

QUEENSTOWN

PHOTOGRAPH/NEGATIVE: QT Heritage Working Party & RReid July 2005



Lake Beacon & Earnslaw, Queenstown Bay, July 2005



Former One mile leading light, near YHA, Esplanade

NAME (including former names)

Lake Wakatipu Navigations Beacon and former One Mile light

LOCATION/ADDRESS

Lake Wakatipu and along the Esplanade next to YHA Hostel

HERITAGE ASSESSMENT

Archaeological Value

Architectural Value

Cultural/Traditional Value

√ **Historical/Social Value**
Moderate to High

√ **Landscape/Townscape Value**
Moderate

√ **Rarity/Representative Value**
High

√ **Technological Value**
Moderate

OVERALL HERITAGE VALUE Moderate - High

AGE/DATES

Original lake beacon; circa 1880, permanent gas light installed 1913, - Electric light – 1924, structure replaced 1943. Construction date of One Mile light unknown. Definitely operating by 1924.

ARCHITECT/BUILDER

Unknown

MATERIALS

Steel

LOCAL AUTHORITY

LISTINGS

Local Authority

NZHPT

No

VALUATION NUMBER

2910654000

LEGAL DESCRIPTION

Part Section 109 Blk XX Shotover SD and Lake Wakatipu

TYPE/USE

Navigation aid

CURRENT OWNERS

QLDC

CURRENT CONDITION

Lake beacon good, One Mile beacon disused – fair condition, needs rust treatment & paint.

SUMMARY OF SIGNIFICANCE

The navigation beacons at the entrance to Queenstown Bay played a significant role in guiding all the shipping activity on Lake Wakatipu from the 1860s onwards. While these beacons have taken various forms over the years, those that remain today provide a tangible link to the era of busy shipping on the lake. They are a reminder of the reliance that the small town had on this early transport mode before the advent of road access.

The lake beacon, marking the reef off the Gardens Peninsula, is still a vital part of Lake Wakatipu's safe boating activity, however the One Mile beacon that was relied on for boats coming from Kingston is no longer required. This reflects to a certain extent the transition from a reliance on lake transport to road transport and the consequent demise of the importance of shipping on the lake from the mid-1930s onwards.

The beacons reflect the technological changes to lighting as they occurred throughout Queenstown's development – from kerosene to acetylene gas operated lights to electrical lights in the 1920s. They appear to be relatively intact in form and style to the 1920s–1940s era and reflect the typical beacon design of the day.

The beacons have local and regional significance and represent an important historical link to Lake Wakatipu's shipping activity and the role this transportation era has played in the development of Queenstown and the wider Central Otago area.

DESCRIPTION

The Lake Wakatipu beacons are simple structures made of steel to support a navigation light for boats on Lake Wakatipu. The former „One Mile“ light is a tripod shaped structure which is no longer in use and is located next to the YHA above the lake Esplanade.

HISTORY

Lake Wakatipu proved to be vital for the development of early transportation and communication between Queenstown and the outside world. With the discovery of the Wakatipu goldfields in 1862, the demand for transport in and out of the area swelled. The early 1860s saw the launching of many small craft, both sail and steam, to meet this demand and they were kept busy carrying gold miners and equipment up and down the lake. After the gold came farming and tourism and a regular steam service on the lake continued to be relied upon, given that there was no good road access into the area until 1936.

The shipping activity on the lake was not without mishap;

“The first six months of shipping on Lake Wakatipu ended in storm and catastrophe. Of the 25 little ships known to be plying the lake, three were stranded but later got off, another three capsized, two were wrecked and another had foundered. In addition to this high 36% casualty rate, five men were drowned”¹

On February 10 1863 the „Nugget“ was launched on Lake Wakatipu and only one month later became the first victim of the reef that juts out from the mouth of Queenstown Bay off the end of the Gardens Peninsula. It was tempting for boats to take a shortcut around this point, which was said to shorten the distance by 1½ miles.²

Similarly, the „Victoria“ launched on March 13 1863 met the same fate on the same reef after just six months of sailing. This second accident highlighted the need for buoys to be used as markers on the reef. It is uncertain exactly when this happened but there was definitely a beacon marking the end of the reef by the early 1880s which appears in an early photograph.³

¹ Neil Clayton, The little ships of the Wakatipu 1862-63, Bearings vol 3 no. 1

² R.J Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p5

³ *ibid* p 28, photo shows the Jane Williams and the Mountaineer at the Queenstown wharf with beacon in the distance.

The navigation beacon marking the entrance to the Queenstown Bay was known as „Bell Buoy“ and was replaced by a new structure in 1905.⁴ “There was a window on each of the four sides and it was encircled by a railed platform. A coat of luminous paint completed the job. It was declared to make quite an ornament at the entrance to the bay and was a similar design to the new shipping office on the town wharf.”⁵ (a single gabled wooden structure) In 1908 the Traffic Manager asked that a permanent light be provided on the beacon and suggested a “Wigham” lamp.⁶

By 1911 an acetylene gas plant was installed in Queenstown to provide the community with lighting and by March 1913 approval had been given for a 25 candle power acetylene lamp and generator to be provided at the beacon. Provision was also made for kerosene lighting at this time.⁷

The gasworks in Queenstown blew up in 1923, prompting the construction of the One Mile power plant in 1924 to supply electricity. This was obviously an opportune time to replace the old gas beacon on the lake with an electrically lit one. The One Mile “leading light” was also included in the new lighting plan.⁸ It has not been ascertained whether this was the first time a light had been based at this site or not. The One Mile light was situated on land above the lake Esplanade and the remains of the structure can still be seen today beside the YHA. This navigation light was said to be very important for the ships travelling from Kingston – Queenstown as they were able to line themselves up to the entrance to Queenstown Bay from a fair distance. There were no town lights visible at this stage from the Kingston direction. If the One Mile light went out of sight this meant they were too far to the east.⁹ The light was directly in line with the lake beacon and shone light both down the lake and onto the gardens reef. In 1963 the light shone a purple and red sector¹⁰ onto the water. A green light was also placed on the Frankton Arm tip of the Gardens Peninsula.¹¹ (this still exists and operates today with a red light) It was proposed that these three lights were to be used for a few hours a day in winter and that they should be controlled by a switch on the wharf to enable them to be turned on and off as required.¹²

On 11 December 1924 it was reported that the lighting for Frankton Arm and the One Mile were in working order, using 100 candle power¹³. The beacon on the lake that had been replaced in 1905 was in bad repair and this was re-piled and upgraded to an electric light in December 1924¹⁴. During the 1930s the controls for the Frankton Arm and lake beacons were joined to the Park lighting circuit and “there was a switch up in the park to operate the lights.”¹⁵ There was a failure of the beacon light in 1943 causing the *Earnslaw* to strike and wreck the structure. This was replaced a month later and temporary measures installed.¹⁶

The navigation lights eventually came under the management of NZ Rail, who had taken over the Lake Wakatipu Shipping service in 1902 from private enterprise. However in the 1960s there was some concern about whose responsibility it was to maintain the lights and therefore the safety aspects for other boats not under the NZ Rail ownership. It was found that legally NZ Rail were not obligated to ensure lights operated for other vessels that were not part of the railways fleet.

The lake beacon became unreliable during this time and the „*Meteor*“, a prominent water taxi of the time ran aground on the reef in 1963 due to the beacon being unlit. The owner, Frank Haworth, suggested that the Marine Department should take over the control and maintenance of the beacon and install more

⁴ R.J Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p58

⁵ *ibid* p 58-59

⁶ NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5.

⁷ *ibid*

⁸ *ibid*

⁹ Pers comm., Neil Clayton, 2 July 2005

¹⁰ Map of lights on Queenstown Bay dated 1963 cited in NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

¹¹ R.J Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963p75

¹² NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

¹³ Queenstown: History of Beacon Lights cited in NZ Rail File, aids to navigation, Lake Wakatipu, 1926-1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

¹⁴ Queenstown: History of Beacon Lights cited in NZ Rail File, aids to navigation, Lake Wakatipu, 1926-1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

¹⁵ Pers comm., Neil Clayton, 2 July 2005

¹⁶ R.J Meyer, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963, p 90. NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5.

reliable lights given that up to 200 launches were operating on the lake over the holiday period.¹⁷ This request was also echoed by the Wakatipu Boating Association who stated that the lights were only coming on late in the evening creating accidents and near misses.

It appears thereafter that the Marine Department did take some control and that the Harbour Master employed by the Queenstown Borough Council was given the role of overseeing the navigation lights for Lake Wakatipu.¹⁸

The navigation lights in the Queenstown Bay have played an important functional role from the early days, when the lake was an extremely busy waterway transporting all manner of cargo up and down the lake, to today's recreational and commercial operators. They provide a tangible link to the era of busy shipping on the lake and the reliance that the small town had on this early transport mode before the advent of road access.

