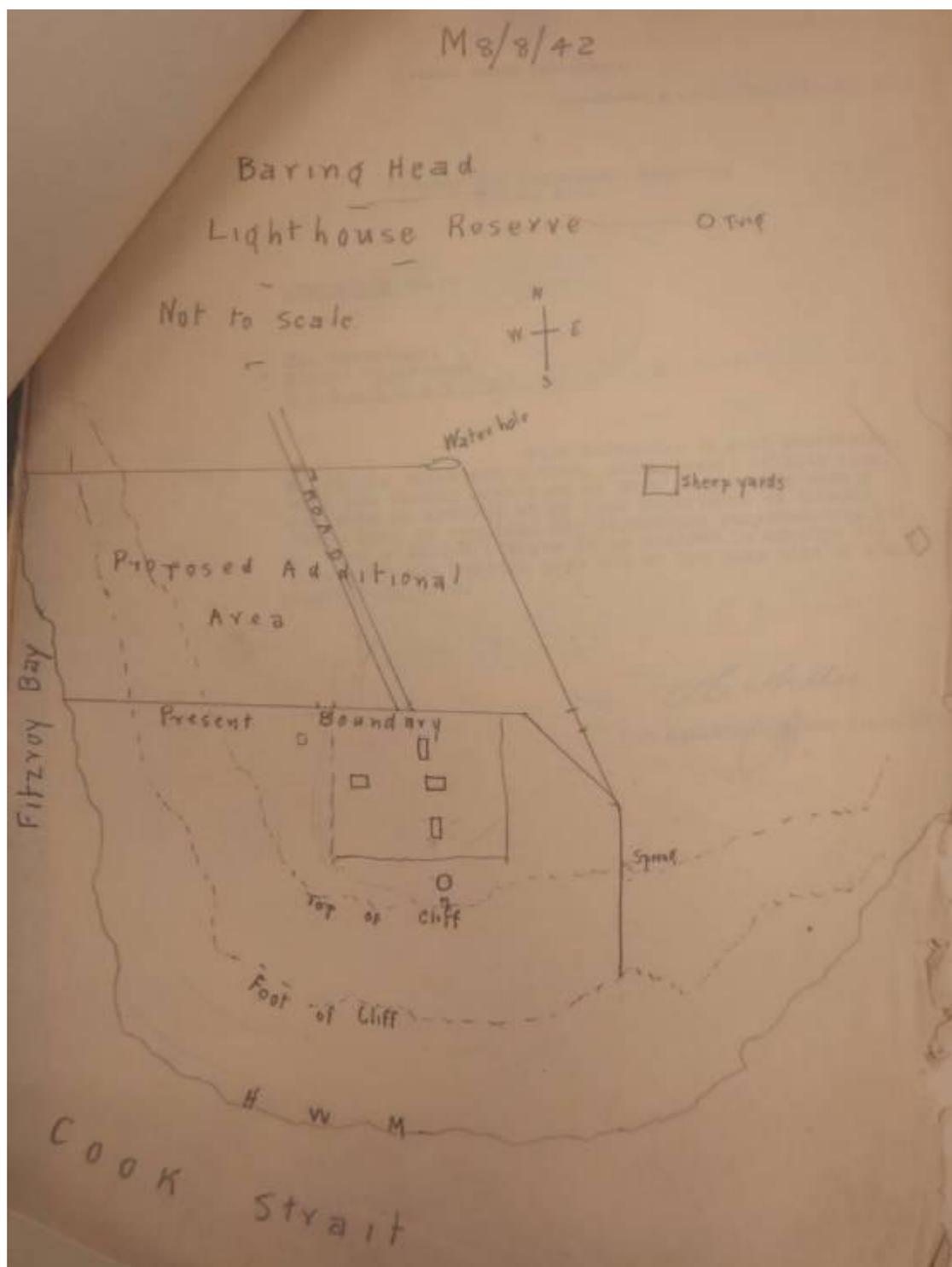


Figure 1: Survey plan of the proposed additional area to be added to the lighthouse keepers' accommodation complex in 1948, showing position of buildings on the site at that time (Baring Head 1928-52, M1 687 8/8/42, New Zealand Archives)

