archifact
architecture & conservation
limited

www.archifact.co.nz

64 khyber pass road
grafton
auckland 1023
po box 8334
symonds street
auckland 1150
new zealand
p 09. 966 6940
info@archifact.co.nz

fig. 1 shed 8 (propeller studios) from shelly bay road.

former military base
shelly bay road
shelly bay
wellington

heritage assessment and assessment of environmental effects

for

the wellington company limited

may 2019

issue history	date
draft version for review	06-03-19
revised draft version	14-03-19
final version	10-05-19

prepared for:

the wellington company limited
po box 24 379
wellington

attention: earl hope-pearson

auckland, may 2019

contents

1. executive summary

This report offers an independent and objective professional assessment of the historic heritage values for the following buildings at the Former Shelly Bay Military Base:

- Officers' Quarters and Mess (Building 07);
- Shipwright's Building (Building 12);
- Outbuilding (Building 13);
- Shed 8 – Propeller Studios (Building 15); and,
- Former Submarine Mining Building – Chocolate Fish Café (Building 18).

It also provides an assessment of environmental effects considering the impacts of the general proposal on the recognised heritage buildings, including the appropriateness of relocation and restoration and overall adherence to the Wellington City District Plan's Shelly Bay Design Guide.

The Shelly Bay Masterplan does not have sufficient detail to enable undertaking an assessment of environmental effects against the specific objectives and guidelines found in the Wellington City District Plan's Shelly Bay Design Guide, regarding the potential specific effects arising from the adaptive re-use and relocation on particular assets identified. Accordingly, to the best of our abilities, we have undertaken a generic assessment of effects commensurate with the level of detail available on the proposed activities. Processes of intervention through the lens of the RMA, HASHAA, and the DP are set out at section 4.7 – legislative considerations.

Chapter 21 Appendix – Heritage List: Areas, Buildings, Objects, Trees and Maori Sites in the Operative District Plan does not identify any of the buildings as scheduled buildings, however the overall site is partially included within the Mataki-kai-poinga Maori Precinct. We recognise and accept that formal heritage lists do not attribute historic heritage values, rather they acknowledge these values; a place does not need to be on a list to have historic heritage value and this report considers the subject sites assessed in this light.

We started with a brief to assess five buildings (detailed above), including the Outbuilding (Building 13); however, through the process of undertaking this report, potential heritage values of the Outbuilding have been dismissed, and we have instead discovered the potential values and adaptive re-use opportunities associated with Buildings 10 and 14 and their relationship to the wharf structures at the Shelly Bay Wharf point between the bays.

The proposed Shelly Bay scheme includes concepts of adaptive re-use, and the potential for relocation, informed by a policy of translation (where possible), rather than rotation of assets, to maintain aspects related to heritage value.

Accordingly, the proposed relocations/translations, adaptive re-use, and associated conservation works that adaptation would entail, for the identified historic buildings is considered appropriate. It will enable the heritage of Shelly Bay to be maintained and enhanced, and allow for future public use, interpretation, and appreciation of the historic character. The existing historic character of Shelly Bay is recognised, and the proposed Masterplan proposes a design response which is informed and appropriate to these assets and the wider Shelly Bay historic site.

2. commission

archifact – architecture & conservation ltd [**archifact**] was commissioned by The Wellington Company Limited in February 2019.

3. brief

The brief for the project required **archifact** to form an independent and objective professional opinion providing a campus-wide heritage statement of the history, to assess the historic heritage values of the specified 5 former military buildings at the Shelly Bay site as found, and to then provide an assessment of environmental effects on these assets arising from the proposed development, including adaptive re-use and relocation, on heritage values of those specific buildings identified in the heritage assessment.

4. identification of the place

4.1 address

276 & 294 Shelly Bay Road, 276 Massey Road
Shelly Bay
Wellington

NZTM reference:
Easting: 1752583 / Northing: 5427047

4.2 ownership

The site is owned by The Wellington Company Limited, Port Nicholson Block Settlement Trust, and Wellington City Council.

4.3 legal description

Sections 3-6 & 8-10 SO 339948, Section 1 SO 37489

4.4 local authority status

Within the Wellington City District Plan [**DP**], the subject site is located in the Business 1 Activity Area, and is within the Shelly Bay Business Precinct Area (see *Chapter 34 Appendix 1* for the boundary location).

The wharf area is subject to the Wellington Regional Council Regional Coastal Plan.

Chapter 21 Appendix – Heritage List: Areas, Buildings, Objects, Trees and Maori Sites in the DP does not identify any of the buildings as scheduled buildings, however the overall site is partially included within the Mataki-kai-poinga Maori Precinct.

4.5 heritage new zealand registration

The subject site at Shelly Bay, neither the buildings nor the site, is not included within the New Zealand Heritage List/Rārangi Kōrero administered by Heritage New Zealand Pouhere Taonga [**HNZ**].

4.6 archaeological status

We acknowledge that the site, having been associated with human activity before 1900, can be defined, in accordance with the Heritage New Zealand Pouhere Taonga Act 2014 [**HNZ**], as an archaeological site and that this includes the former Submarine Mining Barracks building.
Some form of high-level recording (likely a Level II/III recording in accordance with the HNZ guidelines) should be undertaken prior to relocating the Former Submarine Mining Building (Building 18), and doing any work to any other buildings associated with human activity prior to 1900. This assessment is not an archaeological assessment of the site.

4.7 legislative considerations

The proposal is governed by two overlapping legislative regimes that need to be considered, these being the RMA and particularly Part 2 s6(f), and the Housing Accords and Special Housing Areas Act 2013 (HASHAA) Court of Appeal decision. In the judgement of the Court of Appeal of New Zealand[1] the Court found that the Council had relied on the purpose of HASHAA without giving sufficient consideration to the other matters listed in s34(1) of the Act. For example the Council failed to give substantive consideration to matters in Part 2 of the RMA, such as the preservation of the natural character of the coastal environment and the protection of historic heritage from inappropriate use and development. Properly interpreted, s34(1) of HASHAA required Council to assess the matters listed in sub (1)(b)-(e) uninfluenced by the purpose of the Act, before standing back and conducting an overall balancing. Para 41 of the judgement stated that:

> "*Decision-makers must be careful not to rely solely on the purpose of HASHAA at the expense of due consideration of the maters listed in (b)-(e).*"

Provisions of the RMA are still mandatory considerations under s34(1)(d)(i), and cannot be neutralised by reference to the purpose of HASHAA.

5. methodology

5.1 historic heritage evaluation

This report offers an independent and objective assessment of the following buildings at the Former Military Base, Shelly Bay:

- the former Officers' Quarters and Mess (Building 07);
- the Shipwright's Building (Building 12);
- the Outbuilding (Building 13);
- Shed 8 – Propeller Studios (Building 15); and,
- the former Submarine Mining Building – Chocolate Fish Café (Building 18).

It includes a description of the history of the site and the development over time, provides a description of the building fabric as found, and considers the heritage values of the buildings. The assessment utilises evaluation criteria used by Wellington City Council in evaluating historic heritage significance.

[1] Enterprise Miramar Peninsula Incorporated v Wellington City Council [2018] NZCA 541 [3 December 2018]

5.2 assessment of environmental effects

Consideration of any conservation issues relating to this place shall be guided by the principles of the *ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value*, 2010 (see **appendix c – icomos new zealand charter**).

5.3 constraints

This heritage assessment and assessment of effects has been based on information available at the time. A site visit was conducted on 21st February 2019. Free and open access to the interiors and exteriors of the subject buildings was generally possible, although the interiors of the Shipwright's Building were inaccessible.

We note that while we couldn't gain access the Shipwright's Building interior spaces during our site visit on 21st February 2019, the 'Shelly Bay: Character and Condition Assessment' by Opus Architecture, dated January 2008, did gain access to the interiors and includes a description of the condition at that time.

Our historic research, description of physical fabric, and assessments of heritage value and the effects thereon for this report has been limited by the time and scope constraints in undertaking this report.

This assessment relies principally on other existing reports for the site history, primarily:

- the 'Watts Peninsula: Feasibility Study Identifying Options for Further Development' by Blaschke & Rutherford Environmental Consultants, PAOS Limited, TRC Tourism Limited, and affiliates (March 2012); and,
- the 'Shelly Bay: Character and Condition Assessment' by Opus Architecture (January 2008).

Throughout the report, building identifier numbers are taken from the 'Shelly Bay Masterplan,' which identifies the existing buildings and structures within the site (see **appendix b – shelly bay site plan**).

This assessment is based on the 'Shelly Bay Masterplan' (Revision 9, January 2017) and the 'Shelly Bay Design Guide' (Revision 22, January 2017) prepared by architecture +, McIndoe Urban, and Wraight + Associates.

6. site

6.1 location

Fig. 2 Aerial showing the wider Wellington context and Miramar Peninsula, with the site at Shelly Bay indicated (Wellington City Council 'Wellington Maps', 2019)

Fig. 3 Aerial of the Shelly Bay site showing building outlines, and the specific buildings under consideration in this report identified.
(Wellington City Council 'Wellington Maps', 2019)

6.2 description of site context

Note: Text within the following section in *italics* is sourced from the 'Shelly Bay: Character and Condition Assessment' by Opus Architecture, dated January 2009,[2] unless otherwise referenced.

Shelly Bay is actually two bays, located about half way along the western side of the Miramar Peninsula. It is bounded by the sea on one side and a steep, pine-covered hill of the peninsula, *which forms a natural site* [constraint] *to the east. The complex covers an area of about five hectares and includes 43 buildings; the vast majority of these are on the flat. The complex is bisected by the Shelly Bay Road that winds*

[2] Opus Architecture, "Shelly Bay: Character and Condition Assessment," (2009), 6-8.

through the area out to Point Halswell. [At the northern tip of the north bay, Shelly Bay Road terminates and becomes Massey Road.] *The buildings are a combination of administration, accommodation, and service buildings[8] and most are generously spaced.*

As a cluster of buildings and structures the base has a strong character set against the Miramar headland. There are a number of reasons for this:

- *Undeveloped nature of the Northern end of the Miramar Peninsula - primarily due to the large, static landholdings by the NZDF, Corrections Dept, and DoC, and the steep topography. The white painted buildings are picked out on the border of land and harbour against a backdrop of vegetation and therefore appear more prominent than against a more developed background.*
- *Dense cluster of buildings. The available flat land on which to build is restricted to the margin between the seawall / harbour edge and the steep headland. There are also grassed former drill grounds that offer significantly more open space than is typical around this section of coastal road.*
- *The coastal road running through the middle of the former base. The narrow road corridor winds through several undeveloped bays before entering the base. This contrasts with buildings on both sides of the road within the base that are located hard against the road edge,* [and,] *coupled with speed restrictions,* [this allows] *vehicles passing through to visually take in more of the base.*
- *North West / West aspect. The outlook across Evans Bay and to the inner harbour beyond, also affords views back to the base from the coastal roads and other vantage points. Being on the Northern landing approach / takeoff corridor to Wellington International Airport, it is also viewed by many airline passengers travelling to / from Wellington. Thus it is* [a] *defining part of the image of the city and harbour as a whole.*

Shelly Bay's buildings have considerable aesthetic significance because they represent, collectively, one of the most intact collections of World War II Base structures in New Zealand. The base has remained virtually intact since it was built, aside from the usual minor additions and modifications. Hardly a single building has been removed since the base was completed. [Subsequent to the 2008 Opus report, the large Airmen's Accommodation building in the large space to the north of the former Submarine Mining Building and towards the south end of the north bay, has been demolished. Also, the Base HQ & Officer's Accommodation building (Building 02) at the south end of the south bay has been damaged by a fire, and is in poor condition.]

The survival of a World War II defence forces base in New Zealand in such a complete state is probably not unique, but it is significant. When the camp was originally completed for the Navy, each building had a defined purpose which, in most cases, was retained by the Air Force. The essential point of a base is that its many and varied parts – from accommodation buildings to gymnasium to boiler – work in an interrelated way. Thus all the buildings have a significance derived from their [historic] *collective role.*

Even within this collective character there are distinct smaller clusters or typologies within the base. The characters of the northern and southern bay areas are quite

different, due mostly to those buildings and wharf structures on the western side of the road. This significantly changes the quality of the environment for the southern bay, mitigating the worst effects of the prevailing northwesterly winds and creating a more amenable microclimate. The south bay is occupied by the Officers' Quarters and Mess [Building 07]*, general administration building, accommodation, garages, and a squash court. On the point between the bays there are two buildings – the* [former] *workshop and stores building* [Shed 8 – Propeller Studios (Building 15)]*, and the Shipwright's Building* [(Building 12)] *– located on the seaward side of the road and built mainly on reclaimed land. Alongside the latter is a slipway and open workshop area* [containing two associated buildings/structures: the Shipwright's Office and the Winch House, a small structure containing the winching gear and cabling for pulling boats up the slipway].

It is the buildings and structures on the shoreline that have a distinctive industrial character. This is [borne] *from their relatively large size, responding to the functional requirements internally. The* [Shed 8 building]*, and the Shipwright's Building both have considerable charm and some interesting features – for example the sawtooth roof over the* [Shed 8 former workshop building] *and the half-truss roof and vertical studs in the Shipwright's Building…. By contrast the majority of the other buildings positioned to the landward side of the road appear relatively domestic in nature.*

The northern bay is formed by a continuous sweep of the seawall hard against the pavement and road edge. On the landward side the flat area of land is occupied by the airmen's accommodation building, former Submarine Mining Depot barracks [(Building 18)] *, sergeants' mess, gymnasium, kitchen and dining room, more garages, laundry, and boiler.*

The former Submarine Mining [Barracks] *Building* [(Building18)] *is clearly the product of an earlier age, dating from 1886/1887. Its west, north, and south elevations remain largely intact. The east elevation set against the steep bank has been altered substantially and is not an accurate reflection of the building's former appearance. A BBQ deck surrounded by a fence/windbreak structure also obscures appreciation of the original western façade. Nevertheless, it is an important building and is marked with a plaque to indicate its significance.*

A few buildings have been given extra embellishment or flourishes, notably the Officers' Quarters and Mess [(Building 07)] *and the Hospital* [(Building 21)]*, which are both more finely detailed. Despite that, most of the buildings well reflect the era they were built in and many retain joinery and fittings that would not be found on standard prefabricated buildings.*

On the hill above the bay are 10 former armament magazines built at intervals along a military road that connects Shelly Bay with military land further up the peninsula. Just below this road and overlooking the site at the end of the north bay, is the Hospital.

The vast majority of the buildings are timber-framed and clad with pitched corrugated roofs. Most are single storey in height and, with the exception of the workshop and stores building, [all have] *a standard roof profile. There is just one major "new" building in the complex – the 1976 kitchen and dining room – which more recently has been functioning as an airline catering kitchen. There are also a number of smaller ancillary buildings dispersed around the site. While individually they may not appear to have special character they all add collectively to complete the ensemble which is the* [former Shelly Bay] *military facility.*

[Also of note are the wharf structures and slipway, which strongly contribute to the visual, physical, and historic character and context of the Shelly Bay base area. Their location at the water's edge makes them immediately distinctive landmark elements.]

7. history of the place

7.1 area history and development

Note: Text within the following section in *italics* is sourced from the 'Watts Peninsula: Feasibility Study Identifying Options for Further Development' by Blaschke & Rutherford Environmental Consultants, PAOS Limited, TRC Tourism Limited, and affiliates, dated March 2012.

The greater Te Whanga-nui-a-Tara-Wellington area was first discovered and explored by the Polynesian navigator Kupe. As is customary, Kupe named the places he visited and explored in a practice known as taunaha whenua, the tikanga, or naming and claiming the land, laying the first foundations for the cultural landscape of the greater Wellington area. This exercise of taunaha whenua was subsequently conducted by several resident iwi who have occupied Wellington since the time of Kupe. Among the earliest iwi associated with Te Whanganui-a-Tara (Wellington harbour district) are the Waitaha and Ngäti Mamoe, or Te Tini o Mamoe. They appear to have left the earliest archaeological evidence of their occupation throughout the Wellington region and beyond.

In time other iwi settled the greater Wellington area. Perhaps the longest resident iwi, and dominant group, were Ngai Tara, descendants of Whatonga, kaihautū (commander) of the waka, Kurahaupō. It appears to be Ngai Tara who gave the fullest expression to the tikanga of taunaha whenua today evident in Wellington's place names. Later, Ngati Ira (Ira-kai-putahi) made this their home. The site appears to have included the greater area of what was originally recognised as Motu-kairangi. Occupation of the Motu-kairangi area needs to be seen in the wider context of Maori occupation of the greater Wellington harbour and south coast area and not viewed in isolation from these adjoining areas.

Originally, Motu-kairangi (its interpretation, as provided by Adkin, is "esteemed" or "precious", explaining what a hallowed place this island was to live) was then separated from mainland Rongotai. In legend it was two taniwha, Ngake and Whataitai, who created it. Whataitai, it is said, tried to force a passage via Evans and Lyall Bays but, failing, became a spirit in bird form and flew to the top of Mt Victoria. Ngake, however, succeeded. Much more prosaically, the taniwha event may also be described as the uplift of approximately 1460, the Hao-whenua, which occurred in the time of Te Ao-haeretahi, a descendant of Tara. The island therefore became a peninsula, joined to the mainland, as it remains today. Whataitai, was another name for the area, living on in what may be its linguistic corruption, 'Hataitai'.[3]

The future subject site at Shelly Bay was once the Te Atiawa village called Maru-Kai-Kuru, with settlement of the site dating to the earlier migration from Taranaki when the village was occupied by the Ngati Mutunga kin of Te Atiawa. Historically, prior to the Ngati Mutunga occupation, the Ngati Kahukura-awhiti and Rakiwhiriwhiri people populated the area. The village of the descendants of Whatonga (the ancestor of Rangitane and Ngati Ira) was at the southern end of the bay. Maru-Kai-Kuru was

[3] G Leslie Adkin, *The Great Harbour of Tara* (Christchurch: Whitcombe and Tombs, 1959), 14, 18-19, 24, 44.

located at the northern end of Shelly Bay and had connections to other settlements along the western coast of the peninsula. At the time of colonisation, the Te Atiawa relocated north around the harbour.[4]

When colonists first arrived, the site carried little forest cover, although Heaphy's 1840 engraving shows forest on the higher parts, where modern Miramar Heights is located. By 1842 a Henry Melville engraving of an S C Brees painting shows the entire Miramar Peninsula covered in open grassland.[5] James Coutts Crawford farmed the peninsula's northern half, which he called Glendavar Cattle Farm, from about 1840. A former naval officer, he was energetic, seemingly fearless, and in later life distinguished in civic life. Keenly interested in science, including botany, and geology, he was also actively involved in engineering and agriculture. In Miramar, purchased in 1839 from the New Zealand Company (he may well have been "Wellington's first genuine city-settler"), he experimented with different grass seeds, discussed in a paper he gave in 1882. He also built what may be New Zealand's first significant tunnel, some 100 yards of bricks, by which he drained 'Burnham Water', a considerable lake and site of Miramar township today, into Evans Bay.[6] Crawford is responsible for the peninsula's 'Miramar' name.

In 1885 the northern end of the Miramar Peninsula was sold by Coutts Crawford for military defence installations, a settlement of £6,000 being awarded him in 1886.[7] Over the years, several of the strategic locations that had proven so attractive to Maori were subsumed for colonial military purposes to the extent that the earlier works have been almost entirely destroyed. The Anglo-Russian rivalry over Afghanistan led to the 'Russian scare' of 1885 and the erection of heavy artillery defence posts at New Zealand's major ports. Wellington's main fortification, Fort Ballance was built here on the site of Te Mahanga Pa.

7.2 site development

Note: Text within the following section in *italics* is sourced from the 'Shelly Bay: Character and Condition Assessment' by Opus Architecture, dated January 2009,[8] unless otherwise referenced.

The military use of Shelly Bay began during the 1880s Russian war scare. In early 1885, torpedo and submarine mining sheds were constructed on the Thorndon reclamation and Mahanga Bay. Following a storm in May 1887 that damaged the submarine mining cutter at Mahanga Bay, a permanent depot that was closer to the proposed minefield was required. A works camp for the military road builders to the Halswell and Gordon Points forts had been set up at Shelly Bay. The site had sufficient flat land and direct sea access, and was only 4km from the minefield site. Consequently, the Submarine Mining Depot was relocated to Shelly Bay from Mahanga Bay in mid-1888, and various other specialist building and facilities constructed alongside. Shelly Bay was also designated as a replacement for the submarine mining

[4] Wellington City Council, Wellington Tenths Trust, and Ngati Toa, "Te Ara O Nga Tupuna Heritage Trail, Wellington," (Wellington: Wellington City Council, 2006), 16.
[5] Gavin McLean, *Wellington: The First Years of European settlement, 1840-1850* (Auckland: Penguin Books, 2000), 20.
[6] James Coutts Crawford, "On Fixing Sands by Means of Planted Grasses", available from: https://teara.govt.nz/en/biographies/1c26/crawford-james-coutts; Louise E Ward, *Early Wellington* (Whitcombe and Tombs, 1928), 267.
[7] Natasha Naus, "Motu-kairangi/Northern Point Military Reserve (former) Miramar Peninsula, Wellington, Crown Land Disposal Heritage Assessment," Historic Places Trust, sourced from: "The Peninsula Land Compensation Claim", *Evening Post*, 13 December 1886.
[8] Opus Architecture, "Shelly Bay: Character and Condition Assessment," (2009).

facility at Thorndon Quay. While some of Mahanga Bay's facilities were moved to Shelly Bay, it was maintained as an Auxiliary Depot.[9]

Fig. 4 A group of soldiers in the 1890s, pushing a large mine on a carriage along railway tracks in Shelly Bay. (Group of men pushing a mine. Ref: PAColl-5657-02. Alexander Turnbull Library, Wellington, NZ)

Fig. 5 Members of the Submarine Mining Volunteer Corps at the Shelly Bay camp in 1899, looking southeast in the north bay. The (former) Submarine Mining Barracks Building (now Building 18) is just out of frame to the right. (Star Boating Club Submarine Mining Volunteer Corps, Shelly Bay, Wellington. Ref: 1/2-091780-F. Alexander Turnbull Library, Wellington, NZ)

When completed, the Shelly Bay submarine mining depot base had a Whitehead torpedo shed, mine store, general store, offices, smith's shop, carpentry shop, and

[9] Peter Cooke, *Defending New Zealand: Ramparts on the Sea 1840-1950s* (Wellington: Defence of New Zealand Study Group, 2000), 114, A26.

barracks (now Building 18). At the south of the bay there was an L-shaped jetty, 60ft long with a 2-ton crane to service a second class torpedo boat, and connected by an 18 inch tramway that extended around the point and in front of the north bay buildings (see ca 1900s map in Figure 6).[10]

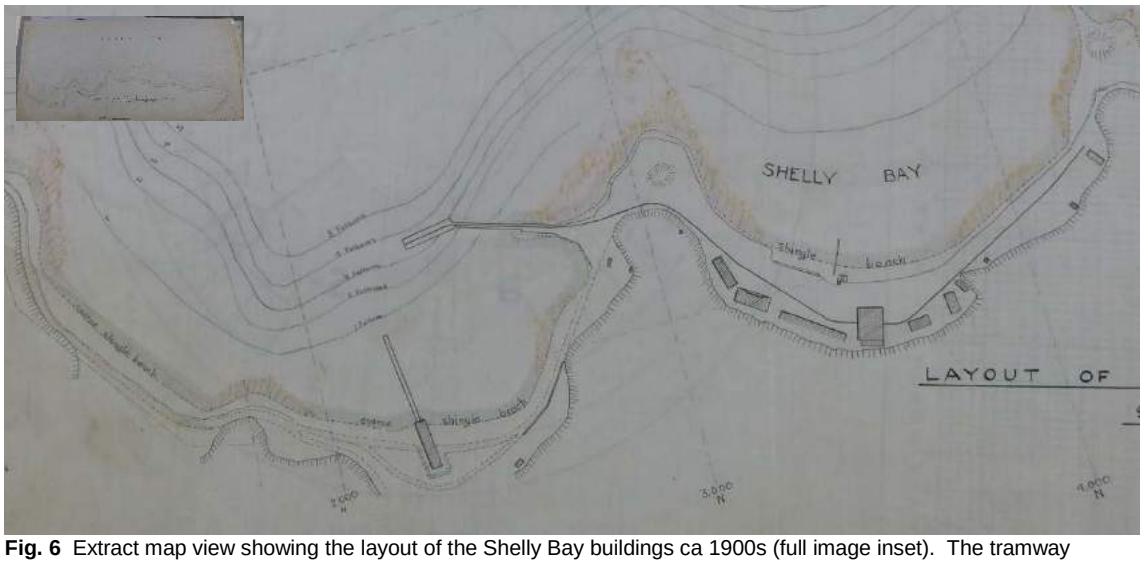


Fig. 6 Extract map view showing the layout of the Shelly Bay buildings ca 1900s (full image inset). The tramway extends from the wharf jetty around to the north bay. Note the torpedo boat-shed and slipway in the south bay built in 1898.
('Evans Bay – East Side Layout of Foreshore from Shelly Bay to Pt Halswell showing Fathom Contours,' Series: AC046 Wellington Harbour Board Tracings, 1870s-1980s, Folder 17, Item 58/82, WCC Archives)

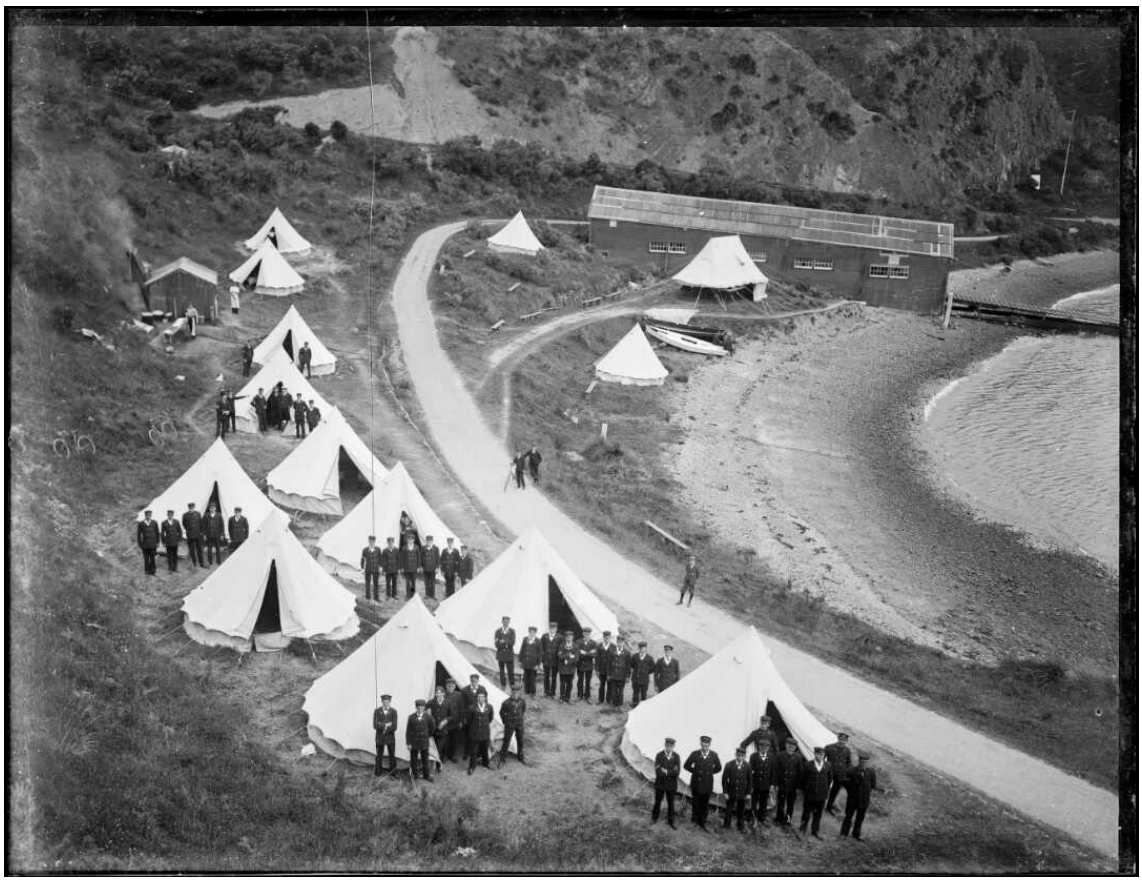


Fig. 7 Looking south into the south bay ca 1899, showing the Submarine and Torpedo Mining Corps annual camp and the boat shed and slipway for the torpedo boats.

[10] Cooke, *Defending New Zealand*, 114; WCC Archives, Series: AC046 Wellington Harbour Board Tracings, 1870s-1980s, Folder 17, Item 58/82.

(Submarine and Torpedo Mining Corps, Shelly Bay, Wellington. Ref: 1/1-020236-G. Alexander Turnbull Library, Wellington, NZ)

The Shelly Bay boat-building facilities also crafted several submarine mining boats. In 1891, the Defence Engineer noted that while the Shelly Bay mining depot was excellent, submarine mining defence of the port was only an idea. A torpedo boat-shed and slipway were built at Shelly Bay in 1898.[11]

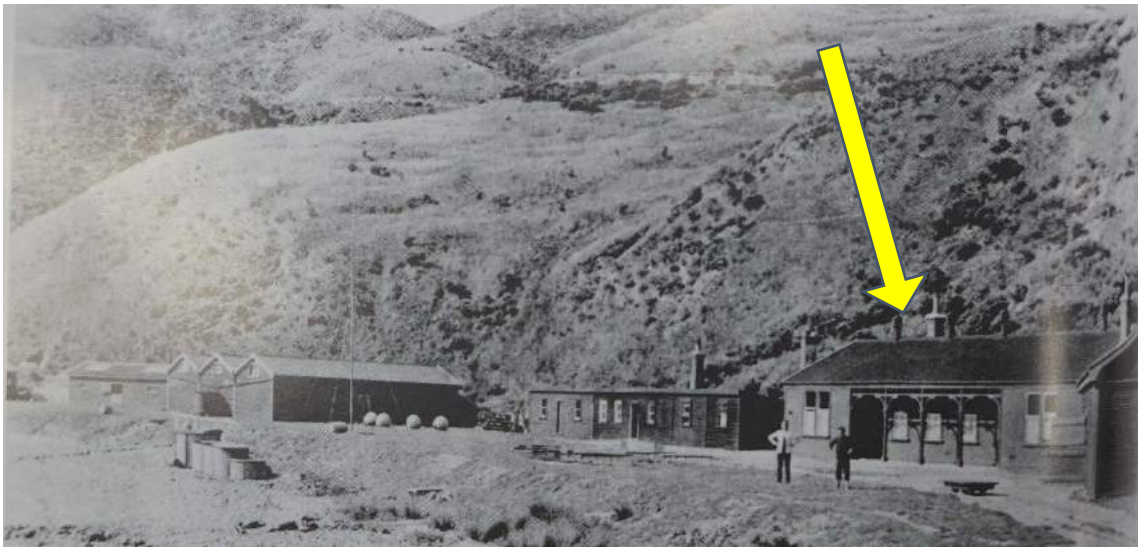


Fig. 8 Looking northeast at Shelly Bay ca 1900s. The (former) Submarine Mining Barracks Building (Building 18) is indicated. Note the tramway running in front of the buildings.
(Peter Cooke, *Defending New Zealand*, pA26)

With the abandoning of the minefield concept in 1907, the Shelly Bay depot was used as general military store and barracks, until it was closed in the 1920s. The Defence Department continued to own the land and the site was thereafter occupied by three magazines under the control of the Department of Internal Affairs.

The (former) Submarine Mining Barracks Building continued to provide a function within the site during control by the Department of Internal Affairs, when it was purchased from the defence Department for a sum of £400 in 1925. It operated as the Shelly Bay Magazine – Caretaker's Quarters following that purchase, at which time the building was described as being "65 feet long by 25 feet wide covered on the outside with corrugated iron, and lined throughout with dressed T & G lining."[12] Interior alterations to the internal layout were proposed during that period to cater for its new use.[13]

[11] Cooke, *Defending New Zealand*, 114.
[12] Archives NZ, Item: R21063398, "Defence Works and Buildings – Shelly Bay – Magazine Site," 1926-1953.
[13] Archives NZ, Item: R21063398, "Defence Works and Buildings – Shelly Bay – Magazine Site," 1926-1953.

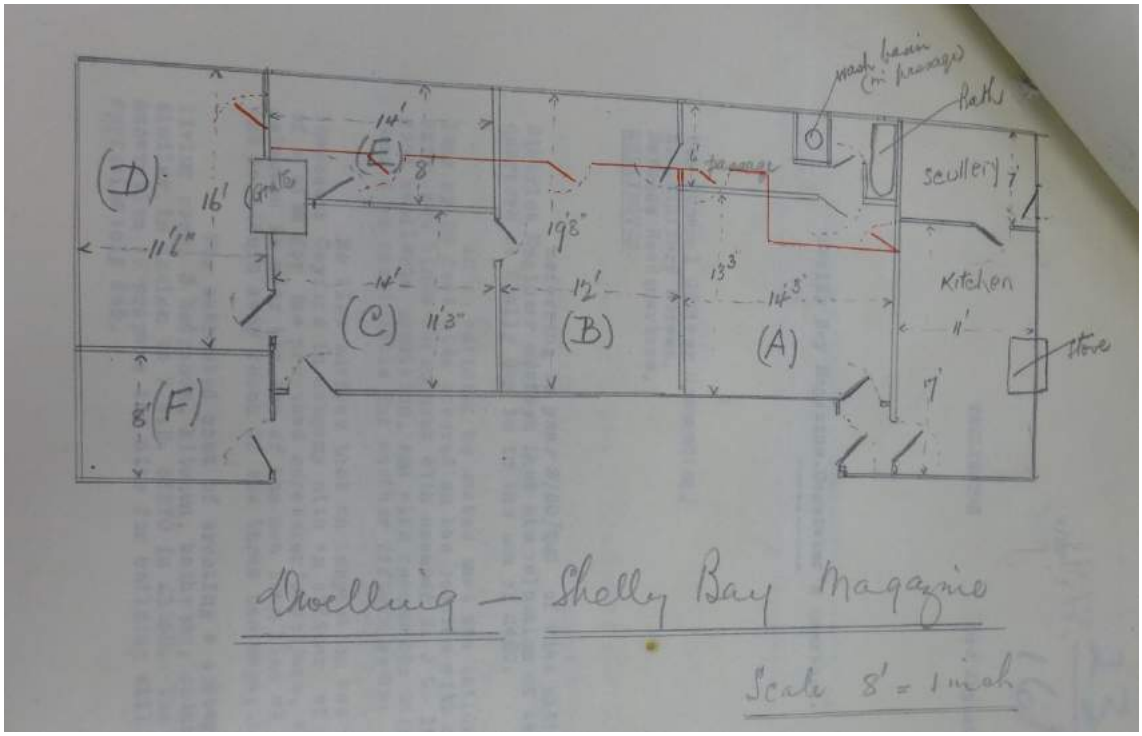


Fig. 9 Sketch plan showing the Submarine Mining Barracks Building – Caretaker's Quarters in 1925, and the proposed internal alterations to make it suitable for residential purposes.
(Item: R21063398, "Defence Works and Buildings – Shelly Bay – Magazine Site," 1926-1953, Archives NZ)

A site audit undertaken on 1 June 1945 describes the former Submarine Mining Barracks Building as the "Original Cottage" with a single storey gable roof. At that time it was utilised as the Post Office and Master at Arms' Mess and was noted as having a 1550 sq ft plan, a corrugated iron roof and wood blocks for the walls.[14]

With the outbreak of World War II, the Royal New Zealand Navy (RNZN) decided that it required a dedicated naval base in Wellington for new vessels on order, such as minesweepers and motor launches, and for an armament depot for the port of Wellington, [and as a facility for the NAPS (Naval Auxiliary Patrol Service, the Naval 'Home Guard') patrols[15]]. *Existing naval vessels had previously always used berthage at Wellington harbour* [but there was not sufficient space for NAPS as the 81st Flotilla outgrew its first base at Clyde Quay (which was also used by the Americans to service landing craft), or for naval and merchant shipping to coexist[16]]. *Shelly Bay was chosen because it offered reasonably deep water with the prospect of adequate shelter, necessary flat land, or readily-reclaimable land, and the isolation required for magazine storage.*

Planning was well under way in 1941. The layout of the base was designed by Wellington Harbour Board engineers and the Public Works Department. It can be assumed that the buildings were designed by the Government Architect, mainly based on standard designs. An initial estimate off £233,000 was prepared.

Expenditure was sought from the Government for the work but no-one had informed the Commissioner of Defence Construction, James (later Sir James) Fletcher, the founder of Fletcher Construction. Angry at not being told of the Navy's intentions he told the Prime Minister he was not against the base "if it is certain it will be utilised fully

[14] Archives NZ, Item: R21465105, "Shelly Bay Naval Base – Works and buildings," 1945-1950.
[15] Cooke, *Defending New Zealand*, 114.
[16] Cooke, *Defending New Zealand*, 114.

after hostilities cease, but... a more unfortunate time could not have been selected for construction."[17] *He intended seeking assurances that no other site could he found that might have more residual peacetime value. In particular he wanted the accommodation built to meet "peace-time standard."*[18]

Work commenced in early 1942 with the clearance of bush on the hillside above the bay, a new road and a series of 10 magazines built at intervals along the hillside. A total of 2.7 hectares [of land] *was reclaimed,* [using] *soil from the road and magazine construction, then levelled and, when this was completed, work on the wharves began.*

It was decided not to proceed with berthage planned at the north bay [indicated in Fig. 8]*, following Treasury criticism that it was likely to receive minimal civilian use after the war. The wharf and breastwork were intended to provide over 300 metres of berthage. Two slipways capable of lifting Fairmile-type motor launches* [of about 34m long and 5m wide, with a draft between 1.1m and 1.5m] *were built later, along with side slipping ways and main hauling winches.*

By 1942, the tramway was relaid, going from the wharf to connect with the three magazine store buildings located at the foot of the hill enclosing the south bay (see Figure 9 showing the proposed 1942 north bay layout, but also including the existing buildings and site layout of the base. Note that the three store buildings from the submarine mining depot base along the south bay still survive today, identified as Building 06 – Officers' Mess Games Room, Building 10 – Library, and Building 14 – Barrack Warden Store. Building 14 also has a surviving section of tramway tracks in the ground alongside it. It also appears that several of the existing (but unnumbered within the Shelly Bay Masterplan) buildings in the north bay are also from this period).[19]

The slipway, workshops, and shed were originally designed to Navy specifications: the long Shipwright's shed building (Shipwright's Building – Building 12) was designed to be one side of a structure that would enclose the slipway like an aircraft hangar, with a similar roof span. Such a layout was first constructed at Devonport Naval Base, but the Shelly Bay facility (intended as the second of this design) was never completed. However, this explains why the long narrow Shipwright's shed building originally had framing uprights protruding above the ridgeline (see Fig. 18 showing the line of framing uprights along the ridgeline of the Shipwright's Building, since removed). The original L-shaped jetty was also incorporated into the proposed wharf structure, now the thinner section at the end of the eastern wharf section.[20]

Known as HMNZS *Cook*, Shelly Bay served as Wellington's main naval base during the war.[21]

[17] Navy Department file 1011716 Pt 2. Commissioner of Defence Construction to Prime Minister, 3 May 1942.
[18] Navy Department file 1011716 Pt 2. Commissioner of Defence Construction to Prime Minister, 3 May 1942. A note in the margin of James Fletcher's letter, presumably written by the PM (Peter Fraser), stated "If all these delays and arguments go on there won't be any 'after the war' as far as New Zealand is concerned."
[19] Cooke, *Defending New Zealand*, 114; WCC Archives, Item 2212/1; Shelly Bay Naval Depot – North Bay General Plan – 1942, AC046 Wellington Harbour Board Plans.
[20] Martin Berthold, "B.T. Daniel Ltd., Shipwrights, Boatbuilders & Marine Engineers, Shelly Bay, Wellington," *New Zealand Marine News* volume 58, issue 1 (2011): 20.
[21] Cooke, *Defending New Zealand*, 114.

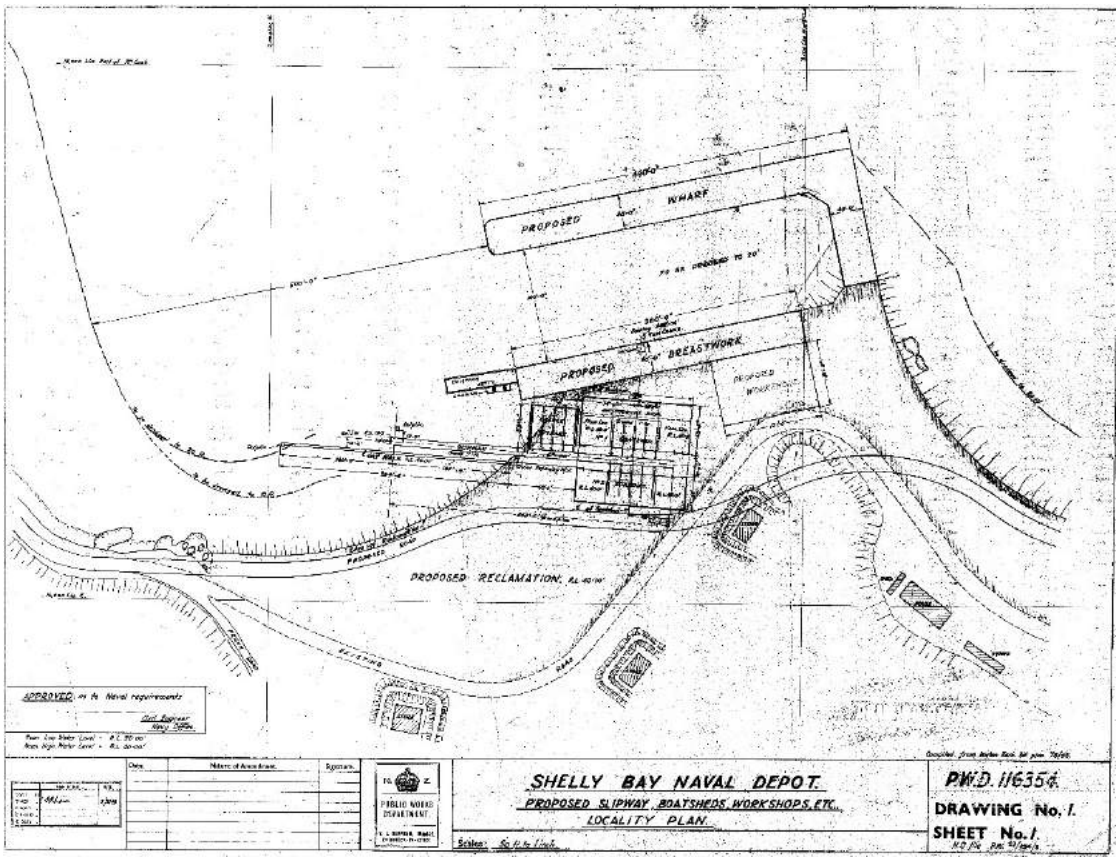


Fig. 10 Plan of the proposed Shelly Bay's Naval Depot layout for the south bay in 1943, showing the proposed reclamation and proposed wharves and buildings on the reclamation at the point. Note, north is to the right.
(Item 3964; Shelly Bay Naval Depot – Slipway Boatsheds Workshop – 1943, Archive AC046 Wellington Harbour Board Plans, WCC Archives)

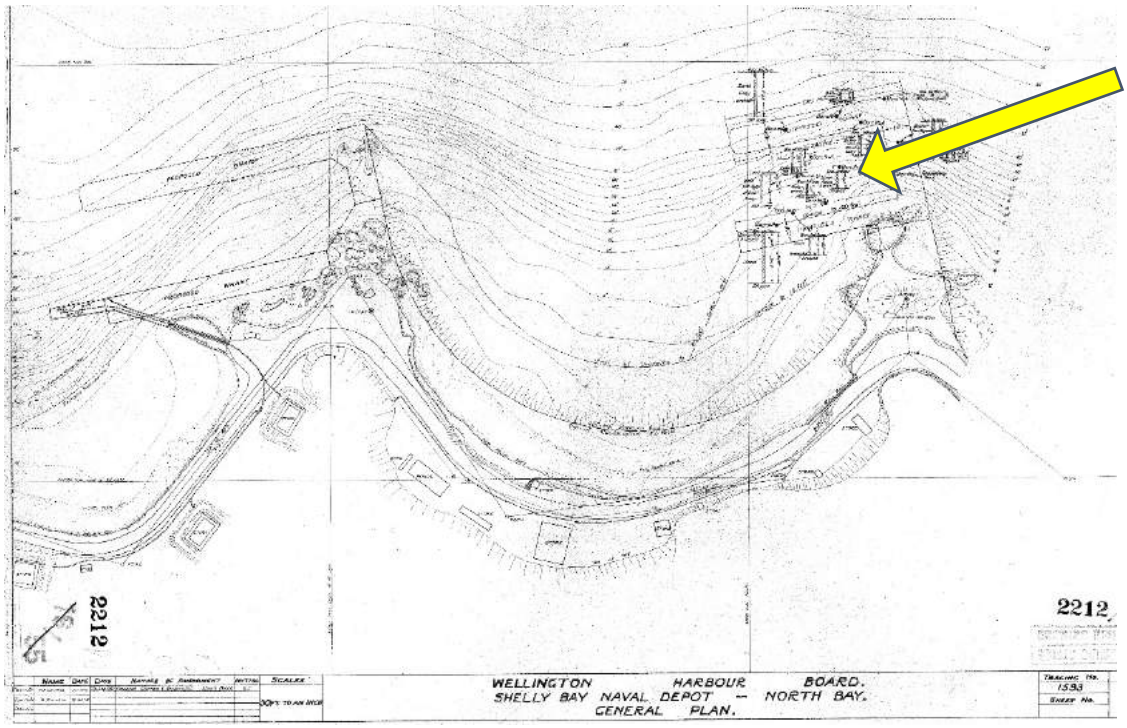


Fig. 11 Plan of the proposed Shelly Bay's Naval Depot layout for the north bay in 1942, showing the proposed reclamation and proposed wharves and buildings on the reclamation at the point. The proposed additional berthage in the north bay (never undertaken) is indicated. The existing buildings, including the south bay store buildings and tramway connecting them to the original jetty is visible at the left. Note, north is to the right.
(Item 2212/1; Shelly Bay Naval Depot – North Bay General Plan – 1942, AC046 Wellington Harbour Board Plans, WCC Archives)

By the end of 1942 the reclamation work was sufficiently advanced that the construction of the base buildings could begin. First to be built was an accommodation block, with other buildings following as labour and space became available. Work was begun on accommodation blocks for ratings and CPOs, mess, recreation hall and canteen, hospital, laundry, two boiler houses, stores, workshop, shipwright's stores, and administration block. It was originally intended to house officers off the base but in November 1943 it was decided to build officers' quarters in the south bay [in the Officers' Quarters and Mess, Building 07]*. The total floor area of all buildings constructed was 6450m².* [The Stores and Workshop building (Shed 8 – Propeller Studios, Building 15) was built on reclaimed land adjacent to the point between the two bays; the structure has two sections – a high-stud height section to the west, and a low-stud height section to the east – one half of the building was used for the handling and distribution of supplies, and the other half for the maintenance of, primarily, vehicles.[22]]

Work was initially expected to finish by December 1943, but delays with materials and contractors meant the base was finally occupied on 1 June 1944 with a full complement of 200 personnel but it was still nowhere near completion. It was finally completed by the end of the war in May 1945. By this time the whole area had been extensively landscaped, and the full range of services installed. Twelve hundred metres of road kerbing and channelling had been built and over 600 metres of retaining walls. Nearly 38,500m² of roading had been sealed. A complete sewerage disposal system and stormwater drainage had been installed, requiring the building of a specialised pumphouse. The whole base was also connected to the city power grid, while an emergency supply came from a diesel standby generator. The total cost of the magazines and naval base contract came to nearly £390,250.[23] [In addition, starting in April 1942 a Naval Armaments Depot of 10 magazines was built up the road to Mt Crawford to service the armed minesweepers stationed at Shelly Bay, at a cost of £41,222.[24]]

Soon after the war ended, pressure came on the Navy from the local community and the Government to open up the scenic Point Halswell Road to civilian traffic. The Navy Department reluctantly agreed. At first it was thought that a tall fence with gates would have to be built on both sides of the road to seal off the base from the public. This was later reduced to a single post and wire fence on the landward side of the road but the Navy insisted on closing the road during the hours of darkness for a variety of reasons, viz "maintenance of good order and discipline within the base area, plus the obvious risk of fire, attempted breaking and entering and general outbreaks of hooliganism which unfortunately seem so prevalent throughout the country at the present time."[25]

The strategic importance of the base and its likely role in the event of hostilities were never tested and the Navy left less than two years after it took possession of the base. The base will be best remembered and historically valued for its 50-year association with the Air Force.

[22] Opus, "Shelly Bay: Character and Condition Assessment," (2009), Appendix 8.2.
[23] Navy Department file 1011. Navy Office memo, 26 June 1949.
[24] Cooke, *Defending New Zealand*, 114.
[25] Navy Department file i0/1716 Pt 3. Memo from Lt. Comm. R.F. Harding, Commanding Officer, RNZNVR.

Fig. 12 Extract aerial view looking at the HMNZS Cook naval base at Shelly Bay in 1944 (full image inset).
("The Official History of New Zealand in the Second World War 1939-1945," by T Stout and M Duncan (Wellington: Historical Publications Branch, 1958), sourced from NZETC)

By the end of the war, the Navy presence in Wellington had, to a large extent, been reduced to that of reserve units under training. Due to the great expense entailed in building the base it was felt that it had to be put to some permanent use. On 13 February 1946 Squadron Leader Simpson and Flight Lieutenant Parkinson, staff officers, Works, Royal New Zealand Air Force visited Shelly Bay to see if it was suitable for Air Force needs.

The Air Force had been occupying Anderson Park but as that land was reverting to the Wellington City Council it had to find new accommodation. It was decided that, from April 1946, the Headquarters unit of RNZAF Wellington, responsible for the administration of all Air Force personnel at RNZAF and Defence Headquarters, would relocate to Shelly Bay. [The Air Force Flying Boats had already been operating out of Shelly Bay during WWII.[26]] *The Air Force vacated Anderson Park on 24 April 1946[27] and assumed control of the base on 29 April, with the exception of the workshops and boatshed areas. An agreement between the Army and Air Force covering the latter's occupation of the base was signed on 12 June 1946.[28] Under that agreement the Air Force had to relinquish use of the base if it was required by the Navy. Despite threats, it never happened. Eventually the Air Force took over full control and management of the base.*

[26] Cooke, *Defending New Zealand*, 114.
[27] *Southern Cross*, 24 April 1946.
[28] Navy Department file 1011716 Pt 4. 12 June 1946.