LANDSCAPE/TOWNSCAPE SUMMARY

The lake beacon occupies a prominent place at the entrance to the Queenstown Bay and as such provides visual interest particularly at night when the lights glow green and yellow. The feature has long been a part of the vista of the Bay and in history the structure was designed to have prominence as a main entrance way to Queenstown. The remains of the One Mile light are not particularly obvious although can be seen from the Esplanade. Its industrial form provides visual interest from the street.

SOURCES

Clayton, Neil, *The little ships of the Wakatipu 1862-63*, Bearings vol 3 no. 1

Discussion Neil Clayton, (former Harbour Master, Lake Wakatipu) with Rebecca Reid 2 July 2005

Meyer, R.J, *All Aboard, Iron horses to Wakatipu and Shipping on the Lake*, New Zealand Railway and Locomotive Society Inc. Wellington, August 1963

NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

FILE NOTES

The whole of the Lake Wakatipu file has not been able to be searched in the timeframe for this entry but it would definitely reveal more history on the subject. Refer National Archives Wellington Lake Wakatipu navigation file, Reference ABPL/7457/W4932/175/-46/4/5



Lake Wakatipu Beacon run by electricity, July 2005

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

¹⁷ Letter to Marine Department Wellington from F.M. Haworth, proprietor of Meteor, 8/2/1963 cited in NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5.

¹⁸ Letter to the Marine Department from the Nautical adviser, H. Boyack, 9/4/1969 cited in NZ Rail file, Aids to navigation, Lake Wakatipu, 1926 -1977 National Archives Wellington, Reference ABPL/7457/W4932/175/-46/4/5

PHOTOGRAPH/NEGATIVE: RReid 28/5/05



NAME (including former names)

Walnut Cottage
Former Wakatipu Flour mill office

LOCATION/ADDRESS

265 Arrowtown – Lake Hayes Road, lake Hayes, Arrowtown, Otago

HERITAGE ASSESSMENT

Archaeological Value

√ **Architectural Value**
 Moderate

Cultural/Traditional Value

√ **Historical/Social Value**
 High

√ **Landscape/Townscape Value**
 High

√ **Rarity/Representative Value**
 High

Technological Value

OVERALL HERITAGE VALUE Moderate - High

AGE/DATES Original part c: 1870s
 Shifted on-site & turned into residence c: 1942 -48

ARCHITECT/BUILDER Jack Stevenson additions?

MATERIALS Wood clad, corrugated roof

LOCAL AUTHORITY LISTINGS

Local Authority NZHPT No

VALUATION NUMBER 2907114000

LEGAL DESCRIPTION Lot 1 DP 5746 Lot 1 DP 22391, Sect 55? Blk VII, Shotover SD

TYPE/USE Cafe

CURRENT OWNERS Alma Stevenson

CURRENT CONDITION Good.

NOTABLE OTHER STRUCTURES Notable historic walnut tree and associated sheds

SUMMARY OF SIGNIFICANCE

This building has strong historical links to the agricultural industry and to two early pioneering families of the Wakatipu. Its connection to the Wakatipu flour mill nearby is important. The large flour mill served the district for over 70 years and was influential in the development of local and regional farming activities. The original two roomed mill office was recycled by local Wagoner, Jack Stevenson who acquired the building from the mill owners William Reid and Sons. Ownership is still in the Stevenson family (2005) who continue to have strong association with the place through its links to their family history and the history of the Lake Hayes area.

Architecturally the building represents a simple modest family home and remains authentic in size and scale. The oldest part, the two roomed office, can still be clearly read. The addition of a lean-to was a typical practical style of the time and enabled it to be used as a family home from the 1940s onwards. This style of cottage is now rare in the rural district and as such it has become somewhat of a landmark on the Lake Hayes – Arrowtown road.

It stands as one of the very few tangible reminders of the flour milling industry and is associated with pioneering families who contributed greatly to the early development of agriculture in the district.

DESCRIPTION

Walnut cottage is located on the Lake Hayes – Arrowtown road and is easily visible from the road. It is set amongst trees and a cottage garden. An historic walnut tree graces the property hence the name of the cottage.

HISTORY

The original two rooms at the front of the cottage are said to have come from the Wakatipu Flour Mill (1868 – 1940) which was situated within the vicinity near Mill Creek on Speargrass Flat road. (Today only the oast house remains of this complex and a residence has been created incorporating it) The Mill was built by W and R Gilmour in 1868 and carried on by William Reid and McDowell and then by William Reid and Sons until 1940.

The mill was vital in helping maintain the agricultural economy in the district in the early days. This small two roomed building was the office for William Reid and Son's flour mill and during the 1920s is said to have served as a small post office for Lake Hayes residents. The flour mill operated until 1940 and near the time of its closure Mr Jack Stevenson, a well known waggoner, relied on for his cartage of grain, wool, coal and milk in the district, acquired the office building. He apparently swapped it for a chaff cutter and then dragged it on logs from the mill to its current site in 1947.¹⁹ It was placed under the walnut tree that still exists today.²⁰

Jack Stevenson added a lean-to onto the back of the office building and turned it into a residence around 1948. The wooden floors of the addition are said to have been recycled from one of the hotels in at Skippers.²¹ Jack and his wife Vera moved from the Crown Terrace to live in the cottage and raised a family of four here.

Alma and Noel Stevenson (son of Jack) were left the cottage after Jack's passing and they went about restoring the building in the late 1980s as a memorial to "Wagoner" Jack. There were apparently no structural changes undertaken but the building was spruced up in preparation to be used as a craft shop and later a café.²²

Since the late 1980s a craft shop, café and restaurant have been run from the property. Today it operates as a café under a lease agreement.

¹⁹ Jack Stevenson Diary 1940s held by Alma Stevenson

²⁰ Alma Stevenson, Pers comm. May 2005

²¹ *ibid*

²² *ibid*

ARCHITECTURAL DESCRIPTION

The original Mill office of approximately 30 square metres, although small, is evocative of our early pioneer period. The extension to the rear which includes a lean-to roof from the ridge line of the original cottage does not detract. The original frontage and the end gables can still be clearly seen.

The exterior elevations with their carefully proportioned double-hung windows and panel doors harmonise well with the original rusticated weather boards. The detailed finish both externally and internally show the craftsman-like workmanship that went into all the timber work of the architraves, skirtings, and match linings. The later additions of the cast iron cooking range and the rimu fronted surround to the open fireplace are good examples of their type.

Before any changes to this historic building and garden are contemplated, specialist advice should be sought, especially within the curtilage area.²³

LANDSCAPE/TOWNSCAPE SUMMARY

This historic cottage has become a landmark on the Lake Hayes–Arrowtown road in terms of its style authenticity and scale. It has aesthetic value being set in a cottage garden with the large old historic walnut tree being a major feature. It is easily viewed from the road and sits well in the landscape.

SOURCES

Alma Stevenson, - Walnut cottage scrap book, contains newspaper articles from the late 80's 90s Dairy,