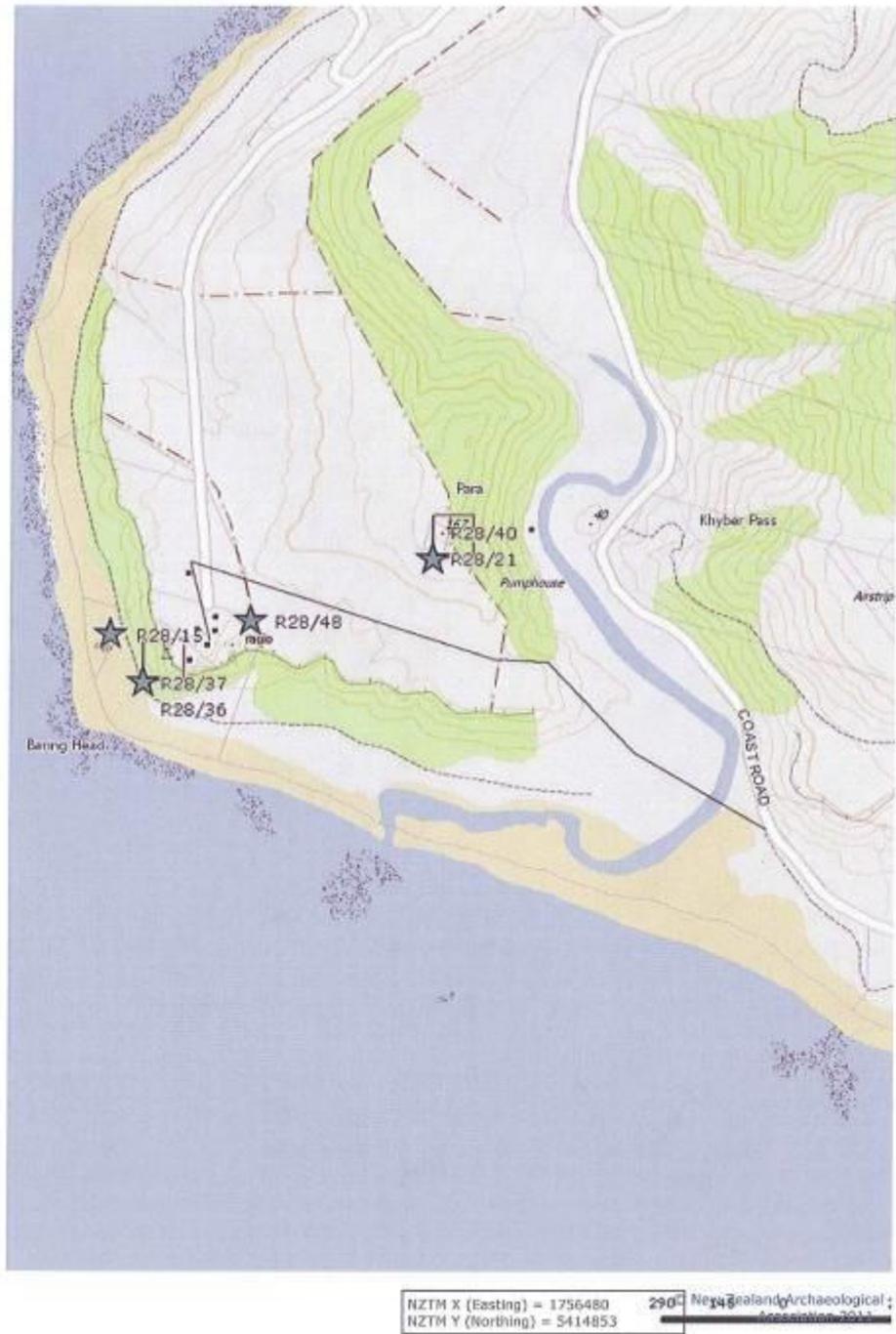


Figure 2: Archsite image for archaeological sites in the vicinity of the lighthouse complex (www.archsite.org.nz)

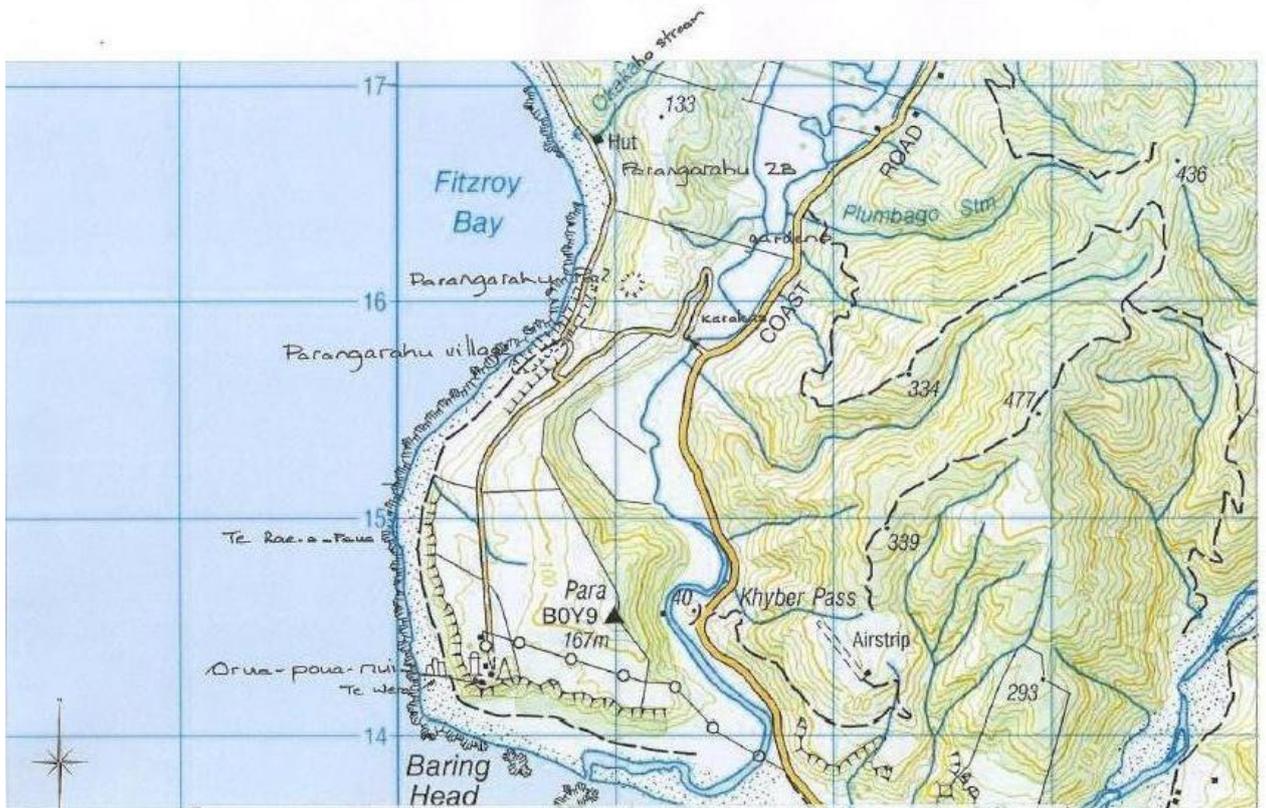


Figure 3: Cultural sites in the wider Baring Head area. Image reproduced from Raukura Consultants 2011, 'Orua-Poua-Nui / Baring Head Cultural Values Report', Greater Wellington Regional Council p.34

Historical Photographs



Figure 4: Baring Head Lighthouse tower under construction in March 1934. (EP-Transport-Shipping-Lighthouses-02, Alexander Turnbull Library)



Figure 5: Baring Head Lighthouse Complex. Photographed 17 August 1937 by an unidentified Evening Post staff photographer, (EP-Transport-Shipping-Lighthouses-01, Alexander Turnbull Library).



Figure 6: A detail of the above photograph showing second garage (signified with an arrow) and another building no longer extant at extreme left of photograph. Towards the top of the photograph another building has not been identified. Photographed 17 August 1937 by an unidentified Evening Post staff photographer. (EP-Transport-Shipping-Lighthouses-01, Alexander Turnbull Library.)



