

# Historic Heritage Evaluation

The Miramar Installation Bulk Storage Tank  
139 Park Road



October 2021

Historic Heritage Evaluation	
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## Executive Summary

The Miramar Installation Bulk Storage Tank has been evaluated for assessment because it has been nominated for inclusion on the Wellington City Council Schedule of Historic Heritage Buildings.

The last extant bulk storage tank of the British Imperial Oil Company's installation is located at 139 Park Road, Miramar. The site was purchased by the Company in 1922.<sup>1</sup> Work on the installation began in 1925 for the purpose of bulk storage of petroleum, kerosene, and liquid fuels. When completed, it was the first bulk storage installation in New Zealand and remained the centre of operations even after a network of installations were erected at port cities throughout New Zealand.<sup>2</sup> The tank is a steel drum of considerable size; 11.8 metres high and 36 metres in diameter.<sup>3</sup> It is constructed of sheet metal of varying thickness with ten-gauge steel roof. It remained in use until the mid-1960s when the installation plant was effectively decommissioned. One lone tank was left on the site. In 1992 the tank was repurposed as a café for a Garden Centre. Architect Shahrim Jazbani designed two entrances, windows and removed part of the roof into which glazed lights were inserted.<sup>4</sup> In 2017 the tank was sold to Sir Peter Jackson and Fran Walsh for the expansion of the Park Road Post Production studios.<sup>5</sup>

It is recommended that Miramar Installation Bulk Storage Tank is added to the Schedule of Historic Heritage Items. The extent should be based on the legal land parcel excluding every other structure on site but the tank. It has significant historic values; its townscape values contribute to an understanding of the history and development of the area; and the tank provides technological information about standard design and construction. The structure retains much of its original integrity and is a good example of its type. It also appears to be a rare extant example of 1920s bulk storage tanks constructed in New Zealand.

## Summary Statement of Significance

Miramar Installation Bulk Storage Tank has significant historic and technological values. The following summarises the fundamental values of the place identified against the heritage significance criteria:

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<sup>1</sup> LINZ, "RT WN290/62."

<sup>2</sup> Cooke, p.19.

<sup>3</sup> Wellington City Council, "Gas Tank (Former) 139 Park Road PFG Summary Report."

<sup>4</sup> Wellington City Council.

<sup>5</sup> Stuff, "Peter Jackson and Fran Walsh Expand Empire with Garden Centre Deal"; LINZ, "RT WN23A/296."



The Miramar Installation Bulk Storage Tank is an increasingly **rare representative** example of bulk storage tanks erected nationally in the 1920s and the technology used to build such massive storage tanks in the early decades of the twentieth century. Its level of **integrity** is **significant**. The **technological** and engineering techniques employed **nationally**, and likely **internationally**, are largely unmodified and still readable. The Tank is also historically **significant** regionally and **nationally** for its association with the development of New Zealand's transportation industry and the country's first bulk storage installation. Its imposing presence is a **significant** landmark in the local **townscape** testifying to the type of industries which once occupied the surrounding area. The Miramar Installation Bulk Storage Tank has been assessed to have overall **significant** historic heritage values.

## Purpose

The purpose of this document is to evaluate The Miramar Installation Bulk Storage Tank located at 139 Park Road against Wellington City Council's criteria for inclusion on the District Plan schedule of historic heritage buildings. The document has been prepared by New Zealand Heritage Properties Ltd for the Wellington City Council. It is intended solely for the use by Wellington City Council.

## Scope

The scope of this report is an assessment of the historic heritage values embodied by The Miramar Installation Bulk Storage Tank at 139 Park Road, Miramar, Wellington. The assessment is a desktop study and is based on a summary report. The assessment was supplemented by additional documentary sources and images.

Values are considered against Wellington City Council and Greater Wellington Regional Council criteria for inclusion on the District Plan Heritage schedule. The site has not yet been visited.

As with any heritage assessment, there were a number of constraints experienced in the preparation of this report, including a lack of plans and construction records. Newspaper sources were essential to understanding the development of the site. It should be noted that the Optical Character Recognition (OCR) software, which converts these sources into digitised word searchable text, creates some errors in translation. This limits a researcher's ability to accurately identify all contemporary information.



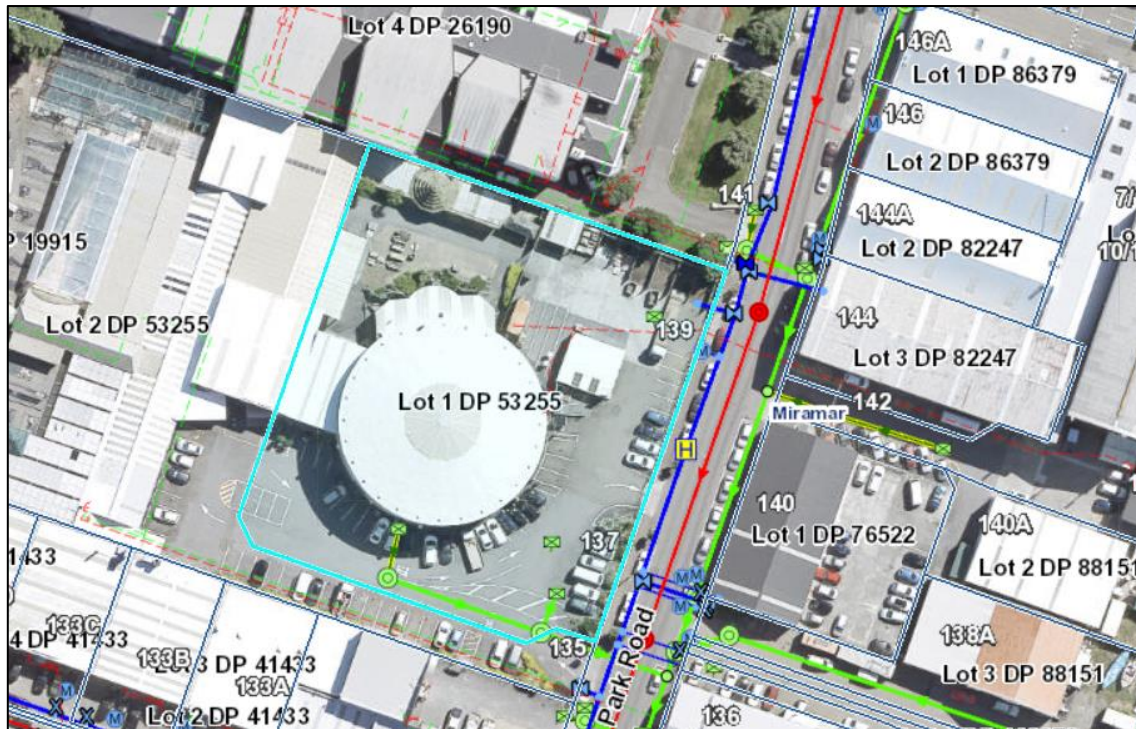
# Heritage Inventory Report

Site Detail	
Site address or address(es) and/or location	139 Park Road, Miramar, Wellington
Property Name	Miramar Installation Bulk Storage Tank
Other names	California Garden Centre
Legal Description(s) and Record of Title identifier(s), Deeds register and/or Gate notice information	Lot 1 DP 53255 (RT WN23A/296), Wellington Land District
NZTM grid reference	NZTM E 1752451 N 5425393
District Plan Reference Number	
Sites of significance to Māori	None
WCC Heritage Area	None
HNZPT listed	None
HNZPT category	N/A
Archaeological site (Heritage New Zealand Pouhere Taonga Act 2014, Section 6)	Potential
New Zealand Archaeological Association (NZAA) site record number(s)	N/A
Constructed	1925-1926
Significant alterations or additions	1992
Architect	1925 Unknown (standard design) 1992 Shahrin Jazbani
Builder	A.E Middleton, W. Hutson
Former uses	Trade – Warehouse/storage area Utilities – All Trade – Café



	Trade – Shopping/retail complex <sup>6</sup>
Current uses	Unknown

Extent: WCC Onemap, accessed June 2021



## Historical Summary

This section provides the results of documentary research into the Bulk Storage Tank’s historical background. This research provides context and informs our understanding of the heritage values of the structure.

*The below section of history has been adapted from Andy Dodd’s 2020 Archaeological Assessment of Motukairangi Reserve – Miramar Peninsula, compiled for Wellington City Council.*

<sup>6</sup> Taken from Heritage New Zealand Pouhere Taonga’s standardised list of current and former uses.





## Land history

The initial settlement of New Zealand from East Polynesia is believed to have occurred by AD1250-1300.<sup>7</sup> This is supported by environmental studies which show widespread forest clearance and establishment of fern species around AD1200-1400.<sup>8</sup> People rapidly explored and settled the new country shortly after their arrival. Early archaeological deposits containing moa bone and eggshell have been reported on the Miramar Peninsula, and this suggests that this area, like many parts of New Zealand, was explored shortly after the first people arrived.

Polynesian navigator Kupe is said to have landed at Maraenui, near Seatoun, and established cultivations there while he continued to explore Cook Strait.<sup>9</sup> Place names in the vicinity attributed to Kupe Te Aroaro o Kupe (Steeple Rock) and Te Tūrangānuī a Kupe (Worser Bay). Kupe's descendant, Whātonga, is also reported to have visited Wellington Harbour. Whātonga explored much of the lower North Island, and on his return to Māhia, encouraged his sons Tara and Tautoki to migrate and settle the areas he had explored. The name Te Motu Kairangi is said to have been bestowed on what is now the Miramar peninsula at this time and alludes to the peninsula having been an island at the time of first human arrival.<sup>10</sup>

A major Māori settlement on Te Motu Kairangi included a major Ngāi Tara pā above Worser Bay known as Te Whetūkairangi.<sup>11</sup> During the fifteenth century Muaūpoko are said to have sacked many of the Ngāi Tara pā and kainga around Wellington Harbour. Ngāi Tara withdrew to their fortifications on Motu Kairangi, and although Muaūpoko attempted to cross the channel on specially constructed rafts they were repelled by the Ngāi Tara defenders.<sup>12</sup> Muaūpoko did not remain in the area and

<sup>7</sup> Higham, T. and M. Jones, 2004, 'Chronology and Settlement' in Furey, L. and S. Holdaway (eds) *Change Through Time: 50 Years of New Zealand Archaeology*. NZAA Monograph 26. New Zealand Archaeological Association, Auckland, 232.

<sup>8</sup> McGlone, M. and J. Wilmshurst, 1999, Dating initial Māori environmental impact in New Zealand. *Quaternary International* 59:5-16, 12.