Jack Stevenson c; 1940s held by Alma Stevenson

Discussion with Alma Stevenson 27 May 2005, Arrowtown by Rebecca Reid

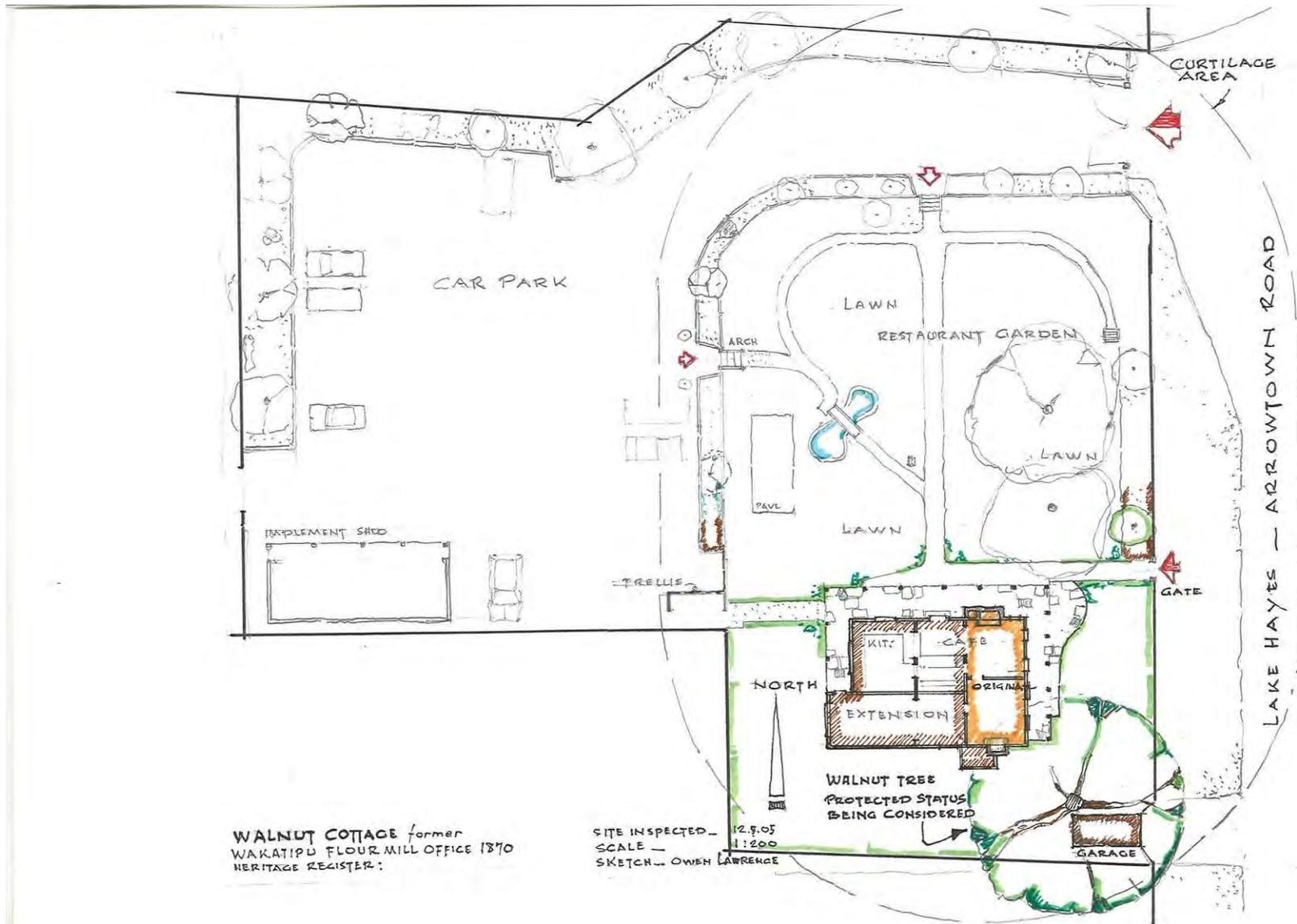
Miller F.W.G., *Golden Days of Lake County*, Whitcombe and Tombs Limited, 1966 (4th edition)

Queenstown Lakes District Touring Guide, Committee of the Lakes District Museum, 1991

FILE NOTES

Very little written material about the cottage exists. However the Stevenson family memorabilia, dairies and oral tradition confirm that the building was shifted from the flour mill site and added onto in the 1940s in order to be used as a residence.

²³ Architectural description provided by Owen Lawrence, retired architect, Arrowtown



ENTERED BY: Rebecca Reid

DATE ENTERED: May 2005

PHOTOGRAPH/NEGATIVE: LDM Photo archives



Skippers Point School c: 1880 -86 (LDM EL1096)



Restored Skippers school 1992 (LDM, N 886)

NAME (including former names)

Former Skippers Point School

Upper Shotover School

LOCATION/ADDRESS

Burkes Terrace, Skippers, Upper Shotover. Originally part of wider Skippers township or Skippers Point. Approximately 17 km drive from the bottom of the Coronet Peak access road.

HERITAGE ASSESSMENT

Archaeological Value

✓ **Architectural Value**
High

✓ **Cultural/Traditional Value**
High

✓ **Historical/Social Value**
High

✓ **Landscape/Townscape Value**
High

✓ **Rarity/Representative Value**
High

Technological Value

OVERALL HERITAGE VALUE High

AGE/DATES 1879 – 1927 (closed)

ARCHITECT/BUILDER Unknown

MATERIALS Stone

LOCAL AUTHORITY

LISTINGS

Local Authority

NZHPT

No but part of Mt Aurum Recreation Reserve under DOC management.

VALUATION NUMBER 2907300400

LEGAL DESCRIPTION Sect 148 Blk XI, Skippers Creek

TYPE/USE

Restored for public enjoyment providing an insight into the school itself through furniture and interpretation displays of the buildings physical and social history as well as the general Skippers area.

CURRENT OWNERS Department of Conservation

CURRENT CONDITION Very good, restored 1992

SUMMARY OF SIGNIFICANCE

This building is the most substantial structure left in the Skippers area. It represents the existence of a mining community and their dedication to ensuring an education to the pioneering mining and farming families of the area. It stands as a memorial to the many teachers and children who kept the school in operation for 48 years in this isolated area.

The school building, with its telegraph room at one end, is also a reminder of the importance the small community would have placed on telecommunications in such a remote location. While there was another school operating up at Bullendale 6 miles away, there are no structural remains to tell the story. Likewise throughout the Wakatipu district there are no other early schools remaining that compare in size or materials. This contributes to the school's regional and local significance and gives it rarity value.

Architecturally it was built to last. The school and school house design has a simple profile blending into the Burkes terrace landscape. Consistent treatment of the minor details contribute to the overall success of this historic example of early New Zealand domestic architecture. The recent restoration of the building has been carefully executed.

The restoration project undertaken and the funding provided for the cause is an example of the public esteem for the building and the community association with the Skippers area in general.

The building commands a prominent site in the Skippers landscape on Burkes terrace and remains a focal point today, still being utilized to educate the many visitors about the rich history of the area. Next to the school is restored Mt Aurum Homestead and together these heritage buildings provide some insight into the way of life of the Skippers community, the importance of both farming and mining in this rugged landscape as well as reflecting the typical building styles of the time.

DESCRIPTION

The former Skippers Point School occupies a prominent location on Burkes Terrace very close to the Mt Aurum Station Homestead. It is very intact having been restored to its original style by the Department of Conservation in 1992. A picket fence was reconstructed on the original school boundary at this time. Today the building caters for visitors wanting to learn more about the area and interpretation throughout the rooms provides an insight into the Skippers children and the wider community.

HISTORY

The Skippers township grew in 1862 in response to a major gold rush on the Shotover River. The settlement that developed on the terraces of the Upper Shotover initially serviced thousands of miners seeking their wealth in the river and later the gold bearing quartz reefs located in the Bullendale area. A group of families settled more permanently enduring the isolation and the hardy winters for the lure of gold, with a few determined to make a living from high country farming.

A substantial stacked stone building was constructed on Burkes Terrace, Skippers in 1879, to cater for the children of the area whose families had decided to settle. The Upper Shotover School Committee was granted funds to establish a school in 1878 up the Shotover Valley on the understanding that there was an anticipated role of at least 120 pupils.²⁴ The reality was quite different. The school opened in 1879 with an initial roll of 24 pupils²⁵. The roll wavered over the years and at times was threatened with closure. Harsh winters, demands of having to work for their parents and ill health contributed to the poor attendance of children at the school and this was reflected in the poor results cited by the twice yearly visit from the inspectors. However it remained open until 1927 when the school role dropped to about 6 pupils²⁶. This was paralleled by the diminishing activity of mining in the Skippers area at this time.

The school comprised a school house and school master's residence combined. The teacher's residence, as well as being practical from a building point of view, was a bid to lure teachers to the area. This task

²⁴ Minutes of the Southland Education Board, June 1978 as cited in "The Upper Shotover School by Glenda Thompson, DOC Queenstown. Date?

²⁵ Ibid

²⁶ Ibid

proved to be a difficulty throughout the school's existence. There were said to be 24 teachers in the 48 years that it was open.²⁷ The pay rates were stated to range from 136 pounds to 70 pounds for a year.²⁸ On the North West corner, a small room was used as the telegraph office. The school was constructed at a cost of 300 pounds of which 160 pounds was contributed by the Southland Education Board²⁹. The original contractors are unknown, but the stone (local schist rock) was said to have been quarried within the vicinity and all timber materials such as windows and doors had to be carted in from Queenstown as there were very few trees in this landscape during this era.

In 1884 the Skippers School committee requested extra funds to extend the existing teacher's residence. There are said to be no records of the nature of these additions but it is thought that the two small bedrooms off the living room were added. (see building layout below)³⁰

In 1889, the Skippers school committee found itself ironically having to make an objection to the granting of a mining claim which would include the school grounds.³¹

The school was an important part of the isolated Skippers community and provided an education for pioneer families from 1879 to its closure in 1927.

In 1941 the building was adapted to be used as a wool shed for the Mt Aurum Station managed by Archie Macnicol³². Archie and his brothers went to school in this building and their father was a miner at the Nuggets Mine. It continued to be used as a woolshed until 1982 when farming this high country area ceased and the land became part of what is now the Mt Aurum Recreation Reserve initially managed by the Lands & Survey Department before it became the Department of Conservation.