Figure 7: Aerial photograph showing the lighthouse complex in 1935. Photographed 1935 by an unidentified photographer, from the *Evening Post* April 9 1935. (Baring Head - origin - general, M1 769 8/62/1, Archives New Zealand).



Figure 8: The lighthouse keeper's houses showing additions to the front of the houses. Date unknown (Album, ABPL W5221 8848 22E, Archives New Zealand).



Figure 9: This indistinct image shows the lighthouse with the naval signal station close by. A flagstaff and what appears to be radar apparatus are alongside. There are numerous sheds up against the fence. Date unknown. (Album, ABPL W5221 8848 22E, Archives New Zealand).

5.3. Appendix 3: Visual Aids to Physical Information

Current Plans

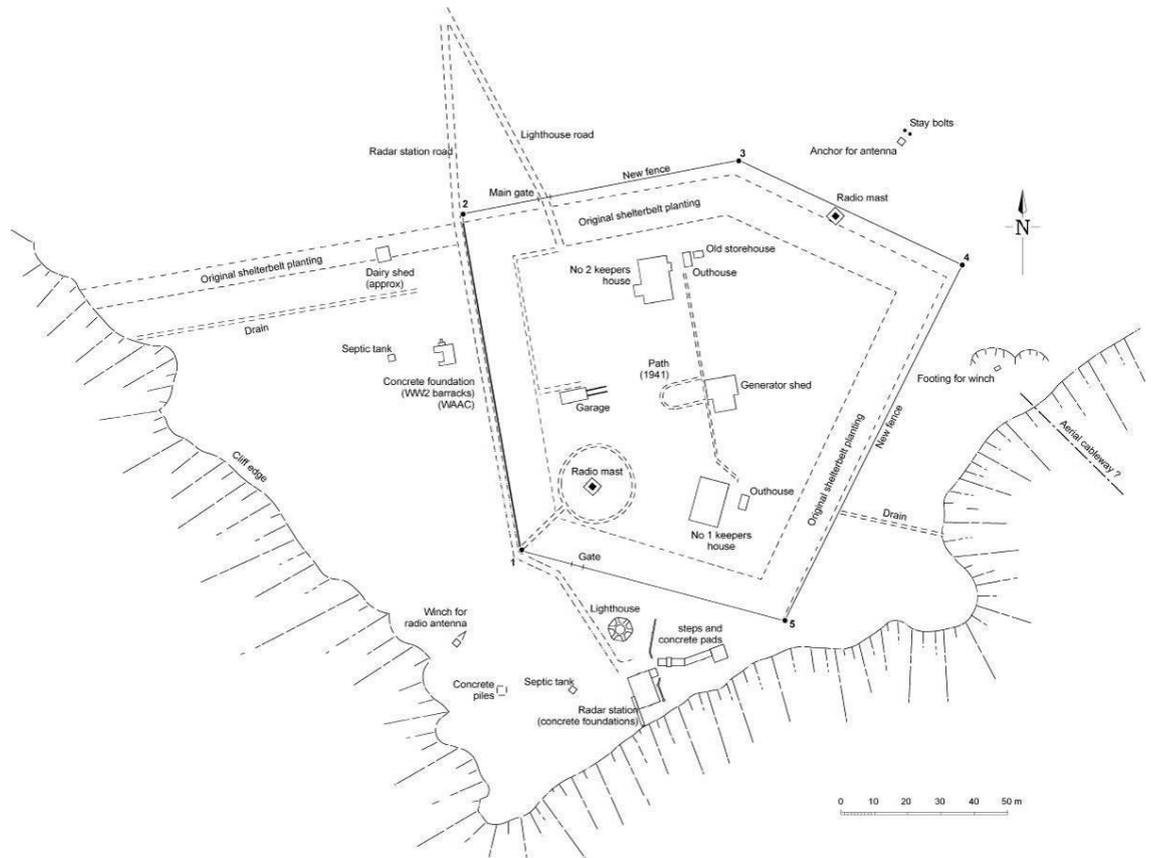


Figure 10: Baring Head Lighthouse Settlement area. Tape and compass plan, Kevin L. Jones and Chris Edkins, Courtesy Kevin L. Jones and Wellington Regional Council.¹⁰³