<sup>9</sup> Best, E., 1901, 'Te Whanganui-a-Tara. Wellington in pre-Pakeha days' *Journal of the Polynesian Society* 39(3):107-165.

<sup>10</sup> Evening Post, 'Old Wellington: The Original Place-Names. Stories in Words, and Some Geography', Volume LXXXIII, Issue 136, 8 June 1912, p.10; Adkin, G.L., *The Great Harbour of Tara: Traditional Maori Place-names and Sites of Wellington Harbour and Environs* (Whitcombe and Tombs Ltd, Wellington, 1959), p.43.

<sup>11</sup> Evening Post, 'Old Wellington'; Best, E., 1917, 'The Land of Tara and they who settled it: The Story of the Occupation of Te Whanga-nui-a-Tara (the great harbour of Tara) or Port Nicholson by the Maori' *Journal of the Polynesian Society* 26(4):143-169; McEwen, J.M., 'Rangitāne: A Tribal History', (Reed Methuen Publishers Ltd, Auckland, 1985), 55-57; Cooke, P. and M. Love, 'Military Heritage on Miramar Peninsula'. Unpublished client report, 2009.

<sup>12</sup> Best, E., 1923, 'Miramar Island and its History: How Motu-kairangi was discovered and settled by Polynesians, and how, in times long past, it became Miramar Peninsula,' *Transactions and Proceedings of the Royal Society of New Zealand* Vol. 54, 785.





following their departure the Ngāi Tara settlements and fortifications were re-established.

Sometime after this the isthmus was formed as a result of seismic uplift, closing off the Te Awa-a-Taia channel. An earthquake of the fifteenth century is referred to in some accounts as Hao-whenua, although since Hao-whenua refers to the swallowing of the land, it has been questioned whether Hao-whenua earthquake of the fifteenth century and the event which caused the uplift linking the island to the mainland were the same.<sup>13</sup>

Another group to establish settlements on the Miramar Peninsula were the Ngāti Ira, descendants of Ira-turoto and of Rangitāne.<sup>14</sup> The Matakikai-poinga pā near Mt Crawford is reputed to have been a lookout belonging to the Ngāti Kaitangata hapū of Ngāti Ira.<sup>15</sup> The Ngāti Kaitangata hapū of Ngāti Ira also had an open settlement Kau-whakāra-warū kainga located beside the stream in Kau Bay.

The first two decades of the nineteenth century were a time of renewed conflict following the introduction of muskets to New Zealand. The western side of the harbour along with the Miramar Peninsula was largely deserted by Ngāti Ira on account of the threat of invasion.<sup>16</sup> However, the raids failed to completely drive away Ngāti Ira, and the invading taua did not seek to retain land or establish settlements.<sup>17</sup>

In the 1820s and 1830s, a number of heke (migration) saw the arrival of Ngāti Toa, Ngāti Koata, Ngāti Rarua, Ngāti Tama, Ngāti Mutunga, and Te Ātiawa in the area. Following the later departure of Ngāti Tama and Ngāti Mutunga to the Chatham Islands in 1835, Te Ātiawa re-occupied a number of their settlements around Wellington Harbour and the Hutt Valley, including the Miramar Peninsula.<sup>18</sup> The northern part of Shelly Bay was the site of a Māori village known as Maru-kai-kuru.<sup>19</sup> McLeod refers to a place called Haru-kai-kuru, but on a postcard listing Miramar

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<sup>13</sup> Best, E., 1918, 'The Land of Tara and they who settled it: The Story of the Occupation of Te Whanga-nui-a-Tara (the great harbour of Tara) or Port Nicholson by the Maori' *Journal of the Polynesian Society* 27(1), 1—25, 49-71, 99-114, 165-177; Cooke, P. and M. Love, 2009, 8.

<sup>14</sup> Ballara, A., 1990, 'Te Whanganui-a-Tara: Phases of Maori Occupation of Wellington Harbour c.1800-1840.' In Hamer, D. & Nicholls, R. (eds.) *The Making of Wellington 1800-1914*, Victoria University Press, Wellington, 12; WAI 145, 2003, *Te Whanganui a Tara Me Ona Takiwa: report on the Wellington District*, Waitangi Tribunal, Wellington, 18-19.

<sup>15</sup> Cooke, P. and M. Love, 2009, 18.

<sup>16</sup> Ballara 1990, 13.

<sup>17</sup> Naus, N., 2008, *Crown Land Disposal. Heritage Assessment. Defence Force Land, Miramar Peninsula*. Unpublished report on file at Heritage New Zealand, 6.

<sup>18</sup> Cooke, P. and M. Love, 2009, 14-15; WAI 145, 2003, 26.

<sup>19</sup> Cooke, P. and M. Love, 2009.



peninsula sites of Māori association he includes Maru-kai-kuru as a site for which he has no further information on location.<sup>20</sup> Citing Smith, Adkin reports that it was occupied by Ngāti Mutunga, and notes that it was located three-quarters of a mile south of the point on the eastern side of Evans Bay.<sup>21</sup>

### Early days

In 1898 the first two cars were imported into the country by William McLean of Wellington. The first imports were expensive and only the wealthy could afford to drive. As cars became more common, they became cheaper, and the New Zealand public took to the new mode of transport with enthusiasm. By the 1920s, the Ford motor car and the United States' Chevrolet were the most popular motor vehicles.<sup>22</sup> By June 1925, there were 106,449 motor vehicles registered in New Zealand and cars had become the dominant form of transport.<sup>23</sup>

To fuel these cars, petrol arrived in New Zealand in drums and tins. It was transported by horse and cart and stored in local warehouses. Blacksmiths, grocers, and stock and station agents sold petrol in 4-gallon (18-litre) tins and larger drums. It was an awkward and inefficient way of distributing what had quickly become an essential resource for New Zealand transport and industry. It was also dangerous to ship and to store in this form.<sup>24</sup>

### A “Wonderland” Site

In 1922 the British Imperial Oil Company, a subsidiary of Shell Transport and Trading Company, purchased twenty seven acres on Part Sections 5, 6, 7, and 8 of Watts Peninsula District.<sup>25</sup> The area was originally part of a larger swathe of farm land.<sup>26</sup> The site had been used as a military exercise area and, by the 1890s, was part of “Miramar Park” which was used as a racecourse. By 1907, the site was in use as an amusement park named “Wonderland”, after which Park Road was also named.<sup>27</sup> It was later said that the “wonderland recreation of old” was replaced by

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<sup>20</sup> McLeod, H. N., 1904, ‘The Site of Maupuia Pa, Miramar’ Transactions and Proceedings of the Royal Society of New Zealand 37, 173; McLeod, H. N., 1907, Map of Miramar Peninsula, Wellington showing pa sites, published by Hector McLeod and Company. Alexander Turnbull Library ½-003762-F.

<sup>21</sup> Adkin, G.L., The Great Harbour of Tara, p.38; Smith, S. Percy, 1910, History and Traditions of the Maori of the West Coast North Island of New Zealand Prior to 1840, Polynesian Society, New Plymouth, 407.

<sup>22</sup> Pawson, “Cars and the Motor Industry.”

<sup>23</sup> Statistics NZ, “New Zealand Official Year-Book.”

<sup>24</sup> Cooke, “Shell in New Zealand,” 17; Cook, “Energy Supply and Use - Oil Storage and Distribution’.”

<sup>25</sup> LINZ, “RT WN290/62.”

<sup>26</sup> LINZ, “RT WN115/277.”

<sup>27</sup> Cooke, “Shell in New Zealand,” 31.



a “wonderland of industry”.<sup>28</sup>

After some transfer of land between the City Council and the Company, by 1923 the British Imperial Oil Company owned 25 acres around Park Road in Miramar.<sup>29</sup> The selection of the site for the new bulk storage facilities prompted Wellington Harbour Board to offer to build a new wharf a few hundred yards north of Miramar Wharf for tankers to discharge.<sup>30</sup>

### **Bulk Storage**

In February 1925 Sir Robert Waley Cohen, Managing Director of the Shell Transport Trading Company, visited New Zealand. He announced that the British Imperial Oil Company was constructing a large installation at Miramar to provide bulk storage for petrol, kerosene and liquid fuels. The cost would run into six figures but would “open a new era of petrol distribution in New Zealand”<sup>31</sup>. Wellington was to be the first city in the country to possess facilities for the bulk storage and distribution of petrol and kerosene. Although several more depots were planned in port towns, Miramar would serve as the main supply centre.<sup>32</sup>

Works on the installation, as the Miramar base was called, began in 1925 and took twelve months to complete.<sup>33</sup> The supervisor building the installation was A.E. Middleton, brought over from Australia for the job. W. Hutson oversaw construction. He replaced Middleton in 1927 as superintendent of the installation.<sup>34</sup> The Company invested about £100,000 in the works and when completed the installation comprised “the most modern facilities and equipment for the handling of oil in bulk”.<sup>35</sup> In mid-January 1936, the Shell Company’s tanker the *S.S. Murex* arrived in Wellington, carrying thousands of tons of “motor spirit”.<sup>36</sup> It was the first shipment of petroleum in bulk to reach New Zealand.<sup>37</sup>

New Zealand’s first bulk petroleum installation was officially opened by Prime Minister J.G. Coates on 21 January 1926, where it was declared that “Wellington is the pioneer city in the matter of bulk”.<sup>38</sup> The Prime Minister spoke of how few New Zealanders “recognise the change that is taking place in connection with our

<sup>28</sup> Otago Witness, “Oil Industry Expansion.”

<sup>29</sup> LINZ, “RT WN 306/58”; LINZ, “RT WN281/174.”

<sup>30</sup> Cooke, “Shell in New Zealand,” 17.

<sup>31</sup> New Zealand Times, “Petrol Supplies.”

<sup>32</sup> Evening Post, “A New Industry.”

<sup>33</sup> Evening Post, “An Oil Tanker.”

<sup>34</sup> Cooke, “Shell in New Zealand,” 31.

<sup>35</sup> Evening Post, “An Oil Tanker”; Evening Post, “Shell Company.”

<sup>36</sup> Evening Post, “A New Industry”; Evening Post, “An Oil Tanker.”

<sup>37</sup> Evening Post, “A New Industry”; Evening Post, “An Oil Tanker.”