In 1992 the Department of Conservation completed a restoration project of the school for \$100 000³³ and reopened it as an interpretation centre for the general public. The restoration of the building saw previously collapsed walls replaced in stacked schist and the interior layout returned to original. Department of Conservation staff Kim Logan, Neil Milne, Stewart Hardy and Dave MacDonald worked on the restoration from 1989/90 – 1992. During its use as a woolshed there was obviously some structural damage. However the restoration work, which included reconstructing major portions of the stone walls, has kept its authenticity to a large degree. Hundreds of local people gathered for the reopening ceremony on 20 November 1992, including some of the oldest surviving ex students; Duncan Macnicol and Grace and Francis Cotter. It was reopened by the Minister of Conservation, Mr Denis Marshall, accompanied by Jeff Connell Regional Conservator Otago and Queenstown Mayor at the time Mr David Bradford. This signified an important step in recognising and securing one of Skippers most significant historic buildings.

ARCHITECTURAL DESCRIPTION

This is a Schist stone building, with a corrugated iron roof and wooden painted doors. The sash windows have six panes each. The inside walls of porch and school room were lined with plaster and "kalsomined" (a trade name for white wash)³⁴ Floors were wooden. The school building consisted of an entrance porch, school room, hall, 3 bedrooms, a kitchen, living room and a telegraph office.

The school and school house design has a simple profile blending into the Burkes terrace landscape. A closer inspection shows the design-craftsman gave much consideration to the plan, particularly the regular spacings of doors and windows confirmed by site measuring. The classroom has windows on three walls which have splayed reveals giving good natural lighting. The extension of the living room and Telegraph Office have added to its character. Much attention has been given to the roofline.

The recent restoration of the north wall has been carefully executed. Consistent treatment of the minor details contribute to the overall success of this historic example of early New Zealand domestic architecture³⁵.

²⁷ Southland Times article 29/4/1992

²⁸ *ibid*

²⁹ Glenda Thompson, *The Upper Shotover School*, DOC Queenstown, Date unknown.

³⁰ *ibid*

³¹ *ibid*

³² Terri Macnicol: *Beyond the Skippers Road*. AH and AW Reed, 1065, pp. 11 and 31

³³ Otago Daily Times article 18/7/1998

³⁴ Glenda Thompson, *The Upper Shotover School*, DOC Queenstown Date unknown.

³⁵ Architectural description provided by Owen Lawrence, retired architect, Arrowtown

LANDSCAPE/TOWNSCAPE SUMMARY

The building commands a prominent site on Burkes terrace and can be seen from the opposite side of the Skippers road upon entrance to the former Skippers township. It is the most substantial building remaining at Skippers and as such it represents a focal point for visitors and anyone with a keen interest in the areas history. Its prominence is perhaps a reminder of the importance the community placed on education in this isolated mining community.

SOURCES

Macnicol, Duncan & Trotter, Margaret / *Duncan of Skippers* 1987, Craig Printing Company, Invercargill.

Macnicol, Terri, *Beyond the Skippers Road*, A.H and A.W Reed, 1965.

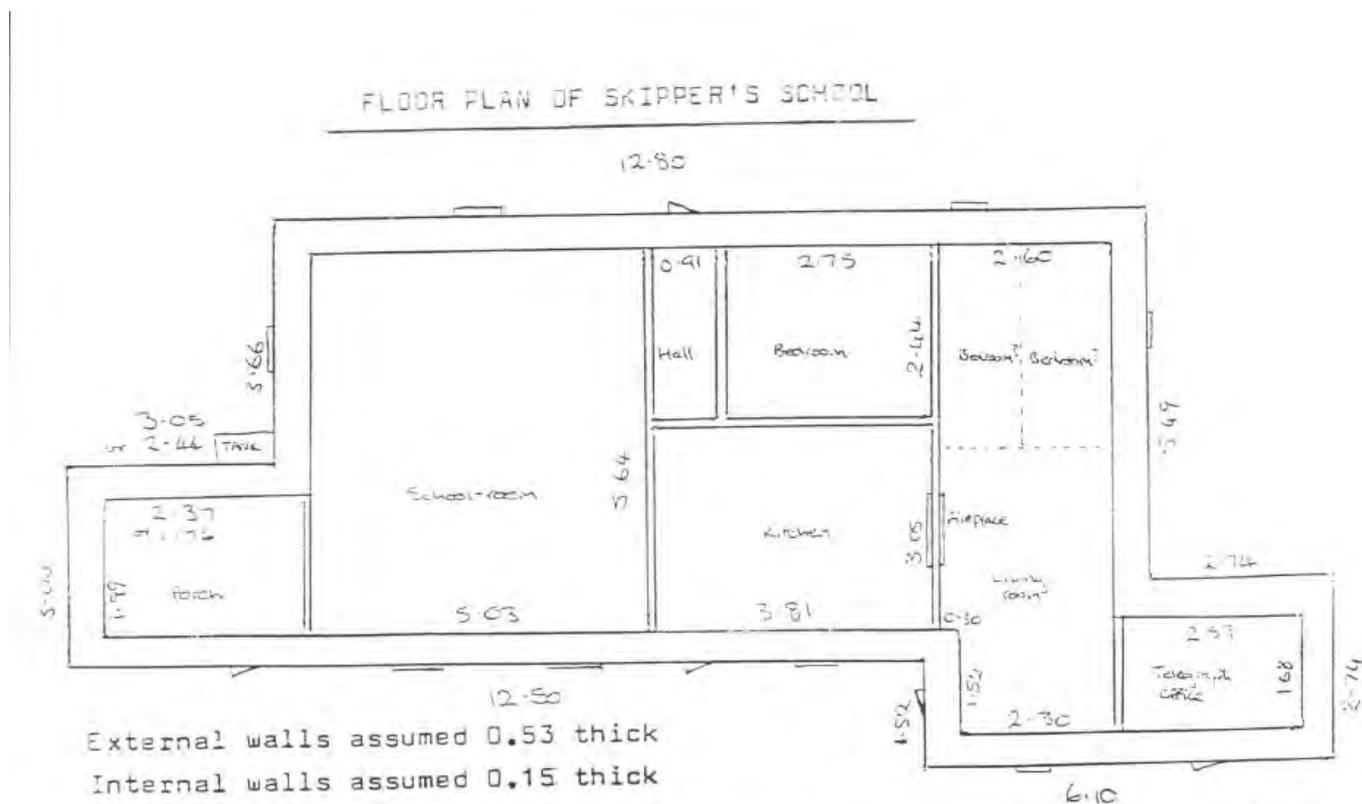
Otago Daily Times article 18/7/1998

Skippers School Restoration, N 868 Lakes District Museum

Southland Times article 29/4/1992

Thompson Glenda *The Upper Shotover School*, Department of Conservation Queenstown Date unknown. Reference; N819 Lakes District Museum Arrowtown.