¹⁰³ Jones 2010, p. 19

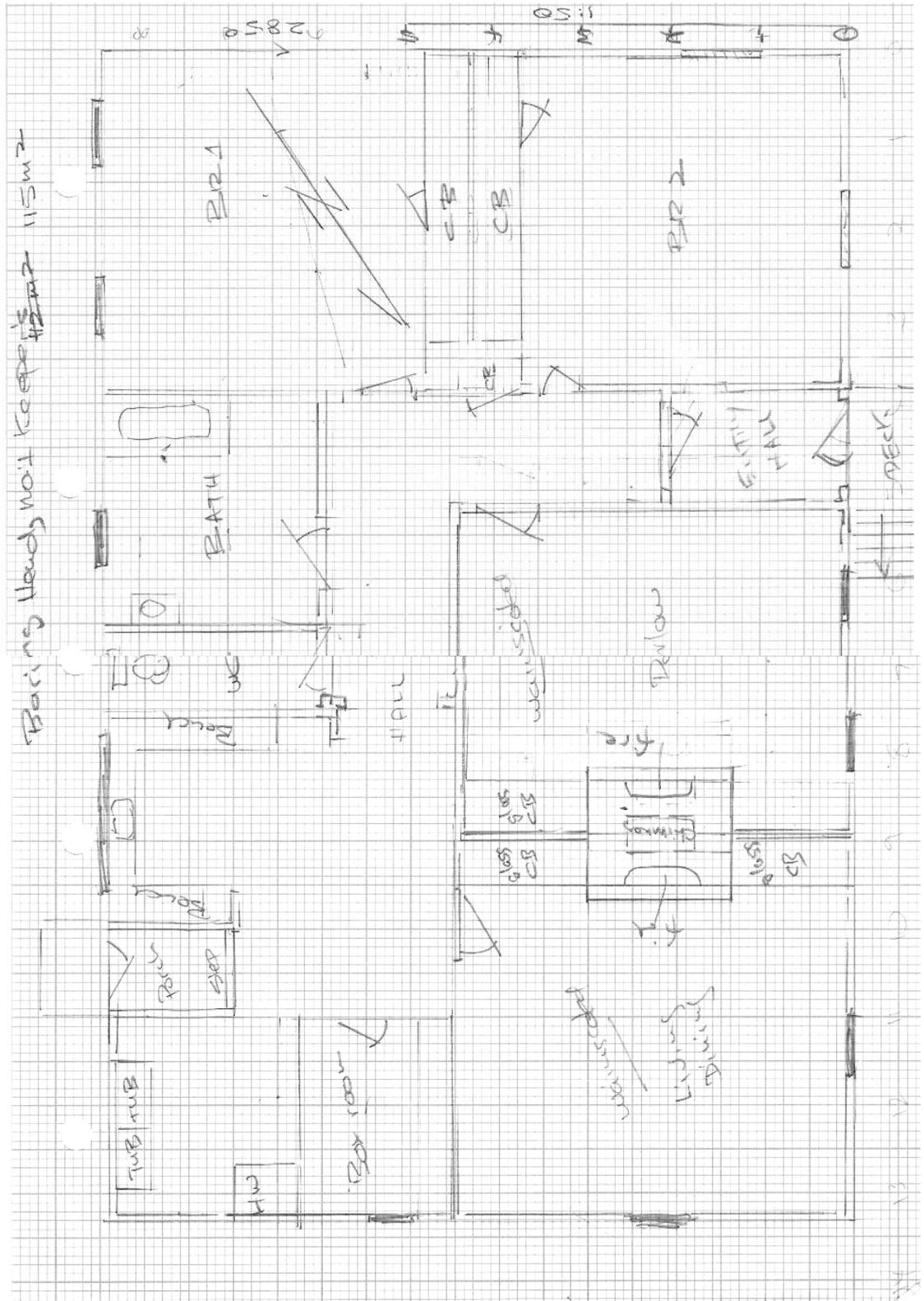


Figure 11: Interior plan of the Number One Lighthouse Keepers' House. Courtesy Kevin L. Jones and Wellington Regional Council.¹⁰⁴

¹⁰⁴ Jones 2010, p. 24

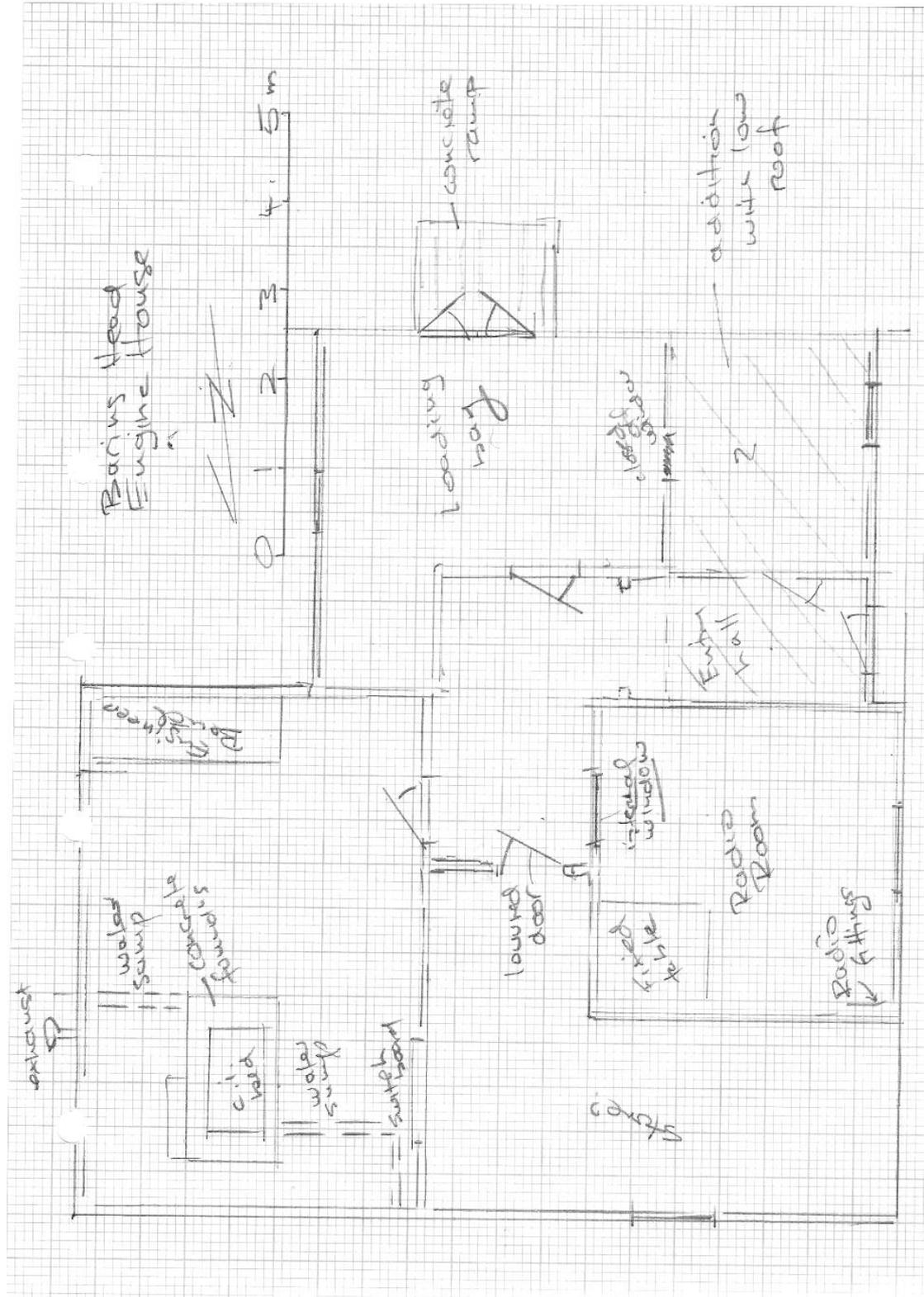


Figure 12: Interior plan of the generator or power house incorporating the radio room. Courtesy Kevin L. Jones and Wellington Regional Council.¹⁰⁵

¹⁰⁵ Jones 2010, p. 25

Current Photographs of Area

(All photographs K.Cox, NZHPT, 17 Feb 2011)



Figure 13: Baring Head viewed from Pencarrow Head.