<sup>38</sup> Cooke, p.19.



ordinary life, affecting industry and social conditions. I refer to the change that is taking place from coal to oil – a change that is having a great effect upon our Empire...in transport and other ways”.<sup>39</sup> Coates also noted the 150,000 vehicles dependant on petrol: “The motor vehicle in all its forms has come to stay”. The Prime Minister recognised that it was the duty of the Government, in Coates’ words, to see that there were constant supplies of petrol available. The ability provided by the Miramar tanks to store petrol for eight to twelve months’ supply was “a very important step ahead...and of value to our country”.<sup>40</sup>

News of the opening of the installation was reported in newspapers up and down the country. The *Otago Witness* reported on the Shell Company’s “comprehensive bulk scheme for New Zealand...the completion of the Miramar works lays the foundation stone on which will be built up a comprehensive scheme for the distribution in bulk from North Cape to the Bluff”.<sup>41</sup> By November 1926 Auckland had its own installation; bulk storage tanks were erected in Dunedin and Christchurch in 1927, and Lyttelton in 1928. Miramar remained the centre of distribution.<sup>42</sup>

### The Tanks

Miramar’s eight bulk storage tanks were connected to temporary pipelines that covered one and a quarter mile to the Miramar Wharf. The Wellington Harbour Board’s promised new oil wharf was not completed by the time operations began on 25 January 1926.<sup>43</sup> Petrol was pumped from the *SS Murex* to the “huge storage tanks” in Park Road.<sup>44</sup> The pipelines connected to three “lofty” distributing tanks which then pumped the petrol into the storage tanks.<sup>45</sup> The tanks were New Zealand’s first major ocean-fed oil terminal.<sup>46</sup>

The storage tanks were only briefly described in the newspapers of the day. They ranged in size, able to hold between 2000 and 10,000 tons of “motor spirit, kerosene, and liquid fuel”.<sup>47</sup> Around 5,000,000 gallons of petrol (c.19 million litres) were held at one time, 4,000 tons of kerosene and 80,000 tons of liquid fuel.<sup>48</sup> Precautions were taken to prevent fire “but in the event of this unlikely occurrence,

<sup>39</sup> Evening Post, “Shell Company.”

<sup>40</sup> Evening Post.

<sup>41</sup> Otago Witness, “Oil Industry Expansion.”

<sup>42</sup> Cooke, “Shell in New Zealand,” 19.

<sup>43</sup> Evening Post, “An Oil Tanker”; Cooke, “Shell in New Zealand,” 18; Evening Post, “The Miramar Installation at Work.”

<sup>44</sup> Evening Post, “A New Industry.”

<sup>45</sup> Evening Post, “The Miramar Installation at Work.”

<sup>46</sup> Cooke, “Shell in New Zealand,” 36.

<sup>47</sup> Evening Post, “Shell Company.”

<sup>48</sup> Evening Post.



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provision is made for immediate localisation and extinction”.<sup>49</sup>

Interest in the installation was high. A journalist was part of a group who visited the complex in February 1926. The party were met by a gate-keeper “who courteously takes into temporary custody any matches that may be carried.”<sup>50</sup> The site included brick offices, a tin factory building, filling sheds, and the storage tanks. The largest tank, holding 10,000 tons of oil could be filled in 50 hours.<sup>51</sup>

The storage tanks compound presents a fortified appearance with its eight huge tanks surrounded by an earth embankment five feet high. The capacity of the tanks is 26,560 tons, equal to six and a-half million gallons. Inside the compound are three small but lofty tanks, into which the spirit is pumped by means of compressed air, and then allowed to gravitate to other tanks in the various filling departments.<sup>52</sup>

Petrol was distributed from Miramar by means of bulk tank motor lorries or rail tank cars. From the lorries the petrol was delivered to each bowser by means of a hose.<sup>53</sup> The new system was a “boon to motorists” as it was a much cheaper system of supplying petrol compared to the existing method of using expensive tins and cases. It also avoided the petrol leakage which occurred from the tins and cases when transporting and storing.<sup>54</sup>

### **The end of an era**

From 1927 the installation was run under the brand Shell Company of New Zealand.<sup>55</sup> The installation continued to grow: tanks to store aviation fuel were added around 1941. By 1953 there were nine bulk storage tanks and twelve service tanks.<sup>56</sup> A tank for Solvent X-55 was installed around 1955.

By the early 1960s, Miramar Wharf had become too small to handle the increasing size of oil tankers. A new depot on reclaimed land at Seaview, built in 1958, allowed for the docking of ships.<sup>57</sup> The Miramar installation began to be wound down by Shell. Some of the original storage tanks were transported to Seaview in 1965 while

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<sup>49</sup> Waikato Times, “Auckland Installation Opened.”

<sup>50</sup> Otago Witness, “Oil Industry Expansion.”

<sup>51</sup> NZ Truth, “Fate of Benzine Tin.”

<sup>52</sup> Otago Witness, “Oil Industry Expansion.”

<sup>53</sup> Evening Post, “Shell Company.”

<sup>54</sup> Evening Post, “A New Industry.”

<sup>55</sup> National Library, “British Imperial Oil Company.”

<sup>56</sup> Cooke, “Shell in New Zealand,” 36.

<sup>57</sup> Ibid, p.23.



others were demolished. Shell subdivided the land into several lots and one remaining tank was left on Lot 3.<sup>58</sup>

### **New uses**

In 1966 Lot 3, and the tank, were purchased by Blundell Bros Limited.<sup>59</sup> Blundell Bros were the owners of the *Evening Post* and they converted the tank into newsprint storage.<sup>60</sup>

In 1971 Keith Lowe leased Lot 3 for use as a garden centre. His father had opened his first business, known as California Fruit, on Lambton Quay in 1946.<sup>61</sup> The business gradually moved from selling fruit and vegetables to selling plants and seeds. As the business expanded, a larger location was needed. The venture proved successful and when the land was subdivided in 1982 into Lot 1 (occupied by the tank) and Lot 2, the Lots were purchased for the garden centre.<sup>62</sup>

The business continued to go from strength to strength. In the early 1990s, the idea of an on-site café was mooted. The tank appealed as a venue and was deep cleaned, sealed, and repainted. Iranian-born architect, Shahrin Jazbani, redesigned the tank by partially removing the roof and introducing glazed panels to allow natural light in. Simple, modern doors and windows were also added. Unfortunately, the difficulties of the work helped to bankrupt the contractor. Another builder was engaged and by completion costs had reached \$500,000. In October 1992 the then Minister of Conservation, Denis Marshall, opened the café and display area.<sup>63</sup>

In 2017 Stanley Properties, owned by Sir Peter Jackson and Fran Walsh, purchased the California Garden Centre, including the tank, so they could expand their neighbouring Park Road Post Production studios.<sup>64</sup> It is unclear what reuse is intended for the tank but whatever its future, its past is noteworthy.

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<sup>58</sup> LINZ, "RT WND1/272."

<sup>59</sup> LINZ, "RT WNE3/1272."

<sup>60</sup> Cooke, p.142.

<sup>61</sup> *Dominion*, 27/11/1992.

<sup>62</sup> LINZ, "RT WN23A/296"; LINZ, "RT WNE3/1272."

<sup>63</sup> Wellington City Council, "Gas Tank (Former) 139 Park Road PFG Summary Report."

<sup>64</sup> Stuff, "Peter Jackson and Fran Walsh Expand Empire with Garden Centre Deal"; LINZ, "RT WN23A/296."





## Photographs and Images



View of the glazed portions of the roof added in 1992. From Wellington City Council, "Gas Tank (Former) 139 Park Road PFG Summary Report.

## Chronologies and Timelines

### Timeline of events, including modifications

1922	Site purchased by British Imperial Oil for bulk storage installation.
1924-1954	Buildings and structures – Miramar oil tanks and wharf (424).
1925-1926	Installation plant erected, including storage tanks.
1966	Building permit issued for altering the oil tank to a paper store. (C20063).
1966-1968	Building: Paper Store (Oil Tanks) Miramar North Road, Evening Post, Blundell Bros (6/2518).
1971	Becomes part of California Garden Centre.
1992	Redesigned as café. Architect, Shahrin Jazbani. Roof partially removed and replaced with skylight. Doors and interior fittings added
2002	Building consent for replacement of the existing roof linkway between the garden centre and the tank (85671)
2017	Purchased as addition to Park Road Post studios.





## Occupation history

1926-1966	Petrol storage tank
1966-1971	Paper storage tank

## Biographies

### British Imperial Oil Company and Shell

In 1903, Consolidated Petroleum Company (owned by the Rothschild Group) and the Royal Dutch Petroleum Company joined the Shell Transport & Trading Co. Ltd to form the Asiatic Petroleum Co. Ltd. Asiatic Petroleum was specifically formed to distribute the products of its three parent firms to Asia, Australasia and parts of Africa. In 1904, petroleum executive Ernest Wagstaff was sent to Melbourne to head Asiatic Petroleum's Australasian subsidiary. Wagstaff named the enterprise the British Imperial Oil Co. Ltd, "hoping to appeal to the imperial patriotism of his customers and fearing that the word 'Asiatic' might be poorly received in Australia."<sup>65</sup>

The first record of the British Imperial Oil Company in New Zealand is a November 1910 advertisement notifying that the Company had offices on Jervois Quay in Wellington.<sup>66</sup> In January 1911 newspapers reported that the British Imperial Oil Company was building stores in Auckland, Christchurch, Dunedin and Wellington for kerosene, motor spirit and benzine.<sup>67</sup> In June that year the first import of Shell Oil, 45,000 cases, arrived on the *John Hardie* at Wellington.<sup>68</sup>

British Imperial was registered in Wellington in August 1912. In 1927 the name of the company changed to the Shell Company of New Zealand.<sup>69</sup>

## Plans and Elevations

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<sup>65</sup> Murray, "Wagstaff, Ernest Edward (1870–1965)."

<sup>66</sup> Press, "Page 1 Advertisements Column 6."

<sup>67</sup> Waipawa Mail, "Commercial."

<sup>68</sup> Evening Post, "Late Shipping."

<sup>69</sup> National Library, "British Imperial Oil Company."



## Physical Description

### Setting – geographical / physical context

Miramar is a suburb of Wellington, south-east of the city centre. The Miramar Peninsula lies at the entrance of Wellington Harbour and is around 800 hectares in size. A high ridge runs north-south along the peninsula, with the suburbs of Seatoun and Miramar covering the flats. These areas are mainly covered in residential housing. The north edge of the peninsula includes large areas of regenerating native bush, pine forest, and some farmland. The coastline is rocky, but there are also numerous bays with accessible sandy beaches.