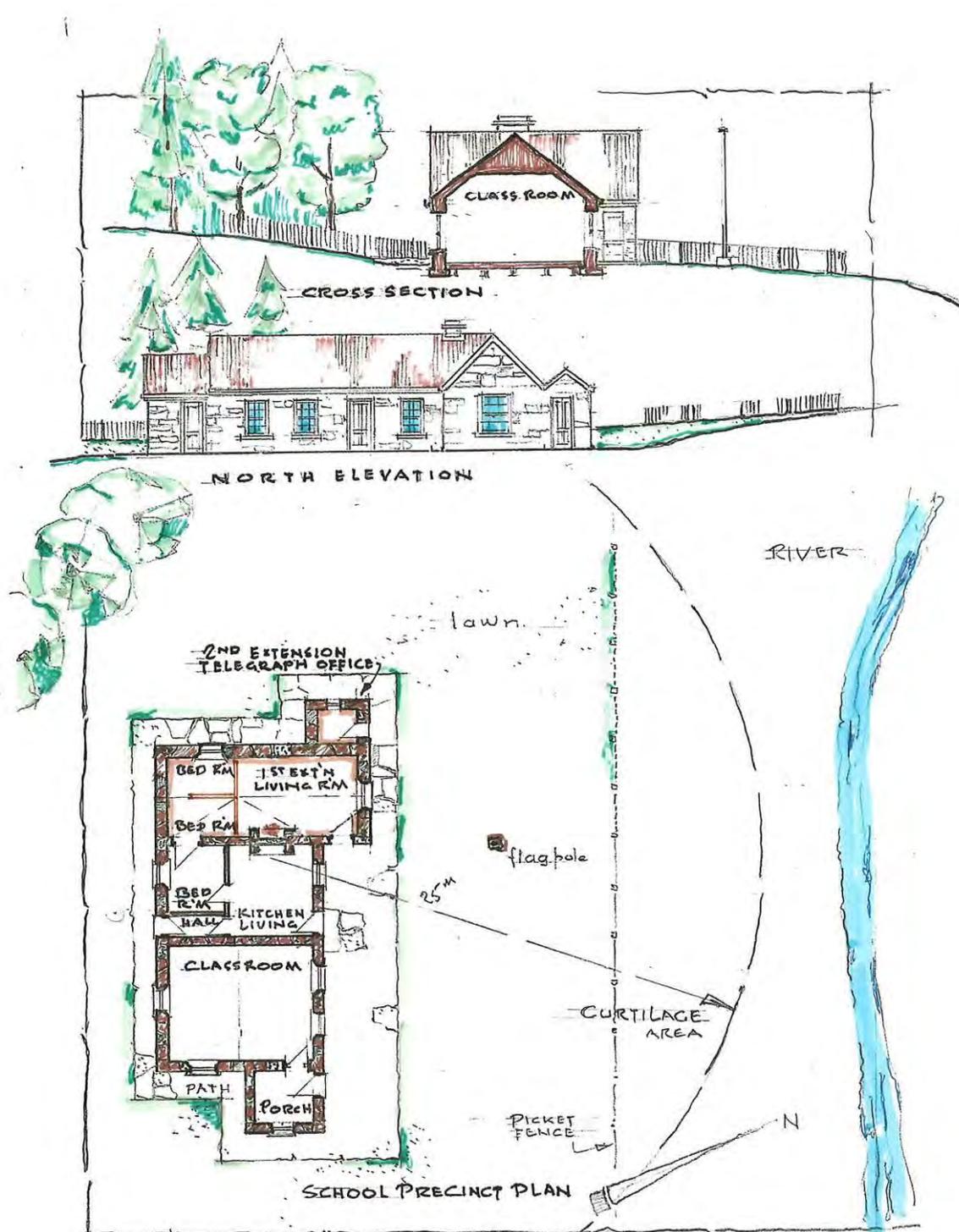
FILE NOTES



The above floor plan is a metricated version of the original sketch plan on opposite page. It shows the relation of rooms and outside access.

Floor plan as depicted in Glenda Thompson, *The Upper Shotover School*, DOC Queenstown

QUEENSTOWN LAKES DISTRICT HERITAGE REGISTER



SKIPPERS SCHOOL 1879
 BURKES TERRACE
 HERITAGE REGISTER STATUS

SITE INSPECTED 20.6.05
 SCALE 1:200
 SKETCH OWEN LAWRENCE

ENTERED BY: Rebecca Reid

DATE ENTERED: May -June 2005

PHOTOGRAPH/NEGATIVE: RReid, 26/5/05



Rifle butt remains view south



View north

NAME (including former names)

Rifle Butt

LOCATION/ADDRESS

Glenorchy, Sunshine Bay Road on the Lake Wakatipu Foreshore, approx 200 metres from the One mile round about.

Grid reference approx E41-669 652.

HERITAGE ASSESSMENT

- √ **Archaeological Value**
Moderate
- Architectural Value**
- Cultural/Traditional Value**
- √ **Historical/Social Value**
High
- √ **Landscape/Townscape Value**
Moderate
- √ **Rarity/Representative Value**
High
- Technological Value**

OVERALL HERITAGE VALUE: Moderate - High

- AGE/DATES c: 1900
- ARCHITECT/BUILDER Unknown
- MATERIALS Slabs of schist rock with concrete face
- LOCAL AUTHORITY LISTINGS
Local Authority
- NZHPT No
- VALUATION NUMBER NA
- LEGAL DESCRIPTION Lake Wakatipu
- TYPE/USE Originally for rifle practice
Remains as a ruin
- CURRENT OWNERS On lake foreshore
- CURRENT CONDITION Poor, being eroded by the lake

SUMMARY OF SIGNIFICANCE

The remains of the rifle butt structure are an important tangible reminder of the existence of local militia in the Wakatipu district at the turn of the century (1900). It is the only subtle clue known in the district that links to an era where local measures were taken to ensure there was a ready armed defence force to ward off "would be" intruders.

It reflects a time when keen local men volunteered to join the rifle corps and undertake training, organize local gatherings, and practice target shooting during an atmosphere of possible invasion from the Russians. The remains have a strong association with the protection of the Queenstown area and its residents and reflect a degree of patriotism and a will of individuals to serve for their district at home in the early 1900s.

DESCRIPTION

The remains of the rifle butt structure are located on the Lake Wakatipu foreshore just below the Queenstown – Glenorchy Road along the first straight between the One Mile and the start of the Sunshine Bay walking track. It was constructed of stacked stone and covered with coarse concrete on the southern (firing) side and shows evidence of having been reinforced with iron. There is evidence of the use of old iron bed heads and lengths of steel for reinforcement and these are being exposed as the structure erodes.

HISTORY

This structure is an important tangible reminder of the existence of local militia in the Wakatipu district. It is the only subtle clue known in the district that links to an era where local measures were taken to ensure there was a ready armed defence force to ward off "would be" intruders.

This fear became particularly real world wide in 1885 with the Russian Invasion of Afghanistan placing the security of India in jeopardy. Fear of the Russian domination of the world became a very real threat and this was mirrored in New Zealand. The government set about quickly gathering additional troops and protecting major ports with batteries, mines and torpedoes. Within a short time massive guns and emplacements were in position to repel any Russian invasion. The role of the local militia assumed greater importance and rifle corps, artillery batteries and hussars were given a new lease of life.³⁶

Around the country thousands of rifle volunteers joined the local militia and Queenstown and Arrowtown were no exception. This was witnessed by the Easter Parade held in Queenstown in 1885. A training weekend and general get together was organized and volunteers came from Bluff, Riverton, Cromwell, Arrowtown, and Invercargill to join in the action. Many camped on the peninsula [now Kelvin Heights] and various bands provided evening music. During the day sports meetings were held including rifle shooting contests and a sham fight. In all there were 305 taking part in the events.³⁷

On 3rd May 1900 a letter was sent to Lieutenant Colonel Webb, Commanding Officer of the Otago and Southland District from the Acting Captain E. W. Steele stating;

"I attended an influential meeting held here in the Garrison Hall. It was decided to form a Rifle Volunteer Corps in Queenstown...64 men have been enrolled.... I would point out that so far as I know there is no volunteer corps on the Goldfields, the nearest corps being at Gore fully 100 miles away.. Queenstown would be the headquarters. There is a good rifle range up to 600 yards with butts, targets etc on the shore of Lake Wakatipu in a safe situation. There is also a large store drill shed (the Garrison Hall) in the town.. also a magazine in a safe position for ammunition storage."³⁸

Another letter dated 30 October 1900 again to Colonel Webb states;

"There is a fair rifle range on the shore of Lake Wakatipu with a range up to 600 yards. At the present time the range is quite safe and the firing will not inconvenience the public but a new road will shortly be made

³⁶ De La Mare, Alan -*Tales Southland History* 1994 pp1-4

³⁷ Ibid

³⁸ Queenstown Rifle Volunteers correspondence, Lakes District Museum Arrowtown, Reference; N120

in the vicinity which will necessitate fresh arrangements being made or perhaps a new range being sought.”³⁹

It is most likely that the remaining rifle butt dates at least to this time and it seems possible that the existing location matches the above description.

However on 30 November 1901 a letter was written to Lieutenant Colonel Robin C.B., commanding Otago District Dunedin by Captain Steele, Captain Commander in reference to the rifle range;

*“We have just completed new butts at a cost of about 18 pounds and we have now an effective range of up to 900 yards. The butts have been well and substantially built, but new expenditure for a new company is heavy. Do you consider we have any chance of getting assistance from the government in the matter by way of a grant for a portion of the whole of the expenditure”.*⁴⁰

Finally on 4th April 1902 the Minister of Defence granted 9 pound (being half the cost) for the Queenstown rifle range.⁴¹

It is unclear at which location the new butts were constructed in 1901, but the evidence above makes it clear that rifle butts were at least in use in the Wakatipu District by 1900 and probably before. The association of the rifle butts to early defence measures in the Wakatipu district makes this rifle butt remain an interesting and significant one helping to provide some insight into the activities and importance of the rifle volunteer corps of the time.

ARCHAEOLOGICAL DESCRIPTION

The remaining part of the rifle butt structure reveals construction of stacked schist rock on the northern side and a layer of coarse concrete on the south side. On close inspection, at the point where the wall anchors into the bank, there is evidence of a horse hair type cloth wrapped around the concrete face with a number of holes in it. This may have been to deaden the sound of the projectiles hitting the wall.