Figure 14: Relationship between the three main structures in the accommodation complex, with from left to right Number Two Lighthouse Keepers' House, the diesel generator building and Number One Lighthouse Keeper's House.



Figure 15: Number One Lighthouse Keepers' House from the southeast, with outhouse and pump house visible at the rear.



Figure 16: Interior of Number One Lighthouse Keepers' House showing vestibule, hall and tongue and groove wood panelling.



Figure 17: Diesel generator building with circular garden in the foreground.



Figure 18: Close up of plaque attached to the front elevation of the diesel generator building.



Figure 19: Number Two Lighthouse Keepers' House showing the additional bedroom on the front elevation of the house.



Figure 20: View from the generator building with the garage on the right, modern NIWA structure in the centre and the maintained telecommunications tower to the left.



Figure 21: The Lighthouse from the gate at the edge of the accommodation complex.



Figure 22: The Lighthouse viewed from the southwest, showing its relationship with the NIWA station behind.



Figure 23: Foundations of the WAAC barracks.



Figure 24: The winch. This has a wing fence surrounding it to protect it from stock.

Military outpost



Figure 25: The site of what was the accommodation barracks and ablution block for the men who staffed the observation post. The barracks is assumed to have been constructed of timber and is no longer evident bar the concrete chimney. The ablutions block retains its concrete foundations, floor and drains, but is likewise missing its timber structure.



Figure 26: The site of what was the accommodation barracks, with concrete foundations visible at the left and lower half of the photograph.



Figure 27: The observation post, built of reinforced concrete. Inside is the concrete foundation of what might have been a range finder or telescope. This building retains part of its camouflage (a layer of earth and vegetation visible on its roof) but the cantilevered roof over the viewing slit has collapsed. The path that has been constructed to allow entry to the building is shown to the right of the photograph



Figure 28: View from above showing the observation post's wireless room to the left and the (likely) mess room to the right. Wainuiomata Valley is in the background.



Figure 29: The possible mess room with reinforced concrete walls.



Figure 30: The wireless room. The reinforced concrete walls were rendered on the outside. The shutters are still in place and at the bottom of this photograph there is visible a small portion of the door which currently rests on the ground in front of the building.

5.4. Appendix 4: Features contributing to heritage values

Name: Number One Keeper's House

Address:

Via Coast Road, Wainuiomata, Wellington Region

Additional Location Information

This house is closest to the lighthouse and is located at the south of the accommodation complex.

GPS at front step: 1745217 E, 5414396 N

*Current Legal Description*¹⁰⁶

Pt Lot 1 DP 72418 (NZ Gazette 1995 p. 324), Wellington Land District

Images



Summary

This house was built as part of the complex required to support the operation of the lighthouse. Begun in 1933 and completed in 1934 this house (and its companion) was designed, presumably by the PWD, to house the keepers and their families. They were designed in a state house style, similar to those built

¹⁰⁶ This section is supplemented by visual aids in Appendix 1 of the report.

in New Zealand from the 1930s to the early 1950s.

The house rests on concrete piles. The hipped roof is of asbestos corrugated iron. The house is shielded to some extent from the northern aspect by a series of macrocarpa trees that were planted for this purpose. There is a porch at the rear with a lean to behind. The area between the house and the outhouses is concreted, and there is a small section of picket fence that runs from midway along the house out towards the centre of the outhouse. The remnants of the foundation of a garage are visible to the southeast of the house.

The front entrance to the house is through a door in the west elevation, which is reached by a short set of stairs and deck outside the door. There are two rooms off the front corridor. A small vestibule is created by a second door, with six panes of frosted glass in the upper panels. The first room, to the left of the corridor and past the second set of doors, was a sitting or dining room. There are two sets of windows lighting this room - double hung sashes with two lights below and six above - and this style of window is used throughout the house unless otherwise noted. There is a fireplace in this room which is backed by another fireplace in the other sitting room. Both these rooms have original varnished wooden joinery in them. The fireplace is flanked to the right by a cupboard which is again mirrored in the other parlour. There are four panelled doors.

The second room to the right of the front corridor is a bedroom. This is a midsized room with two windows in the south and western walls. To the right of the door to this room there are two inbuilt cupboards with varnished wooden doors. The corridor then leads on the right to the second bedroom, which again has two windows in the eastern wall of the house. There is another corridor which leads past the bathroom and toilet to the kitchen. The bathroom has one window, a bath with shower and a hand basin which all appear modern.

The kitchen again has modern fittings and fixtures, with a Formica bench running along three walls. In this room there is a large rectangular window along the eastern wall, which, along with the other window in the north-eastern wall differs from the otherwise standard windows in the house. The smaller window in this wall has one light in both the upper and lower sash, while the longer window has two similar but smaller windows on each side of one long rectangular pane. Behind the kitchen area is an open space that leads to the second living room, and also a porch, and washing rooms. Several rooms are lined with original tongue and groove panelling, which is probably rimu. The

house has had all windows and doors boarded up to protect against vandalism. For the same reason, the copper spouting has been removed.

These houses were of great importance to the running of the station. They provided comfortable living accommodation for the keepers and their families in a place that was frequently inhospitable due to the extremes of its weather. This particular house was the only one continuously occupied throughout the life of the station and it retains much of its original fabric to offer a reminder of living conditions for keepers and their families.

Name: Number Two Keeper's House

Address:

Via Coast Road, Wainuiomata, Wellington Region

Additional Location Information

This house is at the north of the complex and the furthest building from the lighthouse.

GPS: 5414339 N, 1756440 E

*Current Legal Description*¹⁰⁷

Pt Lot 1 DP 72418, (NZ Gazette 1995 p. 324), Wellington Land District

Images



Summary

This was the second keeper's house, and was built in a fashion very similar to the other house, being a timber framed and clad house of a state house design and similar to those built in New Zealand from the 1930s to the early 1950s. The second keeper was withdrawn in 1960 and from that date this house was used by visitors and relieving keepers.

The interior of this building was not viewed, however it has been described by

¹⁰⁷ This section is supplemented by visual aids in Appendix 1 of the report.