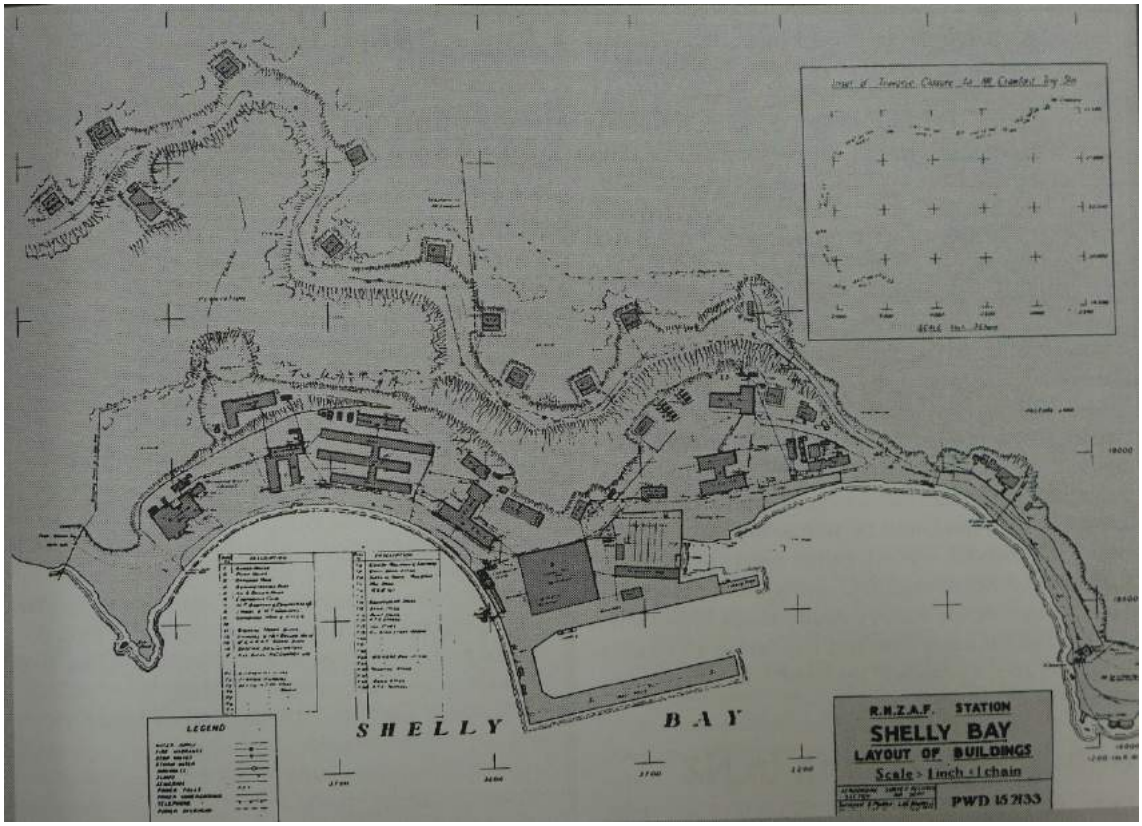


Fig. 13 RNZAF map showing layout of buildings in Shelly Bay (date unknown). Note, north is to the left.
(Peter Cooke, *Defending New Zealand*, p115)

Fig. 14 Extract image showing Shelly Bay wharf in 1947 (full image inset). Note the large store building (Shed 8 – Building 15) and the Shipwright's Building on the wharf.
(View south to the Miramar Peninsula and Evans Bay with Wellington Airport and the suburb of Kilbirnie, Wellington City. Ref: WA-07173-G. Whites Aviation Collection, Alexander Turnbull Library, Wellington, NZ)

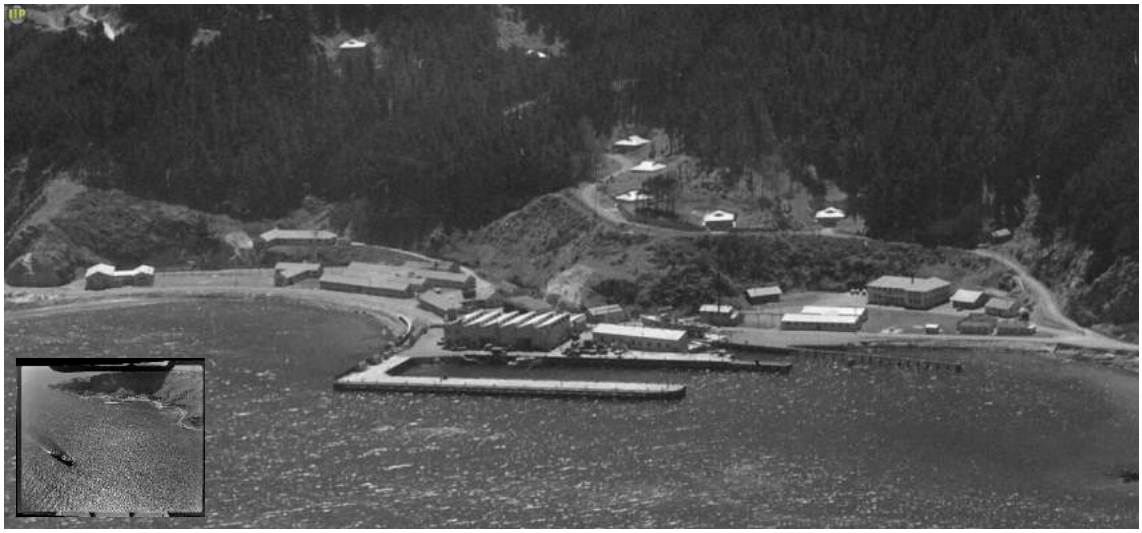


Fig. 15 Extract aerial image looking northeast towards the Shelly Bay base in 1947 (full image inset).
(Evans Bay, Wellington, showing Shelley Bay Road and Point Halswell. Ref: WA-11361-F. Whites Aviation Collection, Alexander Turnbull Library, Wellington, NZ)

The Air Force decided it did not require the use of the whole base and, in July 1947, after being approached by shipbuilder Barney Daniel with an offer to lease the shipwright's building, slipway, [and wharves, with the Air Force remaining the lessee of the naval barracks and the other buildings[29]], *it sought offers of interest from other parties. Despite this Daniel eventually won the contract. He became a significant figure in Wellington shipbuilding. The extensive wharfage there also became home to many of Wellington's redundant vessels which ended their days there by being dismantled or cut up for scrap*. [In addition, Daniel also repaired and refurbished vessels at the Shelly Bay facilities.[30]]

After the end of the war a flying boat service began between Wellington and Sydney. It was successful enough to briefly threaten the supremacy of the boats across the Tasman Sea. The launches that took passengers to and from the flying boats were run by Barney Daniel and operated out of his premises at Shelly Bay,[31] although the air service's terminal was at Evans Bay. [Daniel was also responsible for policing the bay to ensure that all small craft were clear for the flying boat operations.[32]] *The service closed in 1954, a victim of exposed Evans Bay's occasionally tempestuous seas as much as anything else.*

Eventually by late 1961, Barney Daniel also vacated the lease at Shelly Bay.[33]

[29] Berthold, "B.T. Daniel Ltd.," 6.
[30] Berthold, "B.T. Daniel Ltd."
[31] David Johnson, *Wellington Harbour* (Wellington: Wellington Maritime Museum Trust, 1996), 349-350.
[32] Berthold, "B.T. Daniel Ltd.," 12.
[33] Berthold, "B.T. Daniel Ltd.," 21.

Fig. 16 Looking south between the wharves in Shelly Bay ca 1951-1952. Note the Shipwright's Building on the left. (Berthold, "B.T. Daniel Ltd., Shipwrights, Boatbuilders & Marine Engineers, Shelly Bay, Wellington," *New Zealand Marine News* v.58, no.1, p15)

Fig. 17 Looking north towards the Shelly Bay wharves ca early 1953 – early 1954.
(Berthold, "B.T. Daniel Ltd., Shipwrights, Boatbuilders & Marine Engineers, Shelly Bay, Wellington," *New Zealand Marine News* v.58, no.1, p7)

Fig. 18 Looking southwest at boats in the slipway and the Shipwright's Building on the right ca early 1953 – early 1954. (Berthold, "B.T. Daniel Ltd., Shipwrights, Boatbuilders & Marine Engineers, Shelly Bay, Wellington," *New Zealand Marine News* v.58, no.1, p7)

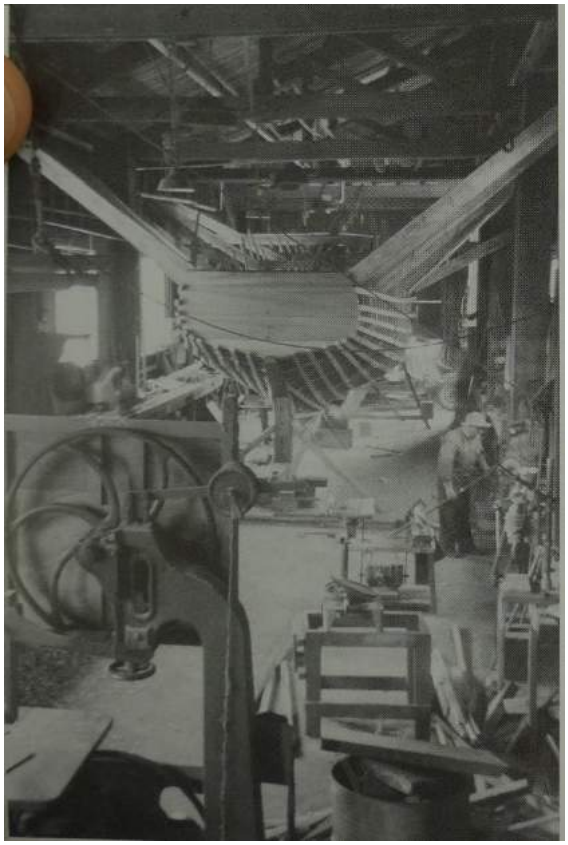


Fig. 19 Two views looking north within the Shipwright's Building in the 1950s, showing boats under construction and repair. Note the monopitched roof, with half-truss roof structure.
(Berthold, "B.T. Daniel Ltd., Shipwrights, Boatbuilders & Marine Engineers, Shelly Bay, Wellington," *New Zealand Marine News* v.58, no.1, p20)

Fig. 20 Looking southeast in Shelly Bay in 1956, with the Officers' Quarters and Mess in the far rear).
(Unidentified air force men, decorated with medals, Shelley Bay Air Force Base, Wellington. Ref: EP/1956/2460-F. Evening Post Collection, Alexander Turnbull Library, Wellington, NZ)

Fig. 21 Looking northwest towards the Shipwright's Building and slipway in 1957, with military forces on parade in the foreground.
(Berthold, "B.T. Daniel Ltd., Shipwrights, Boatbuilders & Marine Engineers, Shelly Bay, Wellington," *New Zealand Marine News* v.58, no.1, p6)

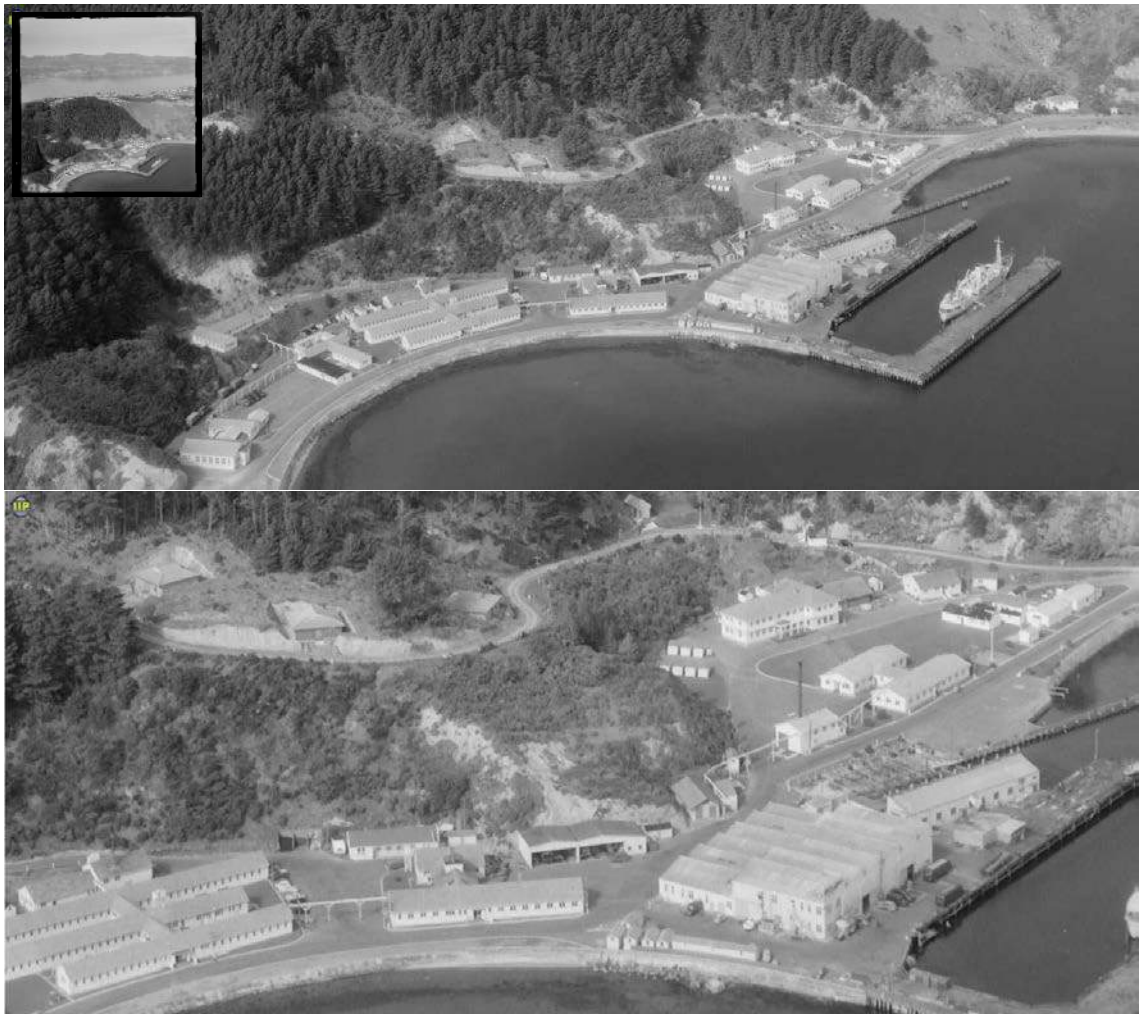


Fig. 22 Two extract aerial images looking east towards Shelly Bay in 1958 (full image inset). The top image shows the overall Shelly Bay context, and the lower image shows a closer view that includes the subject buildings.
(View of the Miramar Peninsula with Shelly Bay Air Force Base and wharves in foreground to Mount Crawford Prison and the suburb of Maupuia, with Wellington City Harbour entrance beyond. Ref: WA-47275-F. Whites Aviation Collection, Alexander Turnbull Library, Wellington, NZ)

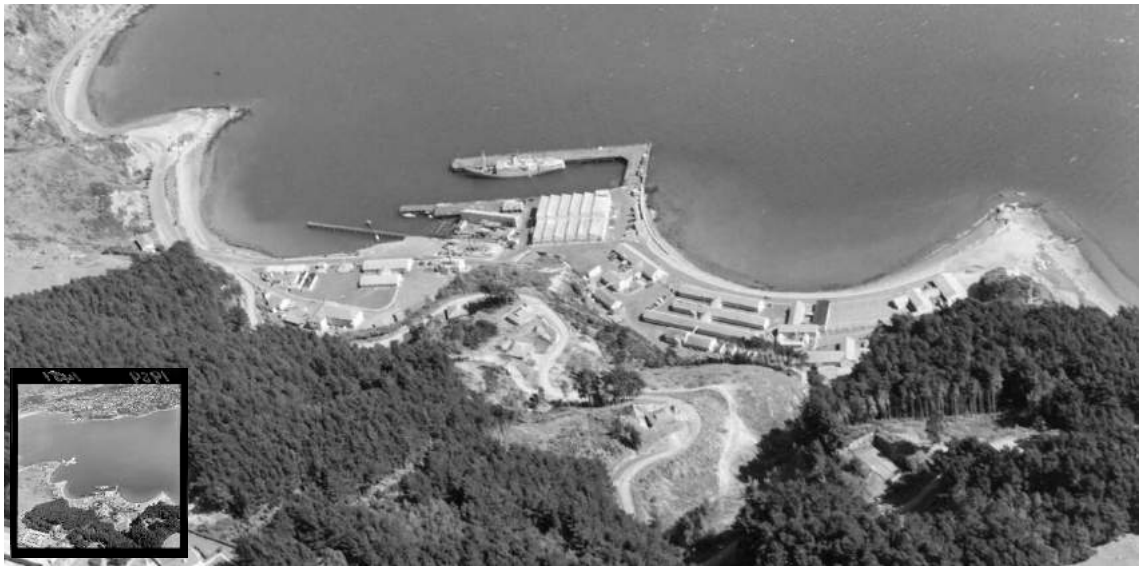


Fig. 23 Extract aerial image looking west towards Shelly Bay in 1959 (full image inset).
(Aerial view of Shelly Bay, with Mount Crawford Prison, and a flying boat. Ref: EP/1959/1451-F. Evening Post Collection, Alexander Turnbull Library, Wellington, NZ)

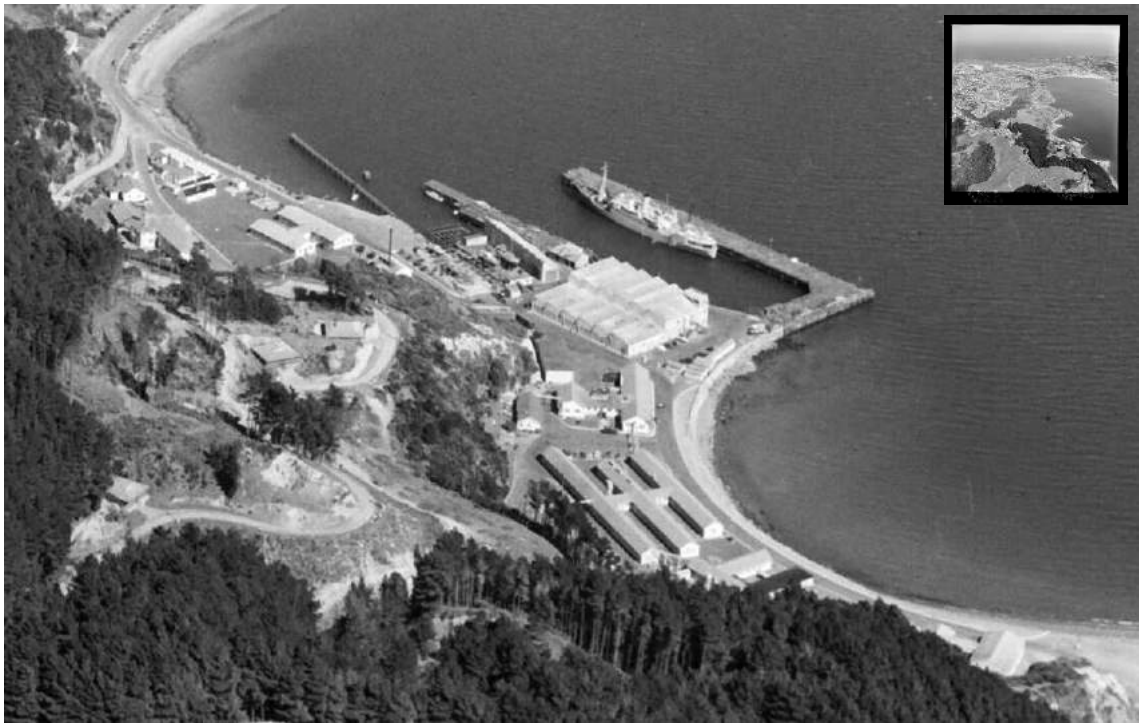


Fig. 24 Extract aerial image looking southwest towards Shelly Bay in 1959 (full image inset).
(Miramar Peninsula, with Mount Crawford Prison, Shelly Bay and Rongotai in the distance. Ref: EP/1959/1460-F. Evening Post Collection, Alexander Turnbull Library, Wellington, NZ)

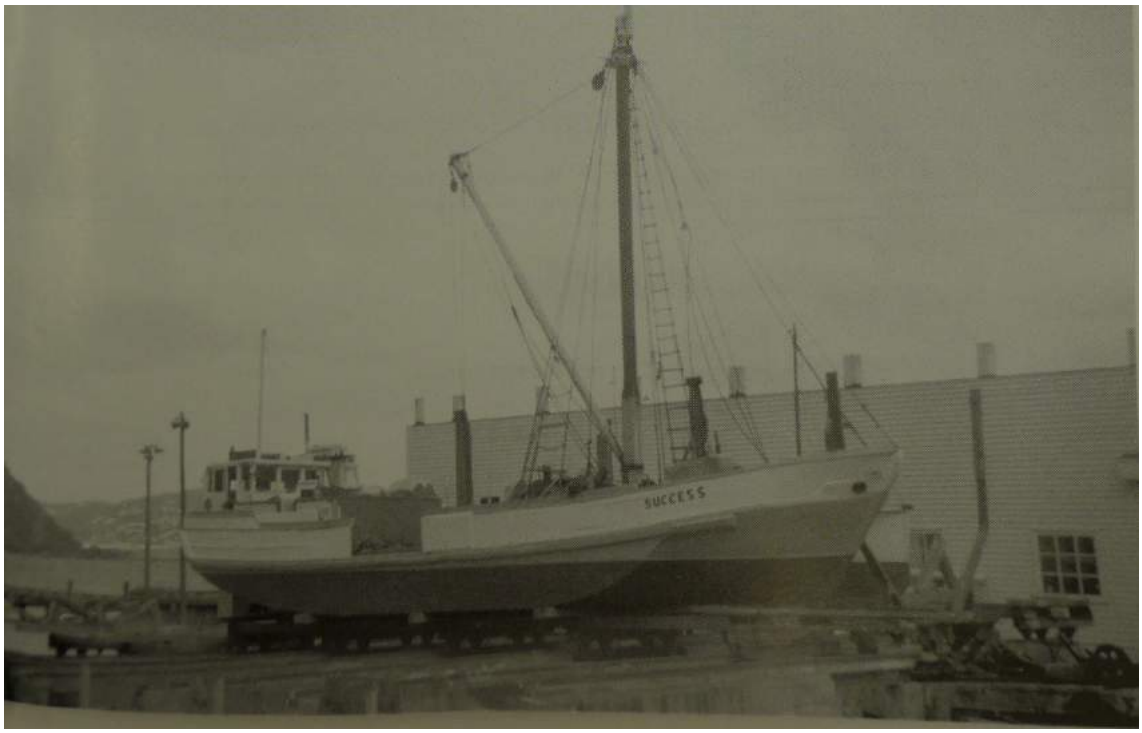


Fig. 25 Looking southwest at the *Success* on the slipway with the Shipwright's Building behind in 1963.
(Berthold, "B.T. Daniel Ltd., Shipwrights, Boatbuilders & Marine Engineers, Shelly Bay, Wellington," *New Zealand Marine News* v.58, no.1, p25)

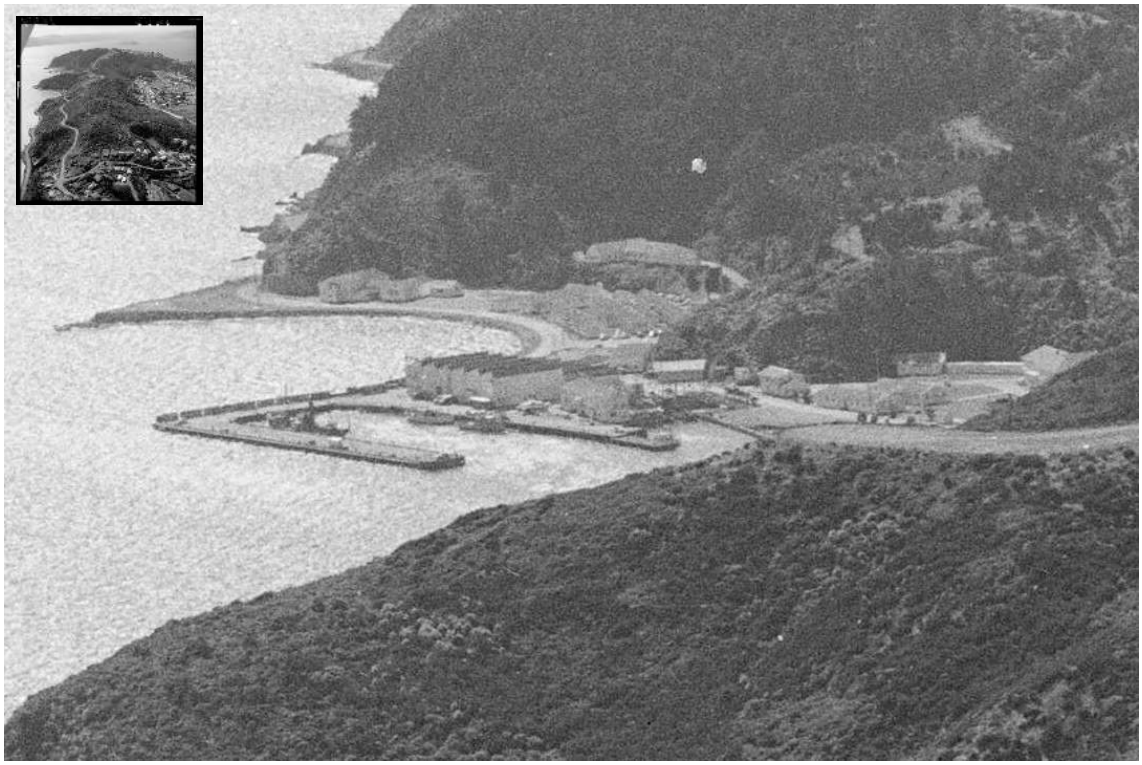


Fig. 26 Extract aerial image looking north towards Shelly Bay in 1966 (full image inset).
(Aerial view of Watts Peninsula, Miramar, Wellington. Ref: EP/1996/1339-F. The Dominion Post Collection, Alexander Turnbull Library, Wellington, NZ)

Fig. 27 Looking north at boat in the slipway and Shipwright's Building in 1968.
(Launch Marlyn under repair at Shelly Bay, Wellington. Ref: 1/4-025492-F. Alexander Turnbull Library, Wellington, NZ)

Fig. 28 Looking southwest at boat in the slipway and Shipwright's Building in 1968.
(Launch Marlyn under repair at Shelly Bay, Wellington. Ref: 1/4-025495-F. Alexander Turnbull Library, Wellington, NZ)

Fig. 29 Extract aerial image looking north towards Shelly Bay in 1969 (full image inset).
(Aerial view of the Miramar Peninsula and Wellington Harbour. Ref: EP-Municipal-Towns, Wellington and Suburbs-Miramar-01. The Dominion Post Collection, Alexander Turnbull Library, Wellington, NZ)

Shelly Bay is the only site in New Zealand actively used by all three military services; and for over 107 years. During their long period of occupation, the Air Force made

minimal significant changes or alterations to the base, with no significant buildings being removed since the base was completed. Accordingly, the base has remained virtually complete, and represents "*one of the most intact collections of WWII bases in New Zealand*."[34]

In 1995, when NZ Defence no longer required the facilities for the Air Force, the base was decommissioned. With the crown-owned land forming the majority of the northern end of the Miramar Peninsula, including the Shelly Bay site, there was a great deal of uncertainty as to final ownership following any future Treaty of Waitangi claims by local iwi. A decision was made to only undertake minimal maintenance. WCC took strategic decision to secure ownership of the road to maintain public access to the coastline of the Miramar peninsula. This was finally transferred into Council ownership in 2005.

In October 2007, the Shed 8 building (Building 15), was recognised as being occupied by: Westside Studios and WCC Events (previously used by fisherman) in the high-stud area (west half) of the building); and, Downtown Community Ministry and two artists in the low-stud area (east half) of the building.[35]

Between 2006 and 2014, the Shed 8 building (Building 15, later Propeller Studios) was Wellington's largest props studio, Westside Studios owned by Robert Baldock, providing access to props for the Wellington film and events industry. Following the announcement in 2014 that Westside Studios was closing and selling its inventory, the business was purchased by Random Films to keep the business and inventory intact. The building was renamed the Propeller Studios, and continued being involved in prop hire and themed events with additional focus on camera-ready props and bespoke builds to go alongside a new studio space in the building.[36]

[34] Cooke, *Defending New Zealand*, 115; Opus, "Shelly Bay: Character and Condition Assessment," (2009), 7.
[35] Opus, "Shelly Bay: Character and Condition Assessment," (2009), Appendix 8.3, p2.
[36] "Random Films buys Westside Studios, plans three new feature films," *Scoop*, 4 April 2014, http://wellington.scoop.co.nz/?p=66159; "Propeller Studios launches its business at Shelly Bay," *Scoop*, 26 May 2014, http://wellington.scoop.co.nz/?p=67575.

7.3 chronology of events

7.3.1 shelly bay site

The following is a (not exhaustive) list of known events to the overall Shelly Bay former military base site:

date	detail
1887	Submarine Mining Depot constructed at Shelly Bay[37]
1920s	Submarine Mining Depot Base closed[38]
1941	Planning for a dedicated naval base, HMNZS *Cook*, at Shelly Bay
1942-1944	WWII military naval base development of Shelly Bay
April 1946	Base operation taken over by the Royal New Zealand Air Force[39]
1995	Base decommissioned
2005	Base transferred to WCC ownership
	Government sold Shelly Bay to the Port Nicholson Block Settlement Trust for $13.5 million as part of its Treaty settlement[40]

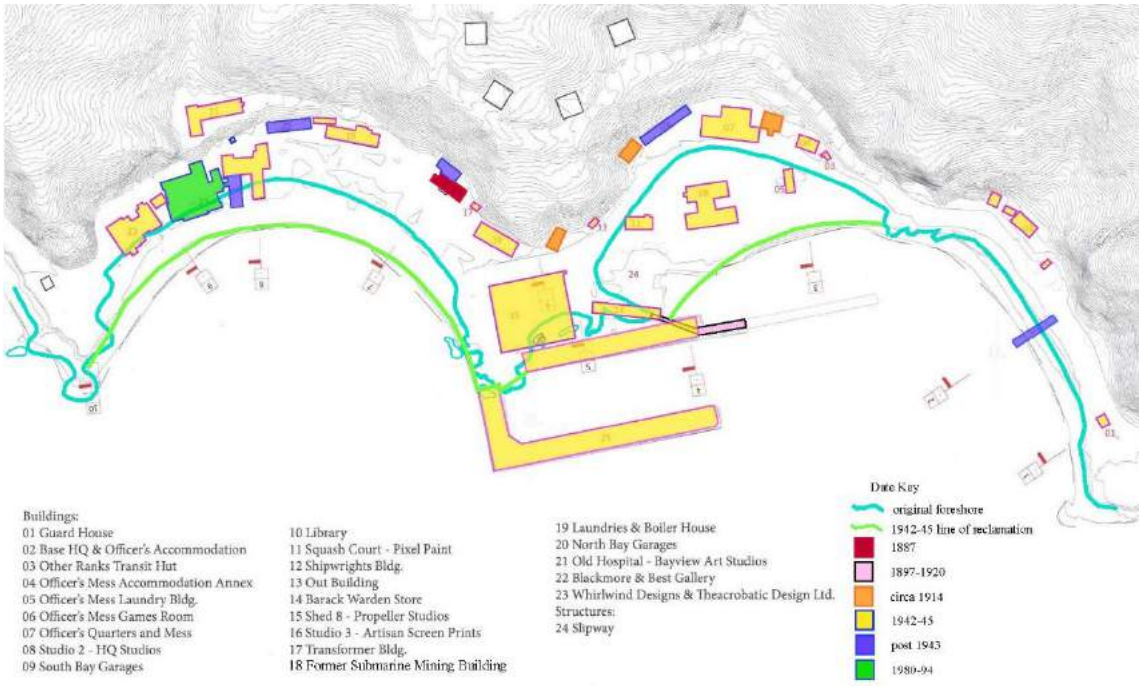


Fig. 30 Diagram showing general chronology of changes to the overall Shelly Bay site (see **appendix c** for full image).

7.3.2 officers' quarters and mess (building 07)

The following is a (not exhaustive) list of known events to the Officers' Quarters and Mess building (Building 07):

date	detail
November 1943	Decision taken to build Officers' quarters in the south bay
May 1945	Construction completed

[37] Wellington City Council, "Shelly Bay Precinct," *Wellington Heritage Building Inventory 2001*, Vol. 2 Non-Residential Precincts.
[38] Wellington City Council, "Shelly Bay Precinct," *Wellington Heritage Building Inventory 2001*, Vol. 2 Non-Residential Precincts.
[39] Navy Department file 1011716 Pt 4. 12 June 1946.
[40] "Port Nicholson Block (Taranaki Whanui Ki Te Upoko o Te Ika) Claims Settlement Bill," *New Zealand Government*, 26 September 2008, https://www.beehive.govt.nz/speech/port-nicholson-block-taranaki-wh%C4%81nui-ki-te-upoko-o-te-ika-claims-settlement-bill.

1946	RNZAF takes over control of base and decides to retain the building as the officers' mess
post-1946	Building enlarged to cater for increased demand. South wing doubled in size, north side ground floor area enlarged, removal of a porte cochère, and the extension of the veranda around the building[41]
date unknown	Construction of single storey addition against the east elevation
date unknown	Installation of large steel flue on southern elevation
date unknown	Construction of link between the Officers' Mess building and he adjoining games room on the southern elevation.

7.3.3 shipwright's building (building 12)

The following is a (not exhaustive) list of known events to the Shipwright's Building (Building 12):

date	detail
1942	Construction of the Shipwright's Building began[42]
April 1946	RNZAF take over base and continue use of the building
July 1947	Shipbuilder Barney Daniel undertakes lease of building
post-2014	Used as a film set location

7.3.4 outbuilding (building 13)

The following is a (not exhaustive) list of known events to the Outbuilding (Building 13):

date	detail
1945	Identified as an 'Army Hut (20' x 8')' in use as a bulk paint store[43]
1959	Operating as a paint shed[44]
1976	Operating as a paint shed[45]
1980	Operating as a paint shed[46]

7.3.5 shed 8 – propeller studios (building 15)

The following is a (not exhaustive) list of known events to the Shed 8 – Propeller Studios building (Building 15):

date	detail
early-1944	Stores and workshop building completed
post-1944	Building used as stores offices and vehicle workshop
April 1946	RNZAF take over base and use the building as its local supply depot[47]
January 1947	Civil Aviation Administration occupies large section (11,000 sq ft) of the building, with the remaining part occupied by the RNZAF[48]

[41] Wellington City Council, "Shelly Bay Road, Officers' Quarters and Mess," *Wellington Heritage Building Inventory 2001*, Vol. 2 Non-Residential Precincts.
[42] Wellington City Council, "Shelly Bay Road, Shipwright's Building," *Wellington Heritage Building Inventory 2001*, Vol. 2 Non-Residential Precincts.
[43] Archives NZ, Item: R21465105, "Shelly Bay Naval Base – Works and buildings," 1945-1950.
[44] WCC Archives, File 00277:998:20168, Town Planning Department Files.
[45] WCC Archives, File 00277:998:20168, Town Planning Department Files.
[46] WCC Archives, File 00009:1098:35/1403 Pt 1, City Engineer's Files.
[47] Wellington City Council, "Shelly Bay Road, Stores and Workshop Building," *Wellington Heritage Building Inventory 2001*, Vol. 2 Non-Residential Precincts.
[48] Archives NZ, Item: R10860296, "RNZAF Station Shelly Bay – Return leases and tenancies – Forms Works 4, August 1950-May 1966," 1950-1966.

1962	Construction of additional first floor receiver room and two new screen rooms and new ceilings[49]
1976	Building operated as the motor transport workshops, stores, and combined mess
2000	Building remained in service as the Armed Forces Canteen
date unknown	Building used by fishermen
2006-2014	Building recognised as being Wellington's largest film prop studio and used by Westside Studios
2014	Westside Studios closed business
post-2014	Building renamed Propeller Studios and remained a prop hire and themed events studio
	Propeller Studios moved out, leaving the building for short-term tenancies

7.3.6 former submarine mining building/chocolate fish café (building 18)

The following is a (not exhaustive) list of known events to the former Submarine Mining Building/current Chocolate Fish Café (Building 18):

date	detail
1887	Submarine Mining Building constructed at Shelly Bay as barracks for the submarine mining depot[50]
1910s	Operated as the Shelly Bay Magazine – Caretaker's Quarters[51]
1925	Building purchased from the Defence Department by the Department of Internal Affairs for a sum of £400 in 1925[52]
	Proposed internal partition alterations
	Noted as having corrugated iron exterior cladding[53]
1925-1945	Changed external wall cladding from corrugated tin to wood block
1942	Integrated into the WWII military naval base development of Shelly Bay
1945	Noted as having wood block exterior walls[54]
post-1946	Used by the RNZAF as an Airman's Mess Annexe[55]
prior to 1973	Operated as the Junior Ranks Club[56]
1976	Operated as the Corporals Club[57]
post-1976	Construction of rear concrete blockwork single storey addition
	Construction of lean-to against front elevation veranda
2009	Operated as the Chocolate Fish Café[58]
date unknown	Fitting of shiplap weatherboard cladding
	Removal of chimneys and fireplaces

[49] Archives NZ, Item: R10563885, "Government Buildings: Civil Aviation Workshops: Shelly Bay," 1957-1969.
[50] Wellington City Council, "Shelly Bay Road, Submarine Mining Depot Barracks," *Wellington Heritage Building Inventory 2001*, Vol. 2 Non-Residential Precincts.
[51] Archives NZ, Item: R21063398, "Defence Works and Buildings – Shelly Bay – Magazine Site," 1926-1953.
[52] Archives NZ, Item: R21063398, "Defence Works and Buildings – Shelly Bay – Magazine Site," 1926-1953.
[53] Archives NZ, Item: R21063398, "Defence Works and Buildings – Shelly Bay – Magazine Site," 1926-1953.
[54] Archives NZ, Item: R21465105, "Shelly Bay Naval Base – Works and buildings," 1945-1950.
[55] WCC, "Shelly Bay Road, Submarine Mining Depot Barracks," *Wellington Heritage Building Inventory 2001*.
[56] WCC Archives, File 00277:998:20168, Town Planning Department Files.
[57] WCC Archives, File 00277:998:20168, Town Planning Department Files.
[58] "Chocolate Fish café returns," *Stuff*, 16 September 2009, http://i.stuff.co.nz/life-style/2868319/Chocolate-Fish-cafe-returns.

8. description and physical condition of the building fabric

The selected Shelly Bay buildings subject to assessment of heritage values are:

i. Building 07 – Officers' Quarters and Mess
ii. Building 12 – Shipwright's Building
iii. Building 13 – Outbuilding
iv. Building 15 – Shed 8 – Propeller Studios
v. Building 18 – Former Submarine Mining Building (Chocolate Fish Café)

Fig. 31 Aerial photo showing the location in Shelly Bay of the subject buildings. For location in the wider context refer marked aerial image at Figure 2. True north is directly up the page.
(Wellington City Council 'Wellington Maps', 2019)

8.1 officers' quarters and mess (building 07)

The Officers' Quarters and Mess building is accessed via a slip road which forks from the main Shelly Bay Road. The building sits on a generally flat site, with the principal entrance and elevation orientated towards the west looking over the southern bay. The rear of the building is nestled into the base of an escarpment which rises steeply away towards the eastern aspect.

8.1.1 building exterior

The building form and construction of the exterior fabric as found is described as follows:

- The Officers' Quarters and Mess building demonstrates a typical New Zealand Defence Force military barracks or institutional typology from the early to mid, twentieth century. The design is influenced by elements of Georgian and English Cottage-style, but in a stripped-back form, with little in the way of architectural embellishment aside from the more formal higher status detailing of the building entrance and windows oriented towards Shelly Bay Road. The building is constructed to a higher quality in its detailing than other more utilitarian structures on the base.
- The building is laid out over a 'T' Plan with a single storey additions filling in the 'T' plan form on the north eastern aspect,
- A link walkway connects the southern end of the building to the adjacent Officers' Mess Games Room;
- The building is arranged over two storeys
- Shiplap weatherboard exterior cladding at ground level
- Board and batten cladding at first floor level.
- Concrete/clay tile hipped roof with deep eaves overhang
- Rendered masonry chimney stack located on the western roof slope
- Timber framed windows configured in casement and awning combinations with horizontal glazing bars.
- Timber panelled or tongue and grooved external doors.
- A high level bridge connects the first floor level accommodation block with the escarpment at the eastern rear aspect and a laundry drying area.
- Fire escape walkway running around the perimeter of the building at first floor level.
- Extract flue and equipment of significant scale has been installed at the south east corner of the building.
- The external fabric is generally in fair a condition but finishes are in poor condition and require immediate attention to avoid deterioration of built fabric.

Fig. 32 Looking towards the north west corner of the Officer's Quarters building.

Fig. 33 Looking towards the principal entrance for the Officer's Quarters which is located on the eastern side of the building.

Fig. 34 Looking towards the south west corner of the Officer's Quarters building.

Fig. 35 Looking towards the north east corner of the Officer's Quarters building.

Fig. 36 Looking towards the south east corner of the Officer's Quarters building. The roof of the Officer's Mess Games Room (Building 06) is shown in the foreground.

Fig. 37 Looking towards the rear projecting wing of the Officer's Quarters Building. Note the single storey, non-original addition in the foreground.

8.1.2 building interior

The interior of the building as found is described as follows:

- The ground floor throughout the western side of the building is generally arranged as an open plan area.
- Washroom and back-of-house facilities are located on the eastern side of the ground level floorplan

- A well-appointed commercial level kitchen has been established at the south eastern corner of the building
- A bar with back-of-house facilities is located at the north end of the ground floor plan
- A fireplace and hearth is located at approximately the mid-point of the open plan area
- Dark stained timber flooring extends the full length of the open plan section of the building. Timber flooring extends throughout the remainder of the ground and first floor areas, but is generally covered with lino or carpet.
- The principal staircase is located in the eastern portion of the building opposite the main entrance lobby. The staircase is accessed from a control lobby that incorporates an adjacent night porters room, and winds anti-clockwise with a single mid-point landing.
- The first floor provides sleeping accommodation with multiple rooms arranged either side of central hallways which run the length of each wing.
- The hallway walls feature stained timber wainscoting
- In-built wardrobes are provided for each bedroom
- Male and female toilet washroom facilities are provided at the junction between the wings at the southern end of the plan.
- Laundry and luggage storage facilities are provided at this level
- Walls and ceilings are finished with plain sheet material.
- Internal fabric is generally in good condition but finishes in a number of areas require upgrading.

Fig. 38 Looking north at ground floor level towards the bar area.

Fig. 39 Looking south at ground floor level towards the central room partition which features the fireplace mantle and hearth. Note the timber floors and window joinery.

Fig. 40 Looking south east at ground floor level towards the central room partition which features the fireplace mantle and hearth. Note the timber floors and window joinery..

Fig. 41 Looking north at ground floor level across the open plan floor area towards the bar at the end of the plan.

Fig. 42 View of the commercial grade kitchen facilities located at the south east corner of the building.

Fig. 43 View of the commercial grade kitchen facilities located at the south east corner of the building.

Fig. 44 View of the night porter's room at the foot of the main staircase.

Fig. 45 Main staircase leading from the ground floor level lobby.

Fig. 46 Main staircase leading to the first floor level.

Fig. 47 Main staircase lobby at first floor level.

Fig. 48 Looking south along the first floor level central corridor.

Fig. 49 Typical entrance door for the first floor level bedroom accommodation.

Fig. 50 View of the original telephone call box located mid-way along the central corridor.

Fig. 51 View of the linen room storage facility.

Fig. 52 View of a typical washroom at first floor level.

Fig. 53 View of a typical bedroom at first floor level.

Fig. 54 View of a typical bedroom at first floor level.

Fig. 55 View of the typical built-in wardrobes in each bedroom.

8.2 shipwright's building (building 12)

The Shipwright's Building is located on a small promontory of reclaimed land at the boundary between the northern and southern bays and is aligned to run roughly parallel to Shelly Bay Road on a north-south axis with the inner wharf. As one, of only two, buildings on the seaward side in Shelly Bay, the building has a direct relationship with the harbour at the water's edge where it is served by a slipway located on the south eastern aspect. Vehicular access to the building is provided by a driveway running from Shelly Bay Road that passes through the Shed 8 site.

8.2.1 building exterior

The building form and construction of the exterior fabric as found is described as follows:

- The building is laid out over a simple rectangular plan
- It is generally arranged over a single storey but with mezzanine at the southern end.
- Mono-pitched timber framed roof sloping towards the west and clad with corrugated sheeting (likely asbestos).
- Shiplap weatherboard exterior cladding is evident on all elevations. The upper portion of the east facing elevation is clad with corrugated sheeting (potentially asbestos).
- Timber framed windows are evident in some wall planes, however, the majority of fenestration openings have been boarded up and assessment is not possible at this stage. Most glazing is missing.
- A number of doorway openings are evident, however the majority have been boarded over and assessment is not possible at this stage. A large pair of timber doors, hinged at the sides, provide access into the building at the northern end.
- The external fabric is generally in poor condition with missing/decayed weatherboards and rainwater goods. Immediate attention is required to avoid irrevocable deterioration of built fabric.

Fig. 56 View towards the south eastern corner of the Shipwrights' Building.

Fig. 57 View towards the north western corner of the Shipwrights' Building. Note the large timber swing doors in the north gable end.

Fig. 58 View towards the south west corner of the Shipwrights' Building.

Fig. 59 Looking north towards the south gable of the Shipwrights' Building. Note the slipway infrastructure on the right of the building.

Fig. 60 View towards the south east corner of the Shipwrights' Building from Shelly Bay Road.

Fig. 61 View towards the eastern elevation of the Shipwrights' Building with the slipway infrastructure in the foreground.

8.2.2 building interior

The interior of the Shipwright's building was not accessed during the time of the site visit due to health and safety concerns. Historical images of the interior spaces are included in section **7.2 site development** of this report.

- The interior features a large central void open to the roof structure.
- A degree of first floor level accommodation is provided by a mezzanine formed at the southern end of the building.
- Historic images show a structural timber post and beam framework supporting a partial king-post roof truss. (Refer to section **7.2 site development** for historic interior images).
- Exposed roof purlins and Rimu[59] sarking boards.

[59] Rimu sarking material as identified in the Opus Architecture, Shelly Bay, Shelly Bay Character and Condition Assessment, January 2008

8.3 outbuilding (building 13)

The Outbuilding is located on the eastern side of Shelly Bay Road where it is tucked tightly into the escarpment bank under a dense canopy of vegetation. A flight of concrete steps leads up to the building to access the principal building entrance which is set into the north eastern elevation facing the escarpment bank The south western elevation overlooks the Shipwrights' building, the slipway and the Southern Bay.

8.3.1 building exterior

The building form and construction of the exterior fabric as found is described as follows:

- The building is laid out over a simple rectangular plan
- It is arranged over a single storey on raised piles to accommodate for the steep topography.
- The roof is clad with corrugated metal sheeting.
- Rusticated timber weatherboard exterior cladding is evident on the north and south elevations. The west gable is clad with shiplap weatherboards. The east gable is clad with sheet material
- Timber framed casement windows are evident in the south western elevation and north western gable.
- A single timber tongue and grooved entrance door is located on the north eastern elevation.
- The external fabric is generally in good condition but finishes are degrading and general repair and maintenance is required to address vegetation growth, missing gutters.

Fig. 62 View looking from Shelly Bay Rd towards the north. Note the subject outbuilding set back into the base of the escarpment and screened by vegetation from this approach..

Fig. 63 View of the outbuilding looking towards the east from Shelly Bay Road.

Fig. 64 View of the outbuilding looking towards the west gable. Note the concrete steps which provide access up to the main entrance and the shiplap weatherboards on this gable.

Fig. 65 View of the outbuilding looking towards the south elevation. Note the concrete steps which provide access up to the main entrance and rusticated weatherboards on this elevation.

Fig. 66 View of the gated fence which screens the main entrance from the road.

Fig. 67 View of the main entrance door in the north elevation. Note the rusticated weatherboard on this elevation.

Fig. 68 View of the east gable. Note the flat sheet material used for the cladding.

8.3.2 building interior

Access to the interior of the outbuilding was not available during the time of the site visit. It is understood that as of 1980, the outbuilding was used as a paint store.

8.4 shed 8 – propeller studios (building 15)

The Shed 8 – Propeller Studios building is a large warehouse structure that sits in the middle of the base on a small promontory of reclaimed land at the boundary between the northern and southern bays. It is one of the most prominent buildings on the base through its size, location and distinctive saw-tooth roof form and is situated adjacent to Shelly Bay Road. As one, of only two, buildings on the seaward side in Shelly Bay it is identified as one of the primary built forms set against the escarpment when viewed from the opposite coast line.

The building has a direct and intimate relationship with the harbour at the water's edge and the wharf structures, which directly abuts the western elevation. The wharf originally linked directly to the interior of Shed 8 with three large doorway openings, however, these have since been in-filled with new panels. Vehicular access to the site is provided by two driveways/service yards intersecting with Shelly Bay Road on the northern and southern sides of Shed 8.

8.4.1 building exterior

The building form and construction of the exterior fabric as found is described as follows:

- The building is laid out over a square plan,
- The building is arranged over six spans,
- The building is roughly divided into two equal halves with a single-storey section adjacent to Shelly Bay Road and the two storey high section addressing the harbour and wharf structures.
- The two storey section is divided to form a high stud section open to the roof framing and an adjoining area at the north end of the plan, which is arranged over two-storeys with an intermediate floor and originally provided office accommodation
- The workshop occupied the large adjoining double height space at the southern end of the plan
- The single storey portion, closer to the road, housed the stores offices,
- Saw-tooth profile timber framed roof clad with corrugated steel sheeting (potentially asbestos in areas).
- Glazed panels in southern vertical plane of the saw-tooth roof.
- Shiplap weatherboard exterior cladding is evident on all elevations.
- Timber framed windows configured in casement and awning combinations with horizontal glazing bars.
- Timber panelled or tongue and grooved external doors.
- The external fabric is generally in poor condition with delaminating finishes, missing/decayed weatherboards and rainwater goods. Immediate attention is required to avoid irrevocable deterioration of built fabric.

Fig. 69 View of Shed 8 looking towards the east corner of the north elevation. Note the single storey element fronting the service courtyard.

Fig. 70 View of Shed 8 looking towards the west corner of the north elevation. Note the two-storey element fronting the service courtyard used for office accommodation.

Fig. 71 View of Shed 8 looking towards the north east corner of the building and the six span, single storey element fronting Shelly Bay Road. Note the two-storey element towards the rear aspect.

Fig. 72 View of a single span on the north east gable end. Note the 'saw-tooth' roof profile.

Fig. 73 Looking towards the south east corner of the building.

Fig. 74 View looking west towards the south elevation.

Fig. 75 View of the southern elevation and the high stud, two-storey section fronting the service yard. This section was utilised as the workshop and storage facility.

Fig. 76 View of the east end of the southern elevation and the single storey section of the building. This section was utilised for office accommodation.

Fig. 77 View of the west gable, high stud portion of Shed 8. Note this elevation directly addresses, and links to, the wharf structure.

Fig. 78 Looking towards the north with the west gable, high stud portion of Shed 8 on right of image. Note this elevation directly addresses, and links to, the wharf structure.

8.4.2 building interior

Access into the two-storey office accommodation located on the north side of the building was not available at the time of the visit. Access into the single storey section on the east side of the building was limited to a number of spaces located in the south east corner of the building.

- A structural timber post and beam framework or significant scale supporting long-span ladder roof trusses.
- Exposed roof purlins and Rimu[60] sarking boards.
- The two storey section is divided to form a high stud section open to the roof framing and an adjoining area at the north end of the plan, which is arranged over two-storeys with an intermediate floor and originally provided office accommodation
- The workshop occupied the large adjoining double height space at the southern end of the plan
- The single storey portion, closer to the road, housed the stores offices.
  The main double height area with features a large gantry crane, which as of 2008 was still in operation. (stated Working Load = 2 tons 10cwt). – BWOF certification unknown.[61]
- Concrete slab floor
- The east side, single storey section has been sub-divided with non-loadbearing partitions
- Large glazed wall panels along central corridor space
- sheet panel ceilings with battens and access hatches to ceiling space above
- Wall linings consist of a mixture of hardboards, softboards and perforated plywood, particleboard dados, and larger walls of extensive vertical TG&V boarding.
- A number of structural support columns have been strapped and lined
- A built-in coolstore is located at the south end of this section of building

[60] Rimu sarking material as identified in the Opus Architecture, Shelly Bay, Shelly Bay Character and Condition Assessment, January 2008

[61] Opus Architecture, Shelly Bay, Shelly Bay Character and Condition Assessment, January 2008

8.4.3 building interior – single storey east side section

Fig. 79 Looking at the southern elevation entrance into the single storey section of the building.

Fig. 80 View of a typical room in the single storey section of the building. Note the plain sheet linings on walls and ceilings.

Fig. 81 View of a typical room in the single storey section of the building. Note the plain sheet linings on walls and ceilings.

Fig. 82 Looking above internal non-structural partitioning to view the timber roof structure.

Fig. 83 Looking above internal non-structural partitioning to view the timber roof structure.

8.4.4 building interior – single storey west side high volume section

Fig. 84 Looking at the southern elevation entrance into the double storey section of the building.

Fig. 85 Interior view looking east across the high stud double storey section of the building. Note the gantry crane remains in-situ.

Fig. 86 View of the timber roof structure. Note the wide span ladder trusses, heavy gauge structural timbers, exposed purlins and sarking.

Fig. 87 View looking west across the high stud double storey section of the building. Note the timber roof structure with wide span ladder trusses, heavy gauge structural timbers, exposed purlins and sarking.

Fig. 88 View looking towards the west elevation. across the high stud double storey section of the building. Note the timber roof structure with wide span ladder trusses, heavy gauge structural timbers, exposed purlins and sarking.

Fig. 89 Interior view looking west across the high stud double storey section of the building. Note the timber roof structure with wide span ladder trusses, heavy gauge structural timbers, exposed purlins and sarking.

Fig. 90 Looking back towards the south aspect. Note the glazed portions of the saw-tooth roof profile.

8.5 former submarine mining building/chocolate fish café (building 18)

The former Submarine Mining Building (Chocolate Fish Café) is located on the eastern side of Shelly Bay Road. The building sits towards the rear of a large open site with the front elevation and principal entrance orientated on a north-west aspect towards the northern bay. The rear elevation is set back tight into the foot of an escarpment which rises steeply away towards the eastern and southern aspect. Decking, tables and seating have been arranged to form a courtyard setting in front of the building to cater for café patrons.

8.5.1 building exterior

The building form and construction of the exterior fabric as found is described as follows:

- The original Former Submarine-Mining Building was laid out over a simple rectangular plan with a projecting bay at the northern and southern ends.
- It is arranged over a single storey.
- There are two entrances through the north-western, principal elevation; one at either end of the veranda.
- Proportionally large-scale additions have been attached to the rear elevation which has resulted in the loss of a degree of significant historic fabric when forming new connecting openings.
- A veranda covers the in-fill section between the projecting bays and this is supported on timber posts with arch bracing and decorative trellis above.
- The form, scale, detailing, adornment and fenestration of the original built element tends to reflect that a style of building more commonly found in residential dwellings.
- A covered lean-to structure is attached to the veranda at is northern end to provide semi-permanent kitchen facilities for the café operations,
- The roof is clad with mixture of corrugated metal sheeting on the original building section, and membrane on the addition at the rear.
- Shiplap timber weatherboard exterior cladding is evident on the original timber framed structure.
- The rear additions are constructed from a mixture of concrete blockwork and timber framing with
- Timber framed double-hung sliding-sash windows are found throughout the original building.
- A single timber tongue and grooved entrance door is located on the north eastern elevation.
- The external fabric is generally in good condition but finishes are degrading and general repair and maintenance is required. Some splitting/checking of timber weatherboard ends is noted.

Fig. 91 Looking towards the north-west elevation of the Former Submarine-Mining Building. Note the trellis in front of the building which forms a dining courtyard for the café patrons.

Fig. 92 Looking towards the north-east gable. Note the non-original single storey additions at the rear of the building.

Fig. 93 View of the pair of double-hung sliding-sash windows (boarded up) in the north end of the principal elevation.

Fig. 94 View towards the south-west corner of the building.

Fig. 95 View of the non-original lean-to structure constructed on the against the veranda on the north-western elevation. This forms additional kitchen facilities.

Fig. 96 View of the lean-to structure from within the veranda.

Fig. 97 Note original braced posts and timber fretwork.

Fig. 98 Plaque dating to 1986 commemorating 100 years since the building was erected.

Fig. 99 Evidence of decaying weatherboards.

Fig. 100 Evidence of decaying weatherboards.

8.5.2 building interior

Access to the majority of the interior spaces was made available, however, due to operational constraints it was not possible to photograph the behind counter service area.