### Buildings or structures

Little is known about the construction of the tank. In the early days of steel tank production, riveting was the most common method of joining steel. During the 1920s and 1930s, arc welding replaced the riveting process for many steel fabricators, which led to higher quality tanks. Galvanized steel sheet was most often used as cladding. The basic cylindrical design was standard until the mid-1950s when innovations began to surface.<sup>70</sup>

The Miramar Installation Bulk Storage Tank is a huge steel drum, 11.8 metres high, 36 metres in diameter, and was originally capable of storing around 16 million litres of fuel.<sup>71</sup> A description of the type of tanks erected by the British Imperial Oil Company appeared in November 1926:

The storage Reservoirs are constructed of sheet metal of thicknesses varying from 9-16th inches at the bottom to 1/4in. at the top, and the steel roof (or top) is of 10 gauge. To regulate the expansion and contraction of the contents of the Tanks under certain atmospheric conditions, valves which act automatically are provided on the roof near the edge. Roof sprays have been installed so as to provide a film or envelope of water when required for cooling purposes. Every precaution has been taken to prevent the outbreak of fire...<sup>72</sup>

In 1992 an entrance was cut in the east side of the tank facing Park Road, and another was placed diametrically opposite on the west side. Windows were also

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<sup>70</sup> Geyer, "Excerpted from the Handbook of Storage Tank Systems Available Now."

<sup>71</sup> Wellington City Council, "Gas Tank (Former) 139 Park Road PFG Summary Report."

<sup>72</sup> Waikato Times, "Auckland Installation Opened."



installed. Part of the roof was replaced with glazing allowing natural light to the interior. All alterations were designed in clean and simple modern lines, appropriate for the character of the original structure. The integrity of the structure remains high, with the walls of the drum intact but for the new openings, and the steel roof trusses in place.

## Materials

Construction materials include:

- Sheet metal of thicknesses ranging from half an inch to a quarter inch
- Ten-gauge steel roof

## Archaeological sites

The former Miramar Installation is not a scheduled archaeological site. The land, however, was a site of pre-1900 activity and there may be archaeological remains sub-surface.

## Setting – surroundings / site description

The Tank is located on Park Road at the northern end of the Miramar flat. The surrounding area still has an industrial character, with workshop and engineering buildings at 144, 146 and 148 Park Road remaining from the days of bulk storage at the installation.<sup>73</sup> The tank is easily viewed from Park Road. It sits in large open space, surrounded by car parking space created for the former garden centre.

Park Road is also known as the heart of Wellington’s Hollywood.<sup>74</sup> In the late 1990s film director Sir Peter Jackson purchased the National Film Unit buildings, dating back to 1936.<sup>75</sup> This was the beginning of a series of multimillion-dollar studios, sound stages, and pre- and post-production facilities in Miramar that include Stone Street Studios, Park Road Post, Weta Digital, and Weta Workshop.<sup>76</sup> Today, Park Road has been described as epitomising the “Miramar spirit”.<sup>77</sup>

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<sup>73</sup> Wellington City Council, “Gas Tank (Former) 139 Park Road PFG Summary Report.”

<sup>74</sup> Dominion Post, “Long Journey from Fuel to Film.”

<sup>75</sup> Martin, “‘Documentary Film’, in Te Ara - the Encyclopedia of New Zealand.”

<sup>76</sup> Struthers, “Miramar Peninsula: A Historical and Social Study,” 60–61, 85–86.

<sup>77</sup> Dominion Post, “Long Journey from Fuel to Film.”



## HNZPT Extent of List Entry

The Miramar Installation Bulk Storage Tank is not listed on Heritage New Zealand Pouhere Tonga's List/Rārangi Kōrero.

## Comparative Analysis Summary

By the 1920s, bulk storage tanks appear to have been a relatively homogenous design: round, high and of significant mass, they were built from steel. Given the Miramar tanks were erected under the supervision of Australian A.E. Middleton, the design was at least standard for Australasia, and possibly globally. Certainly the British Imperial Oil Company's storage tanks in Auckland, built later in 1926, appear to be exactly the same design as those at Miramar.

The Vacuum Oil Company (later Mobil Oil) also erected bulk storage tanks in Miramar in 1926.<sup>78</sup> No construction details were provided but their appearance is identical to those of the British Imperial Oil Company's. It appears that steel storage tanks were of a standard design across the petroleum industry.

By way of some contrast, the Wellington Gas Company erected a gas storage tank in Miramar in 1926. Gas tanks were known as gasometers or gasholders. It was significantly higher, at 45 metres, and was a spiral guided design. Instead of being braced by columns on the exterior of the tank, there was a spiral guide. The holders were a series of interconnected parts (or lifts) which rose and fell depending on the volume of the gas stored – a technology not necessary for the storage of petroleum.<sup>79</sup>

None of these 1920s tanks appear to have survived, apart from this lone bulk storage tank in Miramar. Desktop research has not identified any similar 1920s storage tanks having been adaptively reused.

## Evaluation Criteria

**A. *Historic values: these relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.***

<sup>78</sup> Evening Post, "Page 6 Advertisements Column 2."

<sup>79</sup> Thomas, "Gasholders and Their Tanks."



**(i) Themes: the place is associated with important themes in history or patterns of development.**

The Miramar Installation Bulk Storage Tank is associated with the themes of trade and commerce, technology and engineering, and transport. Its construction tells us much about the standard design of bulk storage tanks for liquid fuels in Australasia, and likely globally. The tank is also associated with transportation, increased private ownership of motor vehicles, and developments by the international oil companies to provide bulk fuel storage on New Zealand shores. The tank was part of New Zealand's first bulk petroleum installation at Miramar: the country's first major ocean-fed oil terminal. These thematic associations give the tank **significant national historic value**.

**(ii) Events: the place has an association with an important event or events in local, regional or national history.**

The Miramar Installation Bulk Storage Tank has **some** significance for its association with the first shipment of petroleum in bulk to reach New Zealand on the *S.S. Murex*. The tank then is considered to have **some national** significance through this association.

**(iii) People: the place is associated with the life or works of an individual, group or organisation that has made a significant contribution to the district, region or nation**

The Miramar Installation Bulk Storage Tank is associated with the British Imperial Oil Company, the first to introduce bulk petrol supplies into New Zealand, and its parent company Shell. In 1927 Shell replaced British Imperial and established itself as a market brand in New Zealand. The tank therefore has **significant national value** for its association with these two historically notable companies.

**(iv) Social: the place is associated with everyday experiences from the past and contributes to our understanding of the culture and life of the district, region or nation.**

N/A



***B. Physical values: these values relate to the physical evidence present.***

- (i) Archaeological: there is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.***

The site was originally part of a larger swathe of land used for farming. It was also used as a military exercise area and, by the 1890s, was part of “Miramar Park” which was used as a racecourse. There is therefore **some** potential for the site to be archaeologically valuable.

- (ii) Architectural: the place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values***

While designed as functional, industrial infrastructure, the Miramar Installation Bulk Storage Tank is notable for its form, including its significant scale, mass, and material. Its architectural values were enhanced in 1992 when sympathetic architectural techniques were employed to adaptively reuse the structure to create a unique commercial property that maintains its industrial integrity. The tank has **some** architectural values of **regional** importance.

- (iii) Townscape: the place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.***

The Miramar Installation Bulk Storage Tank’s height, bulk and strong geometric form is a landmark in the semi-industrial setting and its loss would have a detrimental effect. Its association with the industrial heritage of the area provides continuity for surrounding industrial buildings. The tank has **significant** landmark values, contributing to the industrial streetscape on a **local** level.



<p><b>(iv) Groups: The place is part of a group of buildings, structures, or sites that taken together have coherence because of their age, history, style, scale, materials, or use.</b></p>
<p>N/A</p>
<p><b>(v) Surroundings: the setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.</b></p>
<p>N/A</p>
<p><b>(vi) Scientific: The area or place has the potential to provide scientific information about the history of the district or region</b></p>
<p>N/A</p>
<p><b>(vii) Technological: the place provides evidence of the history of technological development; and/or demonstrates innovation or important methods of construction or design; and/or contains unusual construction materials.</b></p>
<p>The Miramar Installation Bulk Storage Tank’s steel walls, roof trusses and overall design testifies to the nature of steel tank construction during the 1920s in New Zealand and Australasia. There is little documentary evidence available to describe in detail the philosophies, design and construction techniques employed in these massive storage tanks. This makes the presence of the tank and its readable structure significant. The tank has <b>significant national</b> technological values as a 1920s bulk storage tank of international design.</p>
<p><b>(viii) Integrity: the significant physical values of the place have been largely unmodified. This includes the retention of important modifications and/or additions from later periods.</b></p>
<p>Despite the Miramar Installation Bulk Storage Tank’s change of use, the structure is</p>





largely unmodified. Although part of the roof has been replaced with glass skylights, and doors and windows have been added to the structure, these modifications have been carried out sympathetically and allowed the tank to be adaptively reused. It still retains a **significant** degree of **integrity**.

**(ix) Age: the place is particularly old in the context of human occupation of the Wellington region.**

N/A

**C. Social values: these values relate to the meanings that a place has for a particular community or communities.**

**(i) Sentiment: the place has strong or special associations with a particular cultural group or community for spiritual, political, social, religious, ethnic, national, symbolic or commemorative reasons.**

N/A

**(ii) Recognition: the place is held in high public esteem for its historic heritage values, or its contribution to the sense of identity of a community, to the extent that if it was damaged or destroyed it would cause a sense of loss.**

N/A

**(iii) Sense of place/ continuity: the place provides evidence of cultural or historical continuity, or contributes to a sense of place for a community**

N/A

**D. Tangata whenua values: the place is sacred or important to Māori for spiritual, cultural or historical reasons.**

N/A



***E. Rarity: the place is unique or rare within the district or region.***

The Miramar Installation Bulk Storage Tank is a rare survivor of the early days of bulk fuel provision in New Zealand. Today, there are few visual reminders of the 1920s innovation of bulk fuel storage. Desktop research found no other bulk storage tanks repurposed for adaptive reuse. The tank, then, has **some** significance for its increasing rarity at a **national** level.

***F. Representativeness: the place is a good example of its type, era or class it represents.***

The Miramar Installation Bulk Storage Tank represents the network of British Imperial Oil bulk tanks that were once dotted around the country. It also represents the bulk storage tanks of other petroleum companies active in New Zealand, such as the Vacuum Oil Company (later Mobil). Comparative analysis indicates it is **significantly representative** of bulk storage tanks at a **national** level.

## Recommendations

The Miramar Installation Bulk Storage Tank meets the threshold for eligibility as a Historic Heritage Building and is recommended to be added to the District Plan Schedule of Historic Items. It is further recommended that it is scheduled as “Miramar Installation Bulk Storage Tank”, rather than the common misnomer “Gas Tank”.

### Other recommendations

It is also recommended that Miramar Installation Bulk Storage Tank is nominated for inclusion on the Heritage New Zealand Pouhere Tonga’s List/Rārangi Kōrero.