Jones in his 2010 report.¹⁰⁸ This states that the interior is ostensibly the same as Number One Keeper's House, with 1980s wallpaper and painted wainscoting a noted difference between the two. Another notable difference between the two buildings is the addition of a third bedroom on the western elevation of the second house. Jones states that there was a similar addition to the first house that was subsequently removed. This house is more original than the first. The house has had all windows and doors boarded up to protect against vandalism. For the same reason, the copper spouting has been removed.

See the Number One Keeper's House for more information.

¹⁰⁸ Jones 2010, p. 6

Name: Diesel generator building

Other Names: Power house and radio room

Address:

Via Coast Road, Wainuiomata, Wellington Region

Additional Location Information

GPS: 5414299N, 1756444E

*Current Legal Description*¹⁰⁹

Pt Lot 1 DP 72418, (NZ Gazette 1995 p. 324), Wellington Land District



Summary

As part of the powering of the lighthouse (and the rest of the station) a building to house the diesel generators was required. The PWD opted to design the building in a domestic style to fit in with the two keepers' houses. Unlike the latter, this building was constructed in concrete, most likely to guard against fire. It is not known who built the structure. In 1948 work began on the construction of a power line to Baring Head. It was completed in 1950 and the diesel generators were no longer required, except perhaps as a back up. When they were removed is not known.

This building was not accessed in the course of the site visit but it was assessed by Jones in his report, where the interior is described as having 'a

loading bay, a radio room, a generator room and what is probably a battery and electrical equipment room.¹¹⁰ There is a plaque attached to the front wall of the building made from wood in the shape of a steering wheel of a boat. The roof is hipped and clad in corrugated asbestos sheets. Directly in front of the building is a circular garden enclosed in a stone wall.

The importance of this building lies in its role in providing electrical power, the first time it had been done at a New Zealand lighthouse. It meant that keepers did not have to maintain a 24 hour watch over the light. This also meant that only two keepers were required at Baring Head, not the usual three.

¹⁰⁹ This section is supplemented by visual aids in Appendix 1 of the report.

¹¹⁰ Jones 2010, p. 7

Name: Baring Head Lighthouse

Address:

Coast Road, Wainuiomata, Wellington Region

Additional Location Information

GPS at base: 1756392 E, 5414248 N

*Current Legal Description*¹¹¹

Lot 2 DP 72418 (CT WN72418), Wellington Land District



Summary

A tender was advertised for the erection of the reinforced concrete tower in November 1933.¹¹² Nearly identical to the later Cape Reinga Lighthouse, Baring Head demonstrated a new design aesthetic, using Moderne elements in the curved solid buttresses. The designs were probably the work of the Public Works Department. The successful contractor was Messrs Joseph Jackson

¹¹¹ This section is supplemented by visual aids in Appendix 1 of the report.

¹¹² *Evening Post*, Volume CXVI, Issue 127, 25 November 1933, p. 16

and Son who also built the houses and constructed and installed storage tanks for the cottages. After solid foundations could not be found 2.5 metres down The first site for the tower was found to be unsuitable and had to be moved east.¹¹³ Work came to a halt during winter, with Jackson complaining that the wind was sometimes so strong that his men could not stand up.¹¹⁴

The tower was, and is, the focal point of the station. Being atop a high cliff, it is not a tall structure, but it was (and is) visible for long distances.

The lighthouse is situated at the edge of a cliff at the southern end of the station. It is 12 metres high, and 87 metres above the beach below. Its base is hexagonal, with fine buttresses tapering from the base to the platform approximately three quarters of the way up the structure. On each of the walls there are thin rectangular windows, each with a small sill below, currently painted red. There is an information panel on the door, summarising the history of the lighthouse. There is a safety barrier surrounding the platform that wraps around the structure and is reached by a ladder on the south-western side of the lighthouse. This platform provides access to the light. The present light is attached to the balcony, while the former light is enclosed within a series of triangular windows. These occur on the front of the light only (that is, the section facing the sea). The rear section (facing the lighthouse accommodation complex) is painted white, and possibly of the same material the lighthouse is constructed from. Above this is a copper dome. Apparently recently painted, the lighthouse is in good repair.

The lighthouse is the primary reason the headland is occupied and although it is not a tall structure it is a conspicuous landmark, particularly from the sea, and is, as Jones puts it, 'an essential visual element to the lighthouse settlement theme.'¹¹⁵ It has functioned continuously for over 75 years and as the country's first electrically driven light it has particular importance in the history of coastal lighthouses.

¹¹³ Beaglehole p.143

¹¹⁴ *Evening Post*, Issue 15, 18 January 1935, Page 8

¹¹⁵ Jones 2010, p. 9

Name: Fortress Observation Post (water tank, observation post, wireless room, possible mess room and barracks foundations)

Address:

Para Trig, Baring Head,

Wellington Region

Additional Location Information

Approximately 500 metres to the rear of the Lighthouse complex, atop a large hill to the northeast and near the Para trig. The barracks are 50 metres further down the hill on its north side.

GPS:

Water tank: No reading

Observation post: 5414537 N, 1756987 E

Wireless room: 5414564 N, 1757007 E

Engine room: 5414557 N, 1757009 E

Barracks: 5414634 N, 1757010 E

*Current Legal Description*¹¹⁶

Lot 4 DP 59276 (CT WN 42B/597), Wellington Land District

¹¹⁶ This section is supplemented by visual aids in Appendix 1 of the report.



Observation post



Wireless room



Unknown structure (possible mess)



Remains of the ablutions block (foreground) and the site of the barracks to the right (with chimney extant)

Summary

These five buildings were built at various stages over a five year period and are located in a general cluster at the top of the hill near the Para trig.

The Fortress Observation Post was built in 1935 as remote observation post of the Palmer Head 6.2 inch battery. One of two observation posts for the battery it was originally composed of an observation post and a separate barracks, both reinforced concrete. Constructed in 1935, the buildings were largely unused before the beginning of World War II. Then, in a flurry of activity, in 1940 another building (purpose unknown, but possibly a mess) was built alongside the barracks, which was converted into a wireless room. A larger timber barracks, with room for 10 men, was built a little further north down the slope. Water was pumped up from the Wainuiomata River for the complex, and as part of this, a water tank was built just above the wireless room. The observation post was in use until about 1944 and housed a depression range finder (DRF) on a concrete plinth. It was later used as an observation post for Wrights Hill Battery (a 9.2 inch counter bombardment battery). In it was put on a 'care and maintenance' basis in 1944 as the war turned in the allies' favour. The observation post was dismantled and the equipment returned to Trentham on 15 May 1945.¹¹⁷

The observation post was sunk into the western side of the hill just below the summit. Built of reinforced concrete it contains the plinth that supported the depression range finder. It retains part of its camouflage (a layer of earth and vegetation directly on its roof) but the cantilevered roof over the viewing slit has collapsed. Entrance to the building is from a pathway cut along its northern side.