The interior of the building as found is described as follows:

- The building is accessed via a single-width doorway which leads into a small lobby.
- To the right is a room with table seating and public washroom facilities.
- To the left from the lobby is the main café space with counter and seating.
- The rear wall of the original structure has been removed to form an opening into a rear extension and external covered area that provides additional seating. This extension is accessed via a set of three steps onto the raised floor level of the extension.
- Food preparation, storage facilities and rear entrance are located in the space located at the north end of the building
- A well-appointed commercial kitchen has been established within the space formed by the veranda and a small lean-to extension.
- Floors were covered with a mixture of linoleum or carpet.
- Walls and ceilings are lined with plain sheet material.
- Internal fabric is generally in good condition but finishes in a number of areas require upgrading.

Fig. 101 Looking from the entrance lobby into the main body of the building which is formed as a single open space. Note the café counter and door behind leading to kitchen preparation facilities and a rear entrance.

Fig. 102 Room on the right of the entrance lobby.

Fig. 103 View across the single large interior open space towards steps leading to the rear addition which is set on a higher level. Note the large opening to this area which would have been formed through the rear wall of the original building and resulted in the loss of historic fabric.

Fig. 104 Looking from the rear extension out towards an enclosed courtyard for additional dining area.

9. heritage assessment

9.1 general criteria for significance

We acknowledge there are a number of criteria used to assess a building's historical heritage significance as listed in Section 66 (1) of the Heritage New Zealand Pouhere Taonga Act 2014. For the purposes of this report, we have chosen to use the Wellington City Council 'Criteria for assessing cultural heritage significance' to assess the buildings' values. These are aligned with the Greater Wellington Regional Council's *Regional Policy Statement* [**RPS**] Objectives and Policies, particularly Policy 21. Although the assessment criteria used by Wellington City Council are not identical, they are similar in nature and intent; in addition, Policy 21 allows for further criteria to be used.

In order to understand the current existing heritage values of the place/s, this further independent evaluation of heritage values has been undertaken.

A conservative approach has been adopted for the assessment. Where the origin of an item is inconclusive and has the potential of having cultural heritage value (such as the archaeological significance of a site), this is identified. Should, at a later time, more information become available these items should be reassessed.

9.2 officers' quarters and mess (building 07)

9.2.1 aesthetic value

(a) architectural:

Does the item have architectural or artistic value for characteristics that may include its design, style, era, form, scale, materials, colour, texture, patina of age, quality of space, craftsmanship, smells, and sounds?

The Officers' Quarters and Mess building demonstrates a good example of a typical institutional New Zealand Defence Force military barracks typology from the early-to mid-twentieth century. It presents a design influenced by elements of Georgian and English Cottage-style, with little in the way of architectural embellishment except for the higher-status entrance door and window detailing on the elevation fronting Shelly Bay Road. Internally, the Officers' Quarters and Mess building offers architectural value with its use of high quality materials and craftsmanship for the timber joinery including windows and flooring.

(b) townscape:

Does the item have townscape value for the part it plays in defining a space or street; providing visual interest; its role as a landmark; or the contribution it makes to the character and sense of place of Wellington?

The building helps to define the character of the south bay area of the Shelly Bay military base in Wellington, as a large scale two-storeyed building amongst neighbouring single-storey buildings, standing as a prominent visual landmark within the Shelly Bay development.

(c) group:

Is the item part of a group of buildings, structure, or sites that taken together have coherence because of their age, history, style, scale, materials, or use?

The Officers' Quarters and Mess building is an important element within the coherent group of historic buildings that comprise the Shelly Bay military base (former).

9.2.2 historic value

(a) association:
Is the item associated with an important person, group, or organisation?

The building is associated with the Royal New Zealand Navy and the Royal New Zealand Air Force.

(b) association:
Is the item associated with an important historic event, theme, pattern, phase, or activity?

It is associated with the period of intensive development required to provide national defence facilities during World War II. It has further value as a key element of the operational requirements for the military base operations.

9.2.3 scientific value

(a) archaeological:
Does the item have archaeological value for its ability to provide scientific information about past human activity?

While the wider Shelly Bay site is acknowledged as an archaeological site under the Heritage New Zealand Pouhere Taonga Act 2014 [**HNZPTA**] having been associated with human activity before 1900, the Officers' Quarters and Mess building is not expected to have archaeological value.

(b) educational:
Does the item have educational value for what it can demonstrate about aspects of the past?

The building has minimal educational value.

(c) technological:
Does the item have technological value for its innovative or important construction methods or use of materials?

The building demonstrates typical construction techniques and materials for the time.

9.2.4 social value

(a) public esteem:
Is the item held in high public esteem?

Whilst the Officers' Quarters and Mess itself is not individually held in high public esteem, the overall Shelly Bay site is, and this building forms a strong contributor to that wider site context.

(b) symbolic, commemorative, traditional, spiritual:
Does the item have symbolic, commemorative, traditional, spiritual or other cultural value for the community who has used and continues to use it?

The building does not have a symbolic, commemorative, traditional, spiritual, or other cultural value for the community.

(c) identity/sense of place/continuity:
Is the item a focus of community, regional or national identity? Does the item contribute to a sense of place or continuity?

The Officers' Quarters and Mess building is a principal element of the Shelly Bay area, a locally-renowned area of community interest and focus. With its prominent two-storey structure and significant scale, it is a distinct building when observed on the main road approach into Shelly Bay. Accordingly, it contributes to the sense of place, and the continuity of the associated surrounding buildings that interact with the public realm.

(d) sentiment/connection:
Is the item a focus of community sentiment and connection?

The building does not provide a focus of community sentiment and connection.

9.2.5 level of cultural heritage significance

(a) rare:
Is the item rare, unique, unusual, seminal, influential, or outstanding?

The Officers' Quarters and Mess building is a potentially rare building example of its type within the local, regional, and national context.

(b) representative:
Is the item a good example of the class it represents?

It is a good example of early twentieth-century institutional architecture in a stripped English Cottage-style aesthetic.

(c) authentic:
Does the item have authenticity or integrity because it retains significant fabric from the time of its construction or from later periods when important additions or modifications were carried out?

The Officers' Quarters and Mess building demonstrates a high level of authenticity and integrity of significant original fabric. Despite being enlarged in 1946 following acquisition by Air Force and later alterations including the addition of a single-storey extension on the eastern side of the building, forming a link walkway to connect with the adjoining games room, and contemporary seismic strengthening works, it demonstrates a high level of authenticity and integrity having retained the majority of its original form and fabric.

(d) local/regional/national/international:
Is the item important for any of the above characteristics at a local, regional, national, or international level?

As part of the locally-significant Shelly Bay area and as a surviving example of an early twentieth century World War II era military barracks structure, the building is important at a local, regional, and potentially national level.

9.3 shipwright's building (building 12)

9.3.1 aesthetic value

(a) architectural:

Does the item have architectural or artistic value for characteristics that may include its design, style, era, form, scale, materials, colour, texture, patina of age, quality of space, craftsmanship, smells, and sounds?

The Shipwright's Building represents a good example of an industrial maritime structure from the early- to mid-twentieth century. It presents a utilitarian design influenced by its local environment and topography, and its intended use as a workshop for maritime vessels. The place has value for its strong and distinctive built form which is emphasised by the substantial gauge of the exposed internal timber structure.

Although the building has suffered a degree of decay, principally due to a lack of general maintenance required to protect it from the severe marine environment, it is noted that the building has undergone little modification to its form and fabric. It retains a large degree of original historic fabric and the patina of age tends to emphasise its architectural qualities as an industrial maritime structure originally conceived for a military purpose.

(b) townscape:

Does the item have townscape value for the part it plays in defining a space or street; providing visual interest; its role as a landmark; or the contribution it makes to the character and sense of place of Wellington?

The building helps to define the character of the junction between the south and north bays of the Shelly Bay military base in Wellington, as a large-scale single-storeyed building adjacent to the wharf and slipway facilities. It standing as a prominent visual landmark within the Shelly Bay development.

(c) group:

Is the item part of a group of buildings, structure, or sites that taken together have coherence because of their age, history, style, scale, materials, or use?

The Shipwright's Building is a significant element within the coherent group of historic buildings that comprise the Shelly Bay military base (former).

9.3.2 historic value

(a) association:

Is the item associated with an important person, group, or organisation?

The building is associated with the Royal New Zealand Navy and the Royal New Zealand Air Force.

(b) association:

Is the item associated with an important historic event, theme, pattern, phase, or activity?

Construction of the Shipwright's Building began at end of 1942 where it was built alongside the slipway with an intended use for the repair of vessels undercover. It is

strongly associated with the period of intensive development required to provide national defence facilities during World War II.

9.3.3 scientific value

(a) archaeological:
Does the item have archaeological value for its ability to provide scientific information about past human activity?

While the wider Shelly Bay site is acknowledged as an archaeological site under the HNZPTA having been associated with human activity before 1900, the 1940s Shipwright's Building is not expected to have archaeological value.

(b) educational:
Does the item have educational value for what it can demonstrate about aspects of the past?

The building has a degree of educational value for its ability to convey the operational requirements of a mid-twentieth century industrial maritime structure utilised for the repair and maintenance of marine craft. This can be demonstrated fully through observation of surviving fabric and development of interpretation measures.

(c) technological:
Does the item have technological value for its innovative or important construction methods or use of materials?

The building demonstrates conventional construction methods and materials, albeit the structural timber framing has a degree of interest due to its heavy gauge and connection methodologies.

9.3.4 social value

(a) public esteem:
Is the item held in high public esteem?

The Shipwright's Building is not known to be held in high public esteem.

(b) symbolic, commemorative, traditional, spiritual:
Does the item have symbolic, commemorative, traditional, spiritual or other cultural value for the community who has used and continues to use it?

The Shipwright's Building embodies no particular cultural values for the community.

(c) identity/sense of place/continuity:
Is the item a focus of community, regional or national identity? Does the item contribute to a sense of place or continuity?

The Shipwright's Building is a principal element of the Shelly Bay area, a locally-renowned area of community interest and focus. With its prominent linear structure and significant scale at the harbour edge and wharf structures, it is a distinct building when observed on the approach into Shelly Bay. Accordingly, it contributes to the sense of place, and the continuity of the associated surrounding buildings that interact with the public realm.

(d) sentiment/connection:
Is the item a focus of community sentiment and connection?

The building does not provide a focus of community sentiment and connection.

9.3.5 level of cultural heritage significance

(a) rare:
Is the item rare, unique, unusual, seminal, influential, or outstanding?

The Shipwright's Building is a potentially rare building of type within the local context.

(b) representative:
Is the item a good example of the class it represents?

The building is a good example of an industrial maritime maintenance building developed during the early to mid-twentieth century initially for military purposes.

(c) authentic:
Does the item have authenticity or integrity because it retains significant fabric from the time of its construction or from later periods when important additions or modifications were carried out?

The Shipwright's Building demonstrates a high level of authenticity and integrity of significant original fabric. Despite minor alterations/removal of the rooftop support structure for an intended (but never constructed) covered yard over the slipway, it has retained the majority of its original form and fabric. Further loss of fenestration may have occurred, however, this cannot be established until access is gained into the building or the shields are removed from over the openings.

(d) local/regional/national/international:
Is the item important for any of the above characteristics at a local, regional, national, or international level?

As part of the locally-significant Shelly Bay area and as a surviving example of an early twentieth century, World War II-era industrial maritime structure, the building is important at a local, regional, and potentially national level.

9.4 outbuilding (building 13)

9.4.1 aesthetic value

(a) architectural:

Does the item have architectural or artistic value for characteristics that may include its design, style, era, form, scale, materials, colour, texture, patina of age, quality of space, craftsmanship, smells, and sounds?

The Outbuilding does not demonstrate individual architectural value.

(b) townscape:

Does the item have townscape value for the part it plays in defining a space or street; providing visual interest; its role as a landmark; or the contribution it makes to the character and sense of place of Wellington?

The building is not distinctive or visually interesting within its context.

(c) group:

Is the item part of a group of buildings, structure, or sites that taken together have coherence because of their age, history, style, scale, materials, or use?

The Outbuilding is part of the coherent group of historic buildings that comprise the Shelly Bay military base (former).

9.4.2 historic value

(a) association:

Is the item associated with an important person, group, or organisation?

The building is associated with the Royal New Zealand Navy and the Royal New Zealand Air Force.

(b) association:

Is the item associated with an important historic event, theme, pattern, phase, or activity?

It is associated with the period of intensive development required to provide national defence facilities during World War II.

9.4.3 scientific value

(a) archaeological:

Does the item have archaeological value for its ability to provide scientific information about past human activity?

While the wider Shelly Bay area has been associated with human activity before 1900, it is very unlikely that the Outbuilding has individual archaeological value.

(b) educational:

Does the item have educational value for what it can demonstrate about aspects of the past?

The building has no educational value.

(c) technological:
Does the item have technological value for its innovative or important construction methods or use of materials?

The building demonstrates conventional construction methods and materials.

9.4.4 social value

(a) public esteem:
Is the item held in high public esteem?

Whilst the Outbuilding is not individually held in high public esteem, the overall Shelly Bay site is, and this building contributes as part of that wider site context.

(b) symbolic, commemorative, traditional, spiritual:
Does the item have symbolic, commemorative, traditional, spiritual or other cultural value for the community who has used and continues to use it?

It has no particular cultural values for the community.

(c) identity/sense of place/continuity:
Is the item a focus of community, regional or national identity? Does the item contribute to a sense of place or continuity?

Although part of the Shelly Bay context, the Outbuilding does not make a strong contribution to a sense of place.

(d) sentiment/connection:
Is the item a focus of community sentiment and connection?

The building is not individually a focus of community sentiment and connection.

9.4.5 level of cultural heritage significance

(a) rare:
Is the item rare, unique, unusual, seminal, influential, or outstanding?

The building is not a unique or rare place.

(b) representative:
Is the item a good example of the class it represents?

The building is a typical example of a utilitarian structure.

(c) authentic:
Does the item have authenticity or integrity because it retains significant fabric from the time of its construction or from later periods when important additions or modifications were carried out?

Although appearing relatively unaltered, the Outbuilding does not appear to have any fabric of significance.

(d) local/regional/national/international:
Is the item important for any of the above characteristics at a local, regional, national, or international level?

The building is of little importance as a functional element within the historic Shelly Bay military context.

9.5 shed 8 – propeller studios (building 15)

9.5.1 aesthetic value

(a) architectural:

Does the item have architectural or artistic value for characteristics that may include its design, style, era, form, scale, materials, colour, texture, patina of age, quality of space, craftsmanship, smells, and sounds?

The Shed 8 building represents a good example of an industrial maritime structure from the early- to mid-twentieth century. It presents a utilitarian design influenced by its local environment and topography, and its intended use as a vehicle workshop and storage facility for the naval base operations during World War II. The place has value for its strong and distinctive built form which is emphasised by the modulation between one and two storeys, its saw-tooth shaped roof, and the substantial gauge of the exposed internal timber structure.

Although the building has suffered a degree of decay, principally due to a lack of general maintenance required to protect it from the severe marine environment, it is noted that the building has undergone little modification to its form and fabric. It retains a large degree of original historic fabric and the patina of age tends to emphasise its architectural qualities as an industrial maritime structure originally conceived for a military purpose.

(b) townscape:

Does the item have townscape value for the part it plays in defining a space or street; providing visual interest; its role as a landmark; or the contribution it makes to the character and sense of place of Wellington?

The building helps to define the character of the junction between the north and south bays of the Shelly Bay military base in Wellington, as a large-scale single-storeyed building adjacent to Shelly Bay Road, the wharf, and slipway facilities. It stands as a prominent visual landmark within the Shelly Bay development, particularly when viewed from the northern bay, and is a distinct landmark building when viewed from across the harbour and from aircraft passing close by in their approach to the airport. It has further value as a key element of the operational requirements for the former military base operations and contributes strongly to the areas overall character.

(c) group:

Is the item part of a group of buildings, structure, or sites that taken together have coherence because of their age, history, style, scale, materials, or use?

The Shed 8 building is an important element within the coherent group of historic buildings that form the Shelly Bay military base (former).

9.5.2 historic value

(a) association:

Is the item associated with an important person, group, or organisation?

The building is associated with Royal New Zealand Navy and the Royal New Zealand Air Force.

(b) association:
Is the item associated with an important historic event, theme, pattern, phase, or activity?

Construction of the Shed 8 building was completed in early 1944 as part of the development of the base for navy purposes. The place is strongly associated with the period of intensive development in Shelly Bay required to provide national defence facilities during World War II.

9.5.3 scientific value

(a) archaeological:
Does the item have archaeological value for its ability to provide scientific information about past human activity?

While the wider Shelly Bay site is acknowledged as an archaeological site under the HNZPTA having been associated with human activity before 1900, the 1940s Shed 8 building is not expected to have archaeological value.

(b) educational:
Does the item have educational value for what it can demonstrate about aspects of the past?

The building has a degree of educational value for its ability to convey the operational requirements of a mid-twentieth century industrial maritime structure utilised for storage and the repair and maintenance of vehicles in the daily operations of a strategically vital defence establishment during World War II. This can be demonstrated fully through observation of surviving fabric and development of interpretation measures.

(c) technological:
Does the item have technological value for its innovative or important construction methods or use of materials?

The building demonstrates conventional construction methods and materials, albeit the structural timber framing has a degree of interest due to its heavy gauge, wide spans, and connection methodologies.

9.5.4 social value

(a) public esteem:
Is the item held in high public esteem?

Whilst the Shed 8 building itself is not individually held in high public esteem, the overall Shelly Bay site is, and this building forms a strong contributor to that group context.

(b) symbolic, commemorative, traditional, spiritual:
Does the item have symbolic, commemorative, traditional, spiritual or other cultural value for the community who has used and continues to use it?

It has no particular cultural values for the community.

(c) identity/sense of place/continuity:
Is the item a focus of community, regional or national identity? Does the item contribute to a sense of place or continuity?

The Shed 8 building is a principal element of the Shelly Bay area, a locally-renowned area of community interest and focus. With its significant scale and prominent form, it is a distinct building when observed both from within Shelly Bay and from the harbour. Accordingly, it contributes to the sense of place, and the continuity of the associated surrounding buildings that interact with the public realm.

(d) sentiment/connection:
Is the item a focus of community sentiment and connection?

The building does not provide a focus of community sentiment and connection.

9.5.5 level of cultural heritage significance

(a) rare:
Is the item rare, unique, unusual, seminal, influential, or outstanding?

The Shipwright's Building is a potentially rare and unusual building of type within the local, regional and national context.

(b) representative:
Is the item a good example of the class it represents?

The building is a good example of an industrial maritime maintenance and storage building developed during the early to mid-twentieth century for military purposes.

(c) authentic:
Does the item have authenticity or integrity because it retains significant fabric from the time of its construction or from later periods when important additions or modifications were carried out?

The Shed 8 Building demonstrates a high level of authenticity and integrity of significant original fabric. Despite minor alterations, it has retained the majority of its original form and fabric.

(d) local/regional/national/international:
Is the item important for any of the above characteristics at a local, regional, national, or international level?

As part of the locally-significant Shelly Bay area and as a surviving example of an early twentieth century, World War II era industrial maritime structure, the building is important at a local, regional, and potentially national level.

9.6 former submarine mining building/chocolate fish café (building 18)

9.6.1 aesthetic value

(a) architectural:

Does the item have architectural or artistic value for characteristics that may include its design, style, era, form, scale, materials, colour, texture, patina of age, quality of space, craftsmanship, smells, and sounds?

The Former Submarine Mining Building has architectural value, presenting a good example of late-nineteenth century military barracks building. Its domestic barracks function is demonstrated through its villa-influenced design that distinguished it from the other utilitarian structures of the same period; these villa-influenced elements include the large sash windows and front-facing veranda with articulated post and frieze detailing.

(b) townscape:

Does the item have townscape value for the part it plays in defining a space or street; providing visual interest; its role as a landmark; or the contribution it makes to the character and sense of place of Wellington?

Located at the southern end of the north bay, with physical separation from the adjacent structures, the building provides visual interest and distinction to the north bay. As the only building exhibiting architectural articulation and detailing, it has additional visual and aesthetic prominence.

(c) group:

Is the item part of a group of buildings, structure, or sites that taken together have coherence because of their age, history, style, scale, materials, or use?

The Former Submarine Mining Building is a significant element within the coherent group of historic buildings that comprise the Shelly Bay military base (former).

9.6.2 historic value

(a) association:

Is the item associated with an important person, group, or organisation?

The building is associated with the New Zealand Defence Force, including the Submarine Mining Corps, the Royal New Zealand Navy, and the Royal New Zealand Air Force.

(b) association:

Is the item associated with an important historic event, theme, pattern, phase, or activity?

The place is strongly associated with the historic fortification of Wellington during the late nineteenth century in response to the Russian scare, which required submarine mining defence capability to be established. Serving as barracks accommodation during that period, the place was subsequently integrated into the WWII naval base defence establishment.

9.6.3 scientific value

(a) archaeological:
Does the item have archaeological value for its ability to provide scientific information about past human activity?

As the earliest surviving building in Shelly Bay, the Former Submarine Mining Building constructed in 1886(according to memorial plaque on building) has been associated with human activity before 1900, and is considered an archaeological place under the HNZPTA, alongside the wider Shelly Bay area.

(b) educational:
Does the item have educational value for what it can demonstrate about aspects of the past?

The building has a potential educational value as a surviving example of a late-nineteenth century barracks building. This can be demonstrated fully through observation of surviving fabric and development of interpretation measures. While the interior linings appear modern, investigation may find surviving original and early fabric.

(c) technological:
Does the item have technological value for its innovative or important construction methods or use of materials?

The building demonstrates conventional construction methods and materials.

9.6.4 social value

(a) public esteem:
Is the item held in high public esteem?

The Former Submarine Mining Building is publicly acknowledged as a building of historic value and importance; in addition, the overall Shelly Bay site is held in high public esteem, and this building is a strong contributor to that wider historic site context.

(b) symbolic, commemorative, traditional, spiritual:
Does the item have symbolic, commemorative, traditional, spiritual or other cultural value for the community who has used and continues to use it?

It has no particular cultural values for the community.

(c) identity/sense of place/continuity:
Is the item a focus of community, regional or national identity? Does the item contribute to a sense of place or continuity?

The Former Submarine Mining Building is a principal historic element of the Shelly Bay area, a locally-renowned area of community interest and focus. Despite its smaller presence and location near the dominant Shipwright's Building and Shed 8 Buildings on the wharf, it is a distinct building when observed on the approach into Shelly Bay from the north, and contributes to the sense of place and the continuity of the associated surrounding buildings that interact with the public realm.

(d) sentiment/connection:
Is the item a focus of community sentiment and connection?

The building does not provide a focus of community sentiment and connection.

9.6.5 level of cultural heritage significance

(a) rare:
Is the item rare, unique, unusual, seminal, influential, or outstanding?

As a surviving barracks building from the original Shelly Bay military base, and associated with the development of torpedo boat and submarine mining depots in New Zealand, the building is a potentially rare example of its typology still in existence.

(b) representative:
Is the item a good example of the class it represents?

It is a good example of its late-nineteenth century barracks building typology, although with some modifications.

(c) authentic:
Does the item have authenticity or integrity because it retains significant fabric from the time of its construction or from later periods when important additions or modifications were carried out?

Although the Former Submarine Mining Building has undergone a degree of adaptation and alteration, the original external form and detailing is largely maintained. Levels of surviving fabric are unknown as there are later exterior claddings applied, and non-original layers lining the internal spaces. Many of the additions have been undertaken in a manner that is potentially reversible, particularly considering the lean-to structure on the front elevation and the concrete block addition at the rear of the building. Consequently, the Former Submarine Mining Building has the potential to demonstrate a high level of authenticity and integrity of significant original fabric.

(d) local/regional/national/international:
Is the item important for any of the above characteristics at a local, regional, national, or international level?

As part of the locally-significant Shelly Bay area and as a surviving example of an late-nineteenth century, barracks building structure, the building is important at a local, regional, and potentially national level.

9.7 statement of historic heritage significance

Shelly Bay is recognised as being the only site in New Zealand which was actively used at various periods by all three military services since its conception in the 1880s. During their long period of ownership, the Air Force made minimal significant changes or alterations to the base, with no significant buildings being removed since the base was completed. Accordingly, the base has remained virtually complete, with "*one of the most intact collections of WWII bases in New Zealand*."[62]

In light of the above assessment of historic heritage values, the Officers' Quarters and Mess (Building 07) is recognised for its aesthetic (architectural, townscape, and group), historic, social (sense of place), and authenticity values. The Officers' Quarters and Mess building demonstrates a good example of a typical institutional New Zealand Defence Force military barracks typology from the early-to mid-twentieth century that helps to define the character of the south bay area of the Shelly Bay as a key element of the operational requirements for the military base operations. It demonstrates a high level of authenticity and integrity having retained the majority of its original form and fabric. As part of the locally-significant Shelly Bay area and as a surviving example of an early twentieth century World War II era military barracks structure, the building is important at a local, regional, and potentially national level.

The Shipwright's Building (Building 12) is recognised for its aesthetic (architectural, townscape and group), historic, social (sense of place) and authenticity values. It represents a good example of an industrial maritime structure from the early- to mid-twentieth century. It presents a utilitarian design influenced by its local environment and topography, and its intended use as a workshop for maritime vessels. The building retains a large degree of original historic fabric and the patina of age tends to emphasise its architectural qualities as an industrial maritime structure originally conceived for a military purpose.

The Shipwright's Building is a principal element of the Shelly Bay area, a locally-renowned area of community interest and focus and contributes to the sense of place, and the continuity of the associated surrounding buildings that interact with the public realm. As part of the locally-significant Shelly Bay area and as a surviving example of an early twentieth century, World War II era industrial maritime structure, the building is important at a local, regional, and potentially national level.

The Outbuilding (Building 13) is recognised for its aesthetic (architectural group), authenticity value. Although appearing relatively unaltered, the Outbuilding does not appear to have any fabric of significance. It has a degree of local importance as a functional element within the historic Shelly Bay military context.

The Shed 8 – Propeller Studios Building (Building 15) is recognised for its aesthetic (architectural, townscape and group), historic, social (sense of place) and authenticity values. The Shed 8 building represents a good example of an industrial maritime structure from the early- to mid-twentieth century. It presents a utilitarian design influenced by its local environment and topography and retains a large degree of original historic fabric. The building helps to define the character of the junction between the north and south bays and stands as a prominent visual landmark within the Shelly Bay development. It has further value as a key element of the operational requirements for the former military base operations and contributes strongly to the areas overall character. As part of the locally-significant Shelly Bay area and as a

[62] Cooke, *Defending New Zealand*, 115; Opus, "Shelly Bay: Character and Condition Assessment," (2009), 7.

surviving example of an early twentieth century, World War II era industrial maritime structure, the building is important at a local, regional, and potentially national level.

The Former Submarine Mining Building/Chocolate Fish Café (Building 18) is recognised for its aesthetic (architectural, townscape and group), historic, social (public esteem and sense of place), scientific (archaeological), and authenticity values. The place has architectural value, presenting a good example of late-nineteenth century military barracks building. Its domestic barracks function is demonstrated through its villa-influenced elements. The place is strongly associated with the historic fortification of Wellington during the late nineteenth century in response to the Russian scare, which required submarine mining defence capability to be established.

Although the Former Submarine Mining Building has undergone a degree of adaptation and alteration, the original external form and detailing is largely maintained. Consequently, the Former Submarine Mining Building has the potential to demonstrate a high level of authenticity and integrity of significant original fabric. As part of the locally-significant Shelly Bay area and as a surviving example of a late-nineteenth century, barracks building structure, the building is important at a local, regional, and potentially national level.

10. assessment of environmental effects

10.1 proposed works, including adaptive re-use and relocation, of identified historic assets

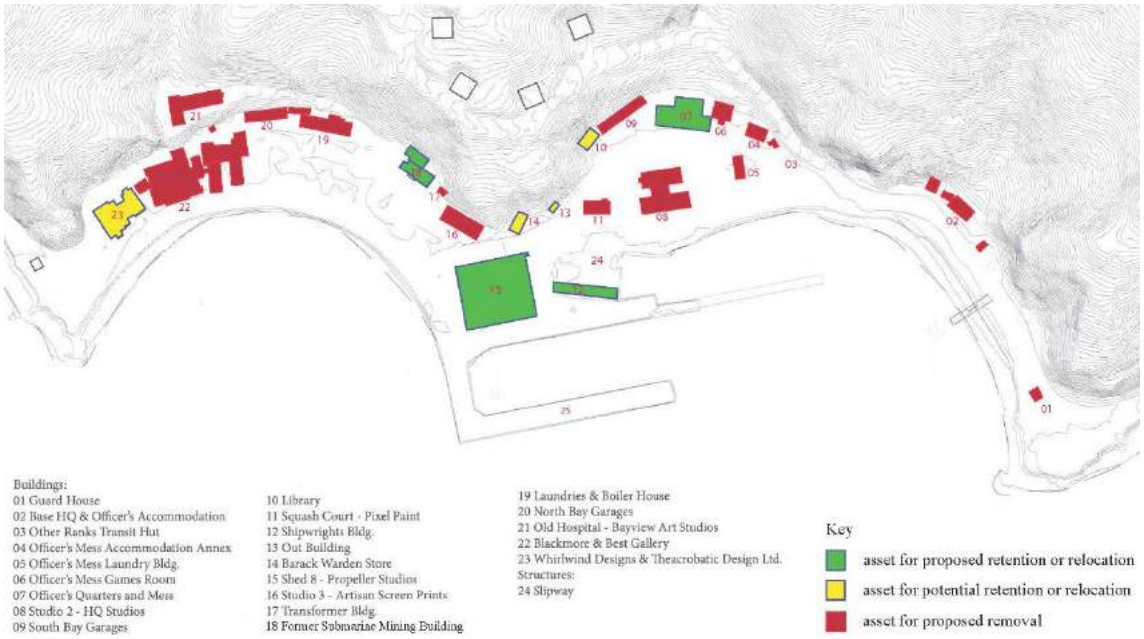


Fig. 105 Map showing the Shelly Bay site-wide buildings, identifying where the existing buildings are proposed for retention in-situ or relocation, for potential retention in-situ or relocation, and for proposed removal.

10.1.1 building 07 – officers' quarters and mess

The Officers' Quarters and Mess building is to be relocated from its current location to a new site addressing north bay, and given a proposed change of use to a boutique hotel. Refer map below:

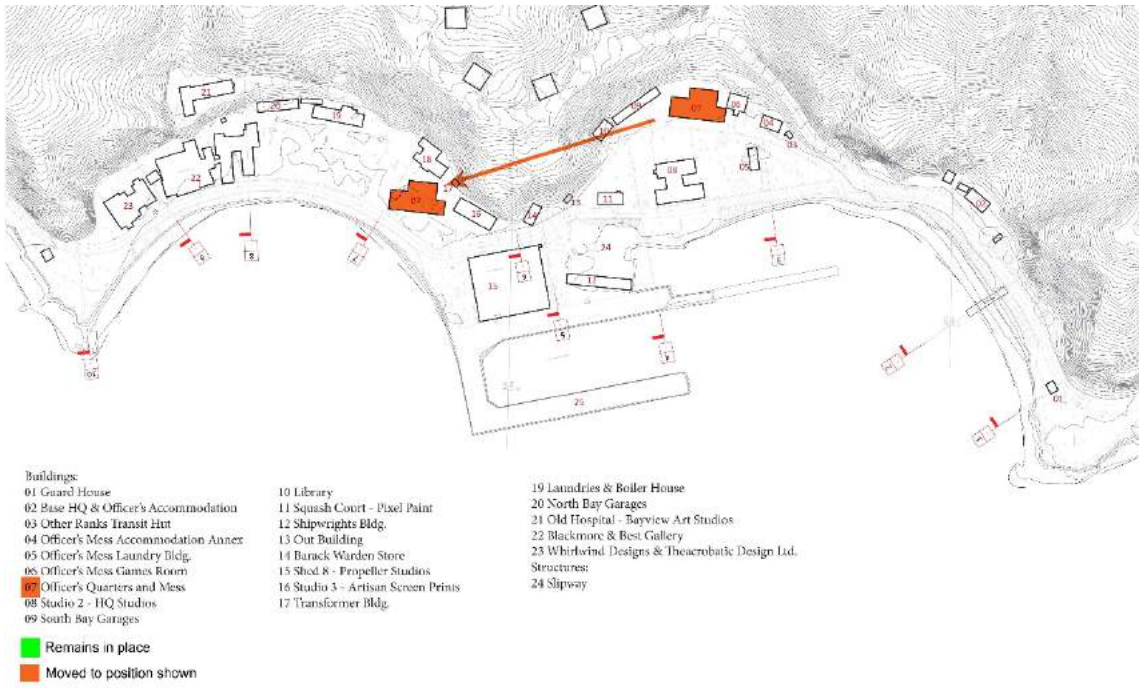


Fig. 106 Map highlighting the proposed relocation of the Officers' Quarters and Mess.

10.1.2 building 12 – shipwright's building

The building is to be conserved in its existing location. Proposed change of use to hospitality and micro-brewery. Refer map below:

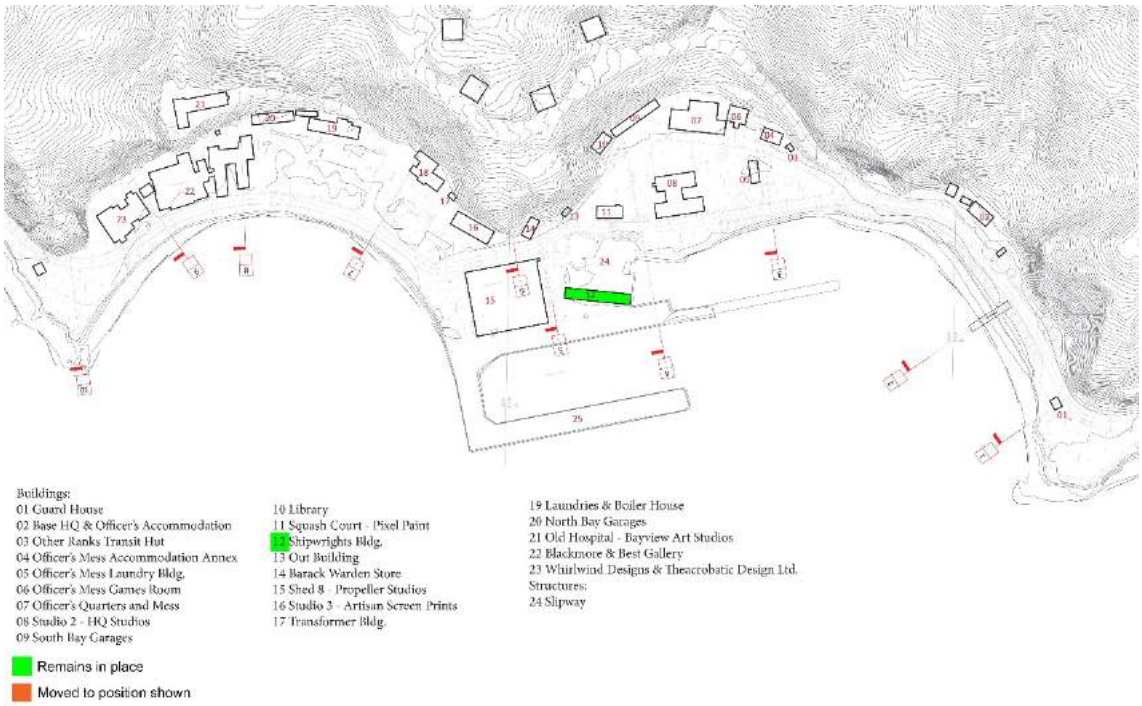


Fig. 107 Map highlighting the proposed retained in-situ location of the Shipwright's Building.

10.1.3 building 13 – outbuilding

In the course of this report, potential heritage values of the Outbuilding have been dismissed and we have instead discovered the potential values and adaptive re-use opportunities associated with Buildings 10 and 14. As such, the Outbuilding is not being considered for retention within the proposed scheme.

10.1.4 building 15 – shed 8 – propeller studios

The building is to be conserved in its existing location. Proposed change of use to residential at first floor level and multi-tenancy at ground floor level. Refer map below:

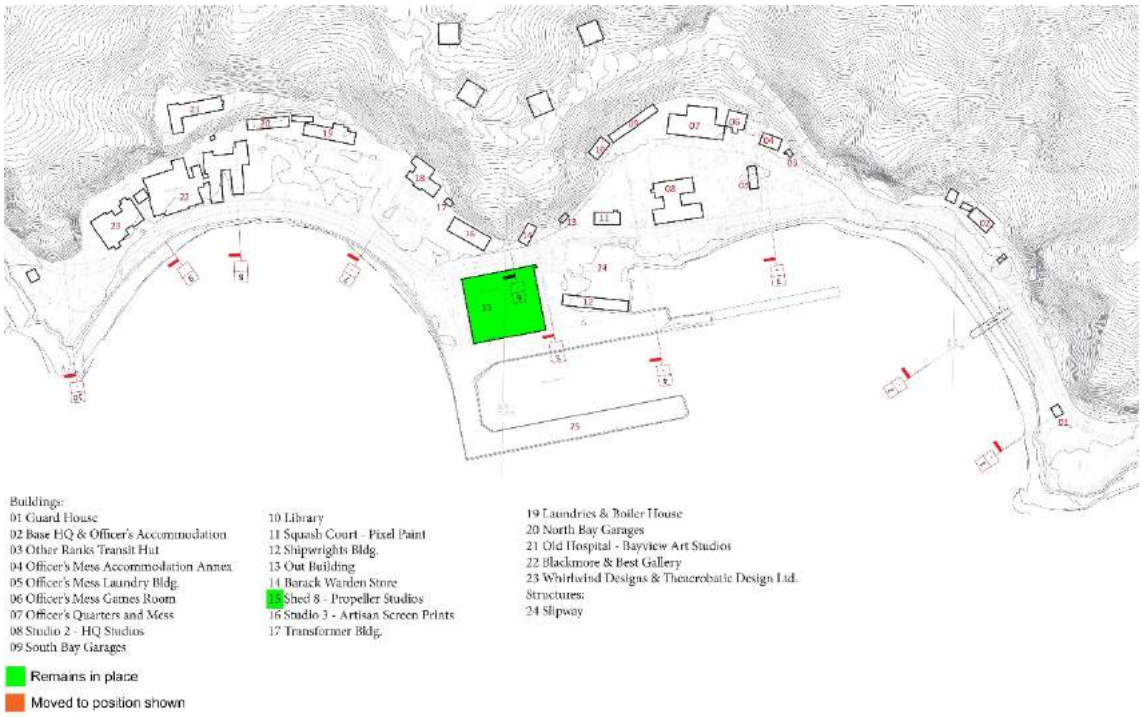


Fig. 108 Map highlighting the proposed retained in-situ location of the Shed 8 Building.

10.1.5 building 18 – former submarine mining building (chocolate fish café)

Relocated (via a translation that retains its existing orientation and relationship with the bay) from its current location to a new site addressing south bay. Proposed change of use to retail/commercial. Refer map below:

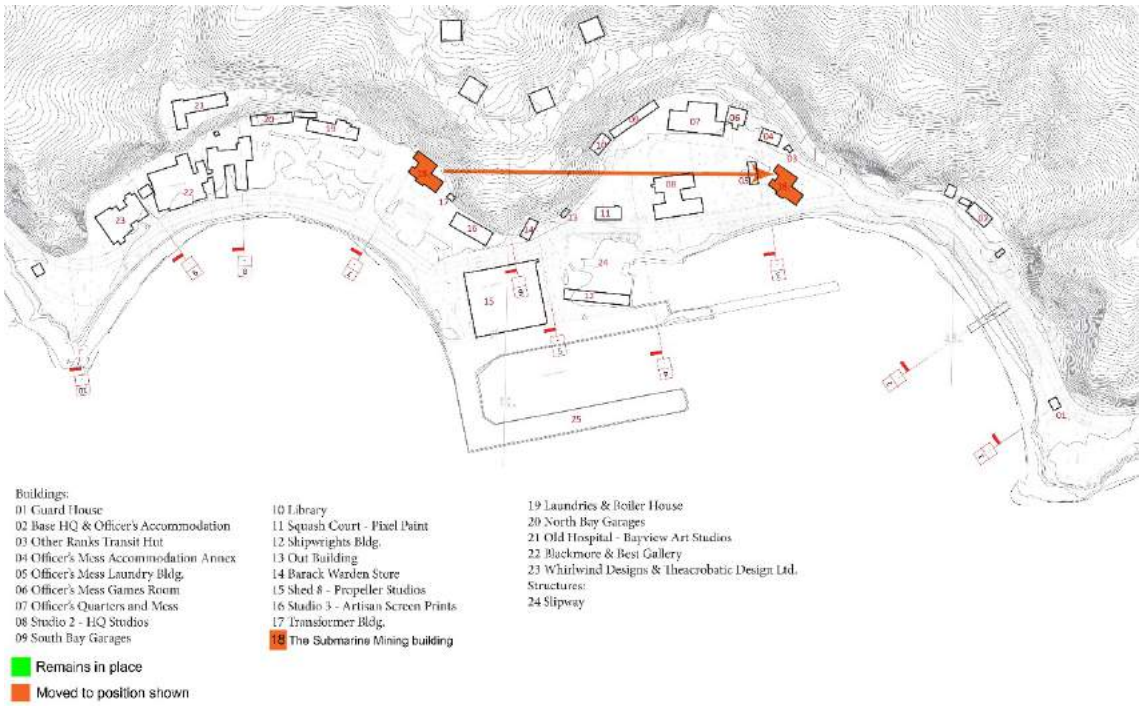


Fig. 109 Map highlighting the proposed relocation of the Former Submarine Mining Building.

10.2 assessment of effects

The reuse of existing buildings has been informed by relevance to historic values of the place and the interpretation of the overall development history of Shelly Bay.

The relocation of the Former Submarine Mining Building (Building 18) to the south bay serves as a simple translation of the building, maintaining its original orientation and location within a bay, while also re-presenting its relationship to the foreshore which had been lost as a consequence of the 1940s bay reclamation.

We started with a brief to assess 5 buildings, including the Outbuilding (Building 13); however, through the process of undertaking this report, potential heritage values of the Outbuilding have been dismissed, and we have instead discovered the potential values and adaptive re-use opportunities associated with Buildings 10 and 14 and their relationship to the wharf structures at the Shelly Bay Wharf point between the bays. Similar to the proposed relocation for the Former Submarine Mining Building, the potential relocation of Buildings 10 and 14 would rediscover their historic relationship with the bay and water edge. However, a particular assessment of environmental effects has not been considered at the same level for Buildings 10 and 14.

The proposed relocation of the Officers' Quarters and Mess building (Building 7) to the south end of the north bay is not considered an inappropriate outcome for the building, as it helps to maintain the visual primacy and significance of the building within the proposed development.

The proposed retention in-situ and adaptive re-use of Shed 8 and the Shipwright's Building are appropriate heritage outcomes for these significant buildings within the Shelly Bay site.

Accordingly, the proposed relocations/translations, adaptive re-use, and associated conservation works that adaptation would entail, for the identified historic buildings is considered appropriate.

The proposed works will be guided by conservation principals set out in the *ICOMOS New Zealand Charter* (2010) (see **appendix d**) and best practice methods appropriate to the heritage values of the place. Methodologies for the conservation and adaptive re-use will be prepared and undertaken in accordance with the following ICOMOS principles:

> ***5. Respect for surviving evidence and knowledge***
> *Conservation maintains and reveals the authenticity and integrity of a place, and involves the least possible loss of fabric or evidence of cultural heritage value. Respect for all forms of knowledge and existing evidence, of both tangible and intangible values, is essential to the authenticity and integrity of the place.*
>
> *Conservation recognises the evidence of time and the contributions of all periods. The conservation of a place should identify and respect all aspects of its cultural heritage value without unwarranted emphasis on any one value at the expense of others.*
>
> *The removal or obscuring of any physical evidence of any period or activity should be minimised, and should be explicitly justified where it does occur. The*

fabric of a particular period or activity may be obscured or removed if assessment shows that its removal would not diminish the cultural heritage value of the place.

In conservation, evidence of the functions and intangible meanings of places of cultural heritage value should be respected.

6. Minimum intervention

Work undertaken at a place of cultural heritage value should involve the least degree of intervention consistent with conservation and the principles of this charter.

Intervention should be the minimum necessary to ensure the retention of tangible and intangible values and the continuation of uses integral to those values. The removal of fabric or the alteration of features and spaces that have cultural heritage value should be avoided.

8. Use

The conservation of a place of cultural heritage value is usually facilitated by the place serving a useful purpose.

Where the use of a place is integral to its cultural heritage value, that use should be retained.

Where a change of use is proposed, the new use should be compatible with the cultural heritage value of the place, and should have little or no adverse effect on the cultural heritage value.

9. Setting

Where the setting of a place is integral to its cultural heritage value, that setting should be conserved with the place itself. If the setting no longer contributes to the cultural heritage value of the place, and if reconstruction of the setting can be justified, any reconstruction of the setting should be based on an understanding of all aspects of the cultural heritage value of the place.

17. Degrees of intervention for conservation purposes

Following research, recording, assessment, and planning, intervention for conservation purposes may include, in increasing degrees of intervention:

(i) preservation, through stabilisation, maintenance, or repair;
(ii) restoration, through reassembly, reinstatement, or removal;
(iii) reconstruction; and
(iv) adaptation.

In many conservation projects a range of processes may be utilised. Where appropriate, conservation processes may be applied to individual parts or components of a place of cultural heritage value.

The extent of any intervention for conservation purposes should be guided by the cultural heritage value of a place and the policies for its management as identified in a conservation plan. Any intervention which would reduce or compromise cultural heritage value is undesirable and should not occur.

Preference should be given to the least degree of intervention, consistent with this charter.

Re-creation, meaning the conjectural reconstruction of a structure or place; replication, meaning to make a copy of an existing or former structure or place; or the construction of generalised representations of typical features or structures, are not conservation processes and are outside the scope of this charter.

18. Preservation

Preservation of a place involves as little intervention as possible, to ensure its long-term survival and the continuation of its cultural heritage value.

Preservation processes should not obscure or remove the patina of age, particularly where it contributes to the authenticity and integrity of the place, or where it contributes to the structural stability of materials.

i. Stabilisation

Processes of decay should be slowed by providing treatment or support.

ii. Maintenance

A place of cultural heritage value should be maintained regularly. Maintenance should be carried out according to a plan or work programme.

iii. Repair

Repair of a place of cultural heritage value should utilise matching or similar materials. Where it is necessary to employ new materials, they should be distinguishable by experts, and should be documented. Traditional methods and materials should be given preference in conservation work.

Repair of a technically higher standard than that achieved with the existing materials or construction practices may be justified only where the stability or life expectancy of the site or material is increased, where the new material is compatible with the old, and where the cultural heritage value is not diminished.

19. Restoration

The process of restoration typically involves reassembly and reinstatement, and may involve the removal of accretions that detract from the cultural heritage value of a place.

Restoration is based on respect for existing fabric, and on the identification and analysis of all available evidence, so that the cultural heritage value of a place is recovered or revealed. Restoration should be carried out only if the cultural heritage value of the place is recovered or revealed by the process.

Restoration does not involve conjecture.

i. Reassembly and reinstatement

Reassembly uses existing material and, through the process of reinstatement, returns it to its former position. Reassembly is more likely to involve work on part of a place rather than the whole place.

ii. Removal

Occasionally, existing fabric may need to be permanently removed from a place. This may be for reasons of advanced decay, or loss of structural integrity, or because particular fabric has been identified in a conservation plan as detracting from the cultural heritage value of the place.

The fabric removed should be systematically recorded before and during its removal. In some cases it may be appropriate to store, on a long-term basis, material of evidential value that has been removed.

20. Reconstruction

Reconstruction is distinguished from restoration by the introduction of new material to replace material that has been lost.

Reconstruction is appropriate if it is essential to the function, integrity, intangible value, or understanding of a place, if sufficient physical and documentary evidence exists to minimise conjecture, and if surviving cultural heritage value is preserved.

Reconstructed elements should not usually constitute the majority of a place or structure.

21. Adaptation

The conservation of a place of cultural heritage value is usually facilitated by the place serving a useful purpose. Proposals for adaptation of a place may arise from maintaining its continuing use, or from a proposed change of use.

Alterations and additions may be acceptable where they are necessary for a compatible use of the place. Any change should be the minimum necessary, should be substantially reversible, and should have little or no adverse effect on the cultural heritage value of the place.

Any alterations or additions should be compatible with the original form and fabric of the place, and should avoid inappropriate or incompatible contrasts of form, scale, mass, colour, and material. Adaptation should not dominate or substantially obscure the original form and fabric, and should not adversely affect the setting of a place of cultural heritage value. New work should complement the original form and fabric.

23. Interpretation

Interpretation actively enhances public understanding of all aspects of places of cultural heritage value and their conservation. Relevant cultural protocols are integral to that understanding, and should be identified and observed.

Where appropriate, interpretation should assist the understanding of tangible and intangible values of a place which may not be readily perceived, such as

the sequence of construction and change, and the meanings and associations of the place for connected people.

Any interpretation should respect the cultural heritage value of a place. Interpretation methods should be appropriate to the place. Physical interventions for interpretation purposes should not detract from the experience of the place, and should not have an adverse effect on its tangible or intangible values.

In addition, a qualified conservation architect with recognised experience in this process should be engaged to oversee all aspects of the heritage management and conservation of the buildings and wider Shelly Bay site throughout the design and construction process. It is considered that in general the intentions of the Shelly Bay Masterplan and Shelly Bay Design Guide documents align with the ICOMOS Charter, and appropriate conservation principles.

11. conclusion

We support the overall Shelly Bay Master Plan proposal. We support the proposal to retain, conserve, and adaptively re-use the existing identified assets and the particular qualities they lend to the distinctiveness of Shelly Bay upon which the proposed development responds.

We note that while none of the existing buildings within the Shelly Bay site are formally identified as historic heritage in the Wellington City Council District Plan, appropriate regard in the proposed scheme has been made for opportunities to conserve and adapt the identified historic character buildings.

The Shelly Bay Masterplan is linked to a Shelly Bay Design Guide which affords a co-ordinated approach to the potential for conservation and adaptive reuse of these identified existing assets. Accordingly, the proposed Design Guide recognises and has been informed by the existing Wellington City Council Shelly Bay Design Guide to provide specific and particular guidance for opportunities recognised in the Masterplan for each of the existing assets proposed for retention and re-use.

The proposed Shelly Bay Masterplan in hand with the proposed Shelly Bay Design Guide together ensure an appropriate regard and response to those existing values and historic character attributes that are particular to Shelly Bay and which lend future development direct references to scale, materiality, and relationship to open space and the harbour.

It is noted that the current condition of the existing buildings means that no action risks the loss of building fabric and associated values of significance.

Accordingly, the proposed relocations/translations, adaptive re-use, and associated conservation works that adaptation would entail, for the identified historic buildings is considered appropriate. It will enable the heritage of Shelly Bay to be maintained and enhanced, and allow for future public use, interpretation, and appreciation of the historic character. The existing historic character of Shelly Bay is recognised, and the proposed Masterplan proposes a design response which is informed and appropriate to these assets and the wider Shelly Bay historic site.

12. bibliography

12.1 published sources

Adkin, G Leslie. 1959. *The Great Harbour of Tara.* Christchurch: Whitcombe and Tombs.

Berthold, Martin. 2011. “B.T. Daniel Ltd., Shipwrights, Boatbuilders & Marine Engineers, Shelly Bay, Wellington.” *New Zealand Marine News* 58 (1): 6-41.

Boffa Miskell Limited, Chris Cochran. 2001. *Wellington Heritage Building Inventory 2001.* Wellington: Wellington City Council.

Cooke, Peter. 2000. *Defending New Zealand: Ramparts on the Sea 1840-1950s.* Vol. I. Wellington: Defence of New Zealand Study Group.

—. 2000. *Defending New Zealand: Ramparts on the Sea 1840-1950s.* Vol. II. Wellington: Defence of New Zealand Study Group.

Hamer, D A, and Roberta Nicholls. 1990. *The Making of Wellington 1800-1914.* Wellington: Victoria University Press.

Johnson, David. 1990. *Wellington By The Sea: 100 Years of Work and Play.* Auckland: David Bateman.

—. 1996. *Wellington Harbour.* Wellington: Wellington Maritime Museum Trust.

McLean, Gavin. 2000. *Wellington: The First Years of European settlement, 1840-1850.* Auckland: Penguin Books.

Newton, David. 2010. “They Were Scuttled in Cook Strait.” *New Zealand Marine News* 57 (3): 132-155.

Ward, Louis. 1991. *Early Wellington.* Papakura, NZ: PE Chamberlain.

Wellington City Council, Wellington Tenths Trust, Ngati Toa. 2006. *Te Ara O Nga Tupuna Heritage Trail, Wellington.* Pamphlet, Wellington: Wellington City Council.

12.2 unpublished sources

Blaschke & Rutherford Environmental Consultants, PAOS Limited, TRC Tourism Limited, and affiliates, “Watts Peninsula: Feasibility Study Identifying Options for Further Development,” March 2012.

Michael Taylor & Annetta Sutton, “An Archaeological Assessment for the New Zealand Defence Force at Watts Peninsula, Wellington,” April 2009, sourced from WCC Archives.

Opus Architecture, “Shelly Bay: Character and Condition Assessment,” January 2008.

Peter Cooke with Morrie Love, “Military Heritage on North Miramar Peninsula,” November 2009, sourced from WCC Archives.

12.3 online

DigitalNZ, https://www.digitalnz.org/.

New Zealand Government, “Port Nicholson Block (Taranaki Whanui Ki Te Upoko o Te Ika) Claims Settlement Bill,” 26 September 2008, https://www.beehive.govt.nz/speech/port-nicholson-block-taranaki-wh%C4%81nui-ki-te-upoko-o-te-ika-claims-settlement-bill.

PapersPast database, https://paperspast.natlib.govt.nz/.

Te Ara – the Encyclopaedia of New Zealand, https://teara.govt.nz/en.

Wellington City Libraries Heritage & Local History, http://www.wcl.govt.nz/heritage/heritageindex.html.