## Extent of the Place

The recommendation is that the extent of the place is the legal land parcel excluding every other structure on site but the tank.

### Non-heritage fabric / exclusions

N/A



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# Appendices

This section includes the following appendices:

Appendix 1 Comparative analysis


Appendix 2 Wellington Thematic Heritage Study 2013

Appendix 3 Supplementary images


Appendix 4 Records of title



## Appendix 1 Comparative analysis

Bulk Storage Tanks				
Place name	Address/ location/ NZTM	Heritage Listing or recognition of significance	Photographs	Analysis
British Imperial Oil Co. Auckland Installation	Freemans Bay, Auckland	None	 <p><i>Shell Company depot, [Auckland?]. Note the storage tanks in the background. Whites Aviation, "Shell Company Depot, [Auckland?]", Ref WA-24007-F, Alexander Turnbull Library.<sup>80</sup></i></p>	<p>In November 1926, the British Imperial Oil Company opened an installation in Auckland. The Company owned four and a half acres at Freemans Bay, where they erected storage tanks like those at Miramar. Only five tanks were constructed in comparison with Miramar's eight. The combined capacity of Auckland's installation was smaller than Miramar's 5,000,000 gallons, amounting to 3,800,000. The storage tanks, like Miramar's, were described as "huge" and were likely constructed in exactly</p>

<sup>80</sup> [https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps\\_pid=IE6662260](https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE6662260)

				<p>the same manner. Certainly, their appearance mirrored those at Miramar, and there was only a matter of months between the construction of the depot at Miramar and that at Freemans Bay.<sup>81</sup> None of these tanks appear to have survived.</p>
Vacuum Oil Company	Miramar, Wellington and Freemans Bay, Auckland		 <p><i>Vacuum Oil Company's tank installation, Freemans Bay. Photographer, Foss Tackaberry, undated, Ref: 2015.69.69, New Zealand Maritime Museum.<sup>82</sup></i></p>	<p>The Vacuum Oil Company (later Mobil Oil) also erected bulk storage tanks in Miramar in 1926.<sup>83</sup> Tenders for the “complete erection of Petrol Storage and Working Tanks” for Miramar and Freemans Bay were advertised in January.<sup>84</sup> No construction details were provided but their appearance is identical to those of the British Imperial Oil Company’s. It appears that steel storage tanks were of a standard design. None</p>

<sup>81</sup> Waikato Times, “Auckland Installation Opened.”  
<sup>82</sup> <https://ehive.com/collections/3358/objects/836590/photograph-vacuum-oil-companys-tank-installation-freemans-bay>  
<sup>83</sup> Evening Post, “Page 6 Advertisements Column 2.”  
<sup>84</sup> New Zealand Times, “Page 12 Advertisements Column 1.”



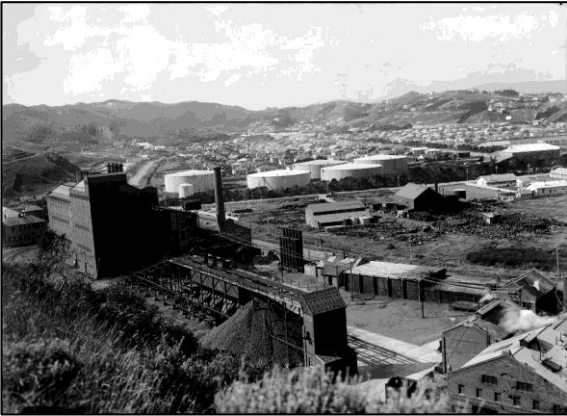


				<p>of these tanks appear to have survived.</p>
<p>Wellington Gas Company</p>	<p>Stone Street, Miramar</p>		<div data-bbox="1111 264 1442 608" data-label="Image"> </div> <p data-bbox="981 627 1581 735"> <i>Spiral-guided gas holder. From R. Thomas, "Gasholders and their tanks", 2010, <a href="http://www.eugris.info/newsdownloads/Gasholders%20and%20their%20tanks.pdf">http://www.eugris.info/newsdownloads/Gasholders and their tanks.pdf</a></i> </p> <div data-bbox="1077 762 1480 1002" data-label="Diagram"> </div> <p data-bbox="981 1023 1581 1161"> <i>Gasholders used a deep tank of water to provide a seal, and a closed vessel that rose above the water as the gas volume increased <a href="http://www.eugris.info/newsdownloads/Gasholders%20and%20their%20tanks.pdf">http://www.eugris.info/newsdownloads/Gasholders and their tanks.pdf</a></i> </p>	<p>In 1926 the Wellington Gas Company also erected a storage tank. Gas tanks were known as gasometers or gasholders. The height of the tank when full was 150 feet and weighed 900 tons. Over 1.5 million rivets were required for its construction. The contractors were R. and J. Dempster, Manchester, England, who had recently erected the largest spiral guided gasholder in the world.<sup>86</sup> Wellington Gas Company's new tank was also a spiral guided gasholder and was the biggest of its kind in Australia.<sup>87</sup> A spiral guided design had a concrete base and steel sections riveted together. Instead of being braced by columns on the exterior of the tank, there was a</p>

<sup>86</sup> Evening Post, "Gas Developments."

<sup>87</sup> Evening Star, "Untitled."





A 1929 view of the Wellington Gas Company plant in Miramar. Photographer, Sydney Charles Smith, Ref: 171675, Alexander Turnbull Library.<sup>85</sup>

spiral guide. The holders were a series of interconnected parts (or lifts) which rose and fell depending on the volume of the gas stored – a technology not necessary for the storage of petroleum.<sup>88</sup> None of these 1920s gasholders appear to have survived.

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<sup>85</sup> [https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps\\_pid=IE164401](https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE164401)

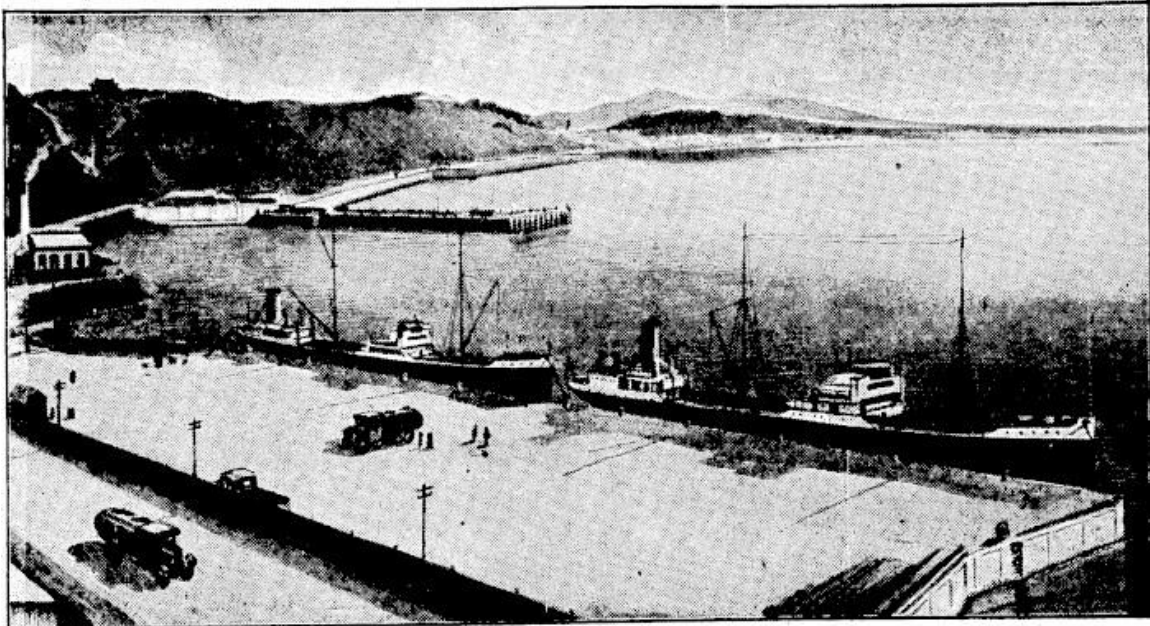
<sup>88</sup> Thomas, "Gasholders and Their Tanks."



## Appendix 2 Wellington Thematic Heritage Study 2013

	Themes & subthemes which apply to the place	Yes / some
<b>B</b>	<b>DEVELOPING ECONOMIES</b>	
<b>B2</b>	<b>Trade and Commerce</b>	
<b>B6</b>	<b>Technology and Engineering</b>	
<b>B6.1</b>	<b>Technology and engineering</b>	
B6.1C	Significant engineering achievements	Yes. The construction of massive bulk storage tanks was a significant engineering achievement which enabled New Zealand to have long term petroleum supplies for the first time.
<b>B3</b>	<b>Transport</b>	
		Yes. While there is no specific sub-theme relevant to the bulk storage of liquid fuels, the history of the Miramar installation falls under this theme.

## Appendix 3 Supplementary images



“Shell” Wharf, Miramar Tank steamers discharging at the new wharf of the British Imperial Oil Company at Miramar”, 1926. From the **Evening Post**, Volume CXI, Issue 21, 26 January 1926, Page 9, <https://paperspast.natlib.govt.nz/newspapers/EP19260126.2.90.1>



‘Overlooking Miramar, Wellington’ in 1930. The extant bulk storage tank is indicated by the red arrow. From **New Zealand Freelance**, Ref: 190383, Alexander Turnbull Library, [https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps\\_pid=IE93733](https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE93733)







Aerial image of the Miramar Installation in 1939. The extant bulk storage tank is indicated by the red arrow. Whites Aviation Ltd, Ref: WA-56000-G, [https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps\\_pid=IE37911537](https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE37911537)



Albion 'Shell' petrol truck and driver on Oriental Parade, Wellington, 1920. Photographer, Gordon Burt, Ref: 1/1-015818-G, Alexander Turnbull Library, [https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps\\_pid=IE6305](https://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE6305)





*Interior of tank, featuring manager of the California Garden Centre, Barry Lowe, 2016. From Stuff, "Peter Jackson and Fran Walsh Expand Empire with Garden Centre Deal", 2016, <https://www.stuff.co.nz/entertainment/film/87288332/peter-jackson-and-fran-walsh-expand-empire-with-garden-centre-deal>*

## Appendix 4 Records of title



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Historical Search Copy**



  
R. W. Muir  
Registrar-General  
of Land

Constituted as a Record of Title pursuant to Sections 7 and 12 of the Land Transfer Act 2017 - 12 November 2018

**Identifier** **WN23A/296**  
**Land Registration District** **Wellington**  
**Date Issued** 07 September 1982

**Prior References**  
WNE3/1272

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**Estate** Fee Simple  
**Area** 4476 square metres more or less  
**Legal Description** Lot 1 Deposited Plan 53255

**Original Registered Owners**  
Koll Properties Limited

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**Interests**

10744005.1 Transfer to Michael George Cantrick Stephens - 31.3.2017 at 2:23 pm  
11035271.2 Transfer to Stanley Properties Limited - 14.6.2018 at 1:53 pm



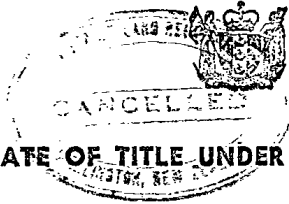


References  
Prior C/T. D1/272  
Transfer No. 676938  
N/C. Order No.