The structure is eroding due to its location on the lakeshore and a number of rusting old iron bed heads are protruding from the north side of the wall along with a larger steel beam. These appear to have been used as reinforcement material.

The structure is in relatively poor condition being constantly eroded by floods and storms over the years. The wall is consequently on a lean with a large crack running across the concrete face and parts of the rock covered with concrete can be seen broken from the wall in the immediate vicinity.

The structure as it is measures approximately;

| | |
|-------------------------------------|-----------|
| Height | 1.90m |
| Length of low (eroded part of wall) | 3.4m, |
| Length of higher portion | 5m. |
| Total length of wall approximately | 8.4 – 9m |
| Width; varies from | .65m – 1m |

LANDSCAPE/TOWNSCAPE SUMMARY

The structure provides a degree of visual interest and intrigue and can be seen easily from the road or beach on the foreshore of Lake Wakatipu. It remains in this landscape as a subtle clue to a part of the Wakatipu's early defence history.

SOURCES

Queenstown Rifle Volunteers Correspondence held in the Lakes District Museum Arrowtown. Reference N120 and N 152

³⁹ Queenstown Rifle Volunteers correspondence, Lakes District Museum Arrowtown, Reference; N120

⁴⁰ Queenstown Rifle Volunteers correspondence, Lakes District Museum Arrowtown, Reference N152, p105

⁴¹ Queenstown Rifle Volunteers correspondence, Lakes District Museum Arrowtown, Reference N152 p158

De La Mare, Alan Tales of Southland History 1994 pp1-4

FILE NOTES

Site visited and measured on 26/5/05 by Rebecca Reid.

ENTERED BY: Rebecca Reid

DATE ENTERED: May 2005

PHOTOGRAPH/NEGATIVE: RReid 11/6/05



Former stables NE view



Former Dairy

Inset; view shows back of stables & old wall (3m high) in foreground Dairy at rear.



NAME (including former names)

Gibbston Hotel associated buildings, Dairy, Stables and remains

LOCATION/ADDRESS

Rapid No 8, Coal Pit Road, Gibbston
 Located at the foot of Coalpit Road next to Camp creek, (formerly Deep Creek) on State Highway 6 between Cromwell and Queenstown.

HERITAGE ASSESSMENT

- ✓ **Archaeological Value**
Moderate
 - ✓ **Architectural Value**
Moderate
 - ✓ **Cultural/Traditional Value**
Moderate - High
 - ✓ **Historical/Social Value**
High
 - ✓ **Landscape/Townscape Value**
High
 - ✓ **Rarity/Representative Value**
High
 - Technological Value**
- OVERALL HERITAGE VALUE** Moderate - High

AGE/DATES Constructed c:1860s
 ARCHITECT/BUILDER Unknown
 MATERIALS Stone & timber with corrugated iron roof
 LOCAL AUTHORITY LISTINGS
 Local Authority
 NZHPT Proposed
 VALUATION NUMBER 2907201700
 LEGAL DESCRIPTION Lot 1 DP 300510
 TYPE/USE Originally stables and diary as part of hotel complex, now disused
 CURRENT OWNERS Terry Wayne Stevens & Susan Marie Stevens
 CURRENT CONDITION Stables Fair, Dairy Good

SUMMARY OF SIGNIFICANCE

The Gibbston Hotel was one of the most important watering stops for people travelling the coach road from Cromwell to Queenstown in the days before tar seal and cars. Hotels enabled people to complete their journeys and the Gibbston flats would have been a welcome retreat for many horses' miners, farmers and travellers. *The history of the hotel provides an illustration of the transition from transient gold mining to permanent settlement that came about with the development of agricultural settlement of the area.*⁴² The dairy and stables that remain provide a tangible link with these industries that formed the basis of the Gibbston settlement. They have cultural significance through their association with a place relied upon for rest, refreshment and socialisation, important in the establishment of a community in a remote rural area. The stables are a reminder of the days when horses were the only transport mode and the necessity of providing them with lodging. The dairy represents the self sufficiency that went with rural life and the development of farming around Gibbston in the mid to late nineteenth century.

The hotel was an example of a business initiative developed by an early family of pioneering immigrants, and reflects a wider historical event in relation to the influx of immigrants from Europe often via Australia to NZ in search of gold during the mid to late 1800s.⁴³

Architecturally, the remnant buildings of the Gibbston Hotel embody the characteristics of specific building types, a period of architectural development and a method of construction characteristic in Central Otago. The buildings are typical of this period of architectural development, within the local area, with the application of stone masonry, using locally sourced river stone and mud fill.⁴⁴

The gold rush years and associated settlement of Central Otago was a culturally definitive period in early New Zealand European colonial history. The buildings date from the earliest phase of Gibbston's settlement and are some of the oldest remaining buildings of their type in this area.⁴⁵

The hotel was, in its day, considered a landmark and the associated building remains, currently play a role in defining the space originally associated with the hotel site near Camp Creek. The buildings contribute to the overall historical character of the Gibbston area and form a strong connection to other heritage sites on the Gibbston flats that together help retain the settlement's identity.

DESCRIPTION

The Gibbston Hotel's associated out buildings consist of a 3 metre high stone wall and two stone buildings, a stables and a dairy. There are no remains of the Gibbston Hotel today. It was originally a one story wooden building. The hotel site was located on the side of the old main Queenstown to Cromwell road, just below the existing Coalpit Road in what is currently a picnic area.

HISTORY

The Gibbston settlement grew, on the flats above the banks of the Kawarau River between the Victoria Bridge and Kawarau Bridge in response to the 1860's gold rush period and farming practices both on the flats and the surrounding high country. The coal mine and lime pit also became important industries for the township. By 1866 the main access route into Queenstown from Cromwell flowed through the small Gibbston settlement which once sustained a school, hotel post office and store. The Gibbston Hotel positioned itself on this main coach road to be sure to cater for the thousands of miners and travellers needing rest and refreshments. By 1869 there was a coach service operating between Cromwell and Queenstown and a fortnightly service to Dunedin.⁴⁶ The single story wooden building with a verandah facing the road was situated in a sunny sheltered valley beside Deep Creek (now Camp creek) near the foot of Coal pit road. It was on the business licence area allowed for by the mining regulations at the time.⁴⁷

⁴² New Zealand Historic Places Trust, *The Gibbston Hotel* draft nomination for registration as an historic place, September 2002.

⁴³ *ibid*

⁴⁴ *ibid*

⁴⁵ *ibid*

⁴⁶ Neville A Ritchie, *Kawarau River Valley Archaeological Survey: An Inventory and Assessment of Prehistoric and historic sites in the Kawarau River Valley, Central Otago, with comments on the possible impacts of hydro construction*, NZ Historic Places Trust 1983 p.5 as cited in NZHPT Gibbston Hotel nomination for registration document 2002.

⁴⁷ Mountain Scene article 9/12/1982

During the 1870s the hotel was owned and operated by the Scheib family whose descendants still live in the Wakatipu Basin. The hotel had a fantastic reputation with travellers and was renowned for its first class hospitality.⁴⁸ The Scheibs ownership ended when the whole establishment was auctioned on 12 June 1876.⁴⁹ The *Lake Wakatip Mail* advert at the time advertised two paddocks of 10 and 70 acres, horses, farm machinery, 500 bushels of oats and large stocks of liquor. It described the establishment as being “one of the most desirable properties on the goldfields at the time”.⁵⁰

Dan Enright (brother of Patrick Enright who farmed in Gibbston) purchased the property and retained the business until 1883 at which time he sold it privately to R.D. Owens the previous hotelier at the Commercial Hotel in Cromwell.⁵¹ During Owens ownership the Cromwell Argus advertised the hotel as having; “first class accommodation and excellent stabling under the charge of an experienced groom.”⁵² Owens let a contract to Tucker and Mahood to renovate the premises and extend them but he was bankrupt four years later. He also owned a coal deposit across the road from the hotel where the coal cross is still apparently evident today.⁵³

Charles and Elizabeth Perriam took over the hotel in 1887 and they continued to be the proprietors until 1897. Many of the supplies of liquor came from the Welcome Home Hotel at Lowburn through Charles brother John who had built the hotel there. In May 1897 the Gibbston Hotel was sold to another brother, William Perriam who farmed nearby. Just one year later he sold it to 'Mammy' Johnston of the Victoria Bridge Hotel who purchased the hotel at Gibbston for her second daughter Bessie and son-in-law Alexander William Scott. They did well out of the business for some 14 years until disaster struck early in 1912 when sparks from a live fire were blown under the verandah setting the hotel alight, destroying it and the adjoining cottages. With this loss combined with the general decline in hotel business the hotel was never rebuilt and the Scotts built a stone cottage above the hotel site.⁵⁴

The heritage character of the Gibbston area stems from its connection with gold mining, coal mining and farming. There was once a large concentration of early stone buildings in the Gibbston area as a result of the pastoral development related to both the runs and small holdings.⁵⁵

Today the associated Gibbston hotel buildings, the dairy and the stables and the stone wall remains are characteristic of the type of buildings constructed in Gibbston during the gold rush era. They have become more important over time in that there are now few remaining examples relating to this era.