12.4 archives

Archives New Zealand, Wellington.

National Library (Alexander Turnbull Library), Wellington.

Wellington City Council Archives.

12.5 newspapers

Evening Post, “The Peninsula Land Compensation Claim,” 13 December 1886.
Scoop, “Random Films buys Westside Studios, plans three new feature films,” 4 April 2014, http://wellington.scoop.co.nz/?p=66159.
Scoop, “Propeller Studios launches its business at Shelly Bay,” 26 May 2014, http://wellington.scoop.co.nz/?p=67575.
Stuff, “Chocolate Fish café returns,”16 September 2009, http://i.stuff.co.nz/life-style/2868319/Chocolate-Fish-cafe-returns.

appendix a – wcc district plan map

13

13

1 2

A

B

N

1:10,000

15
12 13
7

M91
46
Point Halswell (Kai Tawharo)
47
M92
M93
Kau Bay
MASSEY ROAD
Kau Point
MASSEY ROAD
Mataki-kai-poinga
Landscape Feature Precinct
M3
M94
Maru-Kai-Kuru
M95
Mahanga Bay
Subject to Rule 34.3.7
For Delineation of Boundary
Refer to Appendix 1
Chapter 34
T12
T13
M96
6
49
Shelly Bay
K1
Point
Gordon
A
Scorching Bay
SHELLY BAY ROAD
2A
NEVAY ROAD
NAKORA ROAD
KARAKA BAY ROAD
FORTIFICATION ROAD
PRETORIA ROAD
164, 166, 167, 168
OR2
B
COUNTESS OF AKAROA DRIVE
ARAHI LANGA GLEN
DARLINGTON ROAD
GLENSIDE ROAD

1751428 mE
5426161 mN

0 200 400 800 Metres

Absolutely Positively Wellington
Me Heke Ki Pōneke
Wellington City Council

WELLINGTON CITY COUNCIL DISTRICT PLAN MAP

Operative July 2000
Updated February 2017

LEGEND FOR PLANNING MAPS

AREAS

- Central Area
- Curtis St Business
- Business 1
- Business 2
- Centre
- Urban Development Area
- Airport
- Institutional Precinct
- Inner Residential
- Outer Residential
- MDRA
- Rural
- Open Space A
- Open Space B
- Open Space C
- Conservation
- Sea
- Over water
- Unformed Legal Road
- Te Aro Corridor
- Lambton Harbour Area
- Pipitea Precinct Area

HAZARD AREAS

- Hazard (Fault Line) Area
- Hazard (Flooding) Area
- Hazard (Ground Shaking) Area

NB: Other earthquake hazards exist and significant ground shaking may occur outside the Hazard (Ground Shaking) Area

BOUNDARIES

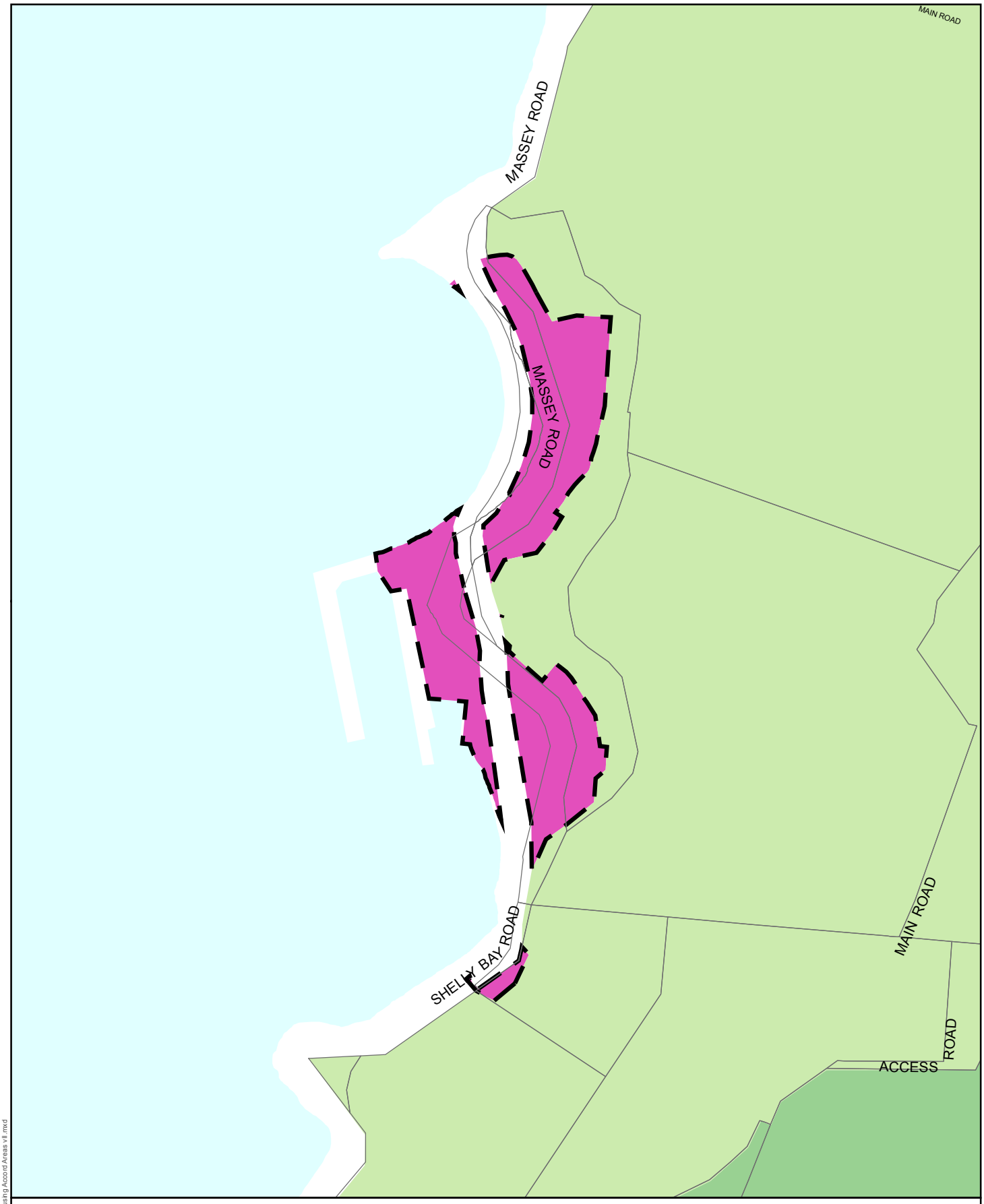
- District Boundary
- Non Cadastral Boundary
- Designations (number references refer to Chapter 24 Schedule)
- Golf Course Boundary
- Airport Control Tower Restriction
- Railway Lines
- Specific Rules Apply
- Operational Port Area
- Port Redevelopment Area
- Character Areas
- Ridgelines and Hilltops
- Transmission Lines
- Transmission Line Buffer (32m)
- Educational Precincts
- Special Residential Areas

HERITAGE

- Heritage Areas
- Heritage Sea Walls
- Heritage Objects
- Heritage Buildings
- Heritage Trees

MAORI

- Maori Precinct Boundary
- Maori Tracks
- Maori Site Points



Special Housing Area | Business 1 | Open Space B | Conservation

Shelly Bay Road, Shelly Bay

Special Housing Area

0 40 80 160 Meters

1:4,000

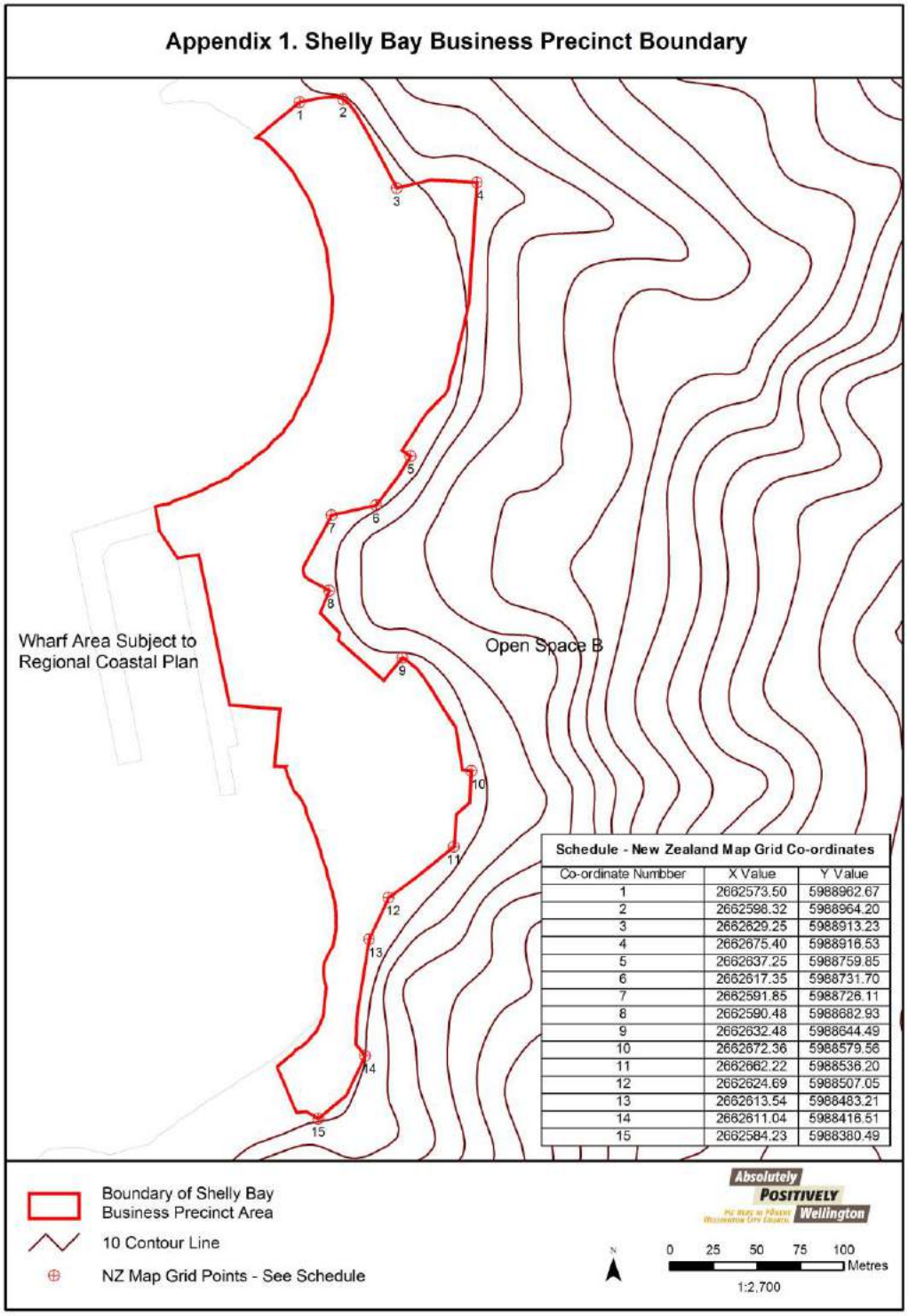
MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: stocke3n
DATE: 20/04/2015
REFERENCE:

Absolutely POSITIVELY Wellington
Me Heke Ki Pōneke Wellington City Council

Filepath: L:\DistrictPlan GIS\Housing Accord\Specific Potential Housing Accord Areas v11.mxd

Appendix 1. Shelly Bay Business Precinct Area – Boundary Location



appendix b – shelly bay site plan from masterplan

2.4 Existing Site Buildings and Structures

fig. 2.4.1

BUILDINGS

01 Guard House
02 Base HQ & Officer's Accommodation
03 Other Ranks Transit Hut
04 Officer's Mess Accommodation Annex
05 Officer's Mess Laundry Bldg.
06 Officer's Mess Games Room
07 Officer's Quarters and Mess
08 Studio 2 - HQ Studios
09 South Bay Garages
10 Library
11 Squash Court - Pixel Paint
12 Shipwrights Bldg.
13 Out Building
14 Barack Warden Store
15 Shed 8 - Propeller Studios
16 Studio 3 - Artisan Screen Prints
17 Transformer Bldg.
18 Former Submarine Mining Building (Chocolate Fish Cafe)
19 Laundries & Boiler House
20 North Bay Garages
21 Old Hospital - Bayview Art Studios
22 Blackmore & Best Gallery
23 Whirlwind Designs & Theacrobatic Design Ltd.

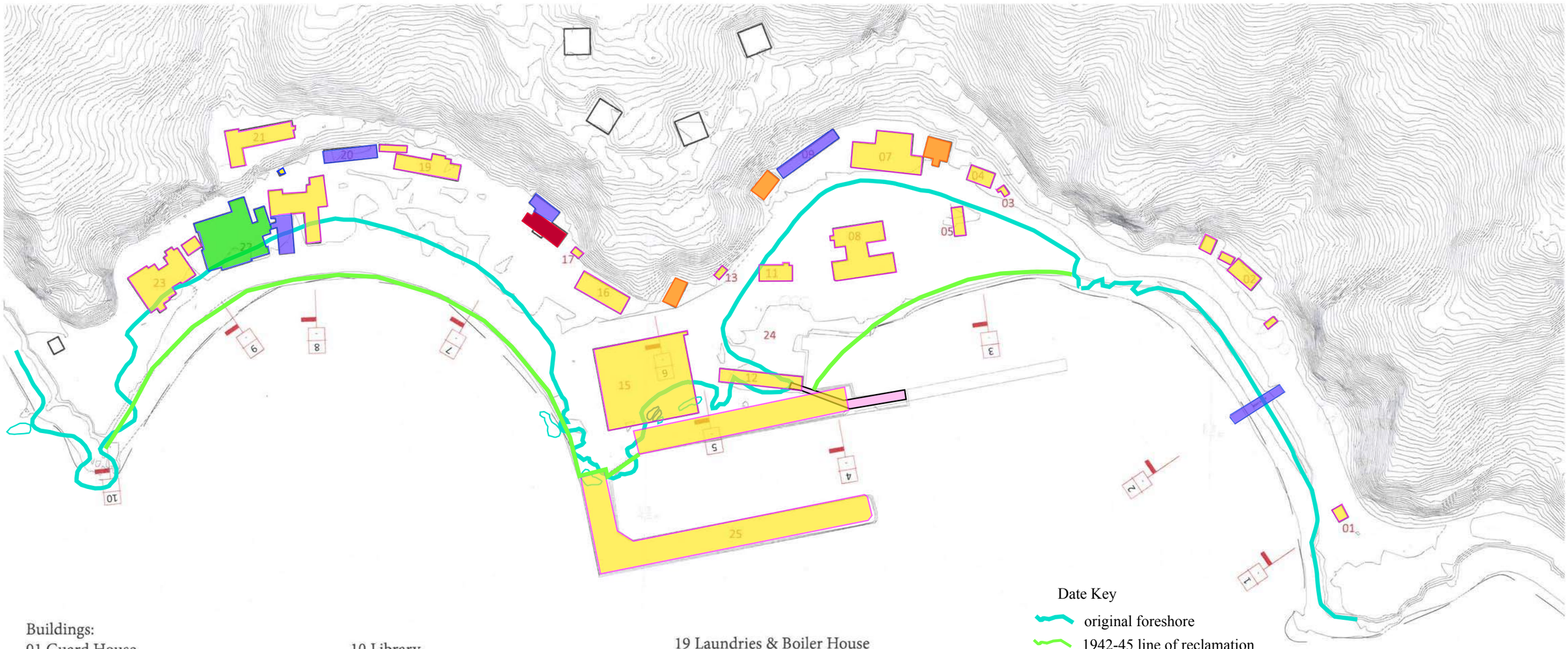
STRUCTURES

24 Slipway
25 Finger Pier
26 Boat Ramp

N SCALE 1 : 2,000@A3

0 10 50 100M

appendix c – site plan showing general chronology of change



Buildings:
01 Guard House
02 Base HQ & Officer's Accommodation
03 Other Ranks Transit Hut
04 Officer's Mess Accommodation Annex
05 Officer's Mess Laundry Bldg.
06 Officer's Mess Games Room
07 Officer's Quarters and Mess
08 Studio 2 - HQ Studios
09 South Bay Garages
10 Library
11 Squash Court - Pixel Paint
12 Shipwrights Bldg.
13 Out Building
14 Barack Warden Store
15 Shed 8 - Propeller Studios
16 Studio 3 - Artisan Screen Prints
17 Transformer Bldg.
18 Former Submarine Mining Building
19 Laundries & Boiler House
20 North Bay Garages
21 Old Hospital - Bayview Art Studios
22 Blackmore & Best Gallery
23 Whirlwind Designs & Theacrobatic Design Ltd.
Structures:
24 Slipway

Date Key
original foreshore
1942-45 line of reclamation
1887
1897-1920
circa 1914
1942-45
post 1943
1980-94

N

50M
20M
5M

appendix d – icomos new zealand charter (2010)

ICOMOS New Zealand Charter

for the Conservation of Places of Cultural Heritage Value

Revised 2010

Preamble

New Zealand retains a unique assemblage of **places** of **cultural heritage value** relating to its indigenous and more recent peoples. These areas, **cultural landscapes** and features, buildings and **structures**, gardens, archaeological sites, traditional sites, monuments, and sacred **places** are treasures of distinctive value that have accrued meanings over time. New Zealand shares a general responsibility with the rest of humanity to safeguard its cultural heritage **places** for present and future generations. More specifically, the people of New Zealand have particular ways of perceiving, relating to, and conserving their cultural heritage **places**.

Following the spirit of the International Charter for the Conservation and Restoration of Monuments and Sites (the Venice Charter - 1964), this charter sets out principles to guide the **conservation** of **places** of **cultural heritage value** in New Zealand. It is a statement of professional principles for members of ICOMOS New Zealand.

This charter is also intended to guide all those involved in the various aspects of **conservation** work, including owners, guardians, managers, developers, planners, architects, engineers, craftspeople and those in the construction trades, heritage practitioners and advisors, and local and central government authorities. It offers guidance for communities, organisations, and individuals involved with the **conservation** and management of cultural heritage **places**.

This charter should be made an integral part of statutory or regulatory heritage management policies or plans, and should provide support for decision makers in statutory or regulatory processes.

Each article of this charter must be read in the light of all the others. Words in bold in the text are defined in the definitions section of this charter.

This revised charter was adopted by the New Zealand National Committee of the International Council on Monuments and Sites at its meeting on 4 September 2010.

Purpose of conservation

1. The purpose of conservation

The purpose of **conservation** is to care for **places** of **cultural heritage value**.

In general, such **places**:

(i) have lasting values and can be appreciated in their own right;
(ii) inform us about the past and the cultures of those who came before us;
(iii) provide tangible evidence of the continuity between past, present, and future;
(iv) underpin and reinforce community identity and relationships to ancestors and the land; and
(v) provide a measure against which the achievements of the present can be compared.

It is the purpose of **conservation** to retain and reveal such values, and to support the ongoing meanings and functions of **places** of **cultural heritage value,** in the interests of present and future generations.

Conservation principles

2. Understanding cultural heritage value

Conservation of a **place** should be based on an understanding and appreciation of all aspects of its **cultural heritage value**, both **tangible** and **intangible**. All available forms of knowledge and evidence provide the means of understanding a **place** and its **cultural heritage value** and cultural **heritage significance**. **Cultural heritage value** should be understood through consultation with **connected people**, systematic documentary and oral research, physical investigation and **recording** of the **place**, and other relevant methods.

All relevant **cultural heritage values** should be recognised, respected, and, where appropriate, revealed, including values which differ, conflict, or compete.

The policy for managing all aspects of a **place**, including its **conservation** and its **use**, and the implementation of the policy, must be based on an understanding of its **cultural heritage value**.

3. Indigenous cultural heritage

The indigenous cultural heritage of **tangata whenua** relates to **whanau**, **hapu**, and **iwi** groups. It shapes identity and enhances well-being, and it has particular cultural meanings and values for the present, and associations with those who have gone before. Indigenous cultural heritage brings with it responsibilities of guardianship and the practical application and passing on of associated knowledge, traditional skills, and practices.

The Treaty of Waitangi is the founding document of our nation. Article 2 of the Treaty recognises and guarantees the protection of **tino rangatiratanga**, and so empowers **kaitiakitanga** as customary trusteeship to be exercised by **tangata whenua**. This customary trusteeship is exercised over their **taonga**, such as sacred and traditional **places**, built heritage, traditional practices, and other cultural heritage resources. This obligation extends beyond current legal ownership wherever such cultural heritage exists.

Particular **matauranga**, or knowledge of cultural heritage meaning, value, and practice, is associated with **places**. **Matauranga** is sustained and transmitted through oral, written, and physical forms determined by **tangata whenua**. The **conservation** of such **places** is therefore conditional on decisions made in associated **tangata whenua** communities, and should proceed only in this context. In particular, protocols of access, authority, ritual, and practice are determined at a local level and should be respected.

4. Planning for conservation

Conservation should be subject to prior documented assessment and planning.

All **conservation** work should be based on a **conservation plan** which identifies the **cultural heritage value** and **cultural heritage significance** of the **place**, the **conservation** policies, and the extent of the recommended works.

The **conservation plan** should give the highest priority to the **authenticity** and **integrity** of the **place**.

Other guiding documents such as, but not limited to, management plans, cyclical **maintenance** plans, specifications for **conservation** work, interpretation plans, risk mitigation plans, or emergency plans should be guided by a **conservation plan**.

5. Respect for surviving evidence and knowledge

Conservation maintains and reveals the **authenticity** and **integrity** of a **place**, and involves the least possible loss of **fabric** or evidence of **cultural heritage value**. Respect for all forms of knowledge and existing evidence, of both **tangible** and **intangible values,** is essential to the **authenticity** and **integrity** of the **place**.

Conservation recognises the evidence of time and the contributions of all periods. The **conservation** of a **place** should identify and respect all aspects of its **cultural heritage value** without unwarranted emphasis on any one value at the expense of others.

The removal or obscuring of any physical evidence of any period or activity should be minimised, and should be explicitly justified where it does occur. The **fabric** of a particular period or activity may be obscured or removed if assessment shows that its removal would not diminish the **cultural heritage value** of the **place.**

In **conservation**, evidence of the functions and intangible meanings of **places** of **cultural heritage value** should be respected.

6. Minimum intervention

Work undertaken at a **place** of **cultural heritage value** should involve the least degree of **intervention** consistent with **conservation** and the principles of this charter.

Intervention should be the minimum necessary to ensure the retention of **tangible** and **intangible values** and the continuation of **uses** integral to those values. The removal of **fabric** or the alteration of features and spaces that have **cultural heritage value** should be avoided.

7. Physical investigation

Physical investigation of a **place** provides primary evidence that cannot be gained from any other source. Physical investigation should be carried out according to currently accepted professional standards, and should be documented through systematic **recording**.

Invasive investigation of **fabric** of any period should be carried out only where knowledge may be significantly extended, or where it is necessary to establish the existence of **fabric** of **cultural heritage value**, or where it is necessary for **conservation** work, or where such **fabric** is about to be damaged or destroyed or made inaccessible. The extent of invasive investigation should minimise the disturbance of significant **fabric**.

8. Use

The **conservation** of a **place** of **cultural heritage value** is usually facilitated by the **place** serving a useful purpose.

Where the **use** of a **place** is integral to its **cultural heritage value**, that **use** should be retained.

Where a change of **use** is proposed, the new **use** should be compatible with the **cultural heritage value** of the **place**, and should have little or no adverse effect on the **cultural heritage value**.

9. Setting

Where the **setting** of a **place** is integral to its **cultural heritage value**, that **setting** should be conserved with the **place** itself. If the **setting** no longer contributes to the **cultural heritage value** of the **place**, and if **reconstruction** of the **setting** can be justified, any **reconstruction** of the **setting** should be based on an understanding of all aspects of the **cultural heritage value** of the **place**.

10. Relocation

The on-going association of a **structure** or feature of **cultural heritage value** with its location, site, curtilage, and **setting** is essential to its **authenticity** and **integrity**. Therefore, a **structure** or feature of **cultural heritage value** should remain on its original site.

Relocation of a **structure** or feature of **cultural heritage value**, where its removal is required in order to clear its site for a different purpose or construction, or where its removal is required to enable its **use** on a different site, is not a desirable outcome and is not a **conservation** process.

In exceptional circumstances, a **structure** of **cultural heritage value** may be relocated if its current site is in imminent danger, and if all other means of retaining the **structure** in its current location have been exhausted. In this event, the new location should provide a **setting** compatible with the **cultural heritage value** of the **structure**.

11. Documentation and archiving

The **cultural heritage value** and **cultural heritage significance** of a **place**, and all aspects of its **conservation**, should be fully documented to ensure that this information is available to present and future generations.

Documentation includes information about all changes to the **place** and any decisions made during the **conservation** process.

Documentation should be carried out to archival standards to maximise the longevity of the record, and should be placed in an appropriate archival repository.

Documentation should be made available to **connected people** and other interested parties. Where reasons for confidentiality exist, such as security, privacy, or cultural appropriateness, some information may not always be publicly accessible.

12. Recording

Evidence provided by the **fabric** of a **place** should be identified and understood through systematic research, **recording**, and analysis.

Recording is an essential part of the physical investigation of a **place**. It informs and guides the **conservation** process and its planning. Systematic **recording** should occur prior to, during, and following any **intervention**. It should include the **recording** of new evidence revealed, and any **fabric** obscured or removed.

Recording of the changes to a **place** should continue throughout its life.

13. Fixtures, fittings, and contents

Fixtures, fittings, and **contents** that are integral to the **cultural heritage value** of a **place** should be retained and conserved with the **place**. Such fixtures, fittings, and **contents** may include carving, painting, weaving, stained glass, wallpaper, surface decoration, works of art, equipment and machinery, furniture, and personal belongings.

Conservation of any such material should involve specialist **conservation** expertise appropriate to the material. Where it is necessary to remove any such material, it should be recorded, retained, and protected, until such time as it can be reinstated**.**

Conservation processes and practice

14. Conservation plans

A **conservation plan**, based on the principles of this charter, should:

(i) be based on a comprehensive understanding of the **cultural heritage value** of the **place** and assessment of its **cultural heritage significance**;

(ii) include an assessment of the **fabric** of the **place**, and its condition;

(iii) give the highest priority to the **authenticity** and **integrity** of the **place**;

(iv) include the entirety of the **place**, including the **setting**;

(v) be prepared by objective professionals in appropriate disciplines;

(vi) consider the needs, abilities, and resources of **connected people**;

(vii) not be influenced by prior expectations of change or development;

(viii) specify **conservation** policies to guide decision making and to guide any work to be undertaken;

(ix) make recommendations for the **conservation** of the **place;** and

(x) be regularly revised and kept up to date.

15. Conservation projects

Conservation projects should include the following:

(i) consultation with interested parties and **connected people**, continuing throughout the project;

(ii) opportunities for interested parties and **connected people** to contribute to and participate in the project;

(iii) research into documentary and oral history, using all relevant sources and repositories of knowledge;

(iv) physical investigation of the **place** as appropriate;

(v) use of all appropriate methods of **recording**, such as written, drawn, and photographic;

(vi) the preparation of a **conservation plan** which meets the principles of this charter;

(vii) guidance on appropriate **use** of the **place**;

(viii) the implementation of any planned **conservation** work;

(ix) the **documentation** of the **conservation** work as it proceeds; and

(x) where appropriate, the deposit of all records in an archival repository.

A **conservation** project must not be commenced until any required statutory authorisation has been granted.

16. Professional, trade, and craft skills

All aspects of **conservation** work should be planned, directed, supervised, and undertaken by people with appropriate **conservation** training and experience directly relevant to the project.

All **conservation** disciplines, arts, crafts, trades, and traditional skills and practices that are relevant to the project should be applied and promoted.

17. Degrees of intervention for conservation purposes

Following research, **recording**, assessment, and planning, **intervention** for **conservation** purposes may include, in increasing degrees of **intervention**:

(i) **preservation**, through **stabilisation, maintenance**, or **repair**;
(ii) **restoration**, through **reassembly**, **reinstatement**, or removal;
(iii) **reconstruction**; and
(iv) **adaptation**.

In many **conservation** projects a range of processes may be utilised. Where appropriate, **conservation** processes may be applied to individual parts or components of a **place** of **cultural heritage value**.

The extent of any **intervention** for **conservation** purposes should be guided by the **cultural heritage value** of a **place** and the policies for its management as identified in a **conservation plan**. Any **intervention** which would reduce or compromise **cultural heritage value** is undesirable and should not occur.

Preference should be given to the least degree of **intervention**, consistent with this charter.

Re-creation, meaning the conjectural **reconstruction** of a **structure** or **place**; replication, meaning to make a copy of an existing or former **structure** or **place**; or the construction of generalised representations of typical features or **structures**, are not **conservation** processes and are outside the scope of this charter.

18. Preservation

Preservation of a **place** involves as little **intervention** as possible, to ensure its long-term survival and the continuation of its **cultural heritage value**.

Preservation processes should not obscure or remove the patina of age, particularly where it contributes to the **authenticity** and **integrity** of the **place,** or where it contributes to the structural stability of materials.

i. Stabilisation

Processes of decay should be slowed by providing treatment or support.

ii. Maintenance

A **place** of **cultural heritage value** should be maintained regularly. **Maintenance** should be carried out according to a plan or work programme.

iii. Repair

Repair of a **place** of **cultural heritage value** should utilise matching or similar materials. Where it is necessary to employ new materials, they should be distinguishable by experts, and should be documented.

Traditional methods and materials should be given preference in **conservation** work.

Repair of a technically higher standard than that achieved with the existing materials or construction practices may be justified only where the stability or life expectancy of the site or material is increased, where the new material is compatible with the old, and where the **cultural heritage value** is not diminished.

19. Restoration

The process of **restoration** typically involves **reassembly** and **reinstatement,** and may involve the removal of accretions that detract from the **cultural heritage value** of a **place**.

Restoration is based on respect for existing **fabric,** and on the identification and analysis of all available evidence, so that the **cultural heritage value** of a **place** is recovered or revealed. **Restoration** should be carried out only if the **cultural heritage value** of the **place** is recovered or revealed by the process.

Restoration does not involve conjecture.

i. Reassembly and reinstatement

Reassembly uses existing material and, through the process of **reinstatement**, returns it to its former position. **Reassembly** is more likely to involve work on part of a **place** rather than the whole **place**.

ii. Removal

Occasionally, existing **fabric** may need to be permanently removed from a **place**. This may be for reasons of advanced decay, or loss of structural **integrity**, or because particular **fabric** has been identified in a **conservation plan** as detracting from the **cultural heritage value** of the **place**.

The **fabric** removed should be systematically **recorded** before and during its removal. In some cases it may be appropriate to store, on a long-term basis, material of evidential value that has been removed.

20. Reconstruction

Reconstruction is distinguished from **restoration** by the introduction of new material to replace material that has been lost.

Reconstruction is appropriate if it is essential to the function, **integrity**, **intangible value**, or understanding of a **place**, if sufficient physical and documentary evidence exists to minimise conjecture, and if surviving **cultural heritage value** is preserved.

Reconstructed elements should not usually constitute the majority of a **place** or **structure**.

21. Adaptation

The **conservation** of a **place** of **cultural heritage value** is usually facilitated by the **place** serving a useful purpose. Proposals for **adaptation** of a **place** may arise from maintaining its continuing **use**, or from a proposed change of **use**.

Alterations and additions may be acceptable where they are necessary for a **compatible use** of the **place**. Any change should be the minimum necessary, should be substantially reversible, and should have little or no adverse effect on the **cultural heritage value** of the **place**.

Any alterations or additions should be compatible with the original form and **fabric** of the **place,** and should avoid inappropriate or incompatible contrasts of form, scale, mass, colour, and material. **Adaptation** should not dominate or substantially obscure the original form and **fabric**, and should not adversely affect the **setting** of a **place** of **cultural heritage value**. New work should complement the original form and **fabric**.

22. Non-intervention

In some circumstances, assessment of the **cultural heritage value** of a **place** may show that it is not desirable to undertake any **conservation intervention** at that time. This approach may be appropriate where undisturbed constancy of **intangible values,** such as the spiritual associations of a sacred **place,** may be more important than its physical attributes.

23. Interpretation

Interpretation actively enhances public understanding of all aspects of **places** of **cultural heritage value** and their **conservation**. Relevant cultural protocols are integral to that understanding, and should be identified and observed.

Where appropriate, interpretation should assist the understanding of **tangible** and **intangible values** of a **place** which may not be readily perceived, such as the sequence of construction and change, and the meanings and associations of the **place** for **connected people**.

Any interpretation should respect the **cultural heritage value** of a **place**. Interpretation methods should be appropriate to the **place**. Physical **interventions** for interpretation purposes should not detract from the experience of the **place,** and should not have an adverse effect on its **tangible** or **intangible values**.

24. Risk mitigation

Places of **cultural heritage value** may be vulnerable to natural disasters such as flood, storm, or earthquake; or to humanly induced threats and risks such as those arising from earthworks, subdivision and development, buildings works, or wilful damage or neglect. In order to safeguard **cultural heritage value**, planning for risk mitigation and emergency management is necessary.

Potential risks to any **place** of **cultural heritage value** should be assessed. Where appropriate, a risk mitigation plan, an emergency plan, and/or a protection plan should be prepared, and implemented as far as possible, with reference to a conservation plan.

Definitions

For the purposes of this charter:

Adaptation means the process(es) of modifying a **place** for a **compatible use** while retaining its **cultural heritage value. Adaptation** processes include alteration and addition.

Authenticity means the credibility or truthfulness of the surviving evidence and knowledge of the **cultural heritage value** of a **place.** Relevant evidence includes form and design, substance and **fabric**, technology and craftsmanship, location and surroundings, context and **setting**, **use** and function, traditions, spiritual essence, and sense of place, and includes **tangible** and **intangible values.** Assessment of **authenticity** is based on identification and analysis of relevant evidence and knowledge, and respect for its cultural context.

Compatible use means a **use** which is consistent with the **cultural heritage value** of a **place,** and which has little or no adverse impact on its **authenticity** and **integrity.**

Connected people means any groups, organisations, or individuals having a sense of association with or responsibility for a **place** of **cultural heritage value.**

Conservation means all the processes of understanding and caring for a **place** so as to safeguard its **cultural heritage value**. **Conservation** is based on respect for the existing **fabric**, associations, meanings, and **use** of the **place**. It requires a cautious approach of doing as much work as necessary but as little as possible, and retaining **authenticity** and **integrity**, to ensure that the **place** and its values are passed on to future generations.

Conservation plan means an objective report which documents the history, **fabric,** and **cultural heritage value** of a **place**, assesses its **cultural heritage significance,** describes the condition of the **place**, outlines **conservation** policies for managing the **place**, and makes recommendations for the **conservation** of the **place**.

Contents means moveable objects, collections, chattels, documents, works of art, and ephemera that are not fixed or fitted to a **place,** and which have been assessed as being integral to its **cultural heritage value**.

Cultural heritage significance means the **cultural heritage value** of a **place** relative to other similar or comparable **places**, recognising the particular cultural context of the **place**.

Cultural heritage value/s means possessing aesthetic, archaeological, architectural, commemorative, functional, historical, landscape, monumental, scientific, social, spiritual, symbolic, technological, traditional, or other **tangible** or **intangible values,** associated with human activity.

Cultural landscapes means an area possessing **cultural heritage value** arising from the relationships between people and the environment. **Cultural landscapes** may have been designed, such as gardens, or may have evolved from human settlement and land use over time, resulting in a diversity of distinctive landscapes in different areas. Associative **cultural landscapes**, such as sacred mountains, may lack **tangible** cultural elements but may have strong **intangible** cultural or spiritual associations.

Documentation means collecting, **recording**, keeping, and managing information about a **place** and its **cultural heritage value**, including information about its history, **fabric,** and meaning; information about decisions taken; and information about physical changes and **interventions** made to the **place**.

Fabric means all the physical material of a **place**, including subsurface material, **structures**, and interior and exterior surfaces including the patina of age; and including fixtures and fittings, and gardens and plantings.

Hapu means a section of a large tribe of the **tangata whenua**.

Intangible value means the abstract **cultural heritage value** of the meanings or associations of a **place**, including commemorative, historical, social, spiritual, symbolic, or traditional values.

Integrity means the wholeness or intactness of a **place**, including its meaning and sense of **place**, and all the **tangible** and **intangible** attributes and elements necessary to express its **cultural heritage value**.

Intervention means any activity that causes disturbance of or alteration to a **place** or its **fabric**. **Intervention** includes archaeological excavation, invasive investigation of built **structures,** and any **intervention** for **conservation** purposes.

Iwi means a tribe of the **tangata whenua**.

Kaitiakitanga means the duty of customary trusteeship, stewardship, guardianship, and protection of land, resources, or **taonga.**

Maintenance means regular and on-going protective care of a **place** to prevent deterioration and to retain its **cultural heritage value**.

Matauranga means traditional or cultural knowledge of the **tangata whenua**.

Non-intervention means to choose not to undertake any activity that causes disturbance of or alteration to a **place** or its **fabric**.

Place means any land having **cultural heritage value** in New Zealand, including areas; **cultural landscapes**; buildings, **structures,** and monuments; groups of buildings, **structures,** or monuments; gardens and plantings; archaeological sites and features; traditional sites; sacred **places**; townscapes and streetscapes; and settlements. **Place** may also include land covered by water, and any body of water. **Place** includes the **setting** of any such **place**.

Preservation means to maintain a **place** with as little change as possible.

Reassembly means to put existing but disarticulated parts of a **structure** back together.

Reconstruction means to build again as closely as possible to a documented earlier form, using new materials.

Recording means the process of capturing information and creating an archival record of the **fabric** and **setting** of a **place**, including its configuration, condition, **use**, and change over time.

Reinstatement means to put material components of a **place**, including the products of **reassembly**, back in position.

Repair means to make good decayed or damaged **fabric** using identical, closely similar, or otherwise appropriate material.

Restoration means to return a **place** to a known earlier form, by **reassembly** and **reinstatement**, and/or by removal of elements that detract from its **cultural heritage value**.

Setting means the area around and/or adjacent to a **place** of **cultural heritage value** that is integral to its function, meaning, and relationships. **Setting** includes the **structures**, outbuildings, features, gardens, curtilage, airspace, and accessways forming the spatial context of the **place** or used

in association with the **place**. **Setting** also includes **cultural landscapes**, townscapes, and streetscapes; perspectives, views, and viewshafts to and from a **place**; and relationships with other **places** which contribute to the **cultural heritage value** of the **place**. **Setting** may extend beyond the area defined by legal title, and may include a buffer zone necessary for the long-term protection of the **cultural heritage value** of the **place**.

Stabilisation means the arrest or slowing of the processes of decay.

Structure means any building, standing remains, equipment, device, or other facility made by people and which is fixed to the land.

Tangata whenua means generally the original indigenous inhabitants of the land; and means specifically the people exercising **kaitiakitanga** over particular land, resources, or **taonga**.

Tangible value means the physically observable **cultural heritage value** of a **place**, including archaeological, architectural, landscape, monumental, scientific, or technological values.

Taonga means anything highly prized for its cultural, economic, historical, spiritual, or traditional value, including land and natural and cultural resources.

Tino rangatiratanga means the exercise of full chieftainship, authority, and responsibility.

Use means the functions of a **place**, and the activities and practices that may occur at the **place**. The functions, activities, and practices may in themselves be of **cultural heritage value**.

Whanau means an extended family which is part of a **hapu** or **iwi**.

ISBN 978-0-473-17116-2 (PDF)

English language text first published 1993
Bilingual text first published 1995

This revised text replaces the 1993 and 1995 versions and should be referenced as the *ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value* (ICOMOS New Zealand Charter 2010).

This revision incorporates changes in conservation philosophy and best practice since 1993 and is the only version of the ICOMOS New Zealand Charter approved by ICOMOS New Zealand (Inc.) for use.

Copies of this charter may be obtained from
ICOMOS NZ (Inc.)
P O Box 90 851
Victoria Street West,
Auckland 1142,
New Zealand.

appendix e – further information from wcc archives research

	NAME	DATE	DATE	NATURE OF AMENDMENT	INITIAL	SCALES
DRAWN BY	W.P. EDWARDS	JAN. 1942	7th. Aug. 1942	Proposed Wharves & Reclamation — shown Block	D.C.	
TRACED BY	D. CALWELL	4th. Aug. 1942				50FT. TO AN INCH
CHECKED						

WELLINGTON HARBOUR BOARD.
SHELLY BAY NAVAL DEPOT — NORTH BAY.
GENERAL PLAN.

TRACING No.	OFFICE RECORD No.
1593	~~76/55~~
SHEET No.	

18,000 Lks. East of Mt. Cook.

2,000 Lks. N.

3,000 Lks. N. of Mt. Cook.

460'-0"

PROPOSED WHARF

40'-0"

40'-0"

TO BE DREDGED TO 20'

140'-0"

360'-0"
Bearing 342°-05'
5 TON CRANE

PROPOSED BREASTWORK.

40'-0"

EXISTING JETTY

LANDING

PROPOSED WORKSHOPS.

74'-0" SHIPWRIGHT'S SHOP

Floor Lev. R.L. 43'-0"

Graded 1:30

Floor Lev. R.L. 45'-0"

No 1 BOATSHED.

CABLE STORAGE.

No 2 BOATSHED.

R.L. 43'-0"

R.L. 40'-0"

℄ of Boatshed

121'-0"

To be dredged to 20 ft.

To be dredged to 10 ft.

Dolphin

Rail Lev. R.L. 19·2

18'-0"

10'-0"

13'-0"

Dolphin

SLIPWAY
Grade 1:12

℄ CAT WALK R.L. 44·00'

140'-0"

144'-6"

284'-6"

Timber Retaining Wall.

82'-0"

343 L.C.F. ℄ and piles.

40'-0" R.C. ℄

Edge of Reclamation

PROPOSED ROAD

PROPOSED RECLAMATION. R.L. 46·00'

19,000 Lks. E.

PRISON ROAD

EXISTING ROAD

STORE

STORE

STORE

SHED

BOILER

STORE

To be dredged to 30 ft.

APPROVED as to Naval requirements

Civil Engineer
Navy Office.

Mean Low Water Level = R.L. 36·00'
Mean High Water Level = R.L. 40·00'

Compiled from Wgton. Harb. Bd. plan 78/55.

	NAME IN FULL.	DATE.
DRAWN BY	J.R.M.aus	3/2/42
TRACED "		
CHECKED "		
COMPUTNS "		
APPROVED "		

Date.	Nature of Amendment.	Signature.

N. Z.

PUBLIC WORKS DEPARTMENT.

W. L. NEWNHAM, M.Inst.C.E.
ENGINEER-IN-CHIEF.

SHELLY BAY NAVAL DEPOT.

PROPOSED SLIPWAY, BOATSHEDS, WORKSHOPS, ETC.

LOCALITY PLAN.

Scales: 50 ft. to 1 inch.

P.W.D. 116354.

DRAWING No. 1.

SHEET No. 1.

H.O. file P.W. 23/494/3.


No 1 Boiler House
Accommodation Block
Mess Block
Garages
Store
Officers Quarters
Store
Navy Office
Garage
Accommodation
Sewerage Pumping Stn
Navy Residence
Administration
No 2 Boiler House
Transformer
Road
Massey
Present Formation
No 1 Boatshed Foundations only
Slipway
Catwalk
Stores
Workshops
No 2 Boatshed
Shipwrights Shop
Cradle Storage
Breastwork
Main Wharf
12,800 feet
3,000 feet North of Mt Cook
12,000 feet East of Mt Cook
2,500 feet
2000 feet
1,500 feet
1,000 feet
PLAN SHOWING NAVAL BUILDINGS IN RELATION TO ROAD RESERVE SHELLY BAY
COMPILED FROM SURVEY OFFICE PLAN NO. 18318 AND PUBLIC WORKS DEPT. PLAN NO. W.D.O. 11785
SCALE - 50 FEET TO AN INCH
D.766

BCJ.PMcF.

C.E. File 56/3

7th March, 1947.

...randum for

MR. SWINBURNE.

- - - - - -

RE: MILITARY BUILDINGS ON AREAS UNDER THE CONTROL OF THE CITY ENGINEER.

With reference to your instruction of the 17th ultimo, I have to report that all temporary buildings, as far as I am aware, erected on road reserves by the Army during the war period have now been removed, with the exception of the concrete foundations.

In a number of cases, it is difficult to ascertain whether these buildings are on road reserve areas or adjacent reserves, particularly around the foreshore areas.

The following concrete foundations have not as yet been removed:-

(a) Immediately north of Scorching Bay:

There are five concrete foundations which appear to be on or adjacent to the road reserve area. There are other buildings of concrete construction which appear to house searchlights. These, I think, are clear of the road reserve, but would require to be investigated by Mr. Falkner before a definite statement could be made.

(b) Pt. Jerningham:

There are three ~~major~~ concrete foundations adjacent to the road formation at this Point, the buildings proper having been removed.

(c) Naval Barracks, Shelly Bay, at present occupied by R.N.Z.A.F.

There are several buildings erected on this area. Also, major works have been carried out and road formation altered by the Public Works Department during the war period. I am not aware of the position in respect to this length of roadway and of the buildings fronting this section of the road. This also is a matter for ~~inspection~~ investigation by Mr. Falkner.

(d) Apart from the buildings, there remains approximately 1,000 of the "G" Type anti-tank blocks which were placed in the public roadways. The Public Works Department have given an order on this Department for the removal of the temporary caps and the filling in of the holes with asphaltic material, and the blocks also covered with bituminous seal. It was agreed that it would not be necessary to remove these blocks which are constructed more or less flush with the road surface.

In this connection, I have to report that due to the man-power position, no action so far has been taken by this Department for the carrying out of these works.

I have been informed by Mr. Leeder that there are no military buildings in No. 1 District.

With reference to the City Engineer's instruction to you regarding the buildings on reserve areas, I have discussed this matter with Mr. Hutt who informs me that he has had a similar instruction from the Town Clerk. He will be reporting on the buildings located on reserve areas. I have offered to confer with him in this respect when he has his report completed.

P.T.O

There are, however, one or two works which require to be
ried out by the Public Works Department arising out of works carried
t by that Department on public streets and adjacent reserve land
during the war period. One of these is the completion of the
repair work to the steps, etc. at the Island Bay beach.

August 1944 56/3

PROTEST
...es Not Restored By Army

...e have asked for something to be ...ne. It is not the Minister's fault, ...out some Army officers are not carrying ...out the policy as given to us by Mr. Jones, and it is time we made the de... ...is known to the public and voiced a strong protest," said the chairman of the reserves committee, Cr. R. L. Macalister, in referring at last night's meeting of the Wellington City Council to the long delay in the restoration of city reserves previously occupied by the military.

When the council had approached the Minister of Defence about the matter some two months ago it had been given a sympathetic reception. It had been agreed that Anderson Park and Kaiwarra Park would not be handed back in the meantime, but that others would be and would also be restored. The position at the moment, however was:—

Kelburn Park, vacated on January 6 of this year. No restoration work carried out to date. The excuse, said Cr. Macalister, was that the council was asking for too much to be done. No rent had been asked by the corporation.

Melrose Park: Vacated on January 18 and damage assessed on February 3. Restoration work had been put in hand but had not been completed.

Hataitai Park: Vacated on May 4. Only five buildings had been removed, leaving about 100 still there.

Miramar Polo Ground: Vacated March 14. No restoration work carried out.

Central Park: Vacated on May 10. About five or six buildings have been removed, leaving about 100 still there.

The Army was still in occupation of Anderson Park, Kaiwarra Park, the Centennial Motor Camp, part of Nairnville Park, and the Mount Victoria town belt and Alexandra Road, said Cr. Macalister.

Cr. M. Fraser remarked that the Kelburn croquet pavilion had been empty for some time, but no restoration work had been carried out. With the new season approaching, it was high time this was done.

In reply to a question, Cr. Macalister said the Minister had concurred that the buildings should be removed immediately. Army officers were present when the deputation waited on the Minister. They had agreed that effect would be given to the Minister's promises to the deputation.

Cr. Wright maintained that another deputation should wait on the Minister and emphasize the failure to carry out his promises.

REOPENED TO PUBLIC
Wellington Roads In Defence Areas

Following representations to the authorities concerned, the scenic road, known as Alexandra Road, which runs along the crest of Mount Victoria, from Constable Street to Roseneath, was reopened to the public, as from Tuesday of this week. This is the first time this road has been open since Japan entered the war. There is still a colony of defence structures and equipment in one section of the Town Belt reserve, which is being fenced off with wire, in order that there may be no mistake as to public privilege in that quarter.

The ban against the use of the northern half of the beach at Worser Bay was lifted some time ago; but only this week the Moa Point Road—which runs between Lyall Bay and Breaker Bay—was once more reopened to the public, thus giving the motoring public access to one of the finest city seaside runs in New Zealand. The only harbour-side road now closed to the public is that which skirts Point Halswell and Kau Bay from Shelly Bay on the western side, to Scorching Bay on the eastern. The northern extremity of Watt's Peninsula has always been a defence reserve (though part of it has been borrowed for the purposes of the Mount Crawford Prison and Girls' Borstal Institute). Now that portions of the land fronting the shore road have been developed to meet the demands of war, it will still remain closed to the general public, probably for the duration.

KEL:OB.

...th August 1944.

...Military Traffic.

...eplying to your lette...
...ained therein was hel...
... which has arisen he...
...ed to streets through...
... activities has run d...

...f the expenditure on...
...average expenditure ...
...935-1940) was £30,37...
...l that a claim shoul...
... of the average pre-...
...on the years 1935-19...

...0,379 could be taken...
... claim for the four ...
...rch 1944, would, th...
...nnum, and for four ...
...s sum, in terms of ...
... would, on the £ fo...
..., if received, should ...
...ion Fund for use when ...

...be noted that any subsidy obtaine...
... include for repairs to roads occu...
...l by, the Military Authorities.
...pairs has been based upon actual d...
...tlement has already been effected...

...urs faithfully,

City Engineer.

56/3

erandum for;
. Goldie.

25th. June,1943.

RE EXTRA MAINTENANCE OF CITY AND SUBURBAN STREETS DUE TO MILITARY TRAFFIC.

With reference to your memorandum dated the 22nd. instant, I have to advise on the position as under:-

In general a number of suburban streets are used by Military traffic, this particularly relates to the main feeder routes. There are however, several roads where more or less concentrations of military traffic exist, these are as under:-

(1) Darlington Road leading to the Motor Camp where considerable number of WAAC's are housed.

(2) Shelley Bay Road from Miramar Wharf to Karaka Bay. A large portion of this roadway is barricaded off and under military control. Further, certain sections of this roadway have been very badly damaged and I think that the reinstatement of this road will be a Government responsibility after the war and therefore should not come under the heading you suggest but should be treated separately.

(3) Seatoun streets adjacent to Fortress Area. There is considerable amount of heavy military traffic using these streets.

(4) Breaker Bay Road from Seatoun to Moa Point. Portion of this roadway is barricaded off under Military control.

(5) Beacon Hill Road. This road a sealed surface and is subject to stormwater scour. Considerable military traffic however , has during the past ., increased maintenance cost.

(6) Evans Bay Road from Oriental Bay to Patent Slip. This section of the roadway has been used for the transportation of heavy traffic both Military, Air Force and in connection with ship repairs and construction at the Patent Slip.

(7) Makara Hill Road. This road has been used to a considerable extent particularly by Home Guard Units and also military transport proceeding the coastal areas.

(8) Campbell Street, Karori. Leading off this roadway is a fairly large military project and hence heavy traffic for a considerable period has used Campbell Street.

(9) Upper Weld Street, Wadestown. The upper end of this street is a Military establishment. The roadway is extremely

-2-

these locks will be attended to and the cost charged to Army.

It is assumed that the Council's decision to allow this building to be occupied by the Army authorities under the condition mentioned will also apply to the Guards Vital Points personnel. An inventory covering the contents of this building and its conditi as at 31st.May will be prepared and agreed upon with the Officer Commanding, Guards Vital Points.

City Engineer.

Ministry of Works and Development

District Office 133 Molesworth Street
Private Bag, Wellington
Telephone 748399 Telex NZ 30089

REC

...es to

Date 24 March 1987

Our Ref. 25/1/10
Your Ref. TC 35/280

35/280

ENTERED IN REGISTER

RECEIVED 26 MAR 1987 TOWN CLERK'S RECORDS

COPY FOR City Engineer.

RECEIVED 30 MAR 1987 Works Department Records

The Town Clerk
Wellington City Council
PO Box 2199
WELLINGTON

Dear Sir

SHELLY BAY NAVAL BASE
REGULARISATION OF LAND EXCHANGE
WELLINGTON CITY COUNCIL/DEFENCE

In reference to your memorandum of 19 November 1986.

My understanding of this matter regarding area C, SO 33632 is that the Council wish it to remain legal road so that the public may still have access to the beach. However, Defence wish the area of road to be closed and vested for Defence purposes as it is within the controlled area of the Shelly Bay Naval Base (ie between the north and south gates) and subject to speed and no stopping restrictions as imposed by the Council.

As this matter has long been under discussion, I feel that a meeting between interested parties would be appropriate. I will be contacting the Ministry of Defence in order to arrange a meeting and suggest that sometime between the 1 and 9 April would be appropriate. I look forward to your reply.