Land and Deeds 69

REGISTER

No. E3 / 1272



CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 18th day of July one thousand nine hundred and sixty-six under the seal of the District Land Registrar of the Land Registration District of WELLINGTON

WITNESSETH that BLUNDELL BROS. LIMITED at Wellington

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 2 ACRES 1 ROOD 19.2 PERCHES more or less situate in the City of Wellington being part Section 7 Watts Peninsula District and being also Lot 3 on Deposited Plan 26190



*[Signature]*  
Assistant Land Registrar

Pencing Covenant in Transfer 101054

Mortgage 927526 to DISCHARGED  
Nominees Limited 1922 at  
12.01 pm

*[Signature]*  
A.L.R.  
20 MAY 1975  
*[Signature]*  
A.L.R.

Number 186692.0  
Change of name of registered proprietor to  
Wellington Newspapers Limited 4/11/77 at  
1.52 *[Signature]*

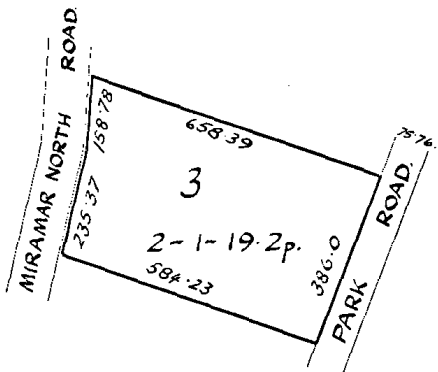
DISCHARGED  
397289.1  
to Australia and  
New Zealand Banking Group Limited -  
5.2.74 at 9.31 a.m.  
A.L.R.

*[Signature]*  
A.L.R. OCT 514422.1 } cancelled and *the following*  
7.9.1982 } ITS ISSUED in Terms  
of Plan 53255

23A/296 ISSUED to Lot 1

23A/297 ISSUED to Lot 2

*[Signature]*  
Per



Scale: 1 inch = 3 chains



DUPLICATE DESTROYED

80,000/8/63-9040 W

No. E3 / 1272

AREA 9.591 ha



References 306/56 and  
Prior C/T. Cl./4372  
Transfer No.  
N/C. Order No. 648375

Land and Deeds 69



REGISTER

No. D1/272

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 15th day of January one thousand nine hundred and sixty-five under the seal of the District Land Registrar of the Land Registration District of WELLINGTON

WITNESSETH that SHELL OIL NEW ZEALAND LIMITED at Wellington

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 12 ACRES 3 RODS 11.8 PERCHES more or less situate in the City of Wellington being part Sections 5, 6, 7, 8 and 20 Watts Peninsula District and being also Lots 3, 4, 5, 6, 7 and 8 on Deposited Plan 26190



*[Signature]*

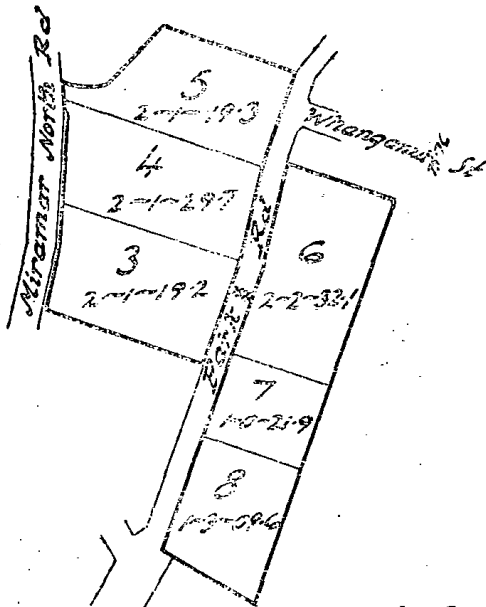
Assistant Land Registrar.

Fencing covenant in Transfer 404051.

*[Signature]*

Subject as to the part Lot 8 shown coloured blue on Plan 26190 to a right to Transmit electrical energy (in gross) in favour of The Mayor Councillors And Citizens of the City of Wellington created by Transfer 380704.

*[Signature]*  
A.L.R.



Transfer 620189 of Lot 6 Plan 26190 to Power Construction Limited - 4.2.1965 at 11.27 a.m. C.T. D1/563.

*[Signature]*  
A.L.R.

Transfer 621247 of Lot 5 Plan 26190 to S.W. Peterson & Co. Limited - 15.2.1965 at 2 p.m. C.T. D1/739.

*[Signature]*  
A.L.R.

Transfer 638009 of Lot 7 Plan 26190 to Cory-Wright & Salmon Limited - 15.7.1965 at 9.25 a.m. (Fencing Covenant) C.T. D3/555

*[Signature]*  
A.L.R.

No. D1/272

Scale: 1 inch = 5 chains.  
E.A.R.

EQUIVALENT METRIC AREA IS 5.1995ha

(OVER)



D1/272

Transfer 662367 of Lots 1 to 4 Plan 27278 (all Lot 8 Plan 26190) to Capital Properties Limited-3.3.1966 at 10.50 a.m.  
C.T. E1/1299 issued for Lots 1 and 3  
C.T. E1/1300 " " 2 and 4

*[Signature]*  
A.L.R.

Transfer 663302 of Lot 4 plan 26190 to S.W. Peterson & Co. Limited - 11.3.1966 at 11.14a.m. (Fencing covenant)  
C.T. E2/107.

*[Signature]*  
A.L.R.

Transfer 676938 of Lot 3 Plan 26190 (Balance) to Blundell Bros. Limited - 18.7.1966 at 12.25 pm.  
C.T. E3/1272

*[Signature]*  
A.L.R.



DUPLICATE DESTROYED *[Signature]*



# REGISTER NEW ZEALAND.

[Land and Deeds—1.  
Form B.

Reference: Vol. 290. Folio 62  
Vol. 281. Folio 174  
Transfer No. 154615  
Application No.  
Order for N/O No. 4627

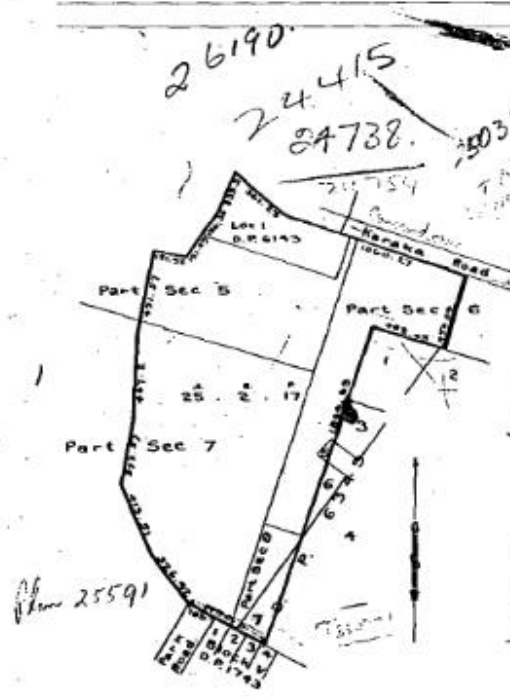


Register-book,  
Vol. 306 folio 58

## CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

This Certificate, dated the twenty third day of October, one thousand nine hundred and twenty three under the hand and seal of the District Land Registrar of the Land Registration District of Wellington Witnesseth that THE BRITISH IMPERIAL OIL COMPANY (NEW ZEALAND) LIMITED

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing TWENTY FIVE ACRES TWO RODS AND SEVENPENN FURCHES more or less situate in the City of Wellington being parts of Sections 5, 6, 7 and 8 Waiau Peninsula; parts of the said parcel of land being LOTS 5 and 7 on Deposited Plan No. 6349 and LOT 1 on Deposited Plan No. 6143.



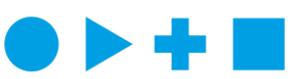
*[Signature]*  
District Land Registrar.

Pending Acreage as per Transfer 101654.  
*[Signature]* S.L.R.  
 Royal Evidence of 6th day of March 1913  
 Imperial Oil Company (Incorporated in the State of New York)  
 Company of the Petroleum Limited produced a copy of  
 928 at 1913  
 Transfer 380701 Easement of right to transmit  
 electrical energy over part of The Shell Company  
 of New Zealand Limited to The Mayor,  
 Councillors and Citizens of the City of  
 Wellington filed 10<sup>th</sup> January 1955 at 245pm  
 Transfer 223527 The Shell Company of New  
 Zealand Limited to Shell Oil Storage  
 Limited at Wellington produced 6/10/1957  
 at 11-17 am  
 Transfer 562969 of Lot 1 Plan 24415 and  
 Lot 1 Plan 24738 to Chin Tung Nam - 2-6-1963  
 at 10-56 AM  
 C.T. 31/1325  
 Transfer 568366 of Lot 1 Plan 24734 to  
 Home Improvements Limited - 28-8-1963 at  
 1-45 PM (Easement) *[Signature]*  
 C.T. 02/1175

Scale: 5 Chains to an inch  
O.P. 5687, 6143, 6349.

EQUIVALENT METRIC  
AREA IS 10.3624 ha.

CONTINUED



# REGISTER

306/58

Transfer 600589 of the part Lot 1 Plan 25591  
herein to Stanley Sheet Metals Limited  
- 27.2.1969 at 12.1 pm.

C.T. C3/351

Reference made

No. 60516 Special Order by the Wellington City  
Council authorising the laying off of Lot 59  
Plan 25620 as underwidth street subject to  
a building line restriction - to be made at  
2.10 pm.

Shannon  
a.c.c.

No. 609637 Special Resolution whereby exempting  
the within land from the Building  
line restriction imposed by Special Order  
60516 - 15/10/1968 at 11.37 am

Transfer 617134 of the part Lot 2 Plan 25591  
herein to Stanley Sheet Metals Limited  
- 21.12.1969 at 12.14 pm

C.T. D1/104

Shannon  
a.c.c.