ARCHITECTURAL /PHYSICAL DESCRIPTION

The surviving outhouses of the original Gibbston Hotel comprise a stone dairy and stables nestled against a small hill directly to the south east behind the hotel site which was near Camp Creek.

Owen Lawrence retired Regd Architect, Queenstown conducted the following assessment on 25/7/02 as part of the New Zealand Historic Places Trust draft nomination for registration as an historic place, September 2002, held at NZHPT Area Office Otago/Southland, Dunedin

Dairy building

The unpainted corrugated iron roof is in good condition, complete with ridge flashing. The barge flashings are also in good condition. The roof has an overhang at the eaves line of approx. 200mm. There is no sagging apparent.

Walls: The 500mm thick walls are in good condition. The north wall has the original lime wash in place with struck joint markings. All mud grout is flush with stone face. Splash back erosion is evident about 400mm above ground line. The other three walls have the mud plaster eroded to varying depths of 20 - 30mm.

⁴⁸ Ann Cook, Gibbston Story p 26

⁴⁹ Ann Cook, Gibbston Story p 27

⁵⁰ ibid

⁵¹ ibid

⁵² Cromwell Argus 2/1/1887, Hocken Library Dunedin cited in NZHPT Gibbston Hotel nomination for registration document 2002.

⁵³ Ann Cook, Gibbston Story p.27, NZHPT Gibbston Hotel nomination for registration document 2002.

⁵⁴ Ann Cook, Gibbston Story p.27

⁵⁵ Neville Ritchie cited in, NZHPT Gibbston Hotel nomination for registration document 2002.

Stable

Roof: The unpainted corrugated iron is rusty and in poor condition which may be due to an earlier fire and is held in position with heavy stones. Roofing iron overhang 150 – 200mm. Roof framing is minimal light timber rafters and purlins with collar ties. The 100 x 50mm wall plate on which the rafters are supported is warped and not secured to the stonewalls. No spouting. Ridge flashing in poor condition.

Walls: The 500mm thick walls are in poor condition. The south wall with the door and window openings is in the worst condition, being out of alignment and out of plumb, leaving approx. 150 -200mm. The other three walls are aligned and plumb. At some time the roof has been taken off and water penetration has eroded most of the grout in the walls. No surface plaster remains. Both gable walls have had stonework taken above the roofline. The flat coping stones remain roughly in position but are in an extremely poor condition.

Floor: The stable floor is dirt. Approximately half of the floor of both buildings is below ground line. This may have been caused by the overburden from road construction above falling around the back of both the buildings to a height of 1000 -1200mm.

LANDSCAPE/TOWNSCAPE SUMMARY

The hotel was in its day considered a landmark and the associated building remains currently play a role in defining the space originally associated with the hotel site near Camp creek.

The buildings contribute to the overall historical character of the Gibbston area and form a strong connection to other heritage sites on the Gibbston flats that together help retain the town's identity.

SOURCES

Cook, Ann, *Gibbston Story*, Otago Heritage Books 1985

Mountain Scene article 9/12/1982, held by Lakes District Museum Arrowtown

Neville A Ritchie, *Kawarau River Valley Archaeological Survey: An Inventory and Assessment of Prehistoric and historic sites in the Kawarau River Valley, Central Otago, with comments on the possible impacts of hydro construction*, NZ Historic Places Trust 1983

New Zealand Historic Places Trust, *The Gibbston Hotel* draft nomination for registration as an historic place, September 2002, held at NZHPT Area Office Otago/Southland, Dunedin. .

FILE NOTES

NEW ZEALAND HISTORIC PLACES TRUST HPT REGISTRATION PROPOSAL

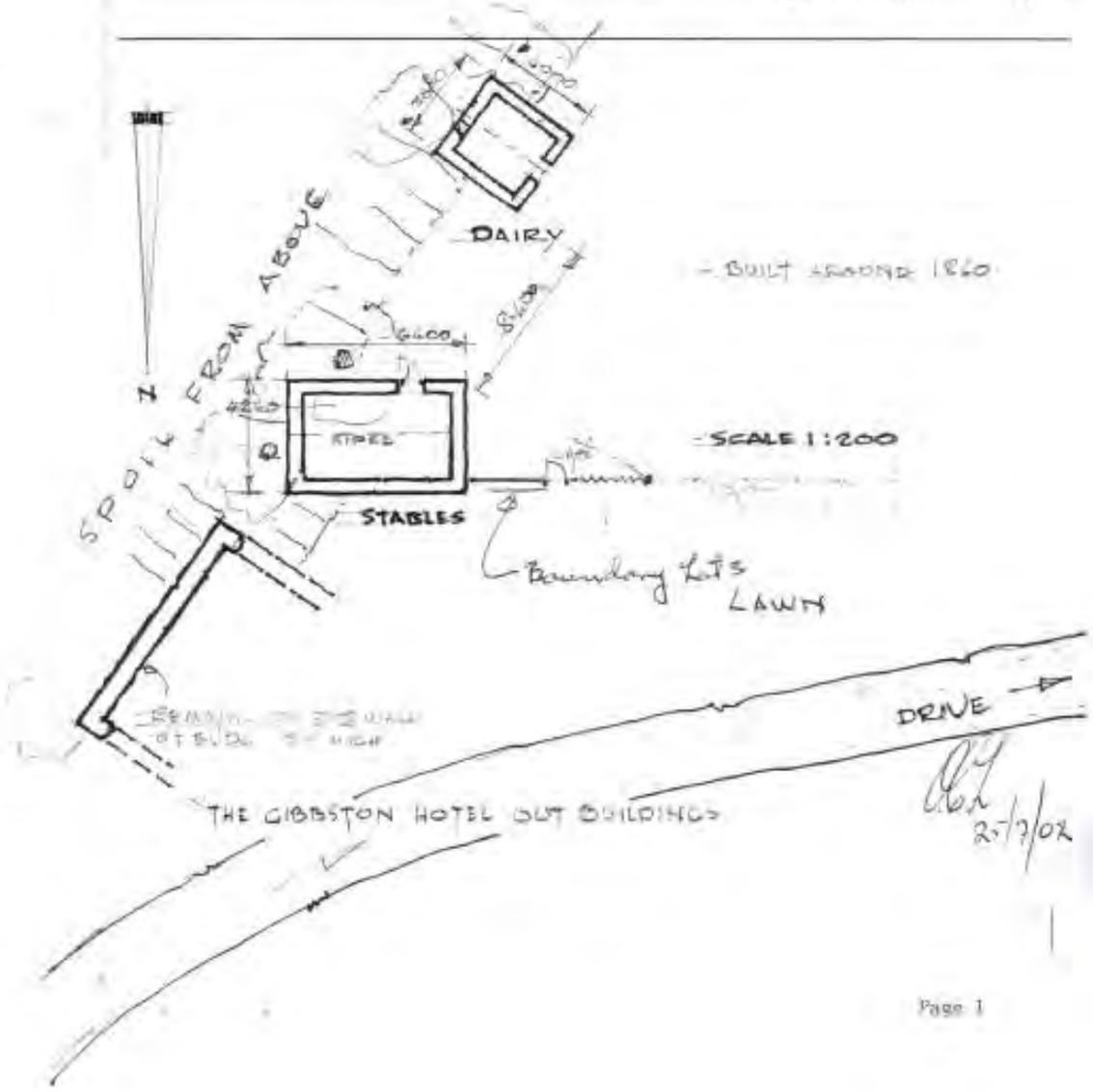
UPPER LEVEL 4
PHYSICAL EVALUATION
for - GIBBSTON HOTEL OUTBUILDINGS

- Coal Pit Road off State Highway No.6

Present Owner - Marcus Taylor
 Legal descrpn. - CT OT 3D/274 Pt. Sec. 6 Blk. 5
 Kawarau Survey District
 Lot 5 DP 11834

Land Area -
 - Historical Bldg. within the
 Gibbston Area Character Zone

HPT Physical Evaluation - by Owen C. Lawrence,
 Regd. Architect July '02



Plan of site remains as part of NZHPT, *The Gibbston Hotel* draft nomination for registration as an historic place, September 2002, held at NZHPT Area Office Otago/Southland, Dunedin. .