Yours faithfully

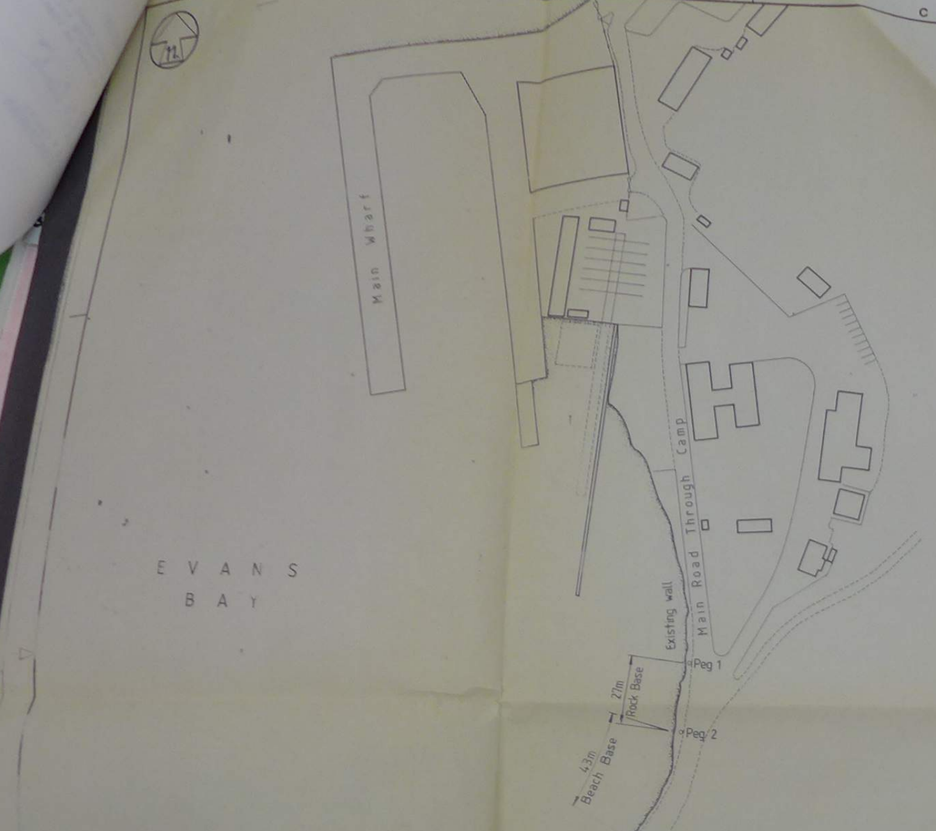
H L Sutherland.

Ms H L Sutherland
Property Management Officer

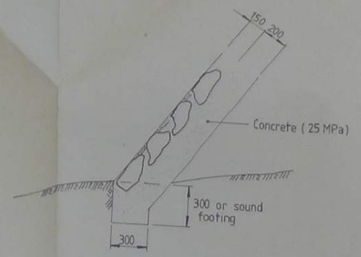
C Planner, (Attn Mr. Saxton).
To note & for your attention please.
D Parks,
C Engineer, To note please.
[signature] 23
for Town Clerk
27-3-87.

[signature] 7/4/87

M. Lane

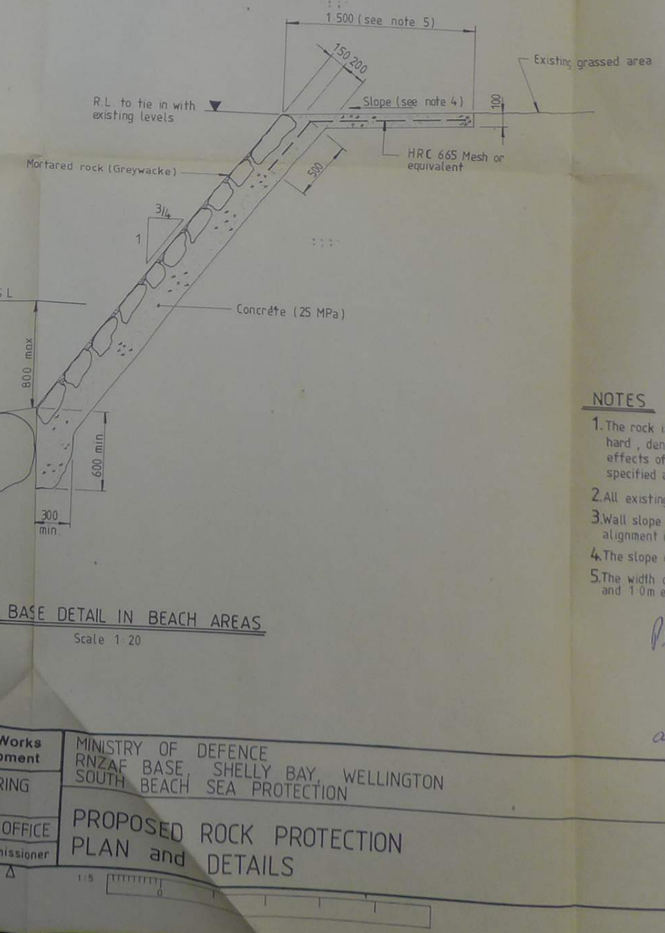


PLAN
Scale 1:1000



BASE DETAIL FOR ROCK BASE
Scale 1:20

LOCALITY PLAN N.T.S.



BASE DETAIL IN BEACH AREAS
Scale 1:20

NOTES

1. The rock is to be grade I or II greywacke and is to be hard, dense, durable, sound and have the ability to withstand the effects of handling and immersion in sea water. The rock shapes to be specified are to give similar visual character to other seawalls in the locality.
2. All existing concrete rubble to be covered by walls or removed.
3. Wall slope is to vary slightly to tie in with local conditions at ends. The alignment is to be to the engineer's and landscape architect's approval.
4. The slope of the upper slab may vary between 1:3 & 1:20 to suit local conditions.
5. The width of the upper slab shall be generally 1·5m near the guardhouse and 1·0m elsewhere.

Plan left 6/10/86 by A Hunt & M Gray MWD Porirua Residency as forward advice prior to application under S176 TCPA

R2	REDRAWN				
R1	SECTIONS ALTERED				
AMENDMENTS	LOCAL OR TRACING NO.	BY	APPD	DATE	

	BY	CHECKED	DATE
DESIGNED			
DRAWN			Jan 1985
RECOMMENDED	Rex Gray c/e		7/2/85

RL PRESTON
CHIEF CIVIL ENGINEER
JC RUTLEDGE
CHIEF DESIGNING ENGINEER
APPROVED
RG NORMAN Commissioner

Ministry of Works and Development
CIVIL ENGINEERING
WELLINGTON
WELLINGTON SUB OFFICE

MINISTRY OF DEFENCE
RNZAF BASE, SHELLY BAY, WELLINGTON
SOUTH BEACH SEA PROTECTION

PROPOSED ROCK PROTECTION PLAN and DETAILS

ORIGINAL SCALES	As shown	FILE	14/213
REFERENCE PLAN	5/116/39/2534/1 (Cross sections)		

JOB	CODE	SHEET	REVISION
5/116/39	7534	1	R2

Whole numbers = mm
Decimalised expressions = m
unless indicated otherwise

Ministry of Works and Development

District Office 133 Molesworth Street
Private Bag, Wellington
Telephone 748399 Telex NZ 30089

35/1403

Date 7 February 1983

Our Ref. 25/1/10
Your Ref.

35/280

RECEIVED
- 9 FEB 1983
TOWN CLERK'S RECORDS

The Town Clerk
Wellington City Council
PO Box 2199
WELLINGTON

ATTENTION Mr I A McCutcheon

Dear Sir

SHELLEY BAY NAVAL BASE
EXTENTION TO OFFICERS MESS

Thank you for your letter of 28 January 1982 reference 35/280.

Under cover of a letter dated 12 November 1982 reference 25/1/10 and signed by Mr D F Coates (MOWD Architect) relevant drawings for the above job were submitted to Council.

Mr Coates letter was addressed:

ATTENTION The Manager
Buildings Branch
Works Department.

The drawings submitted were numbered 7/5/116/13/7501/100-147, 301-504.

Would you please see if these drawings have come to light and if not give me a ring and I will arrange for a second set to be submitted.

RECD.
-9FEB 1983
WORKS DEPARTMENT RECORDS

Yours faithfully

B. Tiller

B Tiller
for District Commissioner of Works

THIS COPY FOR → Asst Engrs (and Design Engr

Bill
mld
9/2/83

Your memo of 35/1403 dated 20/1/83 refers.

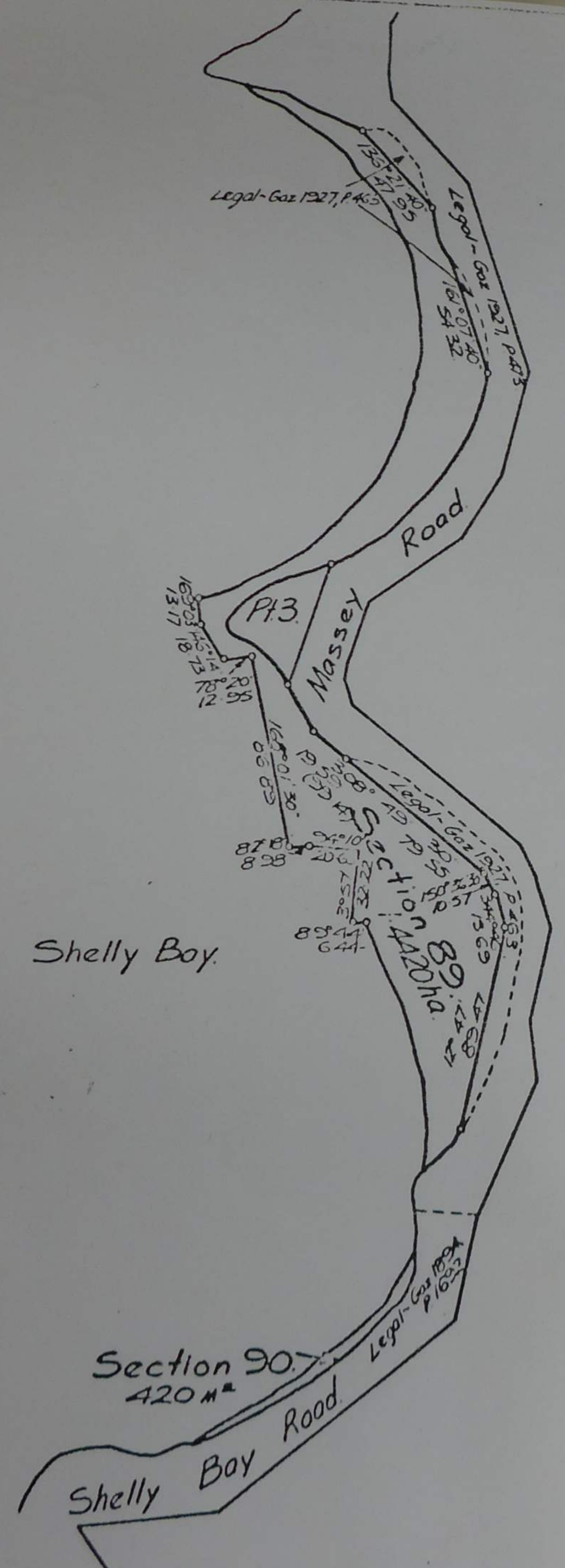
Please check again & advise me whether or not you have the

The Town Clerk

Plans are held.
I apologise for
previous incorrect advice.

Design Eng for C.E. 9/2/83

Copies sent 11/2/83



Approved as to Layout

R.McL.D... Colonel.
Director of Works
Ministry of Defence

Sections 89 + 90 Watts Peninsula District formerly Pt Bed of Harbour of Port Nicholson.

Total Area 1·4840 ha.

Comprised in No Title

I, Maurice Walter Jones Larkin of Wellington Registered Surveyor and holder of an annual practising certificate hereby certify that this plan has been made from Surveys executed by me or under my direction; that both plan and Survey are correct and have been made in accordance with the regulations under the Surveyors Act 1966

Dated at Wellington this 21st day of February 1980 Signature

Field Book 5197 p 90-94 Traverse Book 202 p 111-113

Reference Plans D.P. 3020, S.O. 18318, 27331, ... 31470, 13519;

Examined K.J. Twyille Correct

Approved as to Survey

1/8/80 Chief Surveyor

Deposited this day of 19

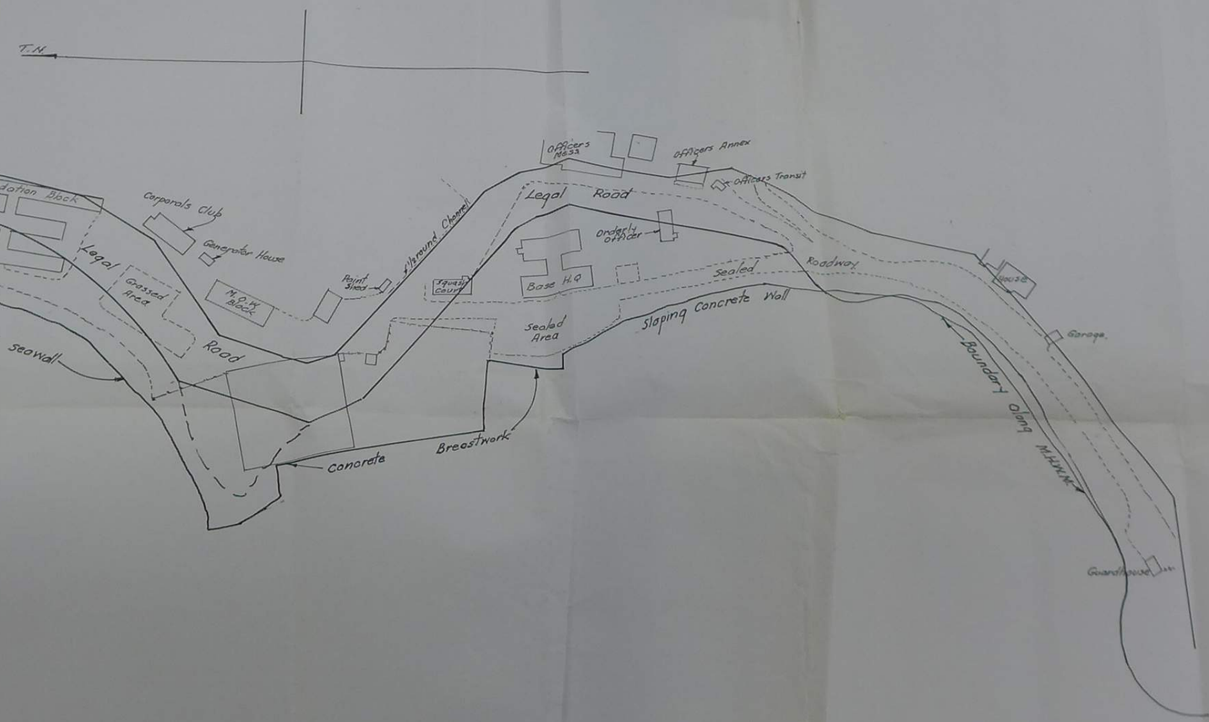
CERTIFIED CORRECT

CHIEF SURVEYOR

17.10.80

... Wellington City Council

District Land Registrar



SHELLY BAY SITE SURVEY.

M.W.J. Larkin, Registered Surveyor
Scale :- 1:1000 June 1980

724/2

MINISTRY OF DEFENCE

35/1403

Should be addressed to:
SECRETARY OF DEFENCE,
WELLINGTON, N.Z.

In reply please quote:

3/11/140/Sp Wks

DEFENCE HEADQUARTERS
WELLINGTON, N.Z.

16 October 1974

The City Engineer,
Wellington City Council,
P.O. Box 2199,
WELLINGTON.

RECEIVED 21 OCT 1974 CITY ENGINEERS RECORDS

Dear Sir,

RNZAF BASE SHELLY BAY :
PROPOSED RADIO MAST

Enclosed is a copy of drawing 11/10/10 being a site plan showing the proposed site for a lightweight single pole radio mast to be erected at the above base.

This mast will be some 66 ft high and the manufacturers have recommended it be guyed at three points at approximately 120° intervals around the circumference. The radius of the guys is approximately 32 ft.

Finding a suitable site has been a problem as the technical requirements dictate it should be as close to the guard house as possible. The proximity of the road on one side, and the beach on the other have added to the siting task.

The mast itself, and two of the guys can be sited within Defence property. As shown on the plan, we wish to place the remaining guy anchor on road reserve and it would be appreciated if you would agree to this proposal. The guy wire will be well clear of any pedestrian or vehicular traffic and we will undertake to place a suitable marker board on the wire if you consider this necessary. In addition, appropriate planting will be carried out around the base which will consist of a small concrete block with a galvanised eye, set flush with the surrounding ground level.

I would be grateful for your concurrence to this request in due course.

Yours faithfully,

(M. B. Knowles)
Squadron Leader
for Secretary of Defence

205

MINISTRY OF DEFENCE

6/1277
6/2923

ence should be addressed to:
RETARY OF DEFENCE,
BAG, WELLINGTON, N.Z.
ne 49 800

In reply please quote:

3/11/33 Sp Wks

DEFENCE HEADQUARTERS
WELLINGTON, N.Z.

4 June 1975

RECEIVED
11 JUN 1975
CITY ENGINEERS
RECORDS

The City Engineer,
Wellington City Corporation,
P.O. Box 2199,
WELLINGTON.

Dear Sir,

FIRE PROTECTION : RNZAF ESTABLISHMENTS IN WELLINGTON

The Ministry of Defence recently undertook a comprehensive inspection of RNZAF buildings at Worser and Shelly Bays. This inspection was carried out as a result of the annual inspection completed by the Ministry of Works and Development whom you may appreciate are generally regarded by Defence and other client departments as the experts in this field.

In the case of the Shelly Bay and Worser Bay barracks, the structures involved are light timber framed buildings designed many years ago for wartime conditions. They are largely non-compliant with the present day code. It was suggested that contiguous with the Ministry of Works and Development report, an independent expert opinion could be helpful. Accordingly, an informal inspection by your Mr V. A. French was requested and this was completed on 2 May last. As a direct result, serious consideration is now to be given to a number of measures recommended by Mr French in an effort to improve present anomalies concerning fire protection.

This Ministry is most grateful to you for making Mr French available. As is often the case in these matters, an independent appraisal can lead to a new approach and the several satisfactory solutions to our problems suggested by your officer are much appreciated.

Yours faithfully,

(R. McL. Dickie)
Lieutenant Colonel
for Secretary of Defence

M.D. 205

M-f 15-7-75 / Mr Wickham eeeeu 11/6/75
Mr French

BASE LAYOUT RNZAF SHELLY BAY

1. POLICE FLIGHT
2. BASE COMMANDERS MO
3. BASE HEADQUARTERS
4. ADMINISTRATIVE SQUADRON
5. ACCOUNTS / AIRPAY
6. OFFICERS MESS
7. OFFICERS TRANSIT HUT
8. OFFICERS LAUNDRY
9. SUPPLY
10. MOTOR TRANSPORT
11. SERCO (WORKS)
12. JR's (JUNIOR RANKS CLUB)
13. AIRMENS BARRACKS
14. AIRMENS LAUNDRY
15. SNCO'S BARRACKS / BAR
16. COMBINED MESS
17. GYM / WEIGHT ROOM
18. ~~BASE HOSPITAL~~ Residential
19. SQUASH COURT / SAUNA
20. ELEPHANT HOUSE
21. BAYVIEW ANNEX

003

CONNELL WAGNER

14/10/94 13:09

SITE 'A' - Confirmed Site

D. 2519

Legal Road Boundary as of May 1994

Proposed Road Boundaries surveyed in 1983. Contains the actual Road Formation. Not legalised due to a breakdown of negotiations in 1986.

Extent of land owned by the Crown for Defence Purposes.

Crown Land owned for Prison Purposes.

Proposed area of Road to be stopped and transferred to the Crown. Negotiations broke down because Council wanted to maintain ownership of Area "C"

MASSEY RD

R27 1000/26 28

1838L

1

R 1

31470
5832

30080

33634

32424

25956L

15459L

Defence Reserve

Gaz 1886 p 694

Pt. 3

R.P. 379 - 10434
10414L
11017L
10430L
10429L

49

WATTS PENINSULA DIST.

3

Pt. 3
3 0 06 4
32104
3020

Pt. 20
2 8624
27834
Prison
Gaz 1982 p 2158
20

B.130
4951L

Pt. 1
4 7775
8458
Prison
Gaz 971 p 48

Pt 1
II 2340

4741
CT 12D/1420
(6 4075)

95
1 3532
27834

Pt 20
14757L
22320
24 2228 ha
CT 21A/852
(24 2684 nc)

Pt. 3
Pleasure Ground
Gaz 1949 p 458
20343

Area "C"

ROAD

35632

90

18318L

13519L

HARBOUR

OLSON

Evans Bay

Shelly Bay

Shelly Bay Wharf

BAY

HELLY

68

GTON

ZERO

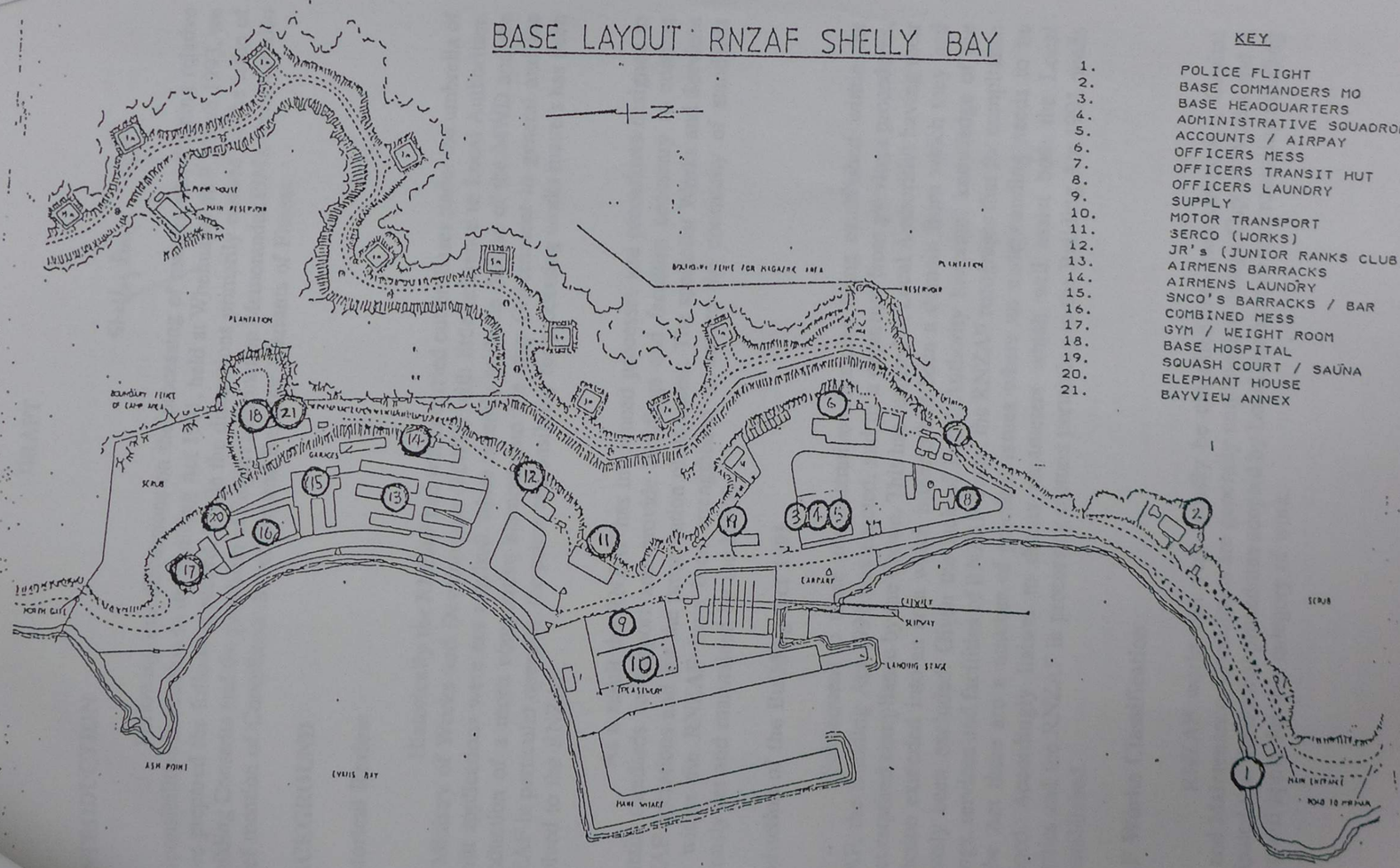
Chains E. of Mt. Cook.

50

Published by the Department of Lands and Survey under the Authority of the Surveyor General. Crown Copyright reserved. Reproduction prohibited without permission of the Chief Surveyor.

Scale: 3 Chains to an Inch

BASE LAYOUT RNZAF SHELLY BAY



KEY

1. POLICE FLIGHT
2. BASE COMMANDERS MO
3. BASE HEADQUARTERS
4. ADMINISTRATIVE SQUADRON
5. ACCOUNTS / AIRPAY
6. OFFICERS MESS
7. OFFICERS TRANSIT HUT
8. OFFICERS LAUNDRY
9. SUPPLY
10. MOTOR TRANSPORT
11. SERCO (WORKS)
12. JR's (JUNIOR RANKS CLUB)
13. AIRMENS BARRACKS
14. AIRMENS LAUNDRY
15. SNCO'S BARRACKS / BAR
16. COMBINED MESS
17. GYM / WEIGHT ROOM
18. BASE HOSPITAL
19. SQUASH COURT / SAUNA
20. ELEPHANT HOUSE
21. BAYVIEW ANNEX

P.H. for your info 4/

TOWN CLERK'S OFFICE copy already on file

municipal office building. 5 mercer street, p.o. box 2199, wellington
telephone : 724-599 : fax : 724-490
file reference :

31/429 pa

Charles Roberts - Parks
JoAnna - Planning for your info

24 October 1990

LEGAL & PROPERTY MANAGEMENT
25 OCT 1990
DEPARTMENT

Secretary for Defence
Ministry of Defence
Private Bag
WELLINGTON

RECEIVED
29 OCT 1990
Town Planning Department

Dear Sir

SHELLEY BAY SLIPWAY

The Wellington City Council is concerned that the slipway facility is to close at Shelley Bay.

The facility is the last of its size in Wellington and will be a loss to the local marine industry and the regional economy. Closure should be avoided if possible in this difficult economic period.

While the Shelley Bay Slipway Company went into receivership, the receivers advise that a suitable buyer does exist. The sale is unable to proceed however because the Ministry of Defence has given notice to terminate the lease.

Can you please provide Council with the reasons why the decision was taken to terminate the slipway lease.

In the interests of employment and economic growth, Council asks that the Ministry of Defence consider re-opening a dialogue with the receivers to allow the sale of the slipway business to proceed.

Yours faithfully

D Niven
TOWN CLERK

cc DIRECTOR SPECIAL PROJECTS
ECONOMIC & BUSINESS DEVELOPMENT Unit (DAVID STIMPSON)

B McKay 29/10/90
JW to note

BLDG No.	PRESENT OCCUPIERS. 1976
	ALL ARE EX MAGAZINE BUILDINGS
1m	NATIONAL FILM UNIT
2m	NATIONAL FILM UNIT
3m	NATIONAL FILM UNIT
4m	OCEANOGRAPHIC INSTITUTE
5m	RNZAF - DEFENCE
6m	MINISTRY OF DEFENCE FILES
7m	RNZAF - DEFENCE
8m	DOMESTIC SERVICES - MINISTRY OF DEFENCE
9m	OCEANOGRAPHIC INSTITUTE
10m	MINISTRY OF DEFENCE LIBRARY

BLDG No.	PRESENT OCCUPIERS. 1976
1	GUARD HOUSE
2	PUMP HOUSE
3	OFFICERS MESS & QUARTERS
4	
5	
6	LABORATORY - INTERNAL AFFAIRS
7	WT GARAGES & MOIN WKSP
8	WT WKSPS STORES & COMBINED MESS
10	CORPORALS CLUB
11	AIRMENS ACCOMMODATION BLOCK
12	LAUNDRY & No.1 BOILER HOUSE
13	SERGEANTS MESS
14	BASE HOSPITAL
15	WET & DRY CANTEENS
16	OFFICERS MESS ANNEXE
17	GAMES ROOM
18	LIBRARY
19	BARRACK WARDENS STORE
20	AIRMENS QUIET ROOM
21	OFFICERS QUARTERS
22	OFFICERS MESS ANNEXE
23	TRANSFORMER BUILDING
24	ACCOMMODATION HUT
25	GARAGE
T 2	ABLUTION BLOCK & LAUNDRY
T 3	BEER STORE - OFFICERS MESS
T 4	HOSPITAL STORE
T 5	SERGEANTS MESS - TX ROOM
T 12	PAINT SHOP
T 14	LANDING GUIDANCE SYSTEM FOR WGTN AIRPORT

Plantation
Pump house
MAIN RESERVOIR
8m
6m
7m
5m
4m
3m
2m
1m
Boundary fence for Magazine area
Reservoir
Scrub
Garages
Boiler
Boundary fence of Camp area
Road to Worser Bay
North Gate
MAIN ROAD THROUGH CAMP
SOLID LINES SHOW WIDTH OF KERBED AND CHANNELLED ROAD CARRIAGEWAY.
PROPOSED SITE - COMBINED KITCHEN AND DINING ROOM
Slipway
Shipwrights shop
Cradle
Catwalk
Landing stage
BREASTWORK
MAIN WHARF
ASH POINT
EVANS BAY
Car park
Pasture land
MAIN ENTRANCE
Road to Miramar
LEGEND
EXISTING BUILDINGS.
EXISTING LEGAL ROAD BOUNDARY.
PROPOSED ROAD RESERVE - 12m WIDE.
metric design

Amendments	Designed	Drawn	Traced	Checked	Recom'd

SHELLY BAY.

Issue

Sheet 1 of 1 Sheets

Scale

1341 12 013

A1 ORIGINAL SIZE 594 x 841 MM

PUNCHING CODE

'Evening Post'

Monday 5/11/84

CITY WANTS BASE

Removal of the air force base at Shelly Bay is to be taken up with the Minister of Defence and local MPs by the Wellington City Council.

The council is keen to take over the base, which it considers ideal for a park and camping ground, but discussions to date have reached no conclusions.

The council's planning committee today took up a suggestion from the city planner, Mr Ken Clarke, that any further representation should be done at the highest possible level, and agreed a delegation should meet MPs.

Cr Rex Nicholls said he could not see how the Air Force could need the land, considering it was so far away from the city and they had to bus people to and from work. The council and the Government could do a swap, he said.

The committee chairman, Cr Gavin Wilson, agreed and said the base was "an anachronism as far as the defence of the country is concerned."

The town clerk, Dr David Niven, however, said the Ministry of Defence had indicated it had no intention of moving away and was in fact building a new mess hall there now.

The committee, though, still wanted to take a deputation to discuss the long-term future of the area.

The slipping of Shelly Bay

Story: David McGill

Drawing: Grant Tilly

Shelly Bay is not just an Air Force base, it is also the last of the postwar professional boatbuilding yards in the city.

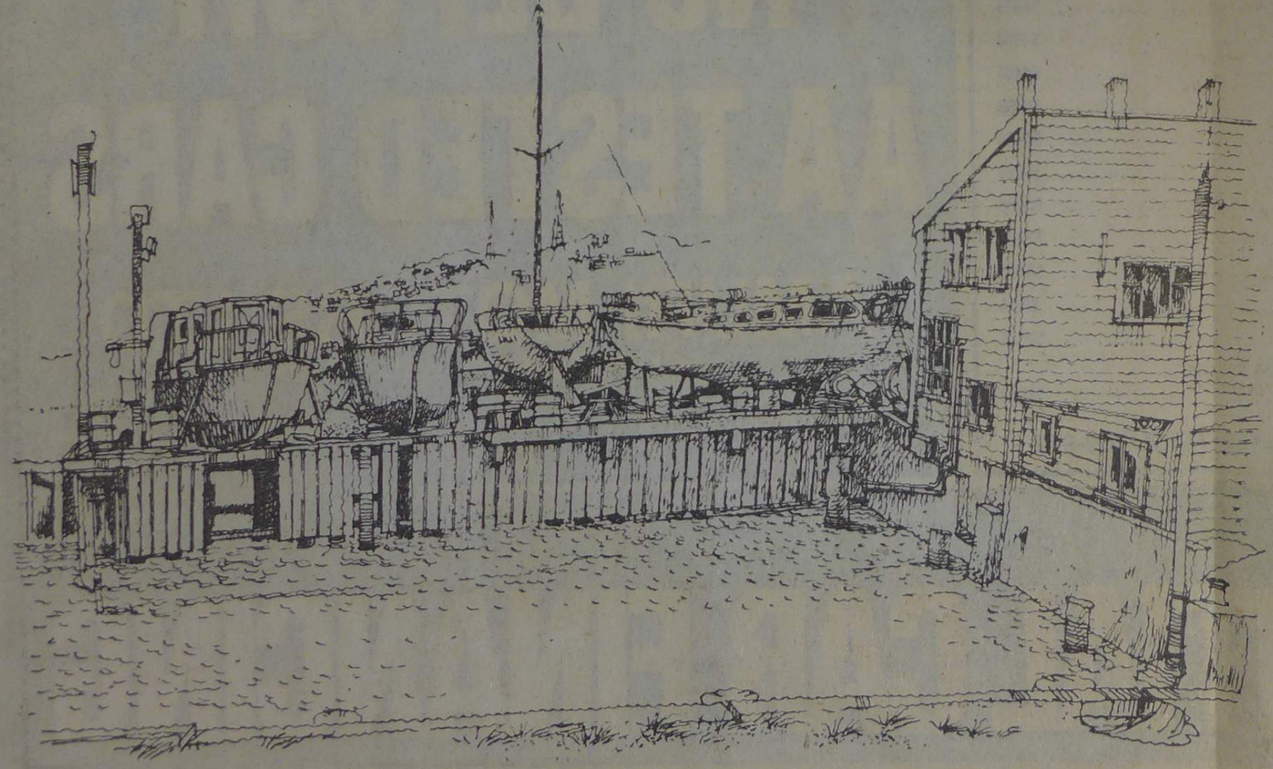
Barney Daniel came to Wellington after the war looking to build boats, and the wharf the Navy had built during the war was available for hire. There he serviced the ex-wartime launches being used as civil aviation control craft for the flying boat base opposite in Evans Bay, and also fishing boats, pleasure craft and coasters that needed repairing. That was his bread and butter work. For the love of it he built upwards of 20 small boats.

I built four or five for the Wairarapa crayfishing, Barney recalls. And one that worked out of Breaker Bay, the Tern, which was wrecked recently. I built the last surf boat for the Chathams, the Kermadecs and the Auckland Islands, a 26-footer for the Holm line designed by Athol Burns. She carried 26 bales of wool, one for every foot of her, which is phenomenal.

He built one bigger vessel there, the 36 foot Taotane or "man's canoe," moored these days like many other locally made craft round in the Oriental Bay boat harbour.

The biggest ship he had on the Shelly Bay slip was the 226 ton and 120 foot Tiroa, which did the cheese run for the South Taranaki Shipping Company. She was wrecked and he bought her for £5. She was subsequently wrecked again.

At one stage Barney had 25 men working for him at Shelly Bay. In the first decade after the war he also had three apprentices at his Balaena Bay yard.



Harbourscapes

When the keel fell out of the fishing and launch business, Barney sold out and started the harbour rubbish collection with the Success, a real success story of six-day working weeks for 20 years that came to an end only last year, when trucks took over. Barney now runs the maritime objects shop on the wharf with his wife.

Barney could write a long book out of the scrapbooks and diaries and jottings he has kept over the years, and there would be no trouble illustrating it from the paintings and sketches of all manner of sailing ships, steamers, scows, fishing and pleasure craft round his walls, including the delightful Success. Although an Aucklander, he came to Wellington and stayed, always preferring it here, which has to be against the current.

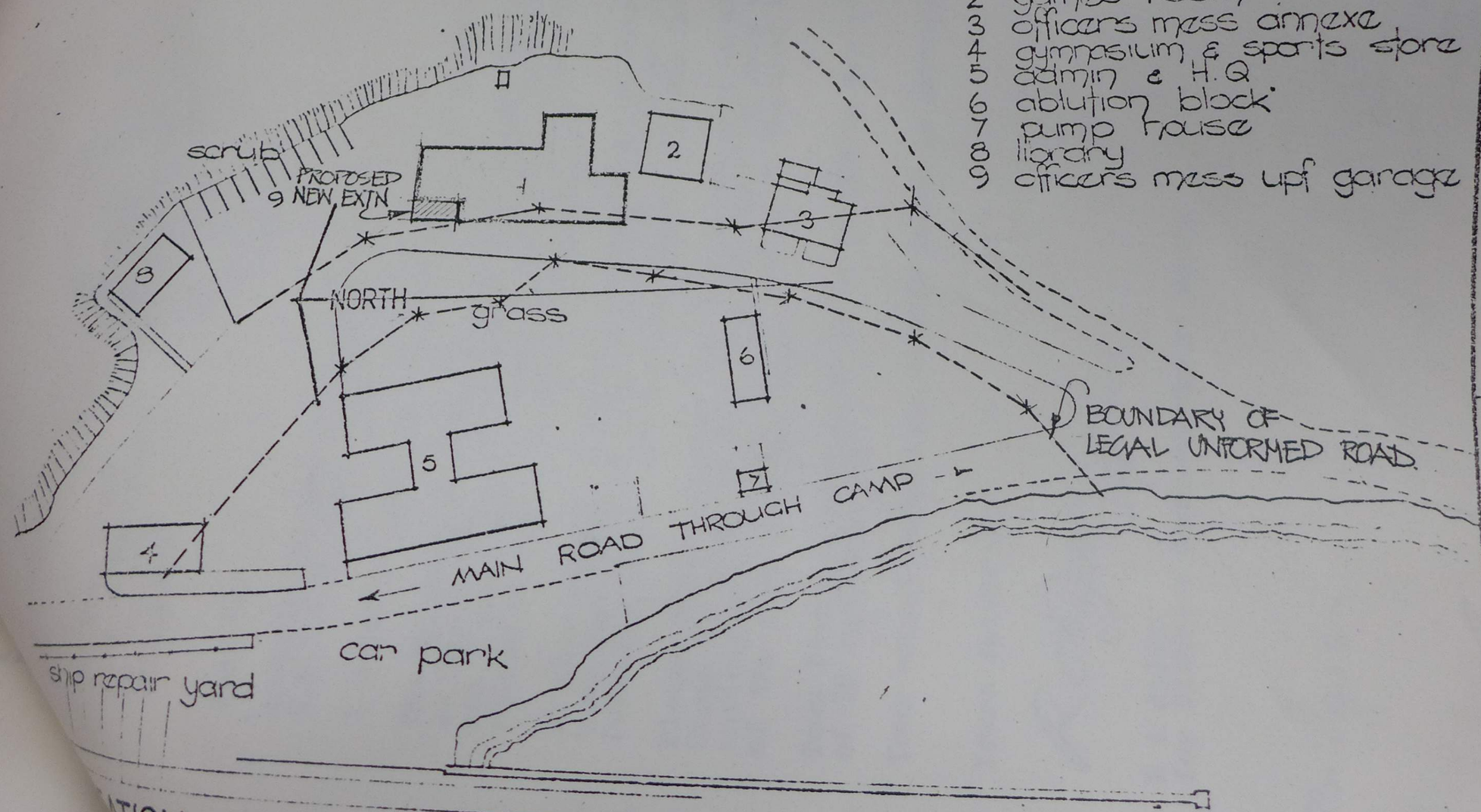
Backyards

Despite being out of the boatbuilding business himself, he has kept a thorough record of it over the last few decades, when most of it took place in backyards. For instance, in Cuba Street, Petone, Ernie Buckland built an Athol Burns design for fishing, then another on the Hutt Estuary before the reclamation. The Tomkies Brothers built another Burns design the Rakoa in Lower Hutt, then Bruce Hicks built the Tina there.

Wilfred Buckland, a cousin of Ernie, built the Marco Polo at Petone with help from Bart Hoskins. Gordon Abernethy and John McDermott built the launch Turmoil in Overtoun Terrace, and later another Burns design the Vaila for about $5000. Barney reckons it would cost $80,000 now. Malcolm Collins built another Burns design at Upper Hutt before he switched to making violins. Phil Hartley built a boat alongside his house at Balaena Bay, the Sangs built several at Totara Road, Miramar. Then there were the steel boats built down in Thorndon Quay by Doug Catley Senior and Bill Edmondson.

Still building

The 20 percent sales tax may have sunk the local professional boatbuilders, but you can't stop people building boats somehow, somewhere. Barney knows every local man jack of them over the postwar period, being a lover of anything that floats or glides or chugs or charges across the surface of Wellington harbour.



KEY

1 officers mess
2 games room
3 officers mess annexe
4 gymnasium & sports store
5 admin & H.Q
6 ablution block
7 pump house
8 library
9 officers mess upf garage

ATION PLAN

2

29-1-82 Encls

appendix f – further information from archives nz research

Aud 5/124

W.D.O. 29812

94/5/124
P.W.D.O.

CONTRACT A.W.D.O. 29812

ARCHITECTURAL DIVISION - MINISTRY OF WORKS,

SYDNEY STREET, WELLINGTON.

BUILDING EXISTING C.A.A. WORKSHOP AT SHELLY BAY WELLINGTON.

NATURE OF WORK CONSTRUCTION OF ADDITIONAL FIRST FLOOR RECEIVER ROOM & TWO NEW SCREEN ROOMS & NEW CEILINGS.

Specification prepared by Mr. HOERR.

Specification checked by Mr. PAUL.

Plans drawn by Mr. PAUL.

Plans checked by Mr.

Estimate £ ~~1742-10-0~~ 1650-0-0. Prepared by Mr. LEECH.

Estimate checked by Mr. WATKINS. 6/6/62

Advertise in LOCAL PAPERS for ~~5 DAYS~~ ONE. weeks

or obtain quotes from

Please note that page one of addendum Spec must be overwritten as copy attached to this sheet. MW

Close with SECRETARY OF LOCAL TENDERS BOARD ON JUNE 27/62. 26/6

Time for completion ~~TEN WEEKS.~~ 3 mths.

Maintenance period THREE MONTHS.

Bond

Deposit

Penalty per week £20-0-0.

Authority No. 976. Amount £ 1742-10-0. incl cont.

Applicant Depts ref. No. 18/62/63. 74/51/3.

CHECKED

Signature

Date 5/6/62.

P.C. Sums for Buildings Services.

Service	P.C. Sum
Heating and Ventilation	£
Electrical Services	£ ~~[illegible]~~ £120-0-0
Fire Alarm Services	£
Lifts	£
Kitchen Equipment	£
Refrigeration	£

This form to be completed as far as possible by officer responsible for the preparation of plans and specifications.

FILE

NOTE. £1742-10-0 contains £82-0-0. contingency

Note: No fire alarm service included. Fire escapes adequate. MW.

Advertised. 15/6

15/6

94/5/124

(Received by H.O. Records on 13.9.60)

15 SEP 1960 WELLINGTON

74/51/3 Ways 14

29 August 1960

The Commissioner of Works,
Ministry of Works,
WELLINGTON

Shelly Bay Workshops : Alterations

... The attached drawing shows new accommodation which is planned to be added to the Shelly Bay workshops. The work involved is divided into two separate components :-

(a) Construction of a room on the top floor, directly above the Metal Store, the dimensions of which are 25 feet by 11 feet.

(b) Provision of two electrostatically screened areas, one in the new room and the other in Receiver Room Number 1.

The screened areas must be completely enclosed with half inch mesh galvanised bird netting, They are to be made in the same manner as the existing screened space in Receiver Room Number 2.

Would you please advise as soon as you are able, estimates of costs for the work. Independent figures for the new room and for the screened areas are required. It would also be appreciated if you could arrange to telephone Mr Lewis of this Administration, prior to your officer's visit to Shelly Bay, so that a CAA representative can be made available for discussion.

CHECKED Initials WW

Encl.

Director of Civil Aviation

FILE Initials: 7/9

The Secretary
Ministry of Works
Wellington

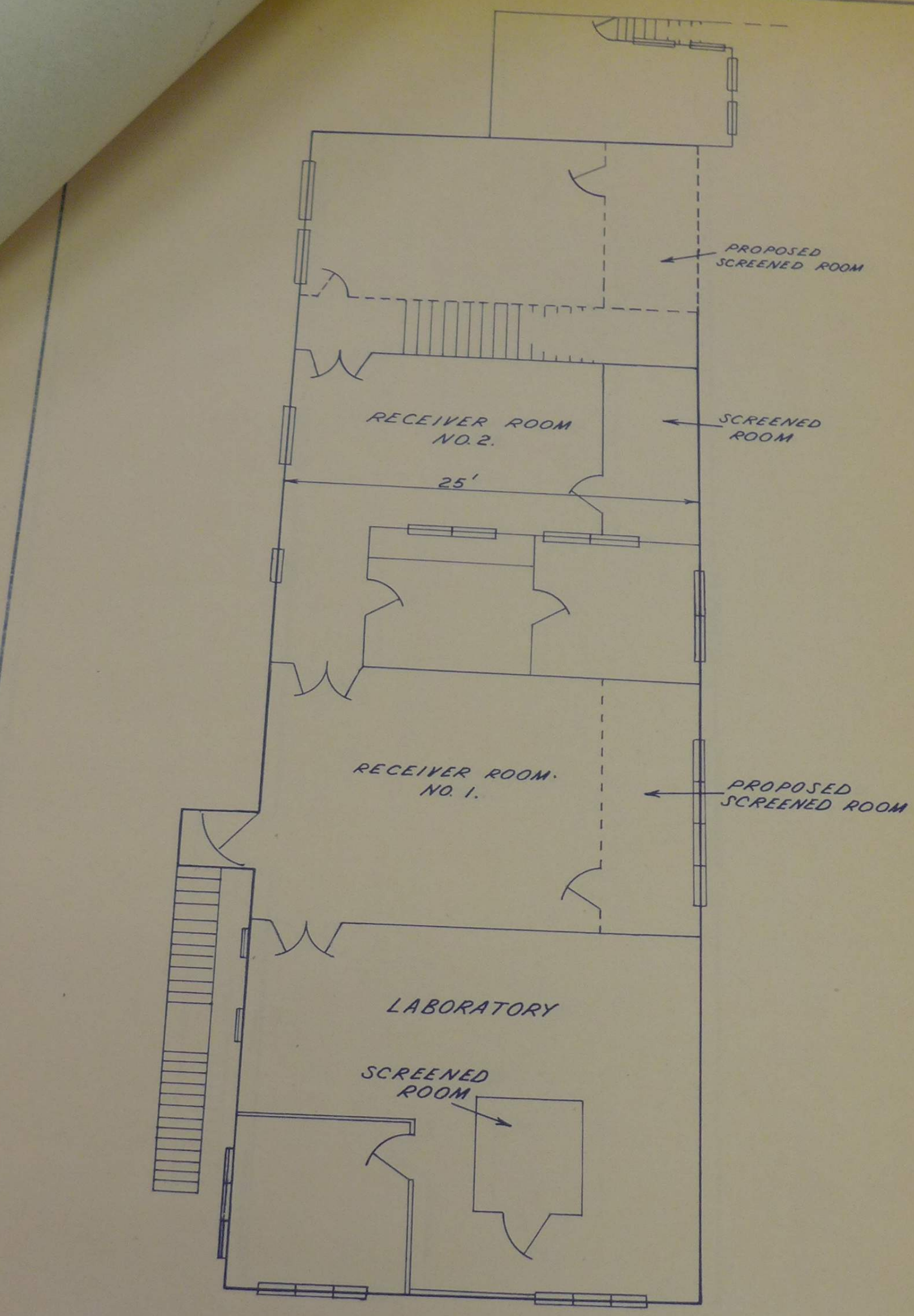
FIRST

MINUTE to:

The District Commissioner of Works,
Ministry of Works,
WELLINGTON.

For your action please.

F.M. Hanson,
Commissioner of Works



FIRST FLOOR

LEGEND

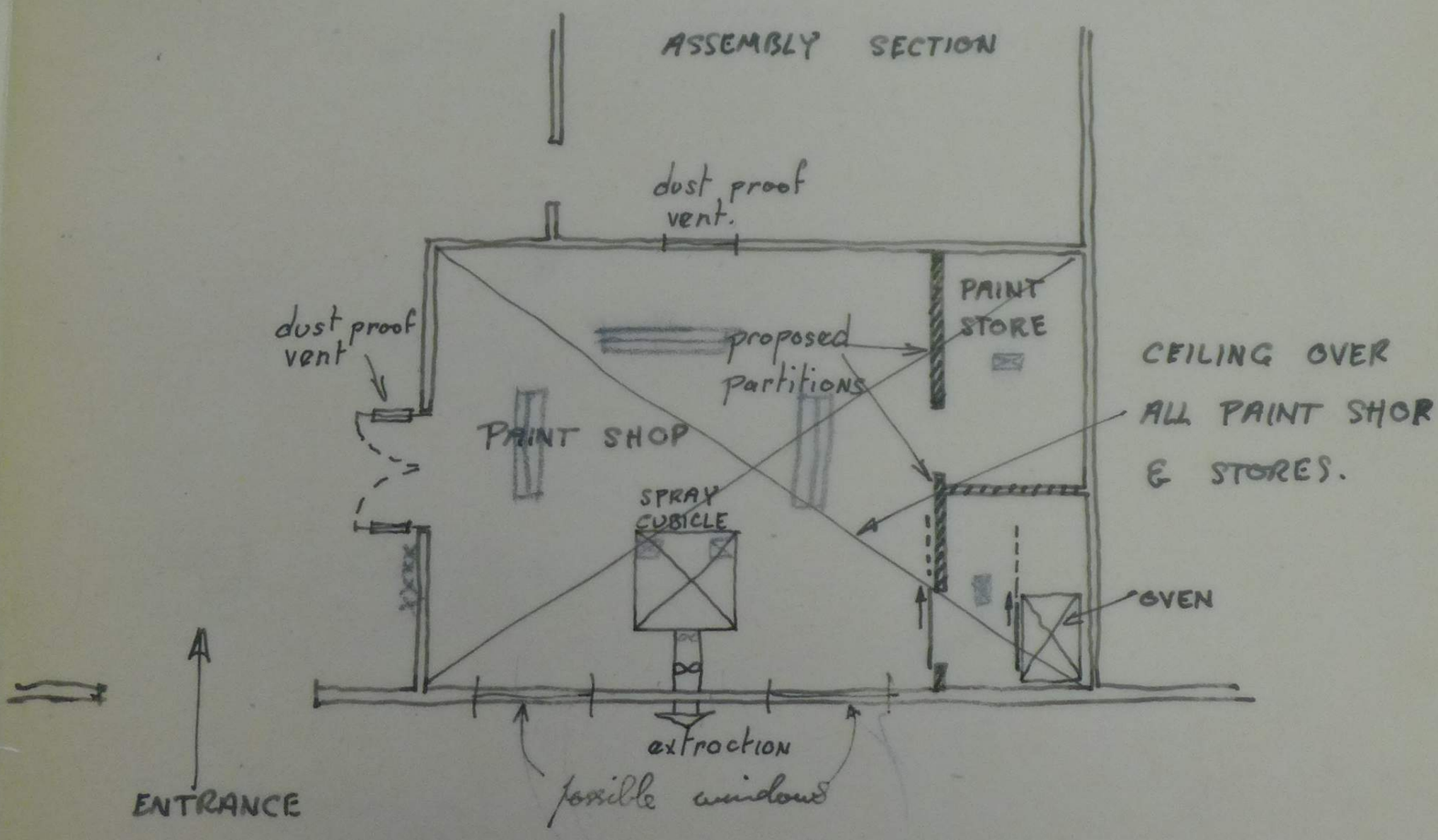
PROPOSED NEW PARTIONING - - - - -

AIR DEPARTMENT—CIVIL AVIATION ADMINISTRATION AIRWAYS DIVISION				SHELLY BAY W/SHOPS PLAN SHOWING ALTERATIONS		
ISSUE	AMENDMENT	APPR'VD	DATE	ORIGIN WAYS 14	APPROVED	SCALE: 1/8" to 1' approx
				DRAWN		
				TRACED J.R.B.		
				CHECKED M.R.	DATE: 7-9-60	A.F. 7831

94/5/124

Memo.
30/9/59.

partitions & ceiling to be lined with Isotherm



WHARF

WDO 94/5/124
30/9/59.

CHECKED
Inits KRW
Date / /

Mr. Hamlyn
B.S. Engineer.

<u>Shelly Bay Workshops: Paint Shop. C.A.A.</u>

Would you please arrange for an inspection of the electrical fittings at the above with a view to making them flash and flame proof. The present fittings include the fan and lights associated with the spray cubicle and the electric baking oven.

It is intended to make the whole a fire-resistant compartment with a paint store partitioned off. There will be a ceiling over the paint shop and paint store etc so that it will be necessary to provide electric lighting which is flash and flame proof.

A dust proofed ventilator will be required in the paint shop doors and between paint shop & assembly section. Would you please also examine the spray booth extraction equipment to see if any more satisfactory arrangement can be devised at the outlet. The Labour Dept. have requested that the sliding door to the oven be made easier to operate by fitting rollers instead having just a friction action.

See attached sketch

B. J. Russell

Mr Wilkinson

Mr K.H. Evans – Glass wool filter in doors
(2) Can we fit bearing to oven door which is heavy & difficult to move at present.
KHE 2/10

To Mr Hamlyn. Bearings can be fitted on bottom of door to simplify cost of supplying & fitting glass wool filters. Bearing to oven door & extraction spray booth exhaust ducting to above my level. BJR

7/10/59

FILE
18/11/59.
Initials: BJR.

94/5/12

1-60.

COPY

74/51/3 Ways 14

CIVIL AVIATION ADMINISTRATION
AIR DEPARTMENT
WELLINGTON, C.1.

18 September 1959

The Commissioner of Works,
Ministry of Works,
WELLINGTON.

Shelly Bay : Workshops: Alterations

Please refer to our letters of 20 August and 11 May dealing with alterations to our workshops at Shelly Bay. Extension of the office space is at present under action and it is understood that officers of your District Office, together with a Labour Department Inspector will be visiting the Workshops within the next week to examine the paint shop requirements.

2. We have now received verbal advice from the Labour Department to the effect that Ladies toilet facilities will have to be provided in the workshops. Space for these facilities could be made available in the area now occupied as a metal store.

3. It would be appreciated if your officers could include this requirement in their programme when they visit the workshops, in order that comments and estimate of costs additional to those requested in our letter of 20 August can be supplied.

(sgd) L.W.Lewis.
for Director of Civil Aviation

P.W. 23/688.
The District Commissioner of Works,
WELLINGTON.