No. 618412 Resolution by the Wellington  
City Council authorising the laying off  
of Lot 9 Plan 26190 as underwidth street  
- 19/1/1968 at 11.20

Pursuant to Section 352 (3) Municipal  
Corporations Act 1952 Lot 9 Plan 26190 as  
underwidth street is vested as street

as to lot 2, 3, 4, 5, 6 and 7 of part  
13.1.1965

THIS REPRODUCTION (ON A REDUCED SCALE)  
CERTIFIED TO BE A TRUE COPY OF THE  
ORIGINAL REGISTER FOR THE PURPOSES OF  
SECTION 215A LAND TRANSFER ACT 1952.  
Shannon D.L.R.





# REGISTER

[Land and Deeds—4.]

## NEW ZEALAND.

[Form B.]

Reference: Vol. 278, Folio 23  
Transfer No. 145764  
Application No.  
Order for N/C No.



Register-book  
Vol. 290, folio 62

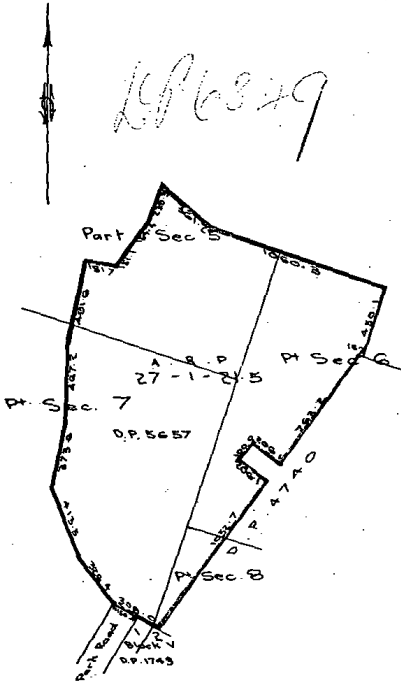
### CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

This Certificate, dated the tenth day of April, one thousand nine hundred and twenty two under the hand and seal of the District Land Registrar of the Land Registration District of Wellington Witnesseth that The British Imperial Oil Company (New Zealand) Limited

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered Green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing TWENTY SEVEN ACRES ONE HUNDRED TWENTY ONE AND FIVE TENTHS PERCHES more or less situate in the City of Wellington being those parts of sections 5, 6, 7 and 8 Watts Peninsula District and more particularly shown on Deposited Plan No. 5657.



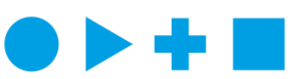
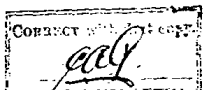
*[Signature]*  
District Land Registrar.



*Transfer 15,615 produced 15<sup>th</sup> August 1923 at 2 o'clock The British Imperial Oil Company (New Zealand) Limited to the Mayor, councillors and citizens of Wellington of lots 1, 3 and 6 plan being independent of Vol. 306 Folio 57 cancelled as to lots 1 and 6 to be lot 4629 cancelled as to balance see folio 356 folio 4629*

THIS REPRODUCTION (ON A REDUCED SCALE) CERTIFIED TO BE A TRUE COPY OF THE ORIGINAL REGISTER FOR THE PURPOSES OF SECTION 215A LAND TRANSFER ACT 1952.  
*[Signature]* D.L.R.

Scale 5 chains to an inch





**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**  
Historical Search Copy



Identifier  
Land Registration District  
Date Issued

**WN281/174**  
**Wellington**  
21 October 1915

**Cancelled**

**Prior References**

WN146/77

**Interests**

8377905.1 Departmental dealing to convert and then cancel this title in Landonline - 16.12.2009 at 2:08 pm





# REGISTER

(Land and Death—4)

NEW ZEALAND.

(Form B.)

Reference: Vol. 116, folio 77.  
Transfer No. 101054.  
Application No.  
Order for N/C No.



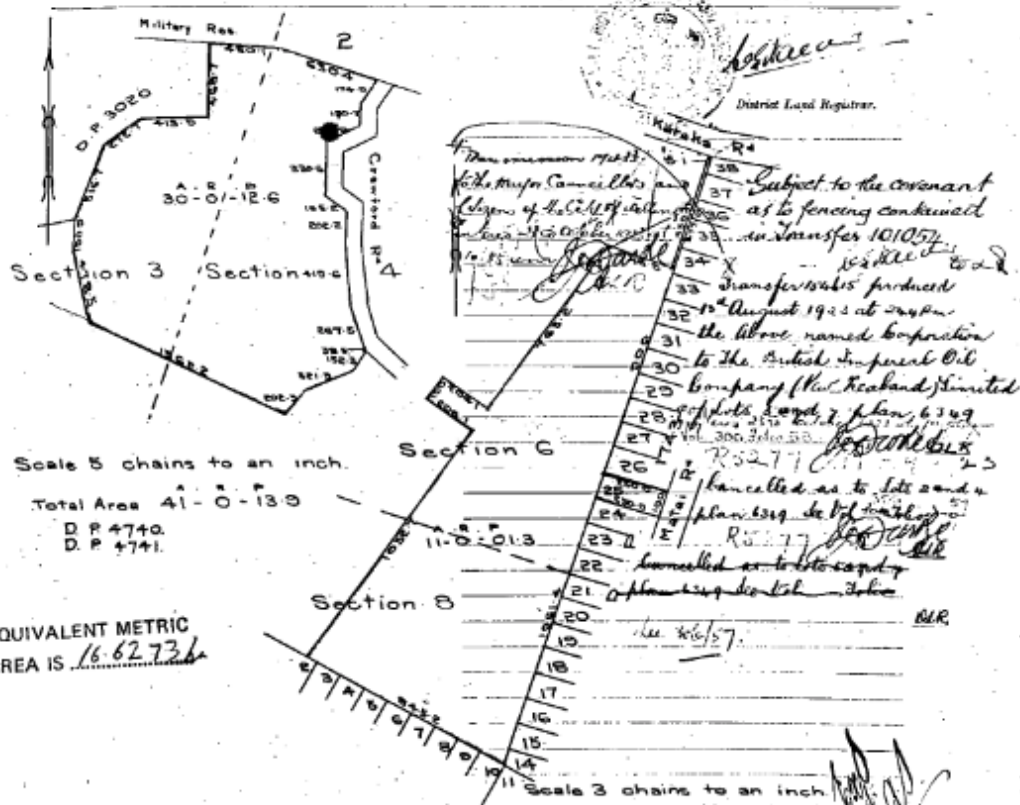
Register-book,  
Vol. 281, folio 174

## CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

This Certificate, dated the twenty first day of October one thousand nine hundred and fifteen under the hand and seal of the District Land Registrar of the Land Registration District of Wellington witnesseth that the Mayor, Councillors and Burgesses of the Borough of Miramar are seized of an estate in fee simple, subject to the trusts set out in Transfer registered No 101054—

in and to the estate in fee simple (subject to such reservations, restrictions, conditions, covenants, liens, and interests as are notified by memorial and written or endorsed hereon, subject also to any existing rights of the Crown to take any lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan herein bordered, read be the several other assurances a little more or less, that is to say: All that parcel of land containing together forty one acres, fifteen and seven tenths perches more or less being parts of Sections 3, 4, and 5, on the plan of the North Peninsula District including Lot 25 on deposited plan No 1743 and being all the land defined by deposited plans Nos 4740 and 4741.

2558



THIS REPRODUCTION AND PRINTING SHALL BE DEEMED TO BE A TRUE COPY OF THE ORIGINAL REGISTER FOR THE PURPOSES OF SECTION 215A LAND TRANSFER ACT 1952  
Skinner D.L.E.



# REGISTER

(Local and Deeds-4)

## NEW ZEALAND.

(Form B)

Reference: Vol. 146, Folio 77  
 Transfer No. 127396  
 Application No.  
 Order for N/C No.



Register-book  
 Vol. 278, folio 203

### CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

This Certificate, dated the thirty first day of March, one thousand nine hundred and twenty  
 under the hand and seal of the District Land Registrar of the Land Registration District of Wellington Witnesseth that  
Miramar North Limited an incorporated company having its registered  
Office in the City of Wellington

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing rights of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered red, be the several admeasurements a little more or less, that is to say: All that parcel of land containing together three hundred and sixty eight acres and three roods more or less comprising parts of sections 6, 7 and 8 in the Waikato Peninsula District being Lots 2, 29 to 34 inclusive, 36, 37, and 41 to 50 inclusive of Block V on deposited plan N 1743 and comprising also parts of sections 3, 4 and 5 and other parts of the said sections 6, 7 and 8 in the Waikato Peninsula District.

5103

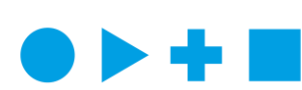
Plan N 31



*[Signature]*  
 District Land Registrar.

Transfer 11555 produced 15 November 1921 at 10.40 am  
 Miramar North Limited to The Mayor Councillors and Citizens of the City of Wellington of all the land in plan 606 for the purpose of a public road with discharge of Mortgage 103141 as to same  
 Land 151599 produced 14<sup>th</sup> March 1923 at 2.30 pm  
 Miramar North Limited to the Registrar  
 Rutter Road being part of Lot 3 plan 6143 and discharging Mortgage 103141 as to same  
 Discharge of Mortgage 103141 as to part Section 6 produced 11th July 1923 at 2.33 pm  
 Transfer 153961 produced 11th July 1923 at 11.30 am  
 Miramar North Limited to The Registrar of the City of Wellington  
 Discharge of Mortgage 103141 as to Lot 3 plan 6143 produced 17<sup>th</sup> January 1924 at 12.10 pm  
 Transfer 10798 produced 17<sup>th</sup> January 1924 at 11.40 am  
 Miramar North Limited to Thomas Carrall of Lot 3 plan 6143  
 Mortgage 103141 as to same  
 Mortgage 103141 produced 24 December 1915 at 12.20 pm  
 Miramar Limited to The National Mutual Life Association of Australasia Limited  
 Transfer 138496 produced 19 March 1921 at 10.30 am  
 Miramar North Limited to The Miramar Building and Investment Company Limited of Lots 36, 37 and 41 to 50 inclusive of Block V plan 1743 with discharge of Mortgage 103141 as to same  
 Transfer 138560 produced 16 March 1921 at 10.30 am  
 Miramar North Limited to John Orbell  
 Discharge of Mortgage 103141 as to same  
 Transfer 115711 produced 12 July 1922 at 2 pm  
 Miramar North Limited to The British Imperial Oil Company Limited of part of sections 5, 6, 7 and 8 plan 5657 with discharge of Mortgage 103141 as to same  
 Transfer 118042 produced 22<sup>nd</sup> August 1922 at 12.20 pm  
 Miramar North Limited to Thomas Benjamin Carrall of part of section 5 of Block III plan 512 with discharge of Mortgage 103141 as to same  
 Vol. 292, Folio 295  
 (See memorial continued above)

CONTINUED



# REGISTER 278/23

Transfer 160400 produced 12<sup>th</sup> June 1925 at 10 am Miramar North Limited to Alfred Oscar Symonds of the part more particularly shown on plan 6611 Vol 312 fol 151  
 Discharge of mortgage 183141 of the land in plan 6611 produced 16<sup>th</sup> June 1924 at 11.58 a.m. J.R. Richmond  
 Discharge of mortgage 183141 of the land edged green on plan 1995 the 17<sup>th</sup> December 1924 at 11.58 a.m.