The water tank is a cylindrical reinforced concrete structure approximately four metres wide.

The wireless room is a rectangular (c.4 x 3m) reinforced concrete structure with rendered (plastered) walls. It has a mono pitched roof that slopes slightly to the rear. There is one door and window. The remains of the steel door are on the ground near the building, while the steel shutters for the windows remain in place. Both the doors and shutters are actively corroding. The slightly bigger possible mess room (c 5 x 3 m), has five windows and space for a double door, but none of these remain *in situ*. There are vents near the roof in the southern wall of the structure. Both buildings are fenced off from the public.

The remnants of the ablution block and accommodation barracks for the men who staffed the observation post are located a short distance north and down the hill from the observation and engine room. The barracks is assumed to have been constructed of timber and is no longer evident bar a concrete

¹¹⁷ Cooke p.494

chimney. The ablutions block retains its concrete foundations, floor and drains, but is likewise missing its timber structure. Closer access to these buildings was not possible due to the danger of the collapse of the chimney. In the archaeological site recording form for these structures Walton notes that they are on a large artificially created terrace, and that the spoil from this has been dumped below and to the northwest of the terrace.¹¹⁸ Access to the ruins is restricted by a fence, as there are concerns about their structural integrity.

This collection of buildings has significance as an example of the country's pre-war response to rising tensions in Europe, but its period of use during World War II was particularly significant given that Palmer Head was Wellington's most important coastal defence in the early part of the war. These physical remains are only shells but still convey something of the conditions that its occupants would have experienced.

¹¹⁸ NZAA Site Record (R28/40) NZAA Archsite www.archsite.org.nz (accessed 26 Jan 2010)

Name: Pumphouse / water pipes

Address:

Coast Road, Wainuiomata, Wellington Region

Additional Location Information:

Located on the true right bank of the Wainuiomata River about 300 metres from Coast Road and 800 metres south of the access bridge to Baring Head. The pipes rise to the Para Trig from this point.

*Current Legal Description*¹¹⁹

Lot 4 DP 59276 (CT WN 42B/597), Wellington Land District

Images

(Images courtesy Greater Wellington Regional Council)



¹¹⁹ This section is supplemented by visual aids in Appendix 1 of the report.



Summary:

The pumphouse was built about 1940 to extract water from the Wainuiomata River for use at Baring Head. From the river the water was pumped to the top of the Para trig where it was stored in a tank. From there it was distributed to the observation post buildings and down to the lighthouse station complex and naval signal station. Following the end of the war, water continued to be pumped to Baring Head from the stream. When it was ceased to function is not known but the pumphouse remains in situ as do many of the galvanised pipes that carried the water and the water tank (see Fortress Observation Post).

Name: Access Road and Bridge

Address:

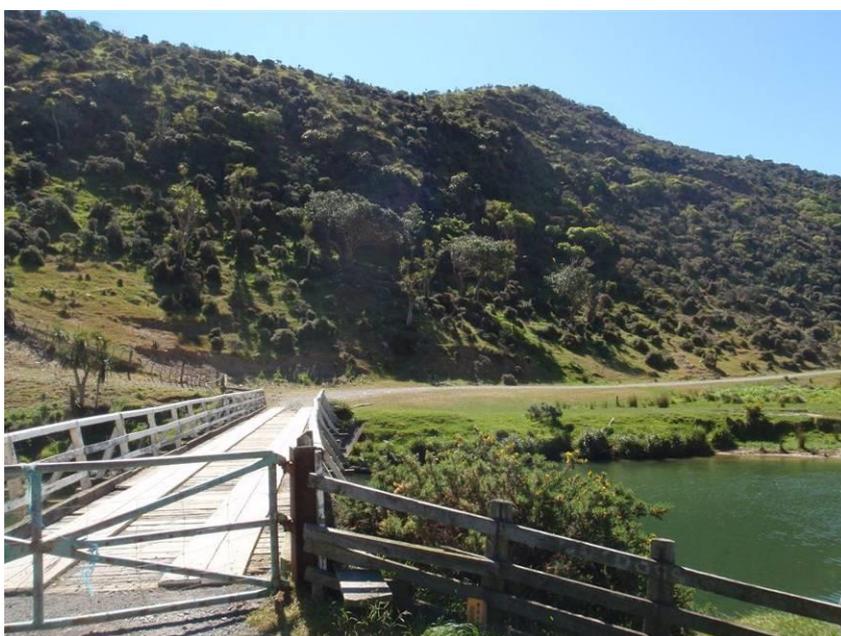
Via Coast Road, Wainuiomata, Wellington Region

Additional Location Information:

*Current Legal Description*¹²⁰

Lot 4 DP 59276 (CT WN 42B/597), Pt 1A3 Parangarahu (NZ Gazette 1995 p. 1364), Pt 1A2 Parangarahu (CT WN 26B/763), Wellington Land District

Images



(Andy Dodd, NZHPT, 11 November 2010)

Summary:

Before work began on building the lighthouse station, the Marine Department had to organise access to the site. It determined that approaching the site from the sea was not feasible, so an overland route was built from the Coast Road south of Wainuiomata. This required the construction of a bridge over the Wainuiomata River and a road from there to the lighthouse site. Tenders were advertised for the construction of both features in June 1931 and work began in the second half of that year. The contractor for the road was H.J. Peacocke and he finished his job in January 1932. Just under three kilometres long, it was a relatively straightforward construction, with just a steep portion at the beginning

¹²⁰ This section is supplemented by visual aids in Appendix 1 of the report.

(to gain the plateau above) a slightly difficult proposition.