Copy for your information and action please.

F.M. Hanson
Commissioner of Works.

Per. 29.9.59.

required is as follows:

1. Remove the north wall of the existing office. If structural reasons require that part of this wall should be retained, it is requested that an opening of at least 8 feet is provided.

2. Build new wall in cage area at approximately 11'6" from the outside wall. This wall if possible should be in line with the east wall of the existing office.

3. Fit door in this new wall into the transmitter section.

4. Waterproof sliding door in West wall of the new office space.

5. Fit three light windows in the sliding door.

6. Fit floor at the level of the existing office floor.

7. Line new area with suitable wallboard.

8. Repair existing office ceilings.

9. Fit redundant shelving in the north wall of the new office space.

10. Fit a two bar fluorescent lamp in the new space and alter switch controlling outlet to conform with regulations.

11. Install two heaters (hot water) in the new space and reroute pipes to existing heater.

12. Paint both old and new office throughout.

D08/494

New Zealand Permanent Forces.

Col.H.F.Head,
Commanding N.Z.Permanent Force.
PERMANENT FORCE HEADQUARTERS,
Regimental Office, Buckle Street, Wellington, N.Z.,
10th May 1910. , 19 .

To Adjutant General,
Head-quarters.

MEMORANDUM.

Re Disused S.M.Buildings at Shelly Bay.

[1,000/7/1909—7417

PERMANENT FORCE 08/106 Sent: 12/5/10 REGIMENTAL OFFICE, WELLINGTON, N.Z.

Referring to your memo D 08/494 of 24th February 1908, it is now desired to take down the workshop at Shelly Bay and re-erect it at the Alexandra Military Depot for,-

(1)- A Harness room, and,

(2)- A small shed to be attached to the present workshop, for the purpose of installing a lathe and circular saw for the carpenters use.

There is enough material in the workshop to build both these buildings, and no expense will be incurred.

Authority is requested accordingly.

THE ADJUTANT-GENERAL 13 MAY 1910 Time: 9.30 QUARTERMASTER-GENERAL.

12/5/10

H. F. Head Lt Col.
Commanding N.Z.Permanent Force.

The Officer Commanding,
Permanent Force.

Approved.

H D Tuson.
Colonel,
Adjutant General.

13/5/10.

Adjutant General, (3)

Noted and returned.

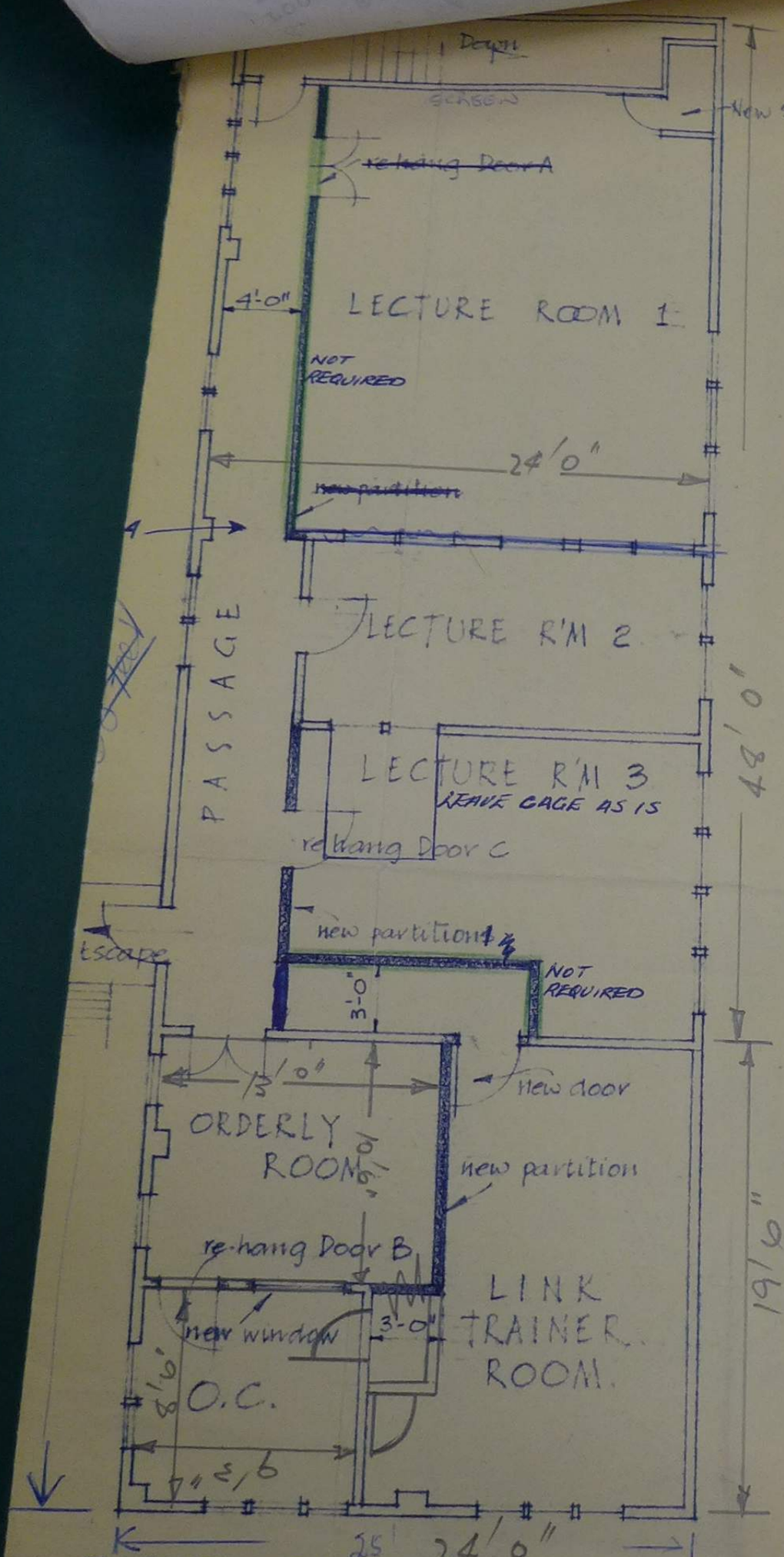
17/5/10. H. F. Head Lt Col.O.C.P.F.

N.Z. PERMANENT FORCE No. Received: 17/5/10 Sent: 17/5/10 REGIMENTAL OFFICE, WELLINGTON, N.Z.

17/5

THE ADJUTANT-GENERAL 18 MAY 1910 Time: 12 QUARTERMASTER

File 19.5.10.



GREEN OUTLINED PARTITIONS HAVE BEEN REMOVED

25 × 26

FIRST FLOOR after PROPOSED MODIFICATIONS

Scale 1/8" = 1'-0"

A.T.C. SQUADRON-	Scale. 1/8"	File.
OSED ACCOMMODATION: STORE - SHELLEY BAY	Drg No- 22/113/18	
	Sheet 1 of 1 sheet.	

R.N.Z.A.F Shelly Bay.

...ption

...A.F. Shelly Bay. Fire protection station bldgs.
...mens accomodation. Architects fees, subdivisions & renovations.
Renovations and modernisations of Airmens dormitories.
Officers Mess. Alterations and extensions etc.
~~Institute Bldg. Relocate and alter 41~~

.7617.	Alterations to ~~###~~ M.T. Section accomodation Bldg No. 8.
147618.	Alterations to provide messing facilities - Snr. NCO's Airmen & W.R.N.Z.A.F. personnel
147619.	~~R.~~ R.N.Z.A.F Base Squadron. Alterations to workshop area.
147623	Main Store Bldg. Temporary combined mess. Alterations to provide
	a civilian staff changing room and an office.
147624.	Temporary combined mess. Provision of lineum in Airmens
	and S.R.C.O's dining rooms.
147626.	Airmens laundry. Renovate.
147627.	Sergeants Mess. Alter & renovate Bar room & Ante room.
147628.	Sergeants Mess. Purchase & install 7 cubic foot refrigerator.
147629	~~M.T.~~ M.T. Section. Provision of paint shop facilities.
147630.	Officers Mess kitchen. Electrical alterations & removal of two
	steam jacketed boilers.
147631	Main store building alterations & renovations for accom. of machine
	accounting Sect & H.Q. tailor.
147632	Married Quarter. Install 60 gallon hot water cylinder &
	shower facilities.
148200	R.N.Z.A.F. Shelly Bay. Bulk Card
148201	Electric Power Supply.
02	Sewerage and drainage.
03	Disposal of rubbish etc.
04	Cleaning of buildings & windows.
05	Water Supply
06	Fire fighting services.
07	Bulk Fuel Installations.

(4)

10

...y Bulk Card cont.

	...do, Paved areas etc.
	...rdens, lawns etc.
	Fences, gates etc.
14.	Misc of buildings.
15.	Repainting & renovations.
16.	Minor new works. £100 max.
	" " " £25 max.
17. 148229	Airmens club Wet canteen: Restoration of fire damaged canteen.
148242	Replacement of steam and condens mains.
148243	Combined Mess Area. Replacement of power poles & cables.

Manage

6/12/6

20/26 P.W. 11

/11/63

5/63/88

20/26,

25/2/63

this is a copy of the document we talked
Ray last week. As official reply can
initiate M.O.W. commence with this
We therefore only take it as a guide to
be used cautiously after proper
enquiry. It is not necessarily an
expression of M.O.W. policy.

25/2/63

3/11/14 Works.

The Commissioner of Works,
Ministry of Works,
WELLINGTON.

15 December 1959

ACCOMMODATION : RNZAF H.Q. UNIT

SHELLY BAY, WELLINGTON

1. Shelly Bay. The Defence accommodation at Shelly Bay, Wellington was erected as a Naval Base during the 1939/45 War. After the war the Naval Base was de-commissioned and the accommodation was made available to Air Department for the RNZAF headquarters unit. The present utilisation of accommodation and facilities is as follows :-

(a) Explosive storehouses and an administrative building are occupied by the Naval Armament Depot.

(b) The wharves and slipway are leased to a private organisation.

(c) Part of the Main Store is occupied by the Civil Aviation Administration as a store and Radio Workshop.

(d) The House within the area is occupied by a Naval Officer.

(e) The balance of the Main Store and the domestic, recreational, messing, administrative and hospital accommodation is occupied by the RNZAF Headquarters Unit.

2. Worser Bay. The accommodation at Worser Bay was erected for Naval personnel, but handed over to the RNZAF at the end of the war and occupied since by WRNZAF personnel on the strength of Headquarters Unit. Several years ago the main accommodation wing was destroyed by fire and replaced on a temporary basis by a building ex Rongotai.

3. Standard of Accommodation. The accommodation was erected to war-time temporary standard and is not suitable in its present form for permanent occupation by regular servicemen. For example the barrack rooms are 111 ft x 20 ft fitted with raised floor sections and hammock rails. There are no ceilings. The Senior NCO's Mess and quarters are in Phase 1 Prefabricated war-time huts built for an estimated life of five years. The quarters are 20 ft x 8 ft huts and the ante room is a 40 ft x 24 ft hut. Part of the WRNZAF quarters are temporary buildings transferred from Rongotai after the Worser Bay Fire and the overflow are in 20 ft x 8 ft huts. It has been realised for some years that improvements and a rebuilding programme are essential.

4. RNZN Accommodation. The Naval Secretary has advised Air Department that additional accommodation is required for Naval personnel at Shelly Bay in 1961. You willrecall that a small addition to barracks was erected at Navy expense in 1955 to accommodate 12 naval ratings employed at Navy Office. The total accommodation requirement for Naval personnel is now Officers 3, CPO's and PO's 12, Ratings 42 total 57.

6.

5. Requirement. The requirement is to replace the temporary accommodation, to subdivide and improve the more permanent accommodation and provide additional accommodation for Naval personnel. As Navy requirethe additional accommodation in 1961 it becomes an urgent matter to survey the existing buildings and prepare a programme of subdivision, renovations and rebuilding.

6. Land Tenure:

(a) Shelly Bay. The Naval Magazine area is situated on Point Halswell Defence Reserve N.Z. Gaz. Page 32 of 3 June 1886. There is no problem there. Shelly Bay building area is spread over three types of land as follows :-

(i) Point Halswell Defence Reserve as above. Example : The Hospital.

(ii) The Marine Drive given to the Wellington City Countil N.Z. Gazette No. 9 Page 463 of 17 February 1927. Example : The Officers Mess, the Combined Mess.

(iii) Reclaimed land presumably owned by the Harbour Board. Example : The Main Store, wharves and slipway.

(b) Worser Bay. Land is leased from the Wellington Harbour Board 14 years from 28.4.55 expires 27.4.69. Rental £56 per annum.

7. Action on Land. If a rebuilding programme is to be initiated at Shelly Bay it is considered essential that action be taken to legalise the land position. Action required will be as follows :-

(a) Close the portion of the original Marine Drive running through Shelly Bay accommodation area.

(b) Dedicate a new road.

(c) Gazette reclaimed land as Defence property.

8. New Building Programme. The following paragraphs deal with new building requirements in more detail and roughly in order of priority.

9. Senior NCOs Mess. The rebuilding of this mess is top priority and an urgent requirement. The RNZAF cannot house all its senior NCOs at the present time and there will be an influx of 12 naval personnel in 1961. The present mess comprises temporary huts erected for workmen's accommodation when Shelly Bay was originally built during the war. Details for planning purposes are as follows :-

Note: Reference to groups and scales is contained in the Armed Services Building Synopsis Peace Establishment.

(a) No of Bedrooms.

Group 2	-	25
Group 3	-	8
Total:		33

6

(b) Other facilities supporting sleeping quarters as per scale 3.

(c) Mess accommodation as per scale 7 omitting kitchen and dining room.
(Senior NCOs dine in a room off the Combined Mess)

(i) Ante Room calculated for 80% of full establishment = 50

(ii) Bar Lounge calculated for 80% of full establishment = 50

(iii) Remainder of facilities according scale 7 calculated on living in strength of 33

(d) Site. Existing site not favoured. Possible alternative sites to be examined.

10. Airmen's and Ratings Accommodation. The subdivision and renovation of barracks is considered an urgent requirement. They should be brought up to a standard comparable to the Armed Services scales of accommodation and similar renovation work being carried out on other stations. If you agree, sketch plans and schedules of Work will be prepared by Air Department Directorate of Works. Some of the ablution blocks have already been renovated.

11. With regard to the deficiency in Airmen/rating accommodation there are two alternatives as follows :-

(a) Erect additional accommodation for 22.

(b) Convert the permanent section of the WRNZAF accommodation at Shelly Bay for Airmen/ratings. Dispose of the present temporary WRNZAF Wing. Consideration of this alternative will depend on the decision reached on the future WRNZAF accommodation.

12. It is considered that, subject to agreement being reached on the overall rebuilding plan, the subdivision and renovation of barracks could start immediately. A wing at a time can be vacated and made available to the builders.

13. Civilian Staff Quarters. Civilian Staff are employed in the catering trade and as boiler attendants. Provision is required for accommodation for 8 staff. At present they occupy 20 ft x 8 ft war-time huts which are condemned. In the extension of Airmen/ratings barracks provision should be made for 8 rooms for civilian staff.

14. WRNZAF Accommodation. Owing to the fire at Worser Bay it has been necessary to split the WRNZAF accommodation between Worser Bay and Shelly Bay. The accommodation is divided as follows :-

Worser Bay	Huts.	Temporary Building.	Permanent Building.	Total
WRNZAF Officers		2	11	13
Other Ranks		10	1	11
Shelly Bay				
Other Ranks	8	11	11	30
TOTAL:	8	23	23	54

The permanent accommodation requirement for WRNZAF is as follows :-

Officers 10, Other Ranks 48 Total 58

15. There are two alternatives for future accommodation as follows :-

(a) Rebuild at Worser Bay. In this case the WRNZAF Officer accommodation is satisfactory in existing accommodation. This alternative means demolishing the temporary building ex Rongotai and re-building the multi storeyed accommodation wing for airwomen to accommodate 48 according to the Armed Services building synopsis scale 2. The subdivision of groups is as follows :-

Group 1 = 45 Group 2 = 3

(b) Rebuild at Shelly Bay. If the accommodation is rebuilt at Shelly Bay the requirement is :-

(i) Additions to the Officers Mess to accomodate 10 WRNZAF officers according to Scale 5.

(ii) A new WRNZAF accommodation block to accommodate 45 Group one and 3 Group two according to scale 2.

Note: (i) It is not considered economical or practical to extend the existing WRNZAF accommodation at Shelly Bay.

(ii) If this alternative is adopted the Worser Bay accommodation would be surplus.

16. While the WRNZAF accommodation, apart from being divided between Shelly Bay and Worser Bay and being in mostly temporary buildings is in reasonable condition at the present time, it is important to consider the overall implications to decide the immediate future rebuilding plan. It is considered that the permanent building section of the WRNZAF accommodation at Shelly Bay is most suitable for Airmen/rating accommodation therefore the WRNZAF rebuilding programme should be brought forward if this view is confirmed. The replacement of the huts and the provision of additional accommodation is however an urgent requirement.

17. Officers' Mess. The accommodation deficiency in the Officers' Mess is seven. If the WRNZAF Quarters at Worser Bay are to be vacated, provision will also be required for 10 WRNZAF officers. The present building is of permanent construction but it is lacking in amenities as specified in the Armed Services Building Synopsis. A ladies or guest room is an important example. The building should therefore be surveyed and sketch plans prepared for extensions and re-arrangement of accommodation in accordance with approved scales.

18. Priority of this work will depend on the decision taken in regard to WRNZAF accommodation. The alternatives are :-

6.

(a) If Worser Bay is to remain:
Temporary arrangements can be made for an officers annexe in the rear wing of Headquarters Building, thus deferring the priority of the extensions.

(b) If the WRNZAF are to be accommodated at Shelly Bay:
In this case extensions to the Officers' Mess will have to be phases in with the WRNZAF accommodation.

19. Storage and Motor Transport Accommodation. At the present time the RNZAF Headquarters Unit is cramped for storage. Furniture is stored in various locations and the majority of motor transport is parked outside on or adjacent to the Wharf. Salt spray is seriously affecting vehicles and bodywork and it is considered essential that cover be provided.

20. The Civil Aviation Administration occupy part of the main store at Shelly Bay which will revert to the RNZAF when the new CAA Radio Workshop and store is completed. The CAA Works programme makes the following provision:

Est.	1959/60	60/61	61/62	Bal.
£210,000	5000	150,000	50,000	5000

It is important to the RNZAF that the CAA project be processed with all speed. Unfortunately the Gracefield fire was a serious set back but sufficient time has elapsed to enable progress on replanning.

21. The RNZAF do not propose any additional storage or motor vehicle accommodation but will continue to press for the return of the Main Store.

22. Airmen's/Ratings Recreational Accommodation. Until recently, the YMCA occupied one wing of the Airmen's Mess. The Mess has now been renovated and the Airmen/ratings have repossessed the dining room. To enable this to be done, temporary arrangements were made in the station institute to accommodate the YMCA and the canteens. Stage II of this move is to provide an annexe or new building to the rear of the station institute to provide a station shop, Airmen's/ratings Bar, Bar Lounge and Junior NCOs Club.

23. Summary of Priorities.

Priority 1 (a) New Senior NCOs Mess

(b) Subdivide and renovate the Airmen/ratings Barracks.

(c) Additional Accommodation for 22 Airmen ratings.

(d) Accommodation for 8 civilian staff.

Priority 2 (a) Canteen and Junior NCOs Club

(b) WRNZAF Quarters

(c) Officers Mess.

(d) Conversion of store vacated by CAA.

24. It is recommended as follows :-

(a) Ministry of Works Land Purchase Officer to investigate and take steps to legalise the land position. (Ref. para 6 & 7).
Note: This is most important in order to establish new building lines.

(b) Ministry of Works Architectural Division to undertake a building survey at Shelly Bay and Worser Bay and prepare sketch plans and preliminary assessments for new Works.

Note: (1) The latest site plan of Shelly Bay is PWD 152133 held by the Aerodromes Engineer.

(2) Standards referred to are contained in the New Zealand Armed Services Building Synopsis : Peace Establishment.

(c) Air Department Directorate of Works to prepare sketch plans and schedules of Works for Barrack subdivision and renovation.

25. In Memorandum reference W26/4/0 dated 3 November 1959 you request Works programmes to be submitted by mid February 1960. It is requested that the survey be carried out before that date so that a reasonably accurate works programme can be prepared for the RNZAF Headquarters Unit.

AIR SECRETARY

Appendix: Accommodation Statistics.

Distribution List

Commissioner ofWorks	Aerodromes Engineer	2 copies
	Section Architect	2 copies
	Land Purchase Officer	2 copies
District Commissioner of Works		4 copies
Overseer Ministry of Works,Shelly Bay		2 copies
Navy Office		2 copies
RNZAF HQ Unit Shelly Bay		6 copies
RNZAF HQ Files	3/11/14	
	3/11/6	
	3/11/1	
	3/11/75	
	3/11/57	
	3/11/59	
	3/11/62	
	3/11/74	
	3/11/83	
	3/11/98	
	3/11/12	
	3/11/107	
	3/11/73	

6

APPENDIX TO AIR DEPARTMENT
MEMORANDUM 3/11/14 WORKS
DATED 15 DECEMBER 1959

RNZAF HQ UNIT SHELLY BAY

ACCOMMODATION STATISTICS

1. The requirement for domestic accommodation is as follows :-

Officers.	WRNZAF Officers.	Senior NCOs.	Airmen & Ratings.	WRNZAF other Ranks.	Civilian Staff.
RNZAF 23	10	21	86	48	8
Navy 3		12	42	-	
Total 26	10	33	128	48	8

2. The accommodation available allowing for the subdivision of dormitories and the allocation of rooms according to space requirements as laid down in the Armed Services Building Synopsis approved by the Cabinet Works Committee is as follows :

Officers.	WRNZAF Officers	Senior NCOs	Airmen & Ratings	WRNZAF other Ranks.	Civilian Staff.
Permanent Accommodation 19	11	-	106	12	
Temporary Accommodation	2	20	-	21	8
Total 19	13	20	106	33	8

Note: WRNZAF huts have been ignored.

3. The present accommodation deficiency is as follows :-

Officers.	WRNZAF Officers	Senior NCOs	Airmen & Ratings	WRNZAF other Ranks	Civilian Staff.
7	nil	13	22	15	nil.

4. The additional accommodation required allowing for the replacement of temporary accommodation and huts is as follows :-

Officers	WRNZAF Officers	Senior NCOs	Airmen & Ratings	WRNZAF other Ranks.	Civilian Staff
7	nil	33	22	36	8

& DEVELOPMENT 12010

53 Pipitea St, Wellington 723070

20/26/. 8 October 1975 W.D. Dixon

The District Commissioner of Works
Ministry of Works & Development
Private Bag
WELLINGTON.

ATTENTION : Mr P. Rush

R.N.Z.A.F. BASE SHELLY BAY : SMALL BOAT RAMP:

... Please find enclosed a copy of a letter from the Commanding Officer dated 6th June 1975.

... To action point 1 of his letter please find enclosed 4 copies of plan WR2462 showing proposed boat ramp at an estimated cost of $400. This estimate is for cutting, filling and compacting. The ramp would be at a grade of 1 in 5 from the edge of the existing road, meeting the beach at the toe of an almost vertical bank. As is mentioned in point 2 of the C.O's letter, excess fill material will be available, It could be obtained from the Sanitary sewer rising main under construction, when the top 6 inches of the trenching excavated out for reinstatement with Basecourse material and two coat seal.

Please note that I do not consider that the ramp is situated at an ideal position for access purposes, however there does not appear to be a better site at the base. From an enviromental or aesthetic view point I can see no objection.

Could you please forward 3 copies of the plan and estimate to The Chief Engineer, Harbour Board, for his approval. Financial authority is not required as money is intended to be taken from the maintenance vote.

P.E. Brookes
Resident Engineer

per: W.D. Dixon

(W.D. Dixon)

Enclosures: 4 copies Plan WR2462 and copy of RNZAF letter.

1. RJH

2/ FILE.

MINISTRY OF WORKS
RESIDENT OF E
- 9 SEP 1975
NEI
WGTO

Officers Mess
Store
Officers Annexe
Garage
Magazine
Prisoner
Sewage
Road
Laundry
Administration
Section H.Q.
Flag Pole
Pump House
M.H.
6" SS.
4" SS.
Edge of seal
Top of bank
PROPOSED BOAT RAMP
Naval Residence
Garage
6" Watermain
4" Rising Main
Guard House
18500 lks E. of Mt Cook
19000 lks
2200
1700
1200

AMENDMENTS	BY	Appd	DATE

RECOMMENDED — APPROVED

	NAME	DATE
Traced	W.D.DIXON	5-75

Wellington Residency
Civil

MINISTRY OF WORKS NEW ZEALAND
Commissioner

R.N.Z.A.F STATION
SHELLY BAY
LAYOUT OF BUILDINGS

ORIGINAL SCALES 1 chain to an inch

P.W.D. 152133

W.R. 2462

ISSUE NO

SHEET NO 1

IN SHEETS 1

ORIGINAL SIZE mm INCHES

P.W. 484 (Rev. 8/69)

GRAPHIC SCALES :

A3

KSR:ASJ

23.01/0

S: "HARBORD WELLINGTON"
BENTLEY'S
A.B.C. 5th. EDITION

25 FEB 1972
RECEIVED
WELLINGTON

WELLINGTON HARBOUR BOARD
CHIEF ENGINEER'S OFFICE

BOX 893. C.P.O.
WELLINGTON, N.Z.

24 February 1972

The District Engineer,
Ministry of Works,
P.O. Box 12010,
WELLINGTON.

Dear Sir,

Inner

Repairs to Shelly Bay Wharf

I acknowledge your letter of 21 February 1972 ref. 20/26 requesting a breakdown of estimated costs.

The inspection made of the structure revealed:-

1. Sections of decking were loose and needed refastening and patching.
2. Approximately 5% of the beams were rotten.
3. Caps and piles appeared sound.
4. 90% of the wales and braces needed replacing.
5. The earthboards appeared to be in good condition.

In working out the estimate it was considered that a 6" R.C. deck would stiffen the structure and distribute the relatively light loadings sufficiently to make the replacement of the defective wales, braces and beams unnecessary.

1. 140ft. section in front of M.T. Workshop

6" R.C. deck in place @ $80 per cub. yd.	$9,000
Timberwork including landing	$2,000
Stripping timber deck	$1,000
Contingencies	$1,000
	$13,000

2. Whole breastwork including 1. Above

This was taken proportionally from 1 above.
i.e. $13,000 (1+220/140) - $1,000 (landing) = $32,000

Mr Renner
Mr Bates

Yours faithfully,
K.S. Renner
K.S. RENNER
Chief Engineer

F

3/11/98

1st December 1971

The Resident Engineer (2)
Ministry of Works
Hobson Street (P.O. Box 12010)
WELLINGTON 1.

RNZAF BASE SHELLY BAY : MOTOR TRANSPORT SECTION
REPAIRS TO WHARF

Reference is made to your 20/26 dated 15 December 1970, advising estimated costs to repair and re-surface the section of wharf adjacent to the Motor Transport section at Shelly Bay.

To date, current financial restrictions have prevented us from issuing finance for this work to proceed. However, a recent accident causing damage to a service vehicle has emphasised the necessity to have the repairs effected as soon as possible. It would, therefore, be appreciated if you could arrange to have the estimate of cost updated and advise us accordingly so that early financial authority can be sought for the work to proceed.

(H.E.DEWHIRST)
Squadron Leader
for Secretary of Defence

Info copies to:

CO Base Shelly Bay

Your SCF ØØ3 28212ØZ Nov 71 refers.

THIS COPY FOR → Buildings Overseer
M.O.W.
Fort Dorset
Wellington

MR Haut.
MR AITKEN.

MR AITKEN.

20/24

ROYAL NEW ZEALAND AIR FORCE

RNZAF 345–4

BASE SQUADRON
RNZAF SHELLY BAY
PRIVATE BAG
WELLINGTON
WELLINGTON 888 262 EXT 25

F: 1302/27/WKS
952/441/PI

23rd November 1971

The Overseer
MOW
Fort Dorset

WHARF : AREA USED BY MT SECTION

1. The area used by the M T Section has been under discussion for some time. It is understood that major work will be needed on both the structure and surface.

2. On 17 Nov 71 an accident occurred on the wharf causing damage of $46.00 to an Army vehicle. The wet tar surface of the wharf had lost all adhesion.

3. You are requested to expedite the major work required in order that a complete solution is achieved.

4. You are further requested to treat the wharf as it is using tar and grit; to improve the adhesion particularly in wet weather. The aim in this case is limited to preventing further accidents.

5. It is suggested that a reasonable time for completion of first aid measures is ten days and completion by Fri 3 Dec 71 would be appreciated.

(S. ARCHER)
Flying Officer
for Commanding Officer

Copy :
M T File

Mr Bartholomeusz

(F)

for action with
29/11/71

KAA:FW

12010 WELLINGTON
723 070

WELLINGTON RESIDENCY
KAtkinson Extn 643 12 February 1980 20/26

Mr B Brambleby
Shelly Bay Slipways Limited
PO Box 14157
WELLINGTON

Dear Sir

RNZAF BASE SHELLY BAY
REPAIRS TO INNER WHARF

1 As discussed with you today the contract for the first stage of the repair work consisting of driving steel rubber piles is presently being advertised and tenders close on 26 February 1980.

2 Therefore, assuming a tender is accepted, it is hoped that construction work for this first stage will commence in early March and be completed by mid May. (Some preliminary work by our 'own forces' will be necessary before the Contractor comes on site but this will be mainly below deck level).

3 It is hoped that Stage 2, consisting of concrete encasement of piles, will begin as soon as possible after the completion of Stage 1.

4 Pile-driving will start from the southern end of the structure ie in front of the M/T Workshop and proceed towards the southern end.

5 The Contractor is required to minimise disruptions to the users of the wharf but I am sure you will realise that some inconvenience may result at certain stages of the work.

6 I will advise you of more definite information once this is known. However, if you have any inquiries relating to this work please contact me.

Yours faithfully

P E Brookes
Resident Engineer
per

140·2m (460·0')
28 BENTS @ 6.1m (20·0") CRS.

OUTER (MAIN) WHARF

109·7m (360·0")
18 BENTS @ 6.1m (20·0") CRS.

2 PATROL CRAFT BERTHS

ORGINAL JETTY

INNER WHARF (BREASTWORK)

BREAKWATER

APPROACH WHARF

36·6m (120·0") 12m (40·0")
6 BENTS @ 6.1m (20·0") CRS.

SHELLY BAY SLIPWAYS ETC

VEHICLE WASH

MOTOR TRANSPORT WORKSHOP

RELEVANT PARTICULARS
APPROVED UNDER SECT. 178 (b)
OF THE HARBOURS ACT 1950

(SGD) R. P. TAYLOR
acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

Copy of M.D. (C) 370

R.N.Z.A.F. BASE SHELLY BAY

SKETCH PLAN OF WHARVES

SHEET ( ) OF ( )

AMENDMENTS	BY	APP'D	DATE

RECOMMENDED

APPROVED

	NAME	DATE

ORIGINAL SCALES

ISSUE NO

SHEET NO 1 IN 3 SHEETS

AC 2534

ORIGINAL SIZE IN INCHES

GRAPHIC SCALES

SCHEDULE A : LAND AND BUILDINGS. PART I : LAND.

Area and Description of Land.	Freehold or Leasehold.	Owner (Name and address).	Terms of Lease	Rental	Purchase Price	Date of Purchase or Commencement of Tenancy.	Remarks
Situated in the Military Reserve Area of 224 acres, 1 rood, 3.59 perches, being subdivisions 1, 2, and part of 3, Watts Peninsula, Registration District, Block VII, Port Nicholson Survey District.	Military Reserve		N.A.	N.A.	N.A.	Proclaimed a Military Reserve 3/6/86.	No record of any survey or any defined area allocated to H.M.N.Z.S. "COOK", Shelly Bay.

STATION: H.M.N.Z.S. "COOK". File N.A. 010/3/56.

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey gabled roof building. (contd.)	Accommodation Block.						P.O.'s Recreation Room.	Nil Rafters lined w/ Pinex.	Plywood	Wood Polished	18'11" x 20'
							P.O.'s Dormit. No. 2.	Nil Rafters lined w/ Pinex.	Plywood	Wood Polished	65'10" x 20'
							P.O.'s Recreation Space, No. 2.	Pinex	Plywood 6ft. and Pinex.	Wood Polished	11'8" x 20'
							Passage	Pinex	Plywood 6ft. & Pinex.	Wood Polished	19' x 4'
							Coat Locker.	Gibraltar Brd.	Gibraltar Brd.	Concrete	7'9" x 7'9"
							Ablutions, P.O.'s.	Gibraltar Board	Gibraltar Board.	Concrete	23' x 8'
							Hall and Passage.	Pinex	Plywood 6ft. & Pinex.	Wood Polished	Hall: Length 9', Width 10' Passage: Length - 86' Width - 6'
							Baggage Locker.	Pinex	Wood T. & G.	Wood	12' x 8'
							Store	Pinex	Wood T. & G.	Wood	10' x 8'

STATION.....

File N.A.

File N.A.

SCHEDULE A. LAND AND BUILDINGS

STATION H.M.N.Z.S. "COOK".

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey building (contd.)	C.P.O's Block.	Tiled	Wood Weather Board	Concrete			Baggage Store	Pinex	Wood T.&.G.	Wood	14'6" x 7'6"
							Oilskin Store	Gibraltar Board	Gibraltar Brd.	Concrete	7'6" x 5'2"
Single storey gabled roof building	Accommodation Block	Tiled	Wood Weather board	Concrete	11,005 sq.ft.		Dormitory No.1	Nil Rafters lined w/ pinex.	Plywood	Wood Polished.	78' x 20'
							Dormit. No.2.	Nil Rafters lined w/ pinex.	Plywood	Wood Polished.	78' x 20'
							Dormit. No.3.	Nil Rafters lined w/ pinex.	Plywood	Wood Polished.	78' x 20'
							Ablutions P.O.'s	Nil Rafters lined w/ pinex.	Gibraltar Board	Concrete	14' x 18'10" Partitions of Gibraltar Brd.
							Passage	Pinex.	Gibraltar Board.	Concrete	Length from top of ramp 22'10" Width 5'
							Ablutions, Ratings	Nil Rafters lined w/ Pinex.	Gibraltar Board.	Concrete	38'4" x 20'
							Dormitory, P.O.'s	Nil Rafters lined w/ Pinex	Plywood	Wood Polished	43'10"

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

STATION.....

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey gabled building. (contd)	Canteen Block.						P.O's Billiard Room.	Nil Rafters lined w/ pinex.	Plywood height 6ft.rest pinex.	Wood.	
							Men's Billiard Room.	Nil Rafters lined w/ pinex.	Plywood height 6ft.rest pinex.	Wood.	
Single storey gabled roof building.	Chief P.O.'s Block.	Tiled	Wood Weather board.	Concrete	2760 sq.ft.	1.	Dormitory No. 2.	Nil Rafters lined with Pinex.	Plywood	Wood Polished	20ft x 18ft.
						2.	Recreation Room.	Pinex	Plywood 6ft.high & pinex	Wood Polished	20ft x 18ft.
							Passage and Lobby	Pinex	Plywood 6ft.high & pinex	Wood Polished	
						3.	Ablutions	Nil Rafters lined w/Pinex.	Gibraltar Board.	Concrete	23'7" x 20'8"
						4.	Dormitory No1	Nil Rafters lined w/ pinex.	Plywood 6ft.high & pinex	Wood Polished	49'6" x 20'8" contains 2 cubicles.
							Cubicles 2 in No.	Nil	Plywood 7ft. high.	Wood polished	8'6" x 7' each
							Baggage Store	Pinex	Wood T.&.G.	Wood	7' x 5'
							Hall	Pinex	Plywood 6ft.	Wood	13' x 5'

File N.A.

Wood Polished | Concrete | 43'9" x 20'
Concrete | 38'4" x 20' | Length from top of ramp 22'10" Width 5'
Concrete | 14' x 18'10" partitions of Gibraltar Brd.
Wood polished. | 78' x 20'
File N.A.

1.

STATION H.M.N.Z.S. "COOK".

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	PART II: BUILDINGS. Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey gabled roof building.	Canteen Block and Recreation Rooms	Tiled	Wood Weather boarding	Concrete		1.	Store	Wallboard	Wood	Wood	Under projection room.
						2.	Projection Room.	Wallboard	Wood	Wood covered with sheet tin	Outside stairway and landing to ground level
						3.	Ratings recreation Room.	Lined Pinex on rafters.	Plywood 6ft.high & rest Pinex.	Wood	Wood folding door to ceiling height between ratings and P.O.'s recreation rooms.
						3A.	P.O.'s Recreation Room.	Lined w/ Pinex on the rafters.	Plywood 6ft.high Rest Pinex.	Wood	
						4.	Stage	Pinex on rafters	Wood	Wood	Height above floor level 2'6".
						5.	Dressing Rooms.	Pinex	Plywood 6ft high rest Pinex.	Wood	On either side of the stage.
						6.	Terraces	Gibraltar board	Wood	Concrete	On either side of the building.
						7.	Cloak Rooms	Gibraltar Board	Gibraltar Brd.	Concrete	2 in
						8.	Canteen Wet & Dry	Nil. Rafters lined w/pinex	Plywood 6ft.high rest pinex	Wood & Linol	
						9.	Canteen Store	Pinex		Wood T.&G.	

STATION H.M.N.Z.S. "COOK".

											REMA
										Floors.	
										Wood	11'6" x 8'
										Concrete	13'9" x 8'
										Wood	9' x 4'
										Wood	9'6" x 8'

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey gabled roof building (contd)	Accommodation Block.						Bootmakers Shop.	Pinex	Wood T.&.G.	Wood	11'6" x 8'
							Oilskin Store.	Gibraltar Board.	Gibralt Board.	Concrete	13'9" x 8'
							Porch and Passage	Pinex	Plywood 6ft. & Pinex.	Wood	9' x 4'
							Baggage Store	Pinex	Wood T.&.G.	Wood	9'6" x 8'
							Calorifier Room.	Gibraltar Board.	Gibralt Board.	Wood	8' x 6'
							Storeroom.	Pinex	Wood T.&.G.	Wood	15' x 8'
							Ablutns. P.O.'s.	Gibraltar Board.	Gibral. Board.	Concrete	8' x 8'
Single storey gabled roof building.	No.1 Boiler House and Laundry Block.	Tiled	Wood Weather board.	Concrete	2172 sq.ft.	1.	C.P.O's & P.O's Laundry	Nil	Gibralt -ar Board.	Concrete	Laundry stud 9': 20' x 9'
							Drying Room P.O.'s	Gibraltar Board.	Gibralt. Board.	Concrete	7'6" x 20'
							Ratings Laundry	Nil	Gibralt. Board.	Concrete	20' x 15'
							Passage	Gibraltar Board.	Gibral. Board	Concrete	7'6" x 4'

STATION. H.M.N.Z.S. "COOK".

File N.A. 010/3/56.

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms
Single storey gabled roof building. (continued)	Boiler Room and Laundry					
Army Huts (2)	Store Rooms	Malthoid	Wood	Temporary	160 sq.ft. (20'x8')	
Single storey gabled roof building	Galley and Dining Halls.	Tiled	Wood Weather Board	Concrete	6220 sq.ft.	

STATION....H.M.N.Z.S.....

PART II: BUILDINGS.

Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Boiler Room	Nil	Rear Wall Concrete Height 6 ft. Remainder Wallboard	Concrete	29 ft. x 24ft. Stud: 14 ft.
Coal Bunker	Nil	Wood	Concrete	24' x 12' Stud: 14 ft.
Passage	Nil	Gibral-tar Brd	Concrete	12' x 3'6" (2)
Bath-rooms	Nil	Gibral-tar Brd.	Concrete	(6'x6') (4)
1 room each	Nil	Not lined	Wood	Situated at the rear of the accommodation block.
P.O.'s Cloak room.	Nil. Rafters lined w/ Pinex.	Plywood height 6ft. Rest Pinex	Wood	
P.O.'s Dining Hall	Nil Rafters lined w/ Pinex	Plywood Height 6' Rest Pinex.	Wood	

STATION..H.M.N.Z.S...

PART II: BUILDINGS.

Interior Materials. Ceilings	Walls	floors.	REMARKS.
			21'6" x 16'
Plywood height 6' Rest Pinex.		Wood	
Plywood height 6 ft.		Wood	13' x 6'2"
Plywood 6' high Rest Pinex.		Wood	60'6" x 28'
Plywood high Rest Pinex.		Wood	(28' x 10')

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey gabled roof building (contd.)	Galley, etc.						CPO's Dining Room.	Pinex	Plywood height 6' Rest Pinex.	Wood	21'6" x 16'
							CPO's Cloak Room	Pinex	Plywood height 6 ft.	Wood	13' x 6'2"
							Ratings Dining Room.	Nil Pinex lining to Rafters.	Plywood 6' high Rest Pinex.	Wood	60'6" x 28'
							Ratings Cloak Room.	Pinex.	Plywood 6' high Rest Pinex.	Wood	(28' x 10')
							Servery	Nil Rafters lined w/ Pinex.	Gibraltar Board.	Concrete	28' x 22'
							Galley	Nil Gibraltar Board on Rafters.	Gibral-tar Brd	Concrete	28' x 31'
							Preparing Room.	Gibraltar Board.	Gibral-tar Brd.	Concrete	46'8" x 11'8"
							Passage and Lobby	Pinex	Plywood 6 ft. High.	Wood	Passage 25'x4' Lobby: 9' x 5'

STATION. H.M.N.Z.S. "POOR".

File N.A.010/3/56.

File N.A.

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey building gabled roof (contd.)	Galley, etc. (contd:)										
							Store Room	Pinex	Wood T.&.G.	Wood	10'8" x 10'8"
							Change Room	Pinex	Wood T.&.G.	Wood	16' x 9'6"
							Calorifier Room.	Gibraltar Board.	Gibraltar Board	Wood	8' x 5'8"
							Office	Pinex	Plywood 6 ft. high & pinex.	Wood	8' x 5'8"
							WRNS. Dining Hall.	Pinex	Plywood 6ft high & pinex.	Wood	16' x 12'
Single Storey gable roofed house.	Post Office Master at Arms Mess etc.	Corrugated Iron.	Wood Blocks	1550 sq.ft.			Mess M.A.A.	Wood T.&.G.	Wood T.&.G. Dividing Wall Wallboard	Wood	12' x 12'
							Cabin M.A.A.	Wood T.&.G.	Wood T.&.G.	Wood	12' x 7'
							Cabin RPO's	Wood T.&.G.	Wood T.&.G.	Wood	9'6" x 7'
							Bathroom	Wood T.&.G.	Wood T.&.G.	Wood	13'3" x
							Post Office	Wood T.&.G.	Wood T.&.G.	Wood	

STATION.....

ATION. H.M.N.Z.S. "COOK".

PART II: BUIL

Materials. Walls floors.

REMAR

Wood

Wood

Wood

Wood

Wood

16'9" x 10'9"

14'3" x 3'8"

6'6" x 6'

7'3" x 6'

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey gable roofed house (contd.:)	Post Office Master at Arms Mess, etc.						Passage	Wood T.&.G.	Wood T.&.G.	Wood	
							Post Office Lobby.	Wood T.&.G.	Wood T.&.G.	Wood	
							Mess Room	Wood T.&.G.	Wood T.&.G.	Wood	16'9" x 10'9"
							Pantry	Wood T.&.G.	Wood T.&.G.	Wood	
							Cabin	Wood T.&.G.	Wood T.&.G.	Wood	
							Passage	Wood T.&.G.	Wood T.&.G.	Wood	14'3" x 3'8"
							Bath-room	Wood T.&.G.	Wood T.&.G.	Wood	6'6" x 6'
							Ablut-ions.	Wood T.&.G.	Wood T.&.G. Dividing Wall. Wallboard	Wood	7'3" x 6'
							Cabin	Wood T.&.G.	Wood T.&.G.	Wood	14' x 8'10"
							Verand-ah.	Wood T.&.G.	Corrug-ated Iron	Concrete Ground level	Verandah open in front
							Calori-fier Room.	Gibraltar Board.	Gibralt. Board.	Concrete	7ft. x 5ft.
Single storey building. Gabled	Medical Block.	Tiled	Wood Weather Board.	Concrete	3800 sq. ft.		WRNS. Rest Room.	Pinex	Pinex	Wood Polished.	12ft. x 8ft.

STATION H.M.N.Z.S. "COOK".

File N.A. 010/3/56.

1.

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms
Single storey building. Gabled roof. (contd.:)	Medical Block					

PART II: BUILDINGS.

STATION.....

Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Galley	Pinex	Gibralt. Board.	Concrete	15' x 12'
Office	Pinex	Wall-board.	Wood	12' x 12'
Dispens-ary.	Pinex	Wall-board.	Wood (lino)	12' x 4'6"
Dress-ing Room.	Pinex	Wall-board.	Wood (lino).	22'6" x 12'
Office P.M.O.	Pinex	Wall-board.	Wood (lino).	12' x 11'
Ablut-ions.	Pinex	Gibralt ar Brd.	Concrete	12' x 10'
Bath-room.	Wall-board.	Gibral-tar Brd.	Concrete	9' x 6'
Sink Room	Wall-board.	Gibral-tar Brd.	Concrete	9' x 7'
Linen Room	Pinex	Ply-wood.	Wood	9' x 5'6"
Office	Pinex	Wall-board.	Wood	15' x 9'
Waiting Room	Pinex	Plywood 6ft. high & pinex.	Wood (lino)	12'6" x 9'
Ablut-ions. (Staff)	Wall-board.	Wall-board..	Concrete	9' x
Records Office.	Pinex	Wall-board.	Wood	

STATION...H.M.

PART II: BUIL...

REMA...

9' x 6'3"

9' x 6'

7'3" x 3'8"

Passage: 88' x 5'

Wood (Lino)

...crete

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey building, gabled f roof. (continued)	Medical Block						Store-room.	Pinex	Wall-board.	Wood (Lino)	9' x 6'3"
							Ablut-ions (WRNS)	Wall board.	Wall-board.	Concrete	9' x 6'
							Dark-room	Pinex	Wood T.&G.	Concrete	7'3" x 3'8"
							Passage and Lobby.	Pinex	Plywood 6ft. high & pinex.	Wood (Lino)	Passage: 88' x 5' Lobby: 7'6" x 5'6"
							Ward	Pinex	Plywood 6ft. high & pinex.	Wood (Lino)	60' x 22'
Army Hut.	S.B.A's Mess.	Malthoid	Wood	Wood blocks.	160 sq.ft. (20' x 8')	1.	Mess	Pinex	Pinex	Wood	At rear of Medical Block
Army Hut.	Medical Store	Malth-oid	Wood	Wood blocks.	80 sq. ft. (10'x8')	1.	Store	Nil	Not lined	Wood	At the side of the Medical Block
Open fronted building Gabled roof.	Garages	Malth-oid	Wood Weather Board	Concrete	2180 sq.ft.	1.	Garage	Nil	Not lined	Nil Parade Ground	31' x 35'
						2.	Garage	Nil	Not lined	Bitumised -"-	31' x 35'
Leanto Building on to Garage No. 2.	Workshop & Fire Fighting Store.	Malth-oid	Wood Weather-Board	Concrete	475 sq.ft.	1.	Work-shop.	Nil	Not lined	Concrete	20'4" x 15'4"
							Fire Fighting Store	Nil	Not lined	Concrete	10'8" x 15'4"

STATION. H.M.S. "COOK".

File N.A. 010/3/56.

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms.	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Army Hut.	Tenders Store	Malthoid	Wood	Temporary	160 sq.ft. (20'x8')	1.	Store	Nil	Not lined	Wood	
Army Hut. No.1	Returned Clothing Store.	Malthoid	Wood	Temporary	160 sq.ft. (20'x8')	1.	Store	Nil	Not lined	Wood	
Army Hut. No.2	-"-	-"-	-"-	- " -	- " -	1.	"	"	"	"	Army Huts 2 and 3 joined by passage 2 ft. long.
Army Hut. No.3	-"-	-"-	-"-	- " -	- " -	1.	"	"	"	"	
Army Huts. 3 in number	Returned Clothing Store.	Malthoid	Wood	Temporary	480 sq.ft. (60'x8')	1.	Store	Nil	Not lined	Wood	Joined end for end.
Army Hut.	Paint Store	Malthoid	Wood	Temporary	160 sq.ft. (20'x8')	1.	Store	Nil	Not lined	Wood	
Army Hut.	Inflammable Store.	Malthoid	Wood	Temporary	160 sq.ft. (20'x8')	1.	Store	Nil	Not lined	Wood	
Single storey building.	Workshops & Stores Building.	Fibrolite roofing with continuous ridge ventilation & contin. glass bays.	Wood Weather Board.	Concrete	20,250 sq.ft.	1.	Kerrick Cleaning Room.	Gibraltar Board.	Concrete 5ft.high & Gibraltar Brd.	Concrete	
						2.	Engine test room	Nil open top	Wood Front Wall		

PART II: BUILDINGS.

STATION.....H.M.N.Z.S.....

RENTAL					
40' x 32'	Concrete				
20' x 17'6"	Concrete				
A. Length 40ft. Width 12ft. B. Length 20ft. Width 17'6"	Concrete				
12ft. x 8ft.					

7/

PART II: BUILDINGS.

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey building. (contd.)	Workshop & Stores Building (contd.)						Machine Shop	Nil	Wood & Cyclone Wiring.	Concrete	40' x 32'
							Black-smiths Shop	Nil	Gibralt-ar Brd.	Concrete	20' x 17'6"
							Engin-eers Workshop	Nil	Wood & Cyclone Wire.	Concrete	A. Length 40ft. Width 12ft. B. Length 20ft. Width 17'6"
							Office Engineers Regulat-ing.	Pinex	Wood T.&.G.	Wood	12ft. x 8ft.
							Office A/S.	Pinex	Wood T.&.G.	Wood	
							Work-shop A/S.	Wood	Wood Not lined & Gibral-tar Brd.	Con-crete.	
							Shop A/S.	Nil	Wood & Cyclone Netting	Concrete	
							Upstairs Section. Passage and Landing	Nil	Wood	Wood	
							Work-shop W/T.	Wood Not lined	Wood Not lined	Wood	

STATION H.M.A.S. MOORE.

File N.A. 010/3/56.

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

STATION ....

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey building (contd.)	Workshop and Stores Building (contd.)					3.	Diesel Instrument Testing Room	Gibraltar Board.	Gibraltar Board.	Wood	10' x 12'6"
							Workshop Ablutions.	Nil No top.	Partitions Gibraltar Brd.	Concrete	20' x 10'
							Officers Ablutions	Gibralt. Brd.	Gibralt Board.	Concrete	12'6" x 8'10"
							Passage	Nil	wood Partition	Wood Concrete	149'4" x 10'
							Workshop M.Mechs.	Nil	Partitions Wood & Cyclone	Concrete	37'6" x 32'
							Stripping & Cleaning Shop.	Nil	Partitions Wood & Cyclone wire	Concrete	A. Length 37'6" Width 15' B. Length 30' Width 14'6"
							Radar Workshop	Nil	Partitions Wood & Cyclone Wire	Concrete	23' x 10'
							Store	Wood	Wood and Cyclone Wire	Concrete	20'
							Office Engineer Officer	Pinex	Wood T.&.G. & Glass	Wood	

STATION ..H.M.N.Z.S. "C

PART II: BUILDINGS.

REMARKS				
floors.	Wood	Wood	Wood	
Walls	Wood	Wood	Wood	
Ceilings	Wood	Wood	Wood	

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms:	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey building. (contd.)	Workshops & Stores Building. (contd.)					Upstairs Section. (contd.)	Office W/T.	Pinex	Wood T.&.G.	Wood	
							Depth Charge Room	Nil. Not lined	Wood T.&.G.	Wood	
							Office Electrical and Torpedo	Nil. - Rafters lined w/ pinex.	Wood T.&.G.	Wood	
						Down-stairs.	Work-shop Electrical.	Nil.	Wood & Cyclone Netting.	Concrete	
							Battery Room	Gibraltar Board.	Gibralt. Board	Concrete	
							Generator Room	Gibralt. Board.	Gibralt. Board	Concrete	
							Work-shop O.A.'s	Nil	Wood Not lined.	Concrete	19' x 15'4"
						Stores Section	Naval Store	Nil Not lined	Wood T.&.G.	Wood	
							Valuable Store.	WOOD T.&.G.	Wood T.&.G.	Wood	
							Room WRNS.	Pinex	Pinex	Wood	15' x 8'
							Ablutions WRNS.	Gibraltar Board	Gibralt. Board.	Concrete	12'6" x 6'

STATION H.M.S. "DOCK".

File N.A. 010/3/56.

SCHEDULE A. LAND AND BUILDINGS

SCHEDULE A. LAND AND BUILDINGS — PART II: BUILDINGS.

STATION.....

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single Storey Building. (contd.)	Workshops & Stores Building. (contd.)						Mess Trap Store.	Nil Not lined	Wood T.&G.	Wood	A. Length 15' Width 6' B. Length 30' Width 10'
							Issue Room	Nil	Wood T.&G.	Wood	A. Length 45'6" Width 15' 7" B. Length 8'6" Width 18'0"
							Vegetable Locker	Gibraltar Board	Gibralt. Board	Concrete	15'4" x 13'6"
							Refrigerator Room	Wood	Concrete	Concrete	14'2" x 11'6"
							Supply Office	Pinex	Pinex	Wood	53'6" x 23'
							Office W.S.O.	Pinex	Pinex and Glass	Wood	10'2" x 9'6"
							Clothing Store	Nil Not lined	Wood T.&G.	Wood	50' x 36'
							Spirit Room.	Gibraltar Board	Gibralt. Board	Concrete	18' x 10'
Single storey leanto building	Shipwrights Workshop	Corrug. Fibrolite Roofing	Wood Weather Board	Concrete	2720 sq.ft.		Shipwrights Shop.	Nil	Not lined.	Concrete. Part wood decked.	
							Bosun's Store	Nil	Not lined.	Wood	
							Office Shipwright.	Pinex	Wood T.&G.		