Transfer 161692 produced 11<sup>th</sup> July 1925 at 10.15 am Miramar North Limited to Thomas Phelan Walsh of Lot 2 plan 6316 Vol 312 fol 151 W. N. Hain

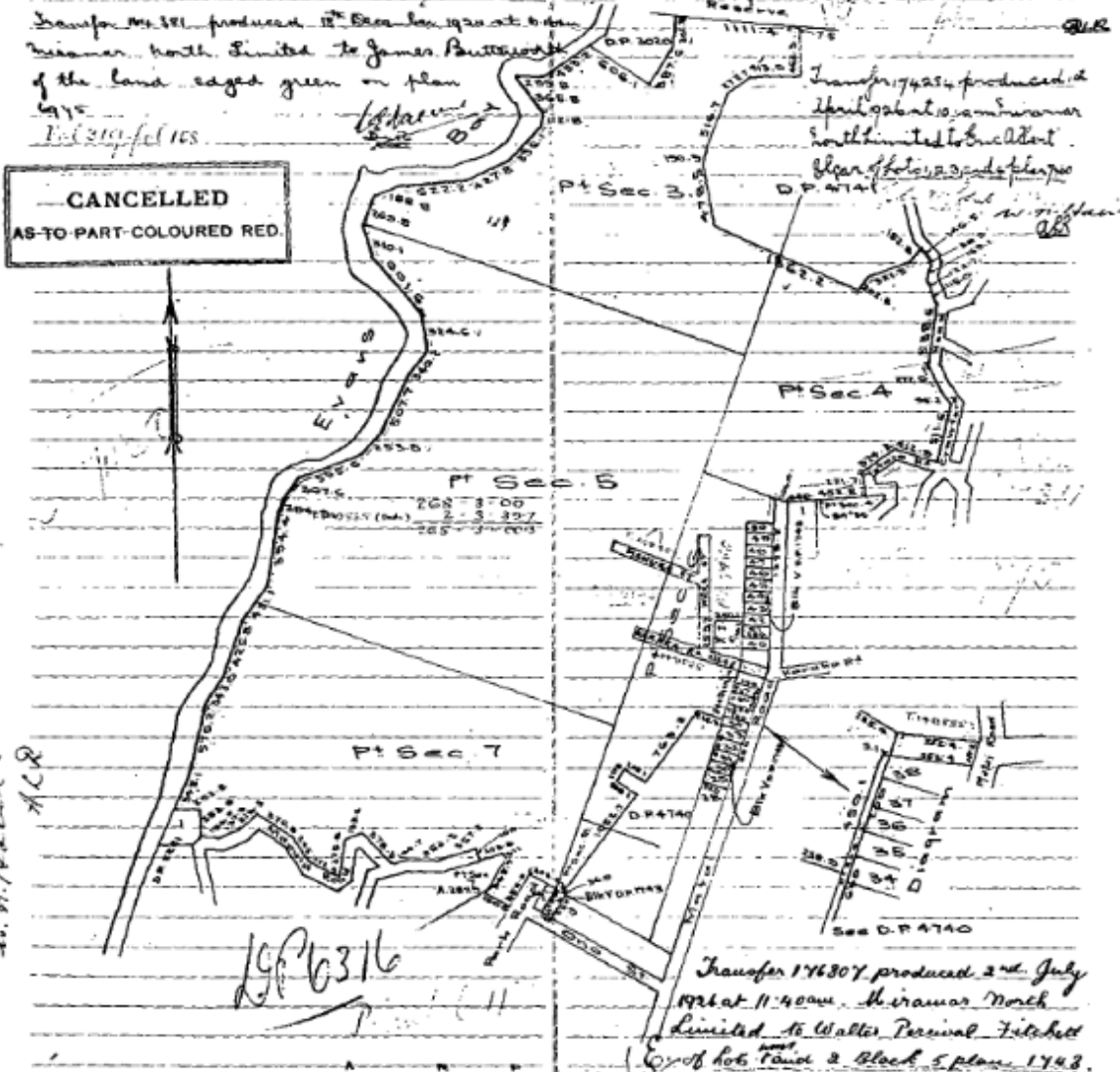
Transfer 169810 produced 18<sup>th</sup> August 1925 at 2.44 pm Miramar North Limited to James John Clark of Lot 2 plan 6316 W. N. Hain

Transfer 170440 produced 23<sup>rd</sup> September 1925 at 2.55 pm Miramar North Limited to Ernest Victor Henderson and Arthur George Oldham of the land in plan 7311 W. N. Hain

Transfer 161381 produced 12<sup>th</sup> June 1925 at 6.00 am Miramar North Limited to James Patterson of the land edged green on plan 1995 Vol 319 fol 105

Transfer 174242 produced 2<sup>nd</sup> April 1926 at 10.30 am Miramar North Limited to Robert Blair of Lot 23 and 24 plan 6316 W. N. Hain

**CANCELLED**  
 AS-TO PART-COLOURED RED.

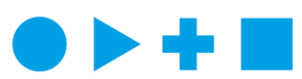


Cancelled. See Vol 364 fol 27 W. N. Hain

Total Area 268 - 3 - 00  
 Scale 8 chains to an inch  
 Transfer 168358 produced 13<sup>th</sup> July 1925 at 10 am Miramar North Limited to Charles Robert Henry of Lot 4 plan 6316  
 Cancelled. See Vol 364 fol 27

Transfer 176807 produced 2<sup>nd</sup> July 1926 at 11.40 am Miramar North Limited to Walter Percival Fitzhugh of Lot 2 and Block 5 plan 1743 W. N. Hain

Transfer 176693 produced 16<sup>th</sup> July 1926 at 2.27 pm Miramar North Limited to William Scott of Lot 5 plan 6316 W. N. Hain







# REGISTER

[Form B.]

## NEW ZEALAND.



Register-book,

Vol. 115, folio 277

Reference: Vol. folio-  
Transfer No.

Application 3073

### CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

Inhabitant in Common  
This Certificate, dated the eleventh day of October, one thousand one hundred and two, under the hand and seal of the District Land Registrar of the Land Registration District of Wellington, Witnesseth that Charles John Crawford and Alexander Donald Crawford of Miramar Sheepfarmers are

inhabitant in Common  
seised of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or indorsed hereon; subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon, bordered red, be the several admeasurements a little more or less, that is to say: All that parcel of land containing One thousand four hundred and ninety six acres three perches and eight tenths of a perch being parts of section seven Evans Bay District and parts of sections three to eighteen Waikato Harbour District.

H. Stewart

District Land Registrar



Transfers 45436 produced 19 June 1903 at 3 pm Charles John Crawford and another to William Edwin Logan of lot 19 Block II plan 1335 C of T 125/271 H. Stewart S.R.

Transfers 45437 produced 19 June 1903 at 3 pm Charles John Crawford and another to Hart Langdon of lot 24 Block I plan 1335 C of T 125/270 H. Stewart S.R.

Transfers 45438 produced 19 June 1903 at 3 pm Charles John Crawford and another to Robert Curtis of lot 25 Block II plan 1335 C of T 125/269 H. Stewart S.R.

Transfers 45708 produced 13 July 1903 at 3.50 pm Charles John Crawford and another to Frederic Johnson and James Paul of lots 3, 4, 5, 9, 10 Block I and lots 50, 81 Block II plan 1335 C of T 126/213 H. Stewart S.R.

Transfers 45978 produced 5 August 1903 at 3 pm Charles John Crawford and another to Sarah John Blyth of lot 29 Block I plan 1335 C of T 126/214 H. Stewart S.R.

Transfers 45979 produced 5 August 1903 at 3 pm Charles John Crawford and another to Thomas Shields of lots 24 and 25 Block II plan 1335 C of T 126/215 H. Stewart S.R.

Transfers 45980 produced 5 August 1903 at 3 pm Charles John Crawford and another to Charles Edithuna Galsworthy of lot 29 Block I plan 1335 C of T 126/216 H. Stewart S.R.

Transfers 46659 produced 26 Sept 1903 at 11.15 am Charles John Crawford and another to the Miramar Building and Investment Co. for the purpose of erecting a public road. Section 129/22 C of T 129/22 H. Stewart S.R.

Proclamation 314 produced 26 September 1903 at 10 pm taking part of above land for the purpose of a public road. H. Stewart S.R.

Transfers 47487 produced 3 November 1903 at 2.15 pm Alexander Donald Crawford and Charles John Crawford to Herbert George Saville of lots 5 and 6 plan 1335 C of T 126/217 H. Stewart S.R.

Outstanding Mortgage dated 11 January 1902 registered in Deeds Register Office C of T 9809 Charles John Crawford and Alexander Donald Crawford to the National Mutual Life Association of Australasia H. Stewart S.R.

Outstanding Mortgage dated 11 March 1902 registered at 11.30 am Miramar District Land Registrar Charles John Crawford and Charles Stewart Crawford and others of the above land to the Miramar Land Company Limited H. Stewart S.R.

Outstanding Mortgage dated 11 May 1902 registered at 11.30 am Miramar District Land Registrar Charles John Crawford and others of the above land to the Miramar Land Company Limited H. Stewart S.R.

Outstanding Mortgage dated 11 June 1902 registered at 11.30 am Miramar District Land Registrar Charles John Crawford and others of the above land to the Miramar Land Company Limited H. Stewart S.R.

Transfers 43168 produced 8 Feb 1902 at 3.50 pm Charles John Crawford and Alexander Donald Crawford to Robert Exple Limited of part of section 7 Evans Bay District plan 1335 C of T 126/218 H. Stewart S.R.

Transfers 45082 produced at 3.50 pm Charles John Crawford and Alexander Donald Crawford to Robert Exple Limited of part of section 7 Evans Bay District plan 1335 C of T 126/219 H. Stewart S.R.

DISCHARGED

CONTINUED ON PAGES 2 TO 13