The contract for the bridge over the Wainuiomata River was won by S.T. Dibble, and work took about the same time as the road, finishing in early 1932. It was not without its difficulties; piles were driven into the river bed but hard rock was located much deeper down than anticipated. It meant that sections of timber had to be spliced on to reach the bedrock. A trestle bridge, it was built with Australian hardwood. The bridge has been much repaired over its life but it has continued to provide one of the key access ways to the lighthouse, particularly during its early decades. Likewise the road has suffered from weather events that have undermined it but it continues to function as it always has.

Name: WAAC barracks foundations

Address:

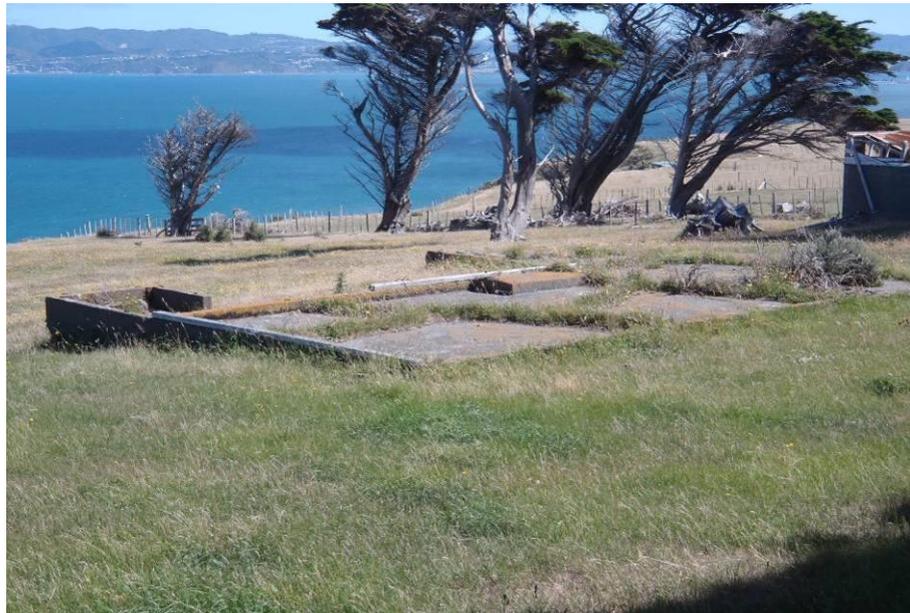
(No physical address)

Via Coast Road, Wainuiomata, Wellington Region

*Current Legal Description*¹²¹

Pt Lot 1 DP 72418 (NZ Gazette 1995 p. 1364), Wellington Land District

Images



Summary:

A naval signal station (or Port War Signal Station), was established at Baring Head c.1942, right alongside the lighthouse itself. It was staffed mainly by WAACs, and a timber barracks building was constructed for them, to the west of the station complex, a short distance from the garage. The station closed in 1945 and presumably the WAACs also left at the same time. The building was also removed at about this time, leaving behind the concrete foundations.

¹²¹ This section is supplemented by visual aids in Appendix 1 of the report.

Name: Baring Head Clean Air Monitoring Station (and foundations of World War II naval signal station)

Other names: NIWA Station

Address:

(No physical address)

Via Coast Road, Wainuiomata, Wellington Region

Additional Location Information:

*Current Legal Description*¹²²

Lot 2 DP 72418 (CT WN40D/367), Wellington Land District

Images



¹²² This section is supplemented by visual aids in Appendix 1 of the report.



Summary:

The air monitoring station at Baring Head was established by the DSIR in 1974. It was preceded on the site by the naval signal station (or Port War Signal Station), established in c.1942 and staffed mainly by WAACs, and then by a DSIR research facility (using the signal station building) conducting experiments on radar. At some point before or after the DSIR took over the site, the concrete signal station buildings were demolished to their platform and new buildings, largely small boxes built from concrete blocks and fibrolite, were constructed on top and immediately to the west. A tower was built to the rear of this complex. NIWA, which was formed after the DSIR was broken into various Crown research organisations in 1992, took over the Baring Head site and continues to manage the facility. In its own words, the station, known as the Baring Head Clean Air Monitoring Station, makes 'significant contributions to our global understanding of greenhouse gases, other trace gases and related species in air that is representative of the mid latitude southern hemisphere.'¹²³

¹²³ <http://www.niwa.co.nz/our-science/atmosphere/baring> [accessed 11 April 2011]

Name: Cave with Midden

Other names: R28/37

Address:

(No physical address)

Via Coast Road, Wainuiomata, Wellington Region

*Current Legal Description:*¹²⁴ Lot 2 DP 72418 (CT WN72418), Wellington Land District

Summary:

R28/37 is located at the foot of the cliff that the lighthouse is situated on.¹²⁵ The cave extends one hundred feet from the entrance, and at the far end there is evidence for charcoal and ash, with a midden including paua, shells and bird bones at the mouth of the cave.¹²⁶ It has been suggested that this site was used as shelter when bad weather stopped food gathering expeditions along this part of the coast.¹²⁷

¹²⁴ This section is supplemented by visual aids in Appendix 1 of the report.

¹²⁵ NZAA Archsite www.archsite.org.nz (accessed 26 Jan 2010)

¹²⁶ NZAA Archsite www.archsite.org.nz, (accessed 26 Jan 2010) site R28/37

¹²⁷ J.B. Palmer 'Maori Sites in Fitzroy Bay' *New Zealand Archaeology Association newsletter* 1963 6(3):125-134, p. 133

Name: Burial

Other names: R28/36

Address:

(No physical address)

Via Coast Road, Wainuiomata, Wellington Region

*Current Legal Description:*¹²⁸ Lot 2 DP 72418, (CT WN72418), Wellington Land District

Summary:

The burial site (R28/36) is situated above the cave at the most projecting part of the point, and was uncovered during excavations for the lighthouse.¹²⁹ It is unclear from the site report whether these remain in place or have been removed, although a newspaper report stated that the majority of the bones fell down the side of the cliff at the time they were uncovered.

This burial site should be regarded as a wahi tapu.

¹²⁸ This section is supplemented by visual aids in Appendix 1 of the report.

¹²⁹ *Dominion* Jan 19 1934, in Baring Head – Origin –General, M1 769 6/62/1 (1925-39), Archives New Zealand.