STATION.....H.M.N.Z.S. "COOK

PART II: BUILDINGS.

REMARKS.

Former. Internal Affairs Dept. Magazine.

Army Type.

Wood

Wood

Wood

Wood.

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey gabled roof building.	Gunners store and Baggage store.	Corrugated Iron.	Corrugated Iron.	Concrete	866 Sq. Ft.	1.	Gunner's Store	Wood T&G.	Wood. T&G.	Wood	Former. Internal Affairs Dept. Magazine.
						2.	Porch	Wood T&G.	Wood T&G.	Wood	
						3.	Baggage Store	Wood T&G.	Wood T&G.	Wood	
Army Hut (20'x8')	Paint Store) Bulk.	Malthoid	Wood	Temporary	160 Sq. Ft.	1.	Store	Nil.	Not Lined.	Wood.	Army Type.
Sentry Box		Corrugated Iron.	Wood	Temporary	20 Sq. Ft.	1.		Nil.	Not Lined.	Wood.	
Small Lean-to Building.	Winch House	Corrugated) Fibrolite)	Wood Weather Board.	Concrete	240 Sq. Ft.	1.	Winch Room.	Nil.	Not Lined.	Concrete	
Single Story Lean-to Building	Library	Malthoid	Wood. Weather Board.	Temporary	350 Sq. Ft.	1.	Library.	Wall-board	Wall-board	Wood.	10'x11'.
						2.	Reading Room.	Wall-board	Wall-board.	Wood.	12'x11'.
						3.	Reading Room. No.2.	Wall-board.	Wall-board.	Wood.	12'x11'

STATION H.M.N.Z.S. "COOK"

File N.A. 010/3/56.

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms
Single Storey Building. (contd.)	Workshops & Stores Building. (contd.)					
Single storey leanto building	Shipwrights Workshop	Corrug. Fibrolite Roofing	Wood Weather Board	Concrete	2720 sq.ft.	

PART II: BUILDINGS.

Details of Rooms.	Interior Materials. Ceilings	Walls	Floors.	REMARKS.
Mess Trap Store.	Nil Not lined	Wood T.&.G.	Wood	A. Length 15' Width 6' B. Length 30' Width 10'
Issue Room	Nil	Wood T.&.G.	Wood	A. Length 45'6" Width 15' 7" B. Length 8'6" Width 18'0"
Vegetable Locker	Gibraltar Board	Gibralt. Board	Concrete	15'4" x 13'6"
Refrigerator Room	Wood	Concrete	Concrete	14'2" x 11'6"
Supply Office	Pinex	Pinex	Wood	53'6" x 23'
Office W.S.O.	Pinex	Pinex and Glass	Wood	10'2" x 9'6"
Clothing Store	Nil Not lined	Wood T.&.G.	Wood	50' x 36'
Spirit Room.	Gibraltar Board	Gibralt. Board	Concrete	18' x 10'
Shipwrights Shop.	Nil	Not lined.	Concrete. Part wood decked.	
Bosun's Store	Nil	Not lined.	Wood	
Office Shipwright.	Pinex	Wood T.&.G.	Wood	

STATION.....H.M.N.Z.S. "CO...

PART II: BUILDINGS.

Interior Materials. Ceilings	Walls	Floors.	REMARKS.
Wood	Wood T&G.	Wood	Former Internal Affairs Dept. Magazine.
Wood	Wood T&G.	Wood	
Not Lined.	Wood T&G.	Wood	
Not Lined.	Wood.	Wood.	
Not Lined.	Wood.	Concrete	Army Type.

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

STATION H.M.N.Z.S. "COOK"

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey gabled roof building.	Gunners store and Baggage store.	Corrugated Iron.	Corrugated Iron.	Concrete	866 Sq. Ft.	1.	Gunner's Store	Wood T&G.	Wood. T&G.	Wood	Former. Internal Affairs Dept. Magazine.
						2.	Porch	Wood T&G.	Wood T&G.	Wood	
						3.	Baggage Store	Wood T&G.	Wood T&G.	Wood	
Army Hut (20'x8')	Paint Store) Bulk.	Malthoid	Wood	Temporary	160 Sq. Ft.	1.	Store	Nil.	Not Lined.	Wood.	
Sentry Box		Corrugated Iron.	Wood	Temporary	20 Sq. Ft.	1.		Nil.	Not Lined.	Wood.	Army Type.
Small Lean-to Building.	Winch House	Corrugated Fibrolite	Wood Weather Board.	Concrete	240 Sq. Ft.	1.	Winch Room.	Nil.	Not Lined.	Concrete	
Single Story Lean-to Building	Library	Malthoid	Wood. Weather Board.	Temporary	350 Sq. Ft.	1.	Library.	Wall-board	Wall-board	Wood.	10'x11'.
						2.	Reading Room.	Wall-board	Wall-board.	Wood.	12'x11'.
						3.	Reading Room. No.2.	Wall-board.	Wall-board.	Wood.	12'x11'

File N.A.

010/3/56.

PART II: BUILDINGS.

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	Floors.	REMARKS.
Single Storey Building Gabled Roof.	Boiler House No. 2.	Corrugated Fibrolite)	Wood Part Concrete	Concrete		1.	Bunker	Nil	Concrete and Gibralter Board.	Concrete	Opening 10ft. wide.
							Boiler House.	Nil	Gibralter Board Part Concrete	Concrete	
							Pump House	Wallboard	Wallboard Part Concrete	Concrete and Steel Plating	
							Ablutions)	Gibralter Board	Gibralter Board	Concrete	
							Passage	Gibralter Board.	Wood T&G.	Concrete.	
							Spare Room.	Gibralter Board	Wood T&G	Concrete.	
Two Storey Building Gabled Roof.	Wardroom Block.	Tiled	Lower Floor-wood weatherboard Upper Floor-Gibralter Board.	Concrete	[illegible]	1.	Billiard Room.	Pinex	Plywood 4ft. High Remainder Pinex.	Wood (Lino)	26'x17'10"
						2.	Cabin No. 1.	Pinex	Wallboard	Wood (Lino)	
						3.	Cabin No. 2.	Pinex	Wallboard	Wood (Lino)	
						4.	Passage	Pinex	Plywood 4ft High [illegible]		

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Two Storey Building Gabled Roof. (Cont)	Wardroom Block						Cabin No. 3.	Pinex	Wallboard	Wood & (Lino)	11'8"x9'0"
							Cabin No.4.	Pinex	Wallboard	Wood (Lino)	13'x8'3"
							Cabin No.5.	Pinex	Wallboard	Wood (Lino)	13'x8'3"
							Cabin No.7.	Pinex	Wallboard	Wood (Lino)	13'x8'3"
							Cabin NO.8.	Pinex	Wallboard	Wood (Lino)	13'x8'3"
							COMMANDING OFFICER'S QUARTERS				
							Pantry & Servery	Wallboard	Wallboard	Wood	9'3"x8'0"
							Sitting Room.	Pinex	Pinex	Wood (Lino)	16'10"x14'
							Cabin	Pinex	Wallboard	Wood (Lino)	12'x10'
							Bathroom	Wall-board	Wallboard	Terraza	8'x8'
							Passage	Pinex	Plywood 6ft.High	Wood & (Lino)	8'x3'8"
							Hall	Pinex	Plywood & Pinex	Wood	8'x7'
							Cabin No.10	Pinex	Wallboard	Wood	12'x9'9"
							Ablutions)	Wallboard	Wall-board		Terraza 12'x16'

STATION H.M.N.Z.S. "COOK"

File N.A. 010/3/56

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

STATION ..... H.M.N.Z.S. "CO

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	Floors.	REMARKS.
Two Storey Building Gabled Roof (Cont)	Bedroom Block						Cabin No.12.	Pinex	Wallboard (Lino)	Wood	12'x10'6"
							Cabin No.14	Pinex	Wallboard (Lino)	Wood	12'x10'6"
							Cabin No.12	Pinex	Wallboard (Lino)	Wood	12'x10'6"
							Cabin No.12	Pinex	Wallboard (Lino)	Wood	12'x10'6"
							Cabin No. 11	Pinex	Wallboard (Lino)	Wood	5'x5'
							Locker	Pinex	Ply-wood	Terrazzo	13'x13'
							Ablutions	Wall-board	Wall-board	Wood	
							Cabin No.6.	Pinex	Wallboard (Lino)	Wood	13'0"x10'3"
							Boot Repair Store.	Pinex	Wood	Wood	7'x5'
							Engineer Store	Pinex	Wood	Wood	12'x5'
							Ante-room	Wallboard	Plywood 6ft High & Pinex	Wood (Lino)	24'x17'10"
							Dining Room	Wallboard	Plywood 6ft High & Pinex	Wood (Lino)	29'x22'
							Passage	Wallboard	Plywood 6ft High & Pinex	Wood (Lino)	
							Lobby Dining Room	Wallboard	Plywood 6ft Pinex	Wood	

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	Floors.	REMARKS.
											18'x10'
											10'x3'6"
											Width 4'6"
											8'x4' Under Stairway

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Two Storey Building Gabled Roof (Contd)	Wardroom Block						Entrance Hall	Wallboard	Plywood 6ft High & Pinex	Wood & (Lino)	18'x10'
							Vestibule	Wall-board	Plywood 6ft High Pinex	Wood & (Lino)	10'x3'6"
							Stairway	Pinex	Plywood 6ft High & Pinex	Steps Wood	Width 4'6"
							Office	Wallboard	Wallboard	Wood	8'x4' Under Stairway
							W.R.N.Z.N.S. QUARTERS.				
							Passage (WRNS Quarters)	Wallboard	Plywood 4ft High & Pinex	Wood & (Lino)	A.Length 18'6" B.Width 4'6" B.Length 6'6" Width 3'6" C.Length 13'0" Width 3'6"
							Cabin No.1.	Plywood	Wallboard	Wood (Lino)	13'x9'
							Locker	Wallboard	Pinex	Wood (Lino)	3'6"x3'6"
							Locker	Gibraltar Board	Gibraltar Board	Gib-raltar Board	3'6"x2'
							Cabin No.2	Wallboard	Wallboard	Wood (Lino)	12'2"x9'
							Cabin No.3	Wallboard	Wallboard	Wood (Lino)	13'x9'
							Cabin No.4	Wallboard	Wallboard	Wood (Lino)	11'6"x8'9"
							Cabin No.5	Wallboard	Wallboard	Wood (Lino)	11'6"x8'9"

STATION H.M.N.Z.S. "COOK"

File N.A. 010/3/56

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

STATION.....

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Two Storey Gabled Roof Building (Cont)	Police Block						ADDITIONS	Wallboard	Wallboard	Terrace	10' x 10'
							Passage	Wallboard	Plywood 6'6" High	Wood (Lino)	24'x3'6"
							Cook	Iron	Plywood Ceiling	Stairs Wood	10th 3 R's.
							Chief Constable	Wallboard	Plywood 6'6" High	Wood (Lino)	13'0"x9'2"
							Bathroom	Wallboard	Plywood 6'6" High	Terrace	9'2"x7'
							Locker	Wallboard	Fibrelite Board	Wood	5'x3'
							Cellar	Wallboard	Fibrelite Board	Wood	6'x6'
							Office	Wallboard	Fibrelite Board	Wood	9'x7'9"
							Battery Store	Wallboard	Fibrelite Board	Wood	10'9"x13'
							Valley	Wallboard	Fibrelite Board	Wood Plate & Rubberoid Roofing	29'2"x14'
							Store Room	Fibrelite Board	Fibrelite Board	Wood	17'0"

STATION.....H.M.N.Z.S.

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
											REMA
										Concrete	5' x 5'
										Concrete	5' x 3'
										Wood	8' x 6'6"
										Wood Polished	
											10'x 8' 4 rooms
											21'

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	Floors.	REMARKS.
Two storey building gabled roof (cont'd)	Wardroom block						Calorifier room	Gibraltar Board	Gibraltar Board	Concrete	5' x 5'
							Oil fuel room	Gibraltar Board	Gibraltar Board	Concrete	5' x 3'
							Galley office	Wallboard	Pinex	Wood	8' x 6'6"
Single storey building gabled roof	W.R.N.S. Block Recreation Room	Malthoid	Wood. Weather-board.	Wood Blocks	828sqft 38½ft x 21½ft	1	1 Rec-reation Room	Wallboard	Wall-board	Wood polished	
Single storey building gabledroof	W.R.N.S. Block (Offices)	Malthoid	Wood. Weather-board.	Wood Blocks	828sqft 38½ft x 21½ft	1.2. 4 & 5 (5)	Offices	Wallb'd	Wall-board	Wood polished	10'x 8' 4 rooms
						3	Office	Wallboard	Wall-board	Wood polished	21' x 21'
Single storey building. gabled roof.	W.R.N.S. Block (Mess room & Galley)	Malthoid	Wood. Weather-board.	Wood Blocks	684 sq.ft.	1	Mess room	Nil	Wall-hoard	Wood	24' x 12'6"
						2	Galley	Nil	Wood T & G	Wood	17'6" x 15'6"
						3	Coal store	Wood T & G	Wood T & G	Wood	5'2" x 6'
							Mess trap store	Wood T & G	Wood T & G	Wood	5'2" x 6'
							Store	Wood T & G	Wood T & G	Wood	8' x 5" between office and mess buildings.
							Passage	Wallboard	Wallbo'd	Wood	

STATION.... H.M.N.Z.S. "COOK"

File N.A.

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	Floors.	REMARKS.
Single storey lean-to building.	W.R.N.S. Block. Ablutions Building.	Malthoid	Wood T & G	Concrete	264 sq ft		Shower room	Nil	part Gibraltar board.	Concrete	
							Wash house	Nil	Gibraltar board	Concrete	
							Lavatory	Nil	Wood T & G	Concrete	
Small building gabled roof	Quarter-masters' lobby	Malthoid	Wood	Concrete	272 sq ft	1.	Verandah	Gibraltar board		Wood	length 21'9" width 5'0"
							Watch room	Gibraltar board	Gibraltar board	Wood	12'6" x 7'
							Cabin	Pinex	Pinex	Wood	
							Ablutions	Pinex	Gibraltar board	Wood	
Small Cottage	Not used	Corrugated Iron	Part Wood - part Wallb'd	Wood Blocks	380 sq ft	1.	Room No 1	Ceiling Wood	Wood T & G	Wood	Old Internals Affairs cottage next to A.S.O.'s residence. Condition poor.
							Hall	Wallboard	Wallboard	Wood	
						2.	Room No 2	Part Wall-board, part Wood:	Wood T & G	Wood	
Small lean-to building.	Pumphouse	Malthoid	Wood	Concrete	135 sq ft	1.	Control room	Nil	Not Lined	Concrete	
						2.	Pump Room	Concrete	Concrete	Concrete	

PART II: BUILDINGS.

SCHEDULE A. LAND AND BUILDINGS

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms
Signle storey building. Gabled roof.	Administration Building.	Tiled	Wood Weatherboard.	Concrete	6020 sq ft	

	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
1.	Office C.O.	Pinex	Plywood 6 ft high & Pinex	Wood and feltex	17'4"x14'
2.	Office Officers' Demob.	Pinex	Pinex	Wood and feltex	12' x 11'6"
3.	Office. Captain's Sec.	Pinex	Pinex	Wood and feltex	a 12' x 12' b 6' x 3'6"
4.	Captain's Office	Pinex	Pinex	Wood	22' x 12'
5.	Office. Ratings' Demob.	Pinex	Pinex	Wood	11'6" x 10'
6.	Office Telephone Exchange	Pinex	Pinex	Wood & lino	11'6" x 10'
	Q.M.'S Lobby	Pinex	Pinex	Wood	5' x 4'
	Passage	Pinex	Plywood 3ft high & pinex	Wood	75' x 5'
	Hall entrance	Pinex	Plywood 3ft high & pinex	Wood	19'x6'
	Transport Office	Pinex	Pinex	Wood	12'6" x 12'
	Pay Office	Pinex	Pinex	Wood	20'6" x 12'

STATION H.M.N.Z.S. "COOK"

File N.A.

Concrete — Pit excavated under the pump house.

Wood — Old Internals Affairs cottage next to A.S.O.'s residence. Condition poor.

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single storey building. Gabled Roof. (CONT'D)	Administration Block.						Office Sub-Acct.	Pinex	Pinex	Wood	13' x 12'
							Ablutions Officers	Gibraltar Board	Gibraltar Board	Concrete	13' x 9'6"
							Office. Correspondence	Pinex	Pinex	Wood	9' x 7'6"
							Office. Supply Officer	Pinex	Pinex	Wood Feltex	14' x 12'
							Discharge Office	Pinex	Pinex	Wood	20' x 12'
							Office 1st Lieut.	Pinex	Pinex	Wood & Feltex	12' x 12'
							Passage	Pinex	Plywood 3ft high	Wood	50' x 5'
							C.B. Office	Pinex	Pinex	Wood	15' x 12'
							C.B. Strong-room	Concrete	Concrete	Concrete	11'4" x 7' window burglar proof.
							Passage	Pinex	Plywood 3ft high & pinex	Wood	63' x
							Regulating Office	Pinex	Pinex	Wood	
							Dental Office	Wallboard	Wallboard	Wood	

STATION.....

H.M.N.Z.S. "COOK"

PART II: BUILDINGS.

Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
				12' x 8'
				12' x 10'
			Wood & Lino	12' x 12'
			Concrete	4'6" x 3'
			Concrete	12' x 10' 9"

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single Storey building. Gabled Roof (Cont'd)	Administration Building						Dental waiting Room	Pinex	Wallboard	Wood	12' x 8'
							Dental Work room	Pinex	Wood T & G 3ft high & pinex	Wood	12' x 10'
							Dental Surgery	Wallboard	Wallboard	Wood & Lino	12' x 12'
							Locker	Wood	Wood	Concrete	4'6" x 3'
							Ablutions Buildings	Gibralt. Board	Gibralter. Board.	Concrete	12' x 10' 9"
							Ablutions W.R.N.S.	Pinex	Wallboard	Concrete	12' x 5'11"
							W.R.N.S. Cloak Room.	Pinex	Wallboard	Wood	12' x 8'
							Divisional Office	Pinex	Pinex	Wood	
							Gunners' Office	Pinex	Pinex	Wood	12' x 11"
							S.D.O.	Pinex	Pinex	Wood & Lino.	19' x 15'
							W.T. Room.	Pinex	Pinex	Wood & Lino.	15' x 10'

STATION.....

File N.A.

SCHEDULE A. LAND AND BUILDINGS

PART II: BUILDINGS.

STATION.....

Type of Building	Use	Exterior Materials. Roofing.	Walls	Foundations.	Area of Floor Space.	No. of Rooms	Details of Rooms.	Interior Materials. Ceilings	Walls	floors.	REMARKS.
Single Storey Building Gabled roof (Cnt)	Admin.-istration Building						Cells. 3 in No.	Wood T & G.	Wood T & G.	Wood	each 7' x 7'
							Stationery Store	Pinex	Wood T & G.	Wood	9'4" x 7'

PERMANENT ADDITIO...

Quantity	Remark...
27	
4	
45	
44	
37	
7	
3	
9	

...H.M.N.Z.S. "COOK"

D 542 (13) T.

MEMORANDUM FOR:- 4th November /42.

The Rt. Hon. the Acting Minister of Finance,
WELLINGTON, C.I.

NAVAL BASE AT SHELLY BAY.

This project has already been approved by War Cabinet in principle and work has commenced, but Treasury report has been delayed owing to the necessity for thoroughly investigating the project. It appeared to Treasury in conjunction with the Commissioner of Defence Construction, that the wharf facilities required by the Navy could be provided at a different site and a considerable saving effected. The proposals suggested by the Commissioner are not acceptable to Navy, although they appear to Treasury to have very great merit, and the matter is therefore submitted for decision by War Cabinet.

The totad cost of the scheme, as recommended by the Naval Secretary, is as follows:-

	£	£
Southern Bay -		
Wharves, 42,000 sq. ft. at 30/-	63,300	
Dredging, 18,000 cu.yds. at 5/-	4,500	
Reclamation, 54,000 cu.yds. at 5/-	13,500	
Stone pitching, wave breaks, etc.	4,000	85,300
Northern Bay -		
Wharves, 28,800 sq. ft. at 30/-	43,200	
Reclamation 20,000 cu.yds. at 5/-	5,000	
Dredging, 56,000 cu.yds. at 5/-	14 000	
Stone pitching, wave breaks, etc.	4,000	66,200
Buildings	90,000	
Slipway	5,000	
Electric-power reticulation, water-supply, roading, etc.	20,000	
Contingencies 10%	26,650	
Supervision 5%	14,850	
Replacement of Internal Affairs magazines	6,000	
Grand Total -	£314,000	

The item for buildings covers new construction at Shelly Bay and does not include the building of a new Borstal at an estimated cost of £45,000 which has already been approved. If this is taken into account, the total cost is £359,000.

The wharf in the Southern Bay has now been commenced, although the greatest difficulty has been experienced in obtaining skilled workmen and plant and hardwood piling for this proposal.

At the request of Treasury, the Commissioner of Defence Construction investigated the proposal to construct an additional wharf in the Northern Bay and it has been ascertained that the Patent Slip Company were very desirous of erecting an additional wharf at a site in Evans Bay for their own purposes and would have commenced construction on this wharf, had not the war intervened. The General Manager of the Union Steamship Company, which owns a controlling interest in the Patent Slip Company, states that if a wharf built according to their own requirements were built adjacent to the Patent Slip, the Company would be prepared to take it over at valuation after the war, but the Navy could make full use of it during the war period. The plans of the proposed wharf have been examined by the Navy's technical officers and I understand from the point of view of berthage that the wharf would be quite as satisfactory as that which it is proposed to construct in

The proposal has been considered by the Naval Board and objection in the Southern Bay.

(Continue on separate sheet)

objection was raised on account of inconvenience of splitting the Base.

The cost of the wharf, together with contingencies and supervision, in the Northern Bay would be £76,000, and it appears to Treasury that the objection to building on a site where the wharf would have a definite value after the war for commercial purposes would have to be very strong before this proposal is declined in favour of building in the Northern portion of Shelly Bay, where the after the war value would be practically nil.

The points in regard to the alternative proposals are summarised at the foot of this report.

The cost of providing new buildings is estimated at £90,000 and this takes into account the fact that a new Borstal is to be constructed on another site and that the Navy will take over the existing buildings.

The points for consideration by War Cabinet in regard to the siting of the wharf either in the Northern Bay or adjacent to the Patent Slip are as follows:-

(1) I have not any intimation from the Navy that the berthage in the northern bay will be required after the war. For peace-time purposes, the wharfage now being provided in the southern bay should suffice.

(2) Owing to a limitation of plant, labour and material, it is likely that work cannot be started in the northern bay until the wharf in the southern bay is completed, and the Public Works Department estimate that it will probably take 15 months to do this.

Unless additional facilities become available, it may therefore be two years before the accommodation can be provided in the northern bay. If hostilities end before that time, or even shortly after it, the expenditure would be entirely wasted, on the assumption that this berthage is not required for peace-time purposes, whereas if construction had reached a similar position at theEvans Bay site, the cost could be recovered from the private companies interested in the construction of the wharf.

(3) On account of the lesser depth of water and a lesser amount of dredging, construction could proceed more quickly on the Evans Bay site than at Shelly Bay and berthage would be available for Navy within a shorter time. This site is also more sheltered than ShellyBay.

(4) If the berthage were available at Evans Bay, it is understood the Navy would accommodate its larger vessels there, viz. minesweepers. These are coal burning and coaling up could be done more cheaply at Evans Bay than at Shelly Bay.

(5) The splitting of the berthage undoubtedly raises difficulties for the Navy, but if the larger type of vessel only were accommodated at Evans Bay, transport across the water to Shelly Bay should be minimised.

Treasury recommendation is as follows:-

(1) The total cost of the scheme is estimated at £314,000, irrespective of whether the wharf is built at the Northern Bay or at the Patent Slip, but, should it be built at the Patent Slip, the recovery value from the Union Company will be in the vicinity of £60,000 to £70,000. It is recommended, therefore, that monetary authority be aproved by War Cabinet of an amount of £314,000.

(2) The second wharf be constructed at the Patent Slip site and that the Treasury be authorised to open negotiations with the Union Steamship Company for purchase of the wharf after the war at valuation.

(3) That the design and siting of the buildings be determined by the Commissioner of Defence Construction in consultation with the Government Architect and a representative of the Navy.

I have given the Naval Secretary an opportunity of placing the views before War Cabinet, I have taken the liberty of referring a copy to him.

(Sgd) B. C. Ashwin

Secretary to the Treasury.

MEMORANDUM

COPY.

WELLINGTON C.
WELLI

for: Naval Secretary,
The Navalton.
Wellington.

NAVAL BASE : SHELLY BAY.

attached letter and plans of
have been made
approval
M.L.
that
n received from the Public Wo
e in conjunction with my sta
It is requested that forma
ool building in accordance
at Department may then be a

The provision of the M.L. Sch
to remove the School fro

EJB

N.A.10/17/6

MEMORANDUM for:- The Commanding Officer, H.M.N.Z.S."COOK".

NAVY OFFICE, WELLINGTON.

25th. May, 1945.

Copy to:- The Naval Officer-in-Charge, WELLINGTON.

WORKSHOPS BUILDING - SHELLY BAY.

I am to append below for your information and necessary action a copy of memorandum P.W.23/688 dated 21st. May, 1945, from the Engineer-in-Chief, Public Works Department:-

" Certain deflections of the main 70 foot truss in the workshops built at Shelly Bay were recently observed and inspection showed that many of the bolts holding the various members together were very slack. This permitted movement between members to take place and certain buckling occurred in the top chord members together with sagging of the trusses in three out of the five main trusses in the building. All trusses were lifted and the members jacked back into position and all bolts tightened, extra packing posts being inserted as additional stiffening measure. A check of all bolts throughout the building is being made.

No further trouble is anticipated provided periodic maintenance is given. Owing to the shrinkage of timber and the working at the joints which occurs in all such bolted timber structures, it is considered advisable that Navy should arrange for a maintenance check up at intervals of say, three months."

By Direction of the Naval Board,

(Sgd.) H. R. SKEEMAN.

Naval Secretary.

ATTACHED 25-5-45

A.C.E. 25/5

P/A

any other reason Staff Officer has been victualled his inability to (a) secure private board and [illegible] accommodation at a reasonable figure. Only with extreme difficulty has hotel accommodation been recently provided for two outgoing drafts of officers and there is every indication that this will not be available in the future.

4. - With reference to paragraphs 3 and 4 of Navy Office, Wellington's signal and paragraphs D and E of N.O.C.W.'s signal the present staff position has improved to a certain extent, but is not up to the complement approved nor has any allowance been made for replacements due to sickness or leave. At present two Wrens are sick, one has just returned from sick leave and is light duty only and one is on leave. The following is a statement of the present staff position:-

Confidential

THE COMMANDING OFFICER, H.M.N.Z.S."COOK"

...23rd JUNE, 1944

C.K. 06/6/4

....THE NAVAL SECRETARY, NAVY OFFICE, WELLINGTON

SUBJECT: PROGRESSIVE REPORT ON WORKS - H.M.N.Z.S."COOK", SHELLY BAY

The following report is submitted for information and transmission to the Public Works Department, and Commissioner of Works Office, in so far as those Departments may be concerned.

2. As general progress would have appeared to have slowed down considerably, its purpose is to hasten the contract towards completion and to set out such works as are yet to be put in hand, and others that are yet to be completed.

3. The following buildings are completed, in course of construction, and/or partly or wholly occupied.

Canteen and Recreation Block	Completed and occupied
Sick Bay	" " "
Chief and Petty Officer's Block	" " "
Dormitory Block	" " "
Mess Block	" " "
No. 1 Boiler House and Laundry	" " "
Store Building	" " "
Workshops Building - Interior fittings, benches etc.	90% completed. machine Shop, and power house occupied.
Gantry Crane	In course of erection
Shipwright's Shop	50% complete
No.2 Boiler House, Heating equipment	Completed
Administration Block	80% completed.
Officers Block	Completed and Occupied.
Guard House	60% complete. Completion date 26th July,1944.
	90% complete. Completion date 26th June,1944.
Roadways,channelling and earthworks.	30% completed.
Jetty and Breastwork	90% completed
Slipway	90% completed
Conversion of existing house for M.A.A., R.P.O., Post Office and C.D.A. Mess.	40% completed.

2 N.T. NS

C.F. A.C.S. 6/7

FOR ACTION, please.

C.N.S. 26/6/

RECEIVED 24 JUN 1944 NAVY OFFICE, WELLINGTON, N.Z.

N.A. 10/17/6

COPY FOR

Blank copy to CNS

...ecessary on Continuation Minute Sheet. Drafts to be on separate sheet.]

the undermentioned works have yet to be commenced:-

Garage	Army Camp garage buildings have been accepted in lieu of new construction hut, but so far no work has been commenced.
Boatshed Security not yet proven. 2/46.	Foundation work completed. No contract as yet let for building purpose.
W.R.N.Z.N.S. Quarters	Approval has been given for conversion of Borstal Institution Buildings, Point Halswell, but no contract let as yet. Public Works Department estimate: £10,345. Ref. N.A. - of 16th May, 1944.
Tennis Court for Ship's Company	Space available in accordance with original planning. No contract let. As yet there is no provision available for physical recreation of Ship's Coy.
Gates and Fencing	South End Main Gate, comprising double roadway gates and single gate with fencing to bluff and foreshore. Public Works Department estimate £70.
Has not yet been requested or authorised 2/46.	North End Gate comprising double roadway gate and adjacent fencing to bluff and foreshore. Public Works Department estimate £50.
Signal and W/T Office Cabinet approval not yet to hand. 2/46. Recd 29	Extension to Administration Building to accommodate S.D.O. and W/T Office. Public Works Department estimate £1,100. Ref. N.A. 10/17/6 of 23rd May, 1944.
Oil Fuel Installation	Tanks and pipe line to be installed adjacent to slipway for fueling ships and raod transport. Public Works Department estimate £2,150. Ref. N.A. 10/17/10 of 24th April, 1944.

approval held preliminary work in hand

5. The following comprises new work it is proposed to erect at Shelly Bay in order to centralise R.N.Z.N. establishments and activities in Wellington within the Shelly Bay Naval Base area, i.e. H.M.N.Z.S."COOK" at Shelly Bay.

Naval Electrical School Petone.	Site for necessary buildings is available. Public Works Department estimates for removing, making good and re-erecting of new buildings at Shelly Bay is £30,142. 16. 0 approximately. Ref.P.W.3/67/5 of 2nd May, 1944.

6. The Government Departments concerned agreed to complete the essential buildings by 1st June, 1944, but this has not been wholly upheld. Maximum efficiency cannot be achieved whilst the Base remains in this semi-completed condition, neither can its construction be fully justified. Plant and equipment lying idle, or only partly used, is economically unsound, and no investment will show a satisfactory return until it is working to capacity. Further, completion becomes the first essential, manning second, and then employment. Concerning the latter, whilst local commitments may have shrunk, since the Base commissioned, Naval Activities in the Pacific may conceivably find an urgent demand for refitting facilities. As a going concern, H.M.N.Z.S."COOK" will be ready for any eventuallity. Further, if offered for use to the Royal Navy, or adjacent Stations, the Base could be of great practical value to the Service, in addition to, if these things must be considered, showing a suitable financial return to New Zealand.

7. From the above it is thought important that both the Public Works Department and the Commissioner of Works Office should be

over...

necessary on Continuation

advised concerning the permanent nature of the buildings and general layout of H.M.N.Z.S."COOK" (Shelly Bay). As both Departments are engaged in defence construction, it may be advisable to draw a finer distinction between temporary premises, under the emergency programme, and those of a permanent nature with a post-war future. H.M.N.Z.S."COOK" it is understood comes under the latter category, and there would seem to be a lack of appreciation of this factor. It is felt that any supporting arguments, favouring this view-point cannot be over-emphasised with the Departments concerned; in fact it is felt that they should have very clear directions on these lines.

CAPTAIN R.N.
COMMANDING OFFICER

MaD

10/17/3.

ANDUM for:-

THE HONOURABLE MINISTER OF DEFENCE.

28th. October, 1948.

SHELLY BAY SLIPWAY, WHARVES AND SHIPWRIGHT'S SHOP.

On 16th. January, 1948, Cabinet authorised the acceptance of the tender of Mr. B.T. Daniel for the lease of the above facilities at Shelly Bay. Under terms of the lease now being completed by the Works Department, Navy Department is required to bring all repairs and maintenance work up to date and Mr. Daniel is to keep the facilities in good order and repair to the satisfaction of the District Engineer of the Works Department.

2. On 21st. January, 1947, an inspection was carried out and an estimate of the cost of the work required to be done was furnished by the Works Department. The estimate was for the sum of £650 and Cabinet approval was given, on the 2nd. April, 1947, to the expenditure of this amount and the Works Department was authorised to proceed with the work.

3. Recent advice was received from the Works Department that owing to the shortage of labour, the work for which the expenditure was authorised had not yet been started. As a considerable time had elapsed since the previous inspection had been carried out, the Works Department were asked to carry out a further inspection and submit an amended estimate of the costs involved in placing the wharves and slipway in the condition as required by the terms of the lease made with Mr. Daniel.

4. The report has now been received and the costs of repairs and maintenance work are as follows:-

(a) Tightening of bolts throughout, plus supply of extra washers where necessary	£250- 0- 0.
(b) & (c) Tar and sand all exposed timber, (decking, kerbs, fenders, tops of vertical piles, bollards and fenders, end grain of vertical members to receive two coats)	250- 0- 0.
(d) Cut off ends of all bolts liable to cause damage to wharf (in the case of fendering) or mooring lines (in the case of kerb bolts)	50- 0- 0.
(e) Spike down decking, where planks have worked loose	25- 0- 0.
(f) Bolt up where kerb or breastwork is cracking	50- 0- 0.
(g) Straightening up of iron ladders to make them usable	30- 0- 0.
(h) Replacement of six vertical fenders (12" x 9" x 12ft.) on outer side of jetty	100- 0- 0.
(i) Cleaning and painting of slipway parts	90- 0- 0.
	£845- 0- 0.
Plus 10% supervision, say	85- 0- 0.
	£930- 0- 0.

5. I have to ask that the Honourable Minister approve the additional expenditure of £280 being the difference between the estimated cost of repairs and maintenance now required, and the expenditure already authorised as referred to in paragraph 2.

(Sgd.) G. T. MILLETT.

Naval Secretary. 18/10

DESPATCHED
28 OCT 1948
NO. 1

Drft seen by AAN, ACN, ANS, SEA

WHARF
460'-0"
40'-0"
500'-0"
140'-0"
360'-0"
Bearing 348° 00'
40'-0" BREASTWORK.
EXISTING JETTY
LANDING
WORKSHOPS & STORES
℄ of Boatshed
136'
74'-0"
SHIPWRIGHT'S SHOP
CRADLE STORAGE
Floor Lev. R.L. 45·0'
Graded 1:30
Concrete Slab
Floor Lev. R.L. 45·0'
59'-0"
62'-6"
135'-0"
WINCH HOUSE
Dolphin
Rail Lev. R.L. 19·2
13'-0"
10'-0"
13'-0"
SLIPWAY
Grade 1:12
℄ CAT WALK R.L. 44·00'
140'-0"
144'-6"
284'-6"
42'-00'
Timber Retaining Wall
82'-0"
Concrete Slab
R.L. 45·0'
R.L. 45·0'
℄ of Boatshed
48'-0"
343'-6" of pipes
150'-0"
Edge of Reclamation
ROAD
STORE
RECLAMATION. R.L. 46·00'
19,000 Lks. E.
PATSON ROAD
SHED
HOUSE
STORE
STORE

APPROVED as to Naval requirements
For Slipways & Boatsheds K.
Civil Engineer
Navy Office.

Mean Low Water Level - R.L. 36·00'
Mean High Water Level - R.L. 40·00'

Date.	Nature of Amendment.	Signature.
27.9.44	Winch House, Shortage of Workshops & Stores amended.	
10.10.47	Plan Amended to Existing Site	I Storey

N.Z. PUBLIC WORKS DEPARTMENT.
R. L. SCANDRETT, M.Inst.C.E.
ENGINEER-IN-CHIEF

Scales 50 ft. to 1 inch

SHELLY BAY NAVAL DEPOT.
SLIPWAY, BOATSHEDS, WORKSHOPS, ETC.
LOCALITY PLAN.

Compiled from Wgton Harb. Bd plan 78/55.

P.W.D. 116354.
DRAWING No. 1.
SHEET No. 1.
H.O file P.W. 23/402/3

771.

ARRANGEMENT OF INTERIOR WALLS IN ELECTRICAL
...SO, A/S, W/T & R.D.F. SECTIONS OF SHELLY BAY
WORKSHOPS.

GROUND FLOOR

1/ Dividing walls to be arranged as shown by solid lines on plan P.W.D. 117020 Sheet 1. Drawing No.

2/ Area shown shaded to be roofed in to carry light workshop equipment and wireless stns and to be arranged as shown in detail on sheet (2)

2. 3/ Sliding door shown on North Wall not required. Double door 6'0" opening required for POWER HOUSE to open outwards; and standard 2'9" door for BATTERY CHARGING ROOM.

3 4/ all walls shown in red to be provided with glass lights not opening casements. from 4'0" above floor to just below ceiling.

4 5/ Interior walls dividing unroofed sections of workshops to be wood and expanded metal as arranged for rest of workshops.

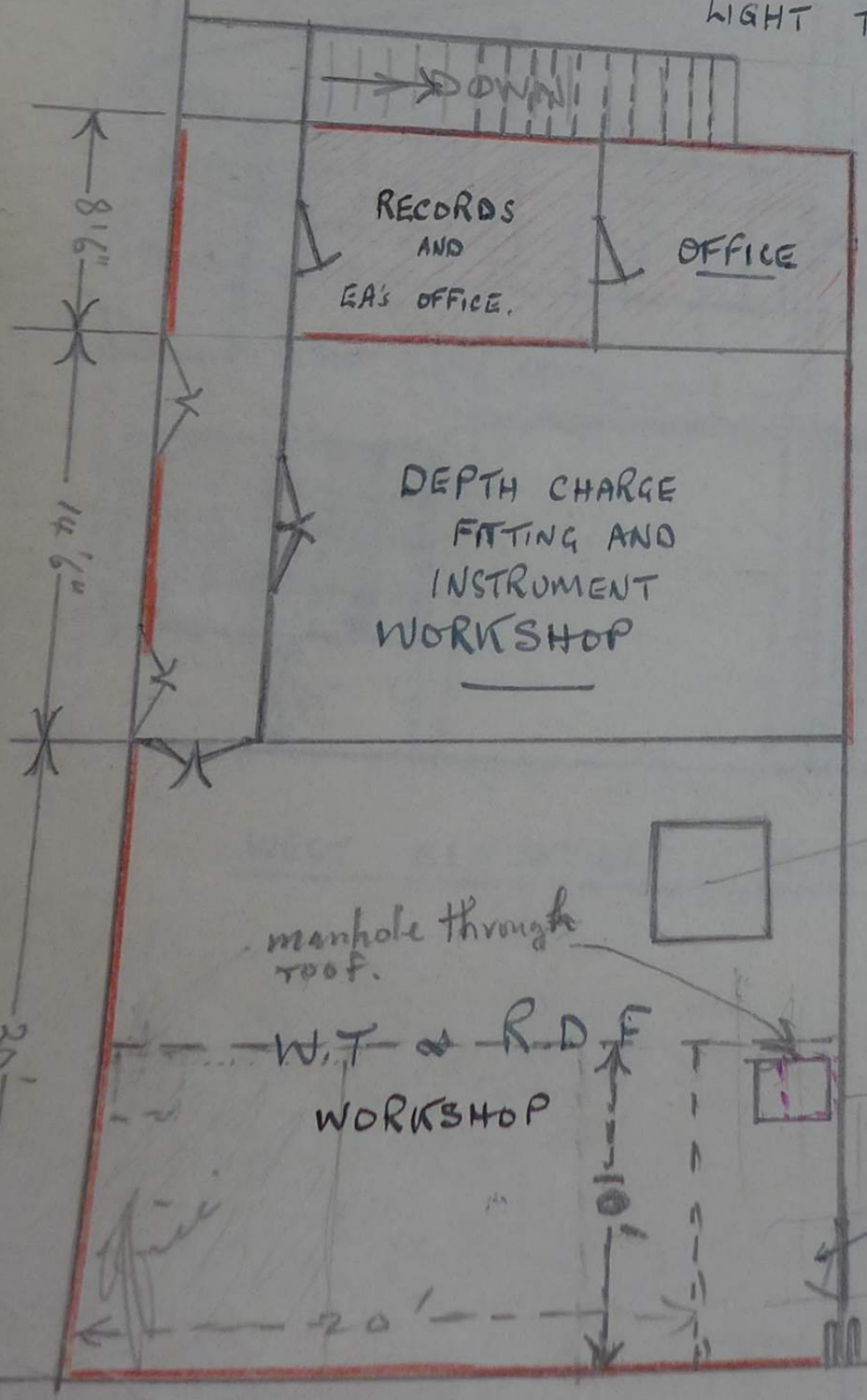
5 6/ Details and position of all machines, power points, cupboards, shelving, benches, etc will be submitted on a separate plan to larger scale

R. McInnes.
Elect Lt RNVR.
Electrical Officer Shelly Bay.
3/6/43.

UPPER FLOOR TO ELECTRICAL WORKSHOPS
BAY IN LIEU OF SEPARATE BUILDING.

NOTES:-

1. STAIRS TO BE OPEN TYPE WITH RAIL AND 3'6" WIDE.
2. PASSAGEWAY TO BE 4'6" WIDE.
3. ALL DOUBLE DOORS TO BE 4'0" OPENING.
4. TOWER AND PLATFORM TO BE PROVIDED ON NORTH-WEST CORNER OF BUILDING FOR R.D.F. AERIALS WITH ACCESS FROM W.T & R.D.F. WORKSHOP.
5. OFFICES TO BE PROVIDED WITH CEILING WHERE SHADED TO DEADEN NOISE AND KEEP OUT DUST.
6. ALL WALLS LINED-IN IN RED TO BE GLAZED FROM 3'6" ABOVE FLOOR TO CONVENIENT HEIGHT.
7. ALL ~~OFFICE~~ EXCEPT OFFICE WALLS TO EXTEND TO UNDERSIDE OF ROOF.
8. SOUTHERN WALL TO BE ARRANGED SO THAT LIGHT THROUGH SKYLIGHT IS NOT OBSCURED.

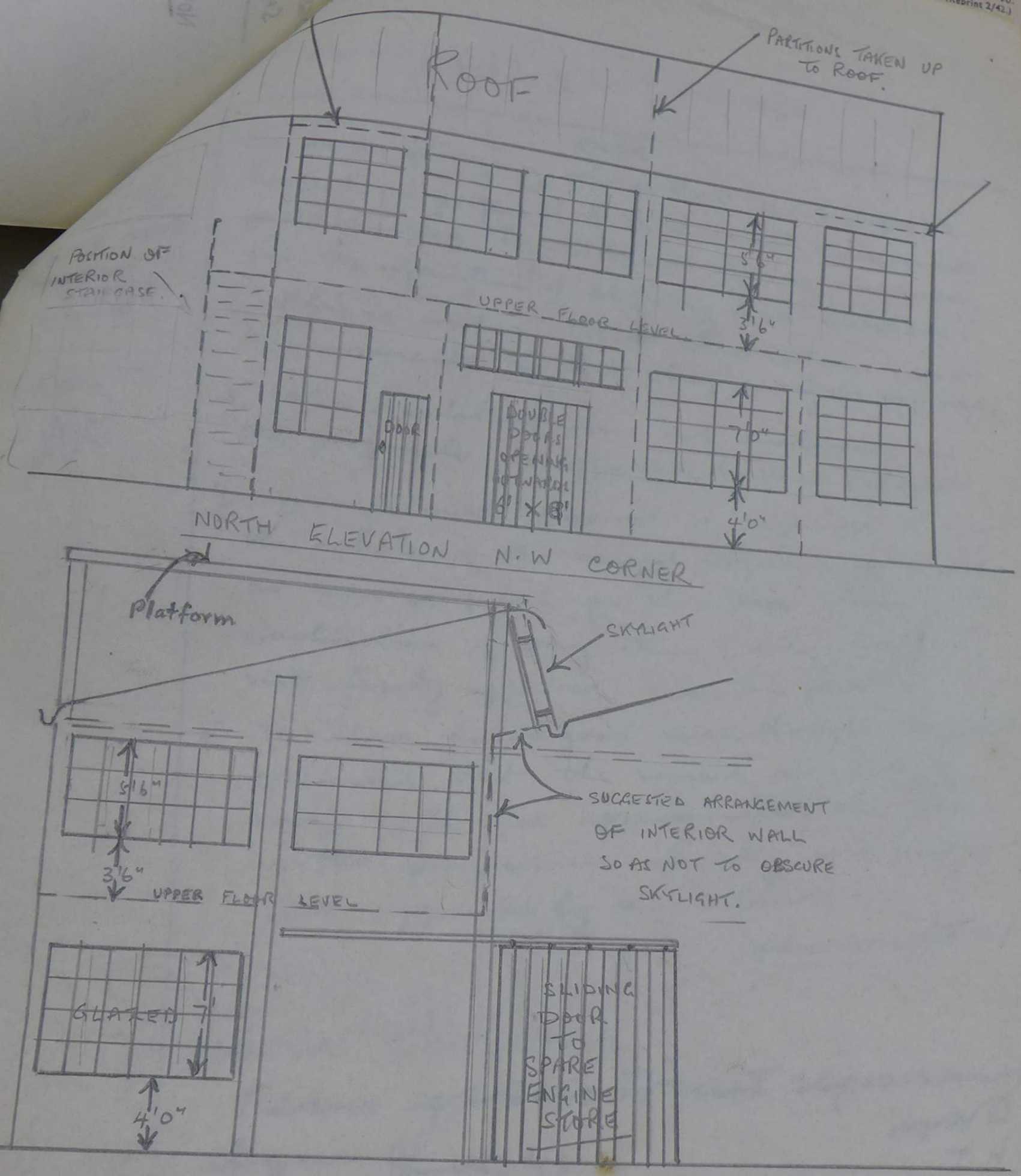


R.E. McInnes.
Elec Lt RNVR.
Electrical Officer
Shelly Bay.
3/6/43.

OFFICE MINUTE SHEET

[R.N.Z.N.—90.
(Reprint 2/42.)

ROOFED IN.



WEST ELEVATION N-W. CORNER

E.E. McInnes.
Elect. Lt. R.N.V.R.

Electrical Officer
Shelly Bay.
3/6/43.

Circ...
Bendsa...
Buzzer ...
Wood ...

...e sheet.]

Method of Transmission:

(-)

NAVAL ESTABLISHMENTS AND INSTALLATIONS.

WELLINGTON NAVAL DISTRICT.

Naval Stores at Wellington
Oil Fuel Installation
Shelly Bay Armament Depot
Mahanga Bay Store
Slipway at Shelly Bay
Naval Transit Depot (Later R.N.Z.N.V.R.Headquarters, Wellington)
Waiouru W/T Station (Administered by Naval Officer-in-Charge, Auckland, but operated by Naval Board).

AUCKLAND NAVAL DISTRICT.

H.M.Dockyard and Naval Base at Devonport
Armament Depot at Kauri Point
Islington Bay Store Depot
H.M.N.Z.S. "PHILOMEL"
H.M.N.Z.S. "TAMAKI"
R.N.Z.N.V.R. Headquarters, St. Mary's Bay
Waiouru W/T Station (For administration only).

SOUTHERN NAVAL DISTRICT.

H.M.N.Z.S. "TASMAN"
Cass Bay Armament Depot
R.N.Z.N.V.R. Headquarters, Christchurch
R.N.Z.N.V.R. Headquarters, Dunedin.

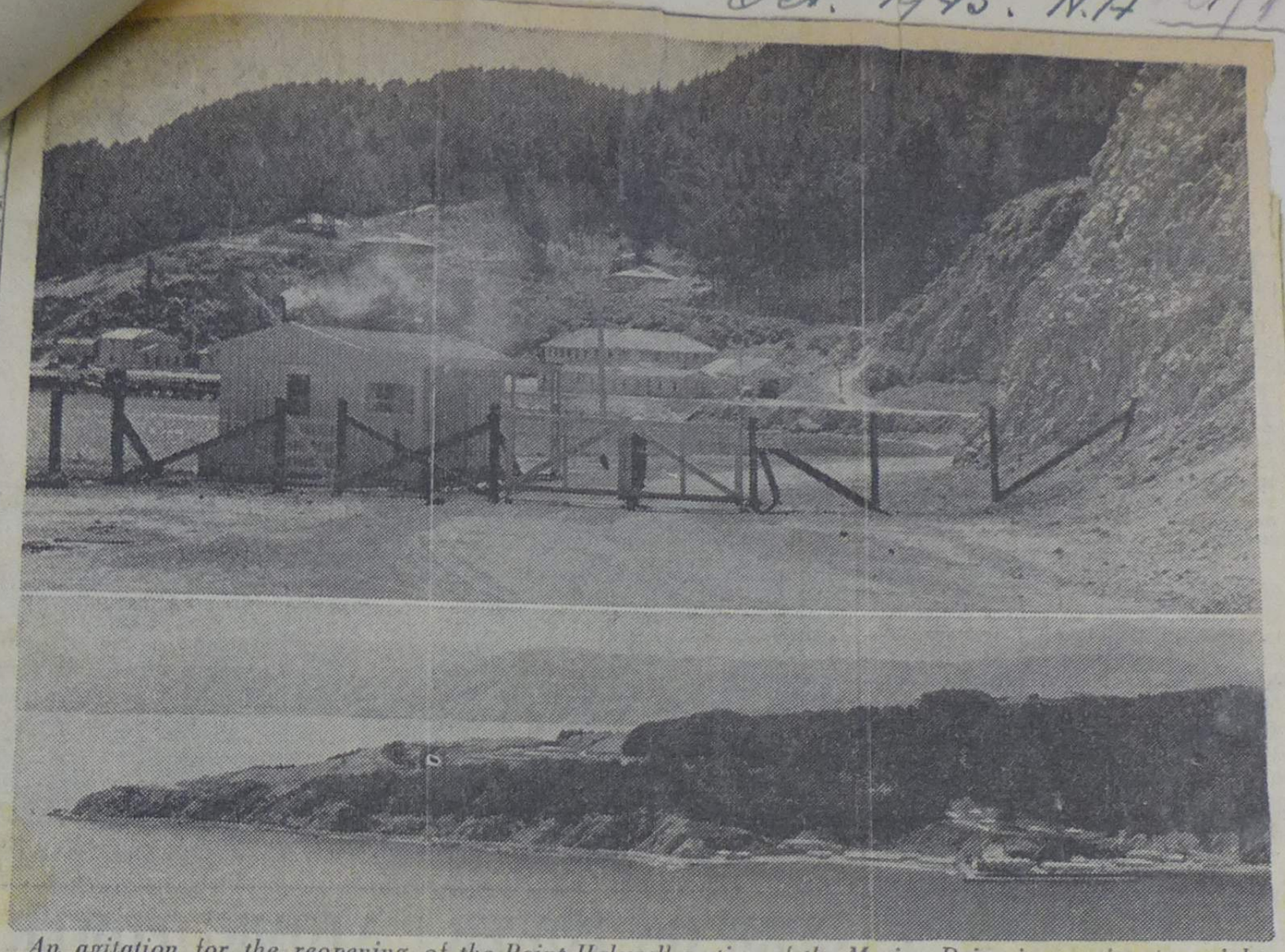
GA 10/18

SEE FILE
N.A. 10, 17, 11
FOR ACTION TAKEN

Method of Transmission:

[R.N.Z.N.—57B.

Evening Post. 16th Oct. 1943: N.A 10/17



An agitation for the reopening of the Point Halswell section of the Marine Drive is growing in weight, but the Navy has not so far agreed to reopen the road through its depot at Shelly Bay, the entrance to which is shown above. The depot itself is shown in the lower photograph, taken from the summit drive along Mount Victoria.

THE MARINE DRIVE

MOVES FOR REOPENING

A BLOCK AND AN EYESORE

The announcement of the revocation of war orders which had declared many localities to be prohibited areas is silent as to Wellington's last remaining road block, the closing of the once popular Marine Drive round Point Halswell by the two gates of the H.M.S. Cook naval depot at Shelly Bay. The reopening is much desired by the Automobile Association, which some time ago made representations to the responsible authorities; by the Seatoun and Bays Progressive Association, whose requests have become a serial; and, somewhat half-heartedly at the moment, by the City Council, whose attitude is that it does not wish to be saddled with a road which has fallen back a good deal, partly because of traffic which was not counterbalanced by regular maintenance, and largely through weathering.

The naval depot is a solid institution, very different from the one-time, small-time "torpedo section" of harbour defences; it is still a small base as naval bases go today, and mysteries so vital that they must be hidden from passing view, even in peacetime, are unlikely there, but its buildings are permanent, its jetties are built for many a year to come, and the greater part of the expenditure has been made on the sea side of the road. Nevertheless, some day the Navy may agree to permit sight-seeing traffic to run through. The Point Halswell length of the Marine Drive will never carry more than such traffic, for it is the longer way round to anywhere. Today no one may drive through the naval depot, except on naval occasions; the sentry cannot be persuaded.

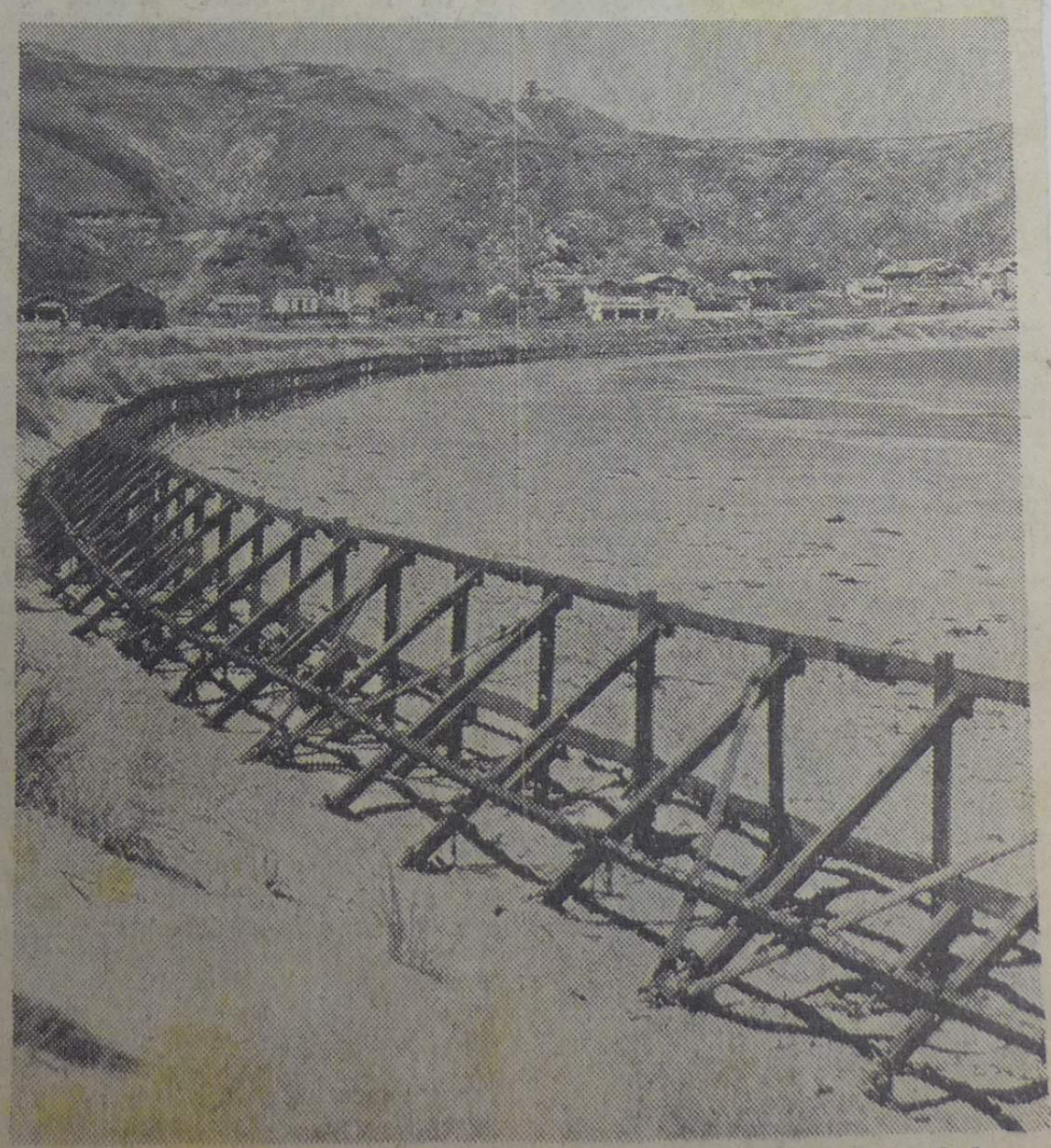
It is a case, then, of turning back to the Miramar cutting and making for the point by the bays. At Scorching Bay there is a fine large notice which offers trouble to all trespassers, but the road bar points skywards, and those who argue that the uplifted bar cancels the notice seem to get along all right, round the point and up the hill to the Massey Memorial, or out of the car to enjoy the sun anywhere along this wartime closed length. The immediate surrounds of the memorial have been maintained excellently, and on the foreshore of this Army length of road there is not a tin or a lunch paper in a mile.

But the road surface in that length is in poor shape, for the points are very exposed, and rain, spray, fast traffic, and neglected maintenance have taken off the sealing coat. The greater length of the drive should be readily repairable; that lack of maintenance has been a main factor is shown by the good condition of the surface between the Army area and Seatoun, for that length has carried local as well as special traffic. The City Engineer's Department is making inquiries now into the state of the road surface in detail and will report to the council upon the likely cost of repair, and who should pay for the same.

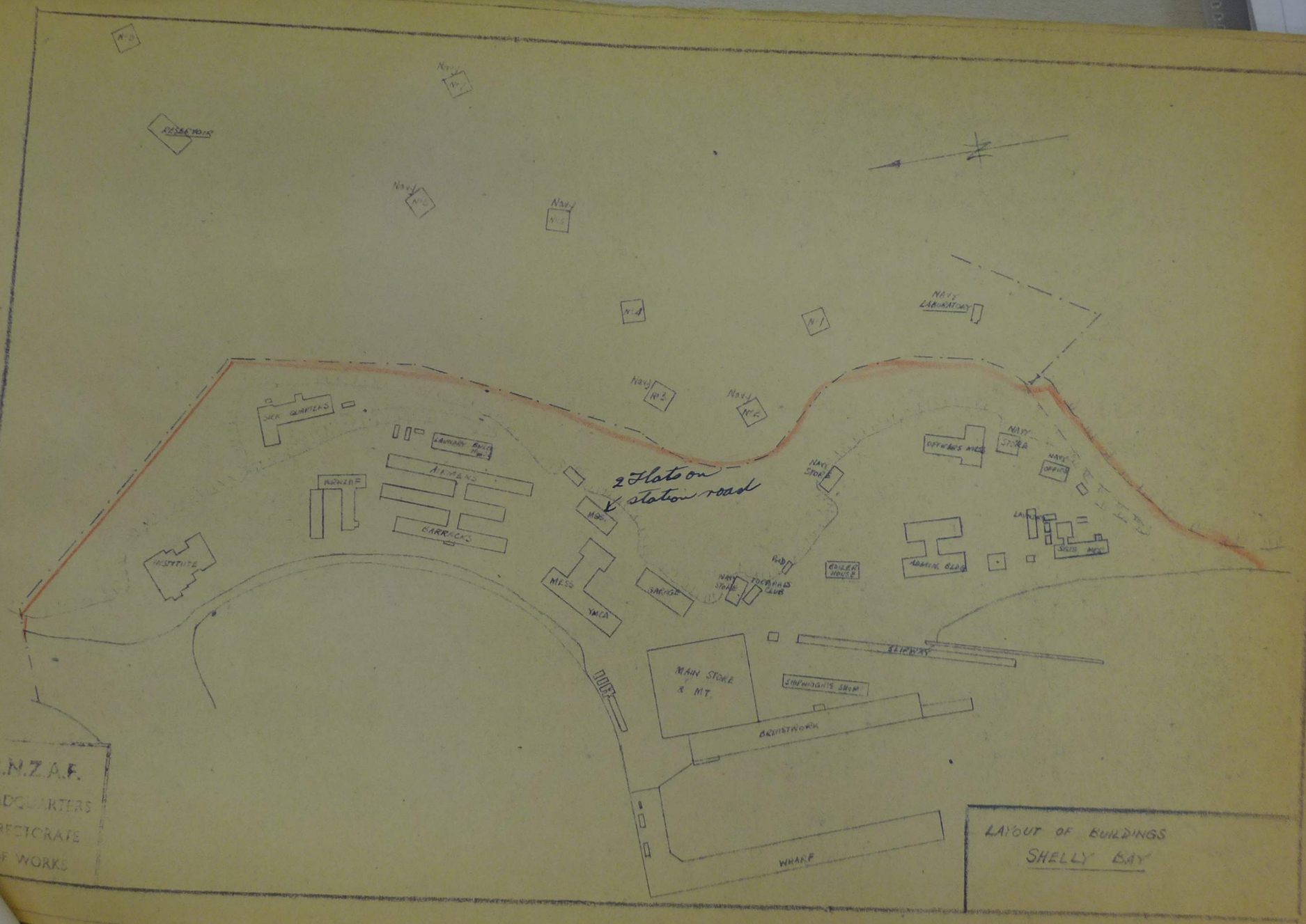
Army demolition gangs are working on the light buildings just beyond Scorching Bay, but concrete is likely to last a lot longer. Years ago a Pacific war scare led to the building of forts and strong-points at Kelburn, Ngahauranga, and elsewhere, and the concrete and masonry work then laid down is still there, but it is on a generous scale, with sweeping curves, and is not unpicturesque. But there is nothing handsome about the square-faced architecture of this war just ended.

On the Seatoun side of Scorching Bay there is another naval preserve, where a searchlight shone when there was still risk of Japanese action, but there is no demolition move there yet, and the keep-out notices are reinforced by barbed wire.

Lyall Bay awaits the next move of the Army's demolition squads, with fair hope that someone in a high place will remember the anti-tank barricade along the eastern sweep of the bay. Concrete, rusting barbed wire, and derelict buildings are as nothing in comparison with this worst blot upon the city's marine drive. No one will deny Lyall Bay's claim to the worst-looking war relic, but Lyall Bay will have the laugh on all of them once the order is given to remove the eyesore, for a peacetime version of a tank would play heck with the barricade in a matter of days—once the order is given.



Road blocks have gone from Wellington roads, but the mile-long anti-tank barrier still graces Lyall Bay Beach. It is a blot on the city's seaside drive.


RESERVOIRS
Navy No 3
Navy No 4
Navy No 5
Navy No 1
Navy No 2
Navy No 6
NAVY LABORATORY
SICK QUARTERS
LAUNDRY BOILER HOUSE
ARMING
BARRACKS
MARINE
MESS
YMCA
INSTITUTE
2 Flats on station road
GARAGE
NAVY STORE
TOBACCO CLUB
BOILER HOUSE
OFFICERS MESS
NAVY STORE
NAVY OFFICE
ADMIN. BLDG
MAIN STORE & MT.
SHIPWRIGHTS SHOP
SLIPWAY
ARMSTWORK
WHARF
R.N.Z.A.F.
HEADQUARTERS
DIRECTORATE
OF WORKS
LAYOUT OF BUILDINGS
SHELLY BAY

hostilities and if so, for what period? .....

hat capacity? .....

if so, in what tra...

...tions to charge—*continued.*

Building Leave (Women)

3/11/4

3/11/4

R.N.Z.A.F. BUILDINGS LEASED

(EXCLUDING MARRIED QUARTERS)

Station Shelly Bay

Building No. _____

Name of Building Main Store Building

Nature of Building Permanent/~~Temporary converted~~ *

Tenant Civil Aviation Branch Date Commenced Jan 1947

Area occupied 11000 sq.ft. (Where part only is occupied)

Remarks Remaining Part of building is occupied by RNZAF

R.N.Z.A.F. BUILDINGS LEASED

(EXCLUDING MARRIED QUARTERS)

Station Shelly Bay. Building No. 25

Name of Building Shipwrights Shop

Nature of Building Permanent/~~Temporary converted~~ *

Tenant Mrs Daniels Date Commenced April 1948

Area occupied 2720 Sq.ft. (~~Where part only is occupied~~)

Remarks

11/7 Ho 57

In claims for Travelling-expenses, insert, "I actually expended on the services named the sums included in such charges which are not supported by receipts; that I was absent from headquarters on duty on each of the dates for which travelling-allowance is claimed; and that I was travelling on the Public Service during the period for which the claim is made."

In claims for Forage, erase the whole certificate, and insert, "I certify that I actually kept a horse for the Public Service during the period for which the claim is made."

In claims for any other service, add, "The service has been duly performed."

Officers certifying abstracts will be held responsible for all errors in computation. They are requested to observe that unless the foregoing instructions are strictly complied with the Audit Office will be unable to pass the account.

Note.—Officers employed in the Public Service are required to alter the certificate as occasion may require before signing it, taking care that it is so worded as to afford assurance that the conditions upon which in each case the payment of the claim depends have been completely and satisfactorily fulfilled, thus:—

When the expenditure is incurred under a Contract, it should be certified "that the charge is according to contract, and that the service has been satisfactorily performed."

In claims for Supplies, add, "The supplies have been duly delivered, and are entered in my Departmental Property or Stores for Issue Return for the ending , 19 ."

In claims for Food or Presents to Natives, add, "The supplies have been delivered to the Natives for whom they were obtained."

MIRAMAR BOROUGH COUNCIL.

Town Clerk's Office,

Miramar, 6 Sept.1915

NOTE:
ADDRESS ALL COMMUNICATIONS TO THE
TOWN CLERK.

The Assistant Under Secretary
Public Works Department
WELLINGTON

Sir/

Re Shelly Bay Magazine & SpecialRRates.

The Rate demand forwarded you on the 21st ultimo is in respect to the year ending 31st March 1916. The period is mentioned in the part of the demand relating to the general rate but is not repeated in the description of the Interest rates. The Special Rate levied is sufficient to pay the annually recurring interest for the year.

I have the honor to be,

Sir,

Your obedient servant,

R & J Bennett

Town Clerk.

Marked Town Clerk please
RB
8/9/15.

Pw 23/43

23/43

B/EH

64292

31st March, 1914.

DESPATCHED

Shelly Bay Magazine.

The Solicitor General,

Wellington.

The Government has decided to purchase part Section 3, Watt's Peninsula, Shelly Bay Road, containing 3 acre 0 roods 6.4 perches, for the sum of £425. Will you please prepare the necessary transfer or conveyance and when registered forward the certificate of title or title deeds to this office.

Will you also kindly furnish a full description of the land to be purchased, and advise me of the name and address of the person who can give a valid discharge for the purchase money. Pleaselet me have this information as quickly as possible, so that the necessary steps may be taken to enable a cheque to reach you by the time the transfer or conveyance is ready for execution.

H. J. H. BLOW.

Under Secretary.

Record Clerk.
Please bring up on 30/4/14.

I.A. 13/62/7
P.C.

P.W. 23/16

DEPARTMENT OF INTERNAL AFFAIRS

WELLINGTON

19th August, 1925.

URGENT.

MEMORANDUM for :

The Under Secretary,
Public Works Department,
WELLINGTON.

Shelly Bay Magazine - Caretaker's Quarters.

Referring to your memorandum P.W. 23/16 of the 3rd instant forwarding copy of memorandum forwarded by you to the General Officer Commanding, Defence Department, regarding the valuation of the above building, I have to inform you that the Hon. Minister of Internal Affairs has approved of the purchase from the Defence Department of the Caretaker's quarters, Shelly Bay, at the price at which it has been valued by your District Engineer, namely £400. I presume your Department will make provision for this amount on your estimates.

The Accountant
To note for
estimates.
20/8/25

The Chief Inspector of Explosives reports that the present sub-division of the quarters renders the building most inconvenient for residential purposes. He states that the only room other than the kitchen having a fireplace and therefore suitable for a sitting-room, is that marked D, on the attached sketch, and access from this to the kitchen is through bed-rooms A, B, and C.

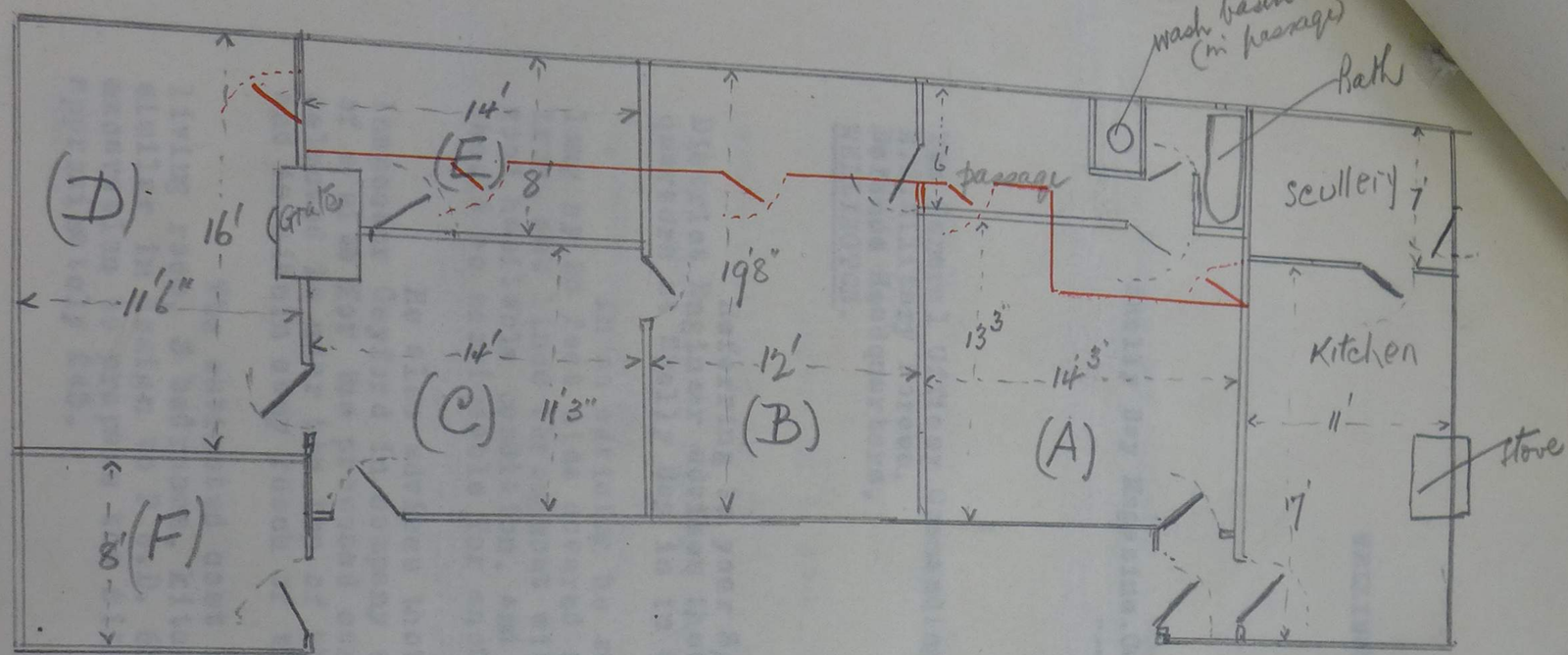
Entered on
est. £5-5-0
20/8/25

To render the building reasonably convenient, the Chief Inspector of Explosives states that it will probably be necessary to form a passage-way (suggested position outlined in red) to give access from the kitchen to room D. without passing through the bed-rooms. The door between C. and D. might be placed between D. and F., the latter being then available as a front entrance to the dwelling.

The range at present installed is of a double-oven variety and is too large for family use. The only means of heating water for bathing is the copper, which is situated in the out-house, and water has to be carried through the scullery, kitchen, and room A. to the bath-room. The installation of a new range and hot water service may therefore be reasonably regarded as a necessity.

I shall be glad if you will kindly have a report obtained from your District Engineer as to the necessity for, and the cost of the alterations outlined above.

Under Secretary.



Dwelling — Shelly Bay Magazine

Scale 8' = 1 inch

Under-Secretary.

W/DF P.W. 23/16
16

WELLINGTON 3rd August 1925.

Shelly Bay Magazine. Caretaker's Quarters.

The General Officer Commanding,
N.Z.Military Forces,
Defence Headquarters,
WELLINGTON.

Referring to your 3/60/QMG of 21st ultimo, the District Engineer advises that his valuation of the Caretaker's quarters at Shelly Bay is in the sum of £400.

In so advising he states that the building is 65 feet long by 25 feet wide covered on the outside with corrugated iron, and lined throughout with dressed T. & G. lining; is in good habitable condition, and with reasonable maintenance should be serviceable for another fifteen years.

He also advises that an inspection was made by Inspector Gayford in company with an officer of your Department of a site for the proposed caretaker's cottage, and that selected is near the top of the new tram line at Mahanga Bay and is within easy reach of the three new magazines.

The estimated cost of erecting a cottage containing living room, 3 bedrooms, kitchen, bathroom, outhouse and W.C. similar in design to P.W.D. 63270 is £1250. The necessary excavation to prepare the site for building will cost approximately £45.

F. W FURKERT.
C. E. B.

Under-Secretary.

file

P.W. Series 23 Sub-No. 16

DEPARTMENT OF INTERNAL AFFAIRS.

WELLINGTON,

27th September, 1916

MEMORANDUM for

The Under Secretary,
Public Works Department,
Wellington.

Tramway and Magazines at Shelly Bay.

I am in receipt of your memorandum, P.W. 23/16, of the 20th inst., covering copy of report from the District Engineer on the work which requires to be carried out at Shelly Bay.

In reply I have to advise that the Minister has approved of this Department being debited with the expenditure of £131 on the various undertakings as under:-

Laying of a third rail for tramway, utilising rails belonging to the Defence Dept., for the purpose, and tarring rail on the wharf.	£17. 0. 0.
Repairing stone breastwork at the wharf.	70. 0. 0.
Repairing slip in No. 2 mound.	30. 0. 0.
Adjusting brake blocks.	2. 0. 0.
Repairing stringers.	7. 0. 0.
Gate in fence.	5. 0. 0.
	£131. 0. 0.

I shall be glad if you will kindly give instructions for the work to be taken in hand immediately.

Under Secretary.

P.W. SERIES 33 / SUB-No. 16

J.D.L. S.P.

In your reply
P.W. 193/20.
No.
please quote these numbers.

PUBLIC WORKS DEPARTMENT.

DISTRICT OFFICE,
OLD PARLIAMENT BUILDINGS,
WELLINGTON, N.Z.,

27th January 1914.

Magazine Site - Shelly Bay.

Memorandum for

The Assistant Under-Secretary,
Public Works Dept.,
Wellington.

In reply to your memo. of the 6th inst., P. W. 13/10031, No. 57933, the work of forming the three protection mounds for magazine at Shelly Bay is being carried out by Prison Labour, which, at the best, is very slow. An additional horse and cart does not seem to be necessary, as the one employed is not at all times occupied.

The present position is this :-

One mound complete, with the exception of concrete lined tunnel.

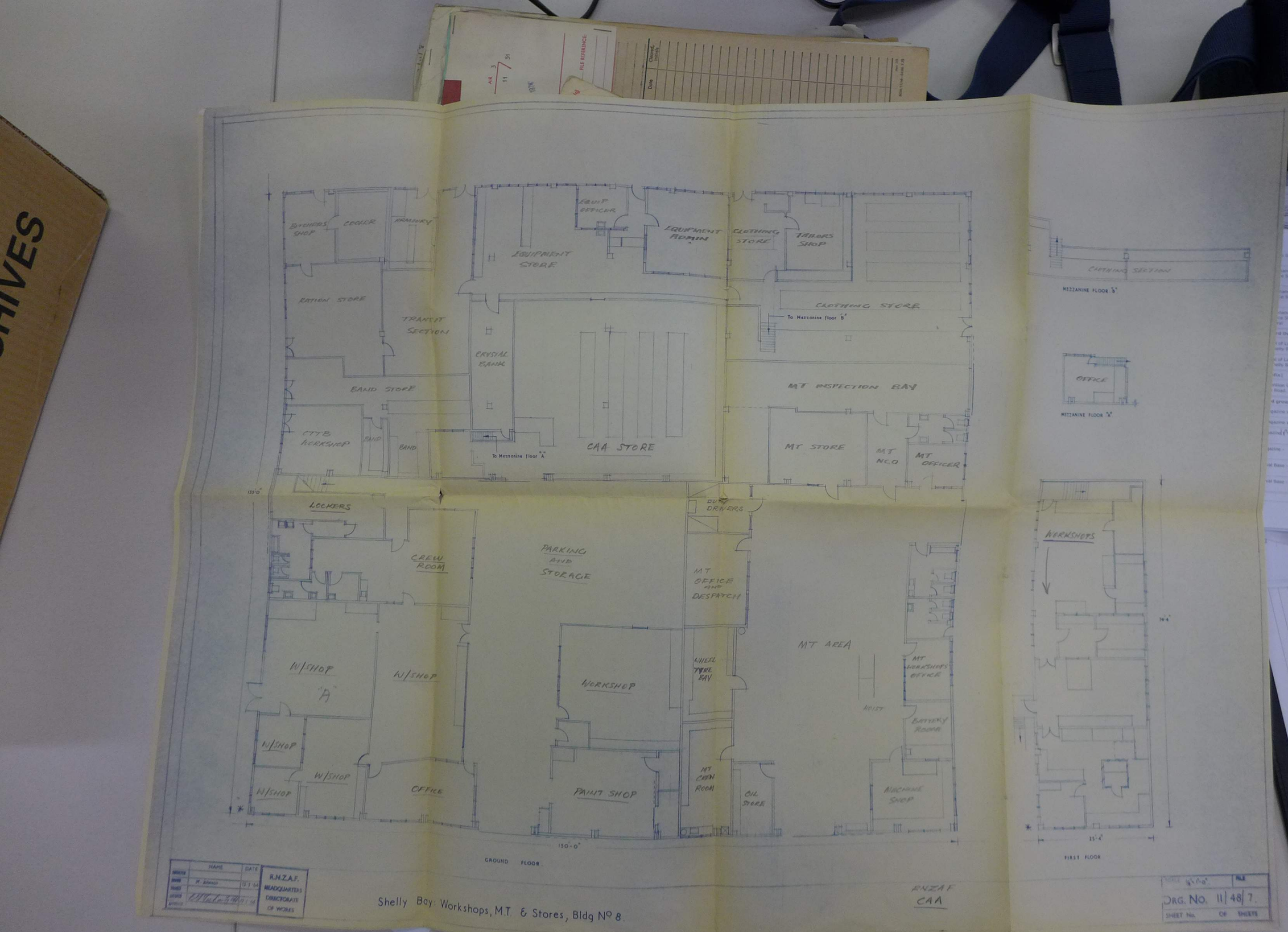
One mound well under way.

The third mound is not started.

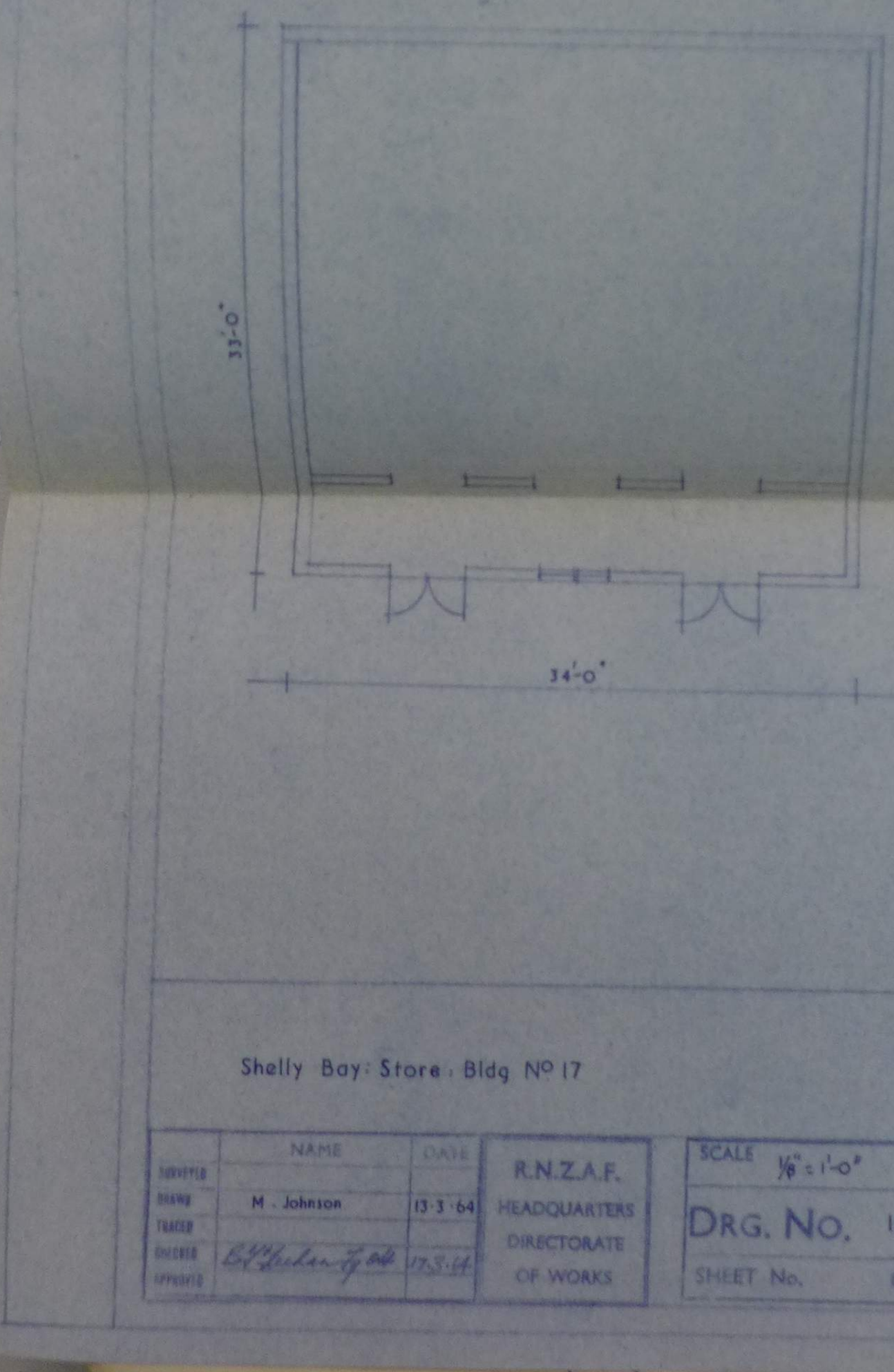
With regard to the magazine buildings, tramways, water-supply etc., I am rather at a loss to know what is required, as instructions issued to the Overseers by officers of the Department of Internal Affairs appear to be conflicting. I should be glad, therefore, to be informed of the requirements in connection with the magazines, which information should be given to me direct, to enable an accurate estimate to be prepared and

instructions to be given for carrying out the work in a proper manner.

District Engineer.

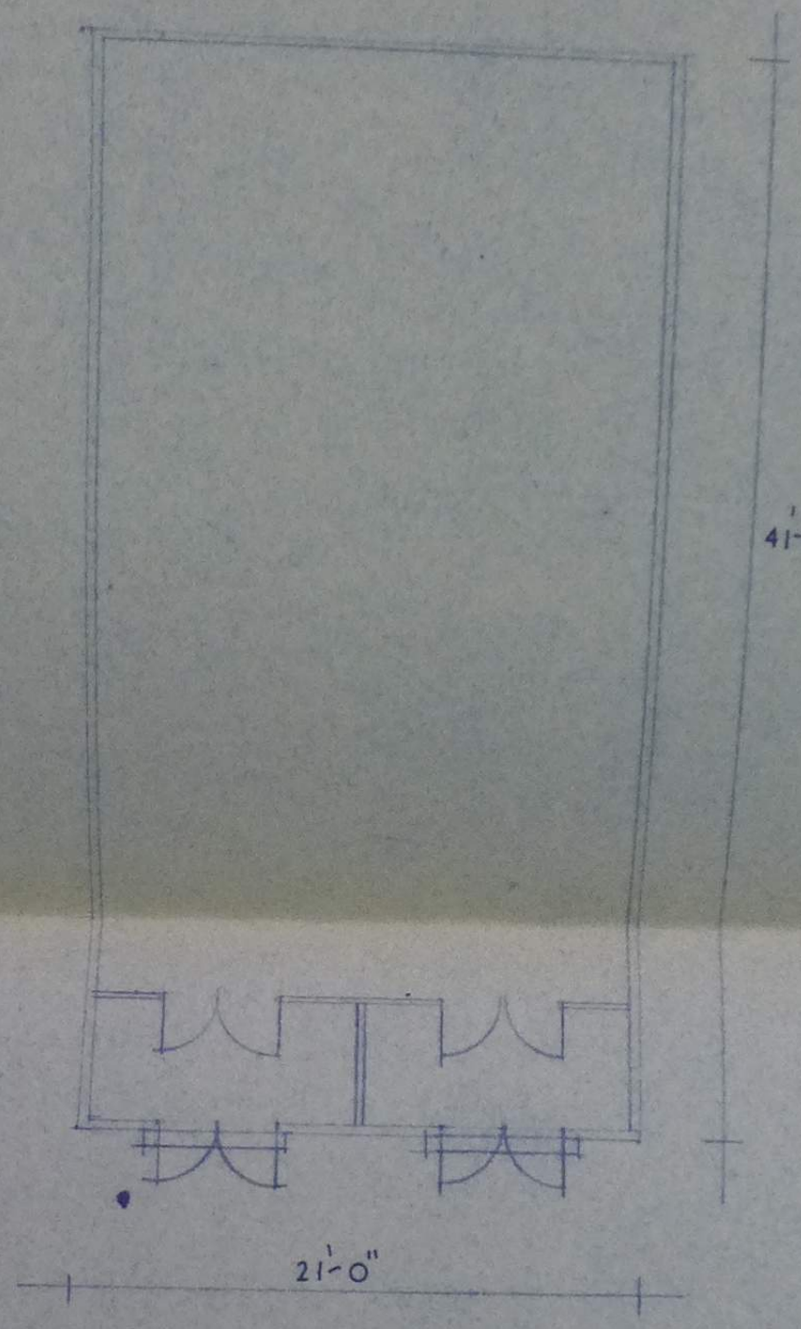

BUTCHERS SHOP
COOLER
ARMOURY
RATION STORE
TRANSIT SECTION
BAND STORE
CTTB WORKSHOP
BAND
BAND
EQUIP OFFICER
EQUIPMENT STORE
EQUIPMENT ADMIN
CLOTHING STORE
TAILORS SHOP
CRYSTAL BANK
To Mezzanine floor "B"
To Mezzanine floor "A"
CAA STORE
CLOTHING STORE
MT INSPECTION BAY
MT STORE
MT NCO
MT OFFICER
LOCKERS
DVR DRIVERS
CREW ROOM
PARKING AND STORAGE
MT OFFICE AND DESPATCH
W/SHOP "A"
W/SHOP
W/SHOP
W/SHOP
W/SHOP
OFFICE
WORKSHOP
WHEEL TYRE BAY
MT AREA
HOIST
MT WORKSHOPS OFFICE
BATTERY ROOM
PAINT SHOP
MT CREW ROOM
OIL STORE
MACHINE SHOP
150'-0"
GROUND FLOOR
CLOTHING SECTION
MEZZANINE FLOOR "B"
OFFICE
MEZZANINE FLOOR "A"
WORKSHOPS
25'-6"
FIRST FLOOR
R.N.Z.A.F. HEADQUARTERS DIRECTORATE OF WORKS
Shelly Bay: Workshops, M.T. & Stores, Bldg No 8.
R.N.Z.A.F. CAA
DRG. No. 11/48/7.

NATIONAL ARCHIVES
BUTCHER'S SHOP
COOL ROOM
CASE STORE
E.O. OFFICE
C.P.S.
MAIN STORE
SALES
TAILORS SHOP
CLOTHING STORE
STAFF TAILOR
MEZZANINE FLOOR "B"
RATION STORE
TRANSIT STORE
CRYSTAL BANK
GYMNASIUM AND ATC DRILL HALL
To Mezzanine floor "B"
GYM ENTRANCE AND EMERGENCY PARKING
CRYSTAL BANK STOREMAN'S OFFICE
MEZZANINE FLOOR "A"
VEGETABLE STORE
ARMOURY
PADRES OFFICE
SPORTS LOCKER
To Mezzanine floor "A"
SPORTS STORE
MT FLIGHT STORE
SPORTS CHANGING ROOM
TOILET
SHOWER
PROVOST OFFICE
PASSAGE WAY
LOCKER ROOM
TOILET
TEA
CREW ROOM
SHOWER
CLOAK ROOM
MT TOILET
BAND ROOM
SLIPWAY TOILET
ATC
AS IS
MT ADMINISTRATION
NCO i/c MT
NCO i/c DRIVERS
NCO i/c RECORDS
NCO i/c WORKSHOPS
BAND VALUABLES
DUTY DRIVERS SLEEPING QUARTERS
BATTERY ROOM
PAINT SHOP
BAND MASTER
MT OFFICER
COUNTER
MT DISPATCH
OIL STORE
MACHINE SHOP
150'-0"
GROUND FLOOR
FIRST FLOOR
NAME
DATE
M. Johnson
13.3.64
R.N.Z.A.F. HEADQUARTERS DIRECTORATE OF WORKS
Shelly Bay: Workshops, M.T. & Stores, Bldg Nº 8.
Code
As is at 5-3-65
Required
Delete
DRG. NO. 11/48/7.
SHEET No.
OF
SHEETS



Shelly Bay: Store . Bldg No 17

	NAME	DATE		SCALE 1/8" = 1'-0"	FILE
SURVEYED			R.N.Z.A.F.		
DRAWN	M . Johnson	13·3·64	HEADQUARTERS	DRG. NO. 11/49/5	
TRACED			DIRECTORATE		
CHECKED	G.H. Jackson Sqn Ldr	17.3.64	OF WORKS	SHEET No. OF SHEETS	
APPROVED					



Shelly Bay: Barrack Wardens Store. Bldg No. 19.

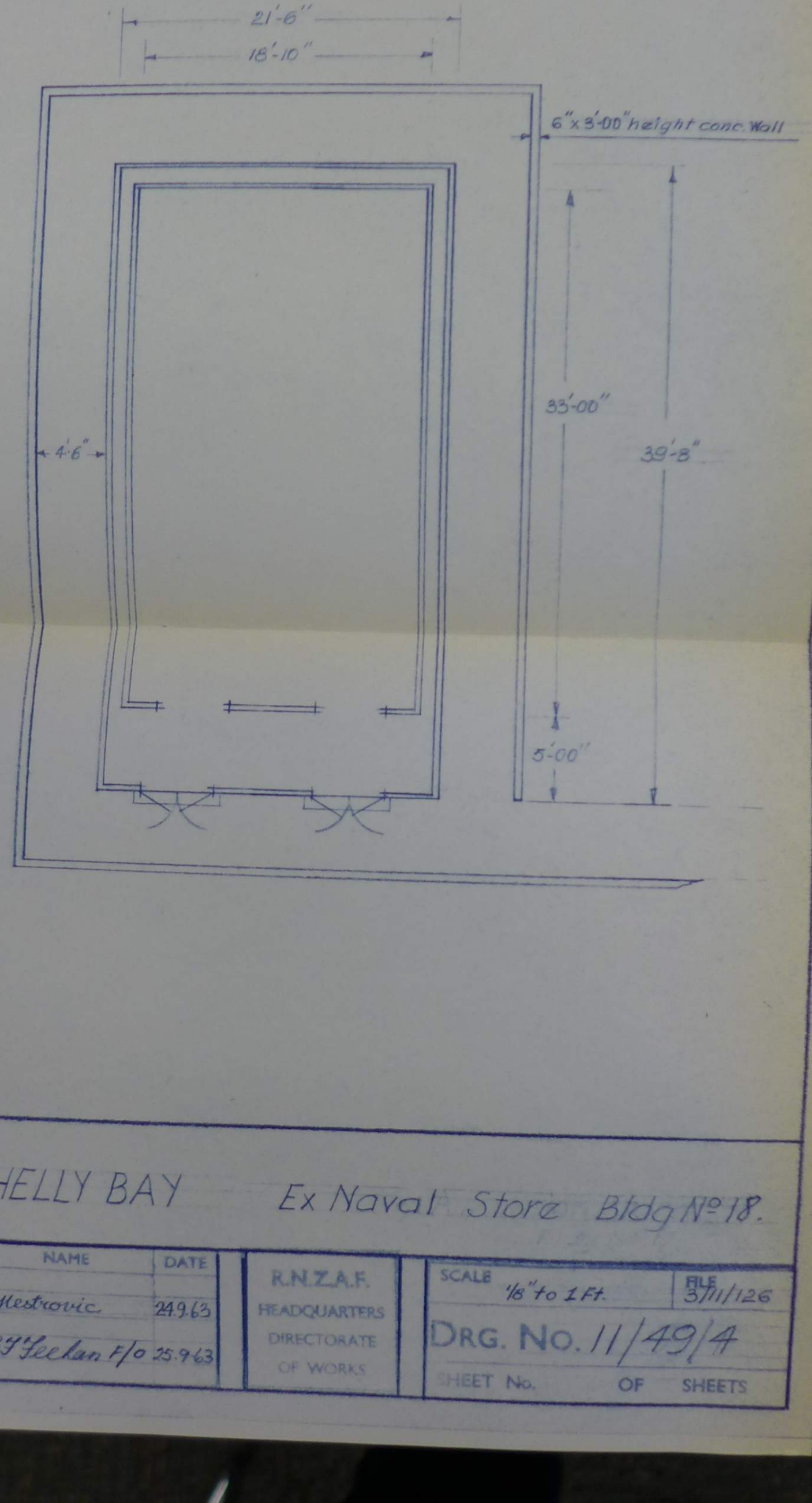
	NAME	DATE
SURVEYED		
DRAWN	M. Johnson	13.3.64
TRACED		
CHECKED	F.H. Wecker Lt/Cdr	17.3.64
APPROVED		

R.N.Z.A.F.
HEADQUARTERS
DIRECTORATE
OF WORKS

SCALE 1/8" = 1'-0" | FILE

DRG. NO. 11/49/6

SHEET No. OF SHEETS



SHELLY BAY Ex Naval Store Bldg No 18.

	NAME	DATE
SURVEYED		
DRAWN	Mestrovic	24.9.63
TRACED		
CHECKED	BJ Feehan F/O	25.9.63
APPROVED		

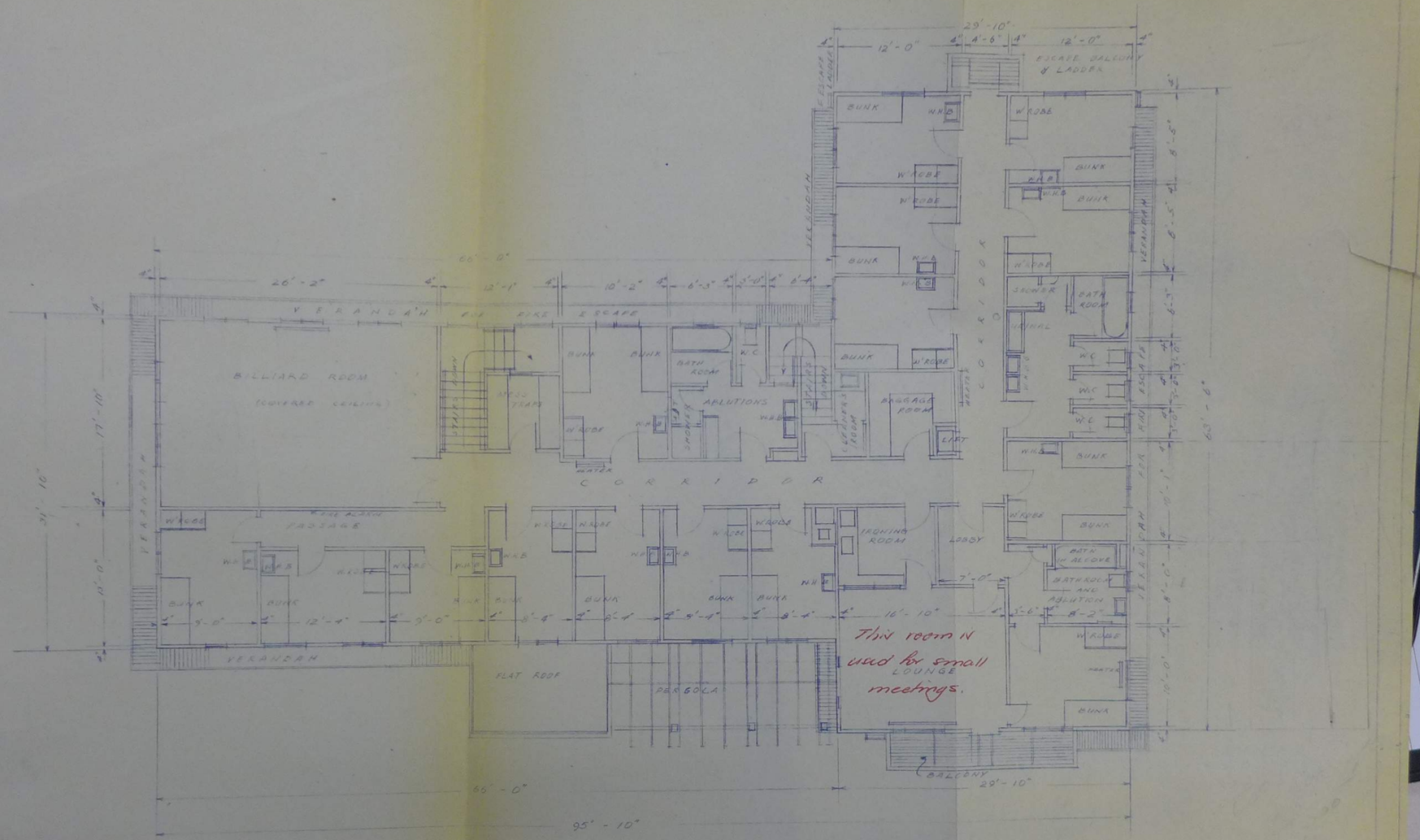
R.N.Z.A.F.
HEADQUARTERS
DIRECTORATE
OF WORKS

SCALE 1/8" to 1 Ft. FILE 3/11/126

DRG. No. 11/49/4

SHEET No. OF SHEETS

Layout planning proposal
Proposed limit
for HQ
1.
2.



	NAME	DATE
DRAWER		
DRAWN	[illegible]	3/56
TRACED		
CHECKED		
APPROVED		

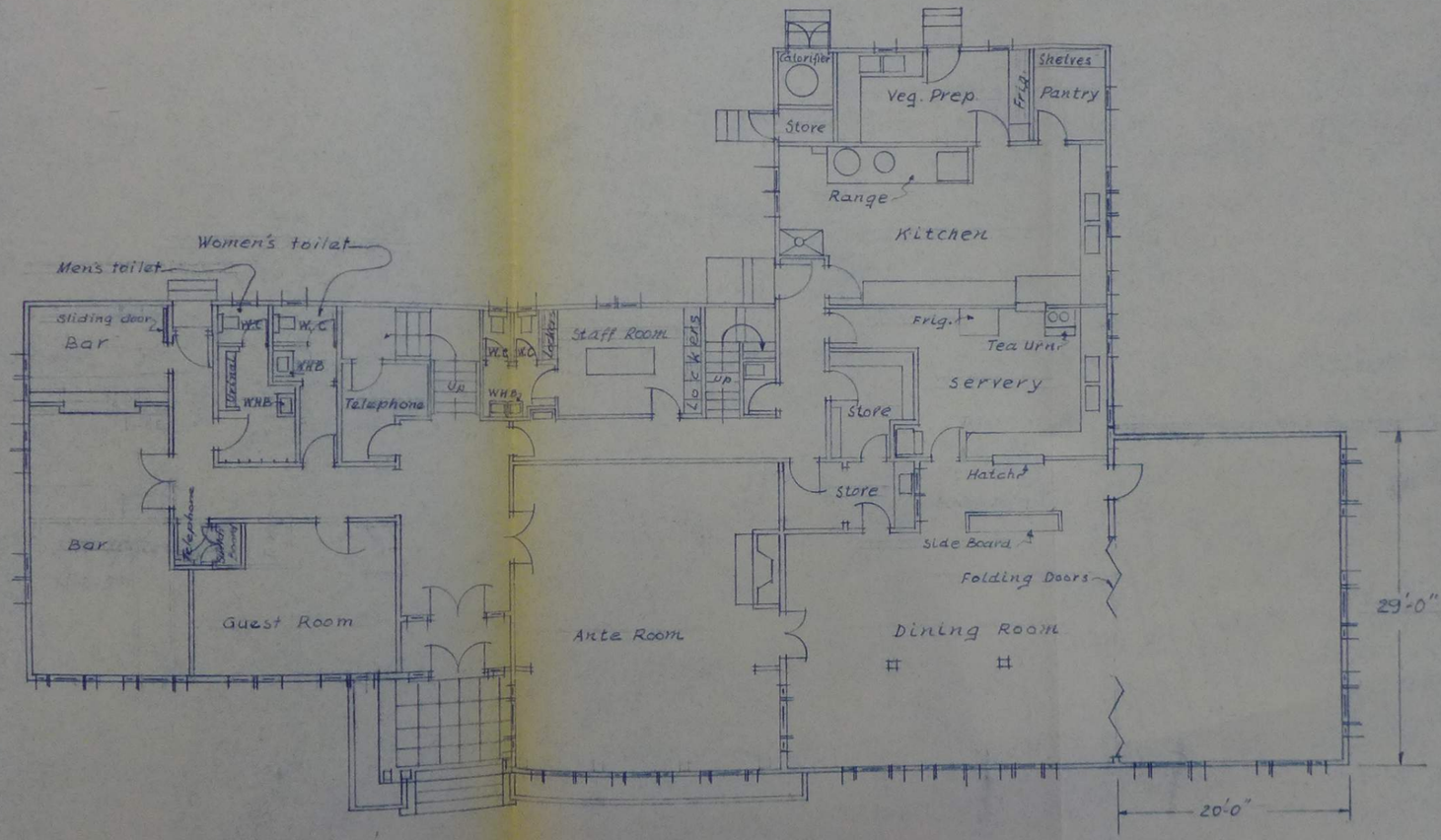
R.N.Z.A.F.
HEADQUARTERS
WORKS
SECTION

SHELLY BAY FIRST FLOOR PLAN
OFFICER'S MESS BLDG No. 3

SCALE 1" = 8'-0" | FILE

DRG. No. 11/20/8

SHEET No. 2 OF 2 SHEETS

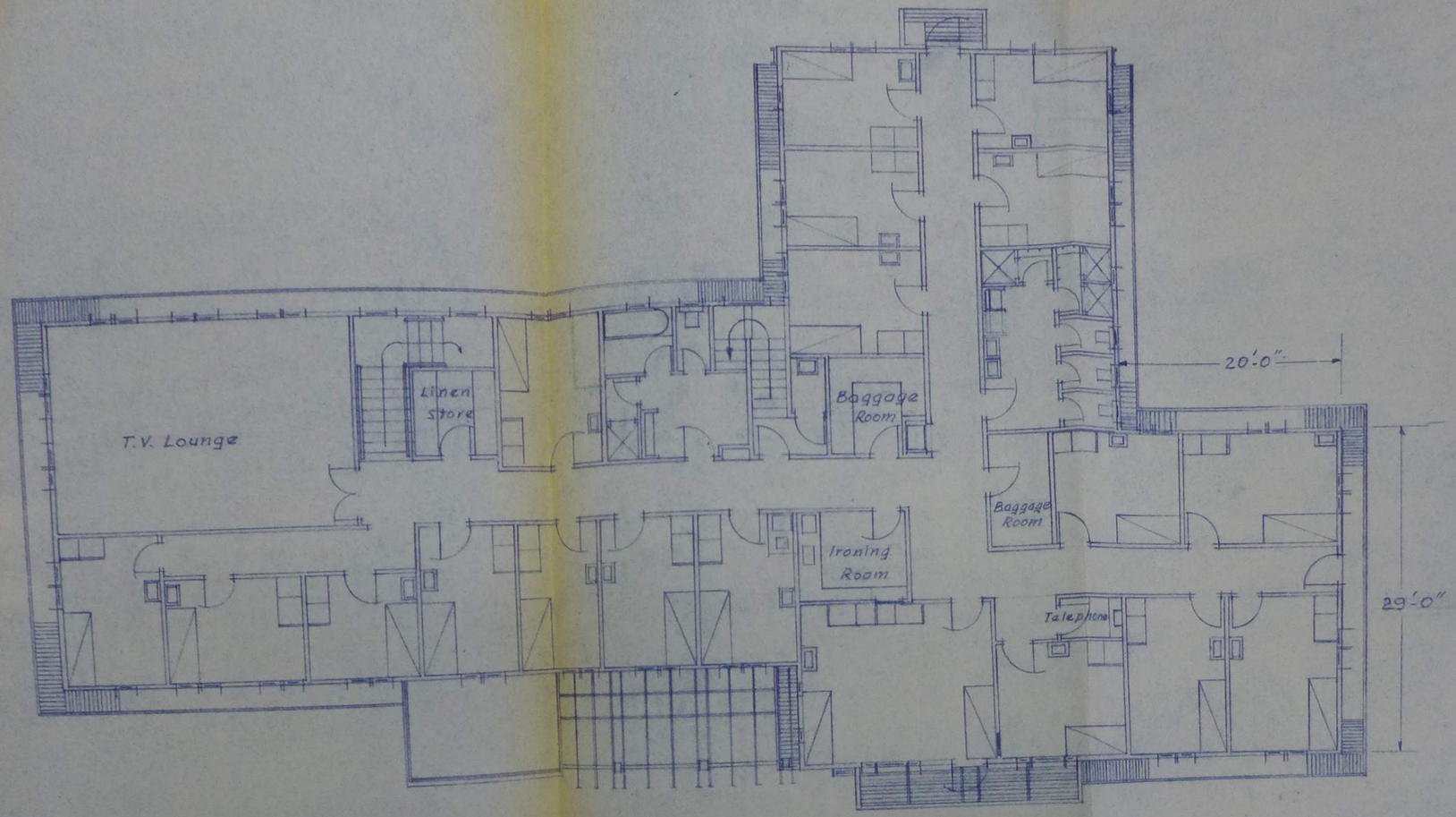


	NAME	DATE
DRAWN	Westrovic	17.1.63
TRACED	Westrovic	17.1.63
CHECKED		18.1.63
APPROVED		18/2/63

R.N.Z.A.F.
HEADQUARTERS
DIRECTORATE
OF WORKS

SHELLY BAY Proposed layout for Officer's Mess Ground Floor
Bldg. No 3
Traced from Drg No 11/20/8

SCALE 1/8" to 1 Ft
FILE 3/111/74
DRG. NO. 11/20/10
SHEET No. 1 OF SHEETS 2



	NAME	DATE
DRAWN		
TRACED	Mestrovic	17.1.63
CHECKED	Mestrovic	17.1.63
APPROVED	B.J. Lelan	18.1.63
		22/1

R.N.Z.A.F.
HEADQUARTERS
DIRECTORATE
OF WORKS

SHELLY BAY Proposed layout for Officer's Mess First Floor Plan
Bldg No 3
Traced from Drg. No 11/20/8

SCALE 1/8" to 1 Ft. FILE 3/11/74

DRG. NO 11/20/10

SHEET No. 2 OF SHEETS 2