ENTERED BY: Rebecca Reid

DATE ENTERED: June 2005

PHOTOGRAPH/NEGATIVE: RReid



View from Park Street



Rear of cottage, addition on left

NAME (including former names)

Cottage, Park Street

LOCATION/ADDRESS

28 Park Street, Queenstown

HERITAGE ASSESSMENT

Archaeological Value

√ **Architectural Value**
High

Cultural/Traditional Value

√ **Historical/Social Value**
High

√ **Landscape/Townscape Value**
Moderate to High

√ **Rarity/Representative Value**
High

Technological Value

OVERALL HERITAGE VALUE Moderate to High

| | |
|--------------------------|--|
| AGE/DATES | Pre 1900s construction |
| ARCHITECT/BUILDER | 2004 additions, Michael Wyatt Architect |
| MATERIALS | Wood, iron, stone |
| LOCAL AUTHORITY LISTINGS | Local Authority |
| NZHPT | No |
| VALUATION NUMBER | 2910517500 |
| LEGAL DESCRIPTION | Section 17 Block XXXVIII Town of Queenstown |
| TYPE/USE | Residential Colonial Cottage |
| CURRENT OWNERS | Thomas & Jessica Thompson |
| CURRENT CONDITION | Good |

SUMMARY OF SIGNIFICANCE

The Park Street Cottage is an important reminder of the typical early style of domestic architecture in Queenstown, pre-1900. This type of cottage is now a rarity both in this street and in the wider Queenstown area and it contributes greatly to the streetscape, providing some historic identity.

It has strong association with a notable literary figure in New Zealand – Charles Brasch, as well as other interconnected notable families in Otago such as the Hallensteins, the Fels and the Geisows. Ownership of the property has remained with this circle of people for over 70 years. Today, relatives of the Fels still own the property.

While the cottage has been added to recently to provide more living space, the addition can be considered sympathetic to the old cottage, given that it does not obstruct the view from the street and that the architecture of the cottage can still be clearly read. The cottage itself is in good condition, and is still intact.

DESCRIPTION

The cottage is constructed of wood with an iron roof and stone chimney. It is located on Park Street in Queenstown, opposite the Queenstown Gardens, and is set back from the road with a path leading to the front door.

HISTORY

The section that this small colonial cottage sits on used to run all the way back to Brisbane Street being Section 17 and Section 9 Blk XXXVIII. The original Crown Grant relates to both sections and the following is a list of owners;⁵⁶

12 June 1873 – 2 April 1878: owned by John Williams, who operated ships on Lake Wakatipu from the 1860s. His house, Williams Cottage still sits in the Queenstown Bay and is the oldest wooden dwelling in the town. It is unknown whether the house was constructed at this time.

2 April 1878 – 2 November 1881: owned by Joseph Rodgers;

2 November 1881 – 11 February 1903: owned by Mary Ann Rodgers (later Peterson);

11 February 1903 – 13 September 1922: owned by Herman Schurstedt;

13 September 1922 – 1 September 1925: Public Trustee (possibly owner died?)

1 September 1925 – 21 May 1928: owned by Henry Adolph Helms, the younger.

21 May 1928 – 10 March 1950: owned by Catherine Wilhelmina Geisow. The Geisow family were friends of the Hallensteins and later, Brasch families. Charles Brasch's mother, Helene Mary Fels, was related to the Hallensteins, "a family which established itself as goldfields merchants in Otago in the 1860s and later began a nationwide chain of clothing stores"⁵⁷. Kitty Geisow, as she was known, was born in Queenstown and Charles Brasch often stayed with her and her sister Gertie in Queenstown. It is likely that this was the house he stayed in.

On 10 March 1950, Section 9 (Brisbane Street side) was sold to Peter William Fels. Peter was related to Willi Fels who was Charles Brasch's maternal grandfather. Willi had a huge influence on Brasch's life. Brasch's mother had died at child birth when Brasch was just four and Willi Fels was described as "the rock and centre of Brasch's life from childhood to middle age."⁵⁸ He supported Brasch's decision to pursue a career in the arts, a stance not celebrated by Brasch's father. Willi Fels died in 1946. The Fels family are still connected with this property. It is likely the land was subdivided into two sections in about 1950 and on the **24 June 1955, the section with the cottage on it was sold by Catherine Geisow to Kate Thompson and Charles Orwell Brasch.** The property was held by them until about 1970⁵⁹.

Charles Brasch was a prominent literary figure in New Zealand. He was born in Dunedin in 1909 into an affluent commercial family, being the son of Hyam and Helene Brasch. Hyam Brasch was a lawyer of Jewish origin. Charles attended Waitaki Boys high School before attending St John's College, Oxford and read Modern History. His travels took him to many countries including Egypt, Europe, and the Near East as well as Russia and the United States to name a few. During World War II he was a civil servant in England. On his return to New Zealand he started the literary quarterly *Landfall* which he edited for its first twenty years, until 1966. He published five collections of poems in New Zealand and two small books of translations.⁶⁰

⁵⁶ List of owners from, DAHG/9197/224 Otago Land register OT 8/119 & DAHG/9197/603 Otago Land Register OT 380/37 held at National Archives, Dunedin Regional Office

⁵⁷ Sarah Quigley, „Brasch, Charles Orwell 1909 – 1973“, Dictionary of New Zealand Biography, updated December 2003.

⁵⁸ *ibid*

⁵⁹ List of owners from, DAHG/9197/224 Otago Land register OT 8/119 & DAHG/9197/603 Otago Land Register OT 380/37 held at National Archives, Dunedin Regional Office

⁶⁰ <http://hakena.otago.ac.nz>, Charles Brasch keyword, Hocken Library.

Brasch described the poetry he wrote in the 1930s as his first „real“ poetry. It reflected his divided loyalties to two countries; written in England, it was published in New Zealand journals such as *Phoenix* and *Tomorrow*. In these he explored the paradoxes of European settlement in New Zealand and „his uneasy elegiac tone of these first two volumes became a hallmark of his poetry.“⁶¹

In his position as „*Landfall*“ editor, Brasch had a „significant effect on the way the arts developed in New Zealand.“⁶² As well as a literary journal „it provided a forum for critical comment on life and culture in New Zealand.“⁶³ „His contribution – as editor, poet and patron – to New Zealand culture was recognised in May 1963 by the award of an honorary doctorate from the University of Otago.“⁶⁴

Charles Brasch died in May 1973 leaving a rich legacy of poems, books painting and personal papers to the Hocken Library, Dunedin.

Brasch had a wide circle of friends and no doubt other interesting artists and writers shared time with him in this little cottage in Park Street in Queenstown.

Today the property is owned by Thomas Fels Thompson and Jessica Ann Thompson. In June 2004, the Thompsons completed an addition to the cottage in the form of a living room extension and a bathroom. It was designed by Michael Wyatt Architect and built by R.C. Jamieson builders of Christchurch.⁶⁵

ARCHITECTURAL DESCRIPTION

The form of the cottage is traditional with its simple gable roof, front verandah and rear lean-to all in good proportion. The cottage is on an elevated site above the road line and set well back giving it a welcoming and sheltered atmosphere.

The double hung windows on either side of the entrance door are a larger size than usual which adds to the special appeal. The exterior appears to have been maintained in good condition.⁶⁶

The addition to the cottage capitalises on the space to the rear of the cottage and adjoins the building at its south eastern corner. A single gable living room then runs East beyond the rear of the cottage. The addition is quite sympathetic to the front symmetry of the historic cottage whose style and form can still be easily read from Park Street. From the rear (east elevation) the addition is more obvious but the lean-to and cottage itself can still be clearly seen⁶⁷.

LANDSCAPE/TOWNSCAPE SUMMARY

The original cottage can be seen from Park Street near the vehicle entrance to the gardens. Its age, architecture and style is now very rare in the street and in the wider Queenstown area. As such it contributes greatly to the streetscape, providing a reminder of the typical early style small domestic dwellings built in Queenstown.

⁶¹ Sarah Quigley, „Brasch, Charles Orwell 1909 – 1973“, Dictionary of New Zealand Biography, updated December 2003

⁶² Sarah Quigley, „Brasch, Charles Orwell 1909-1973“; Dictionary of New Zealand Biography, updated December 2003

⁶³ *ibid*

⁶⁴ *ibid*

⁶⁵ Property File, 28 Park Street; held Civic Corp, Queenstown

⁶⁶ Architectural description provided by Owen Lawrence, retired architect, Arrowtown

⁶⁷ Comments, Rebecca Reid

SOURCES

DAHG/9197/224 Otago Land register OT 8/119 & DAHG/9197/603 Otago Land Register OT 380/37 held at National Archives, Dunedin Regional Office

Property File, 28 Park Street; held Civic Corp, Queenstown

Quigley, Sarah, „Brasch, Charles Orwell 1909-1973“; Dictionary of New Zealand Biography, updated December 2003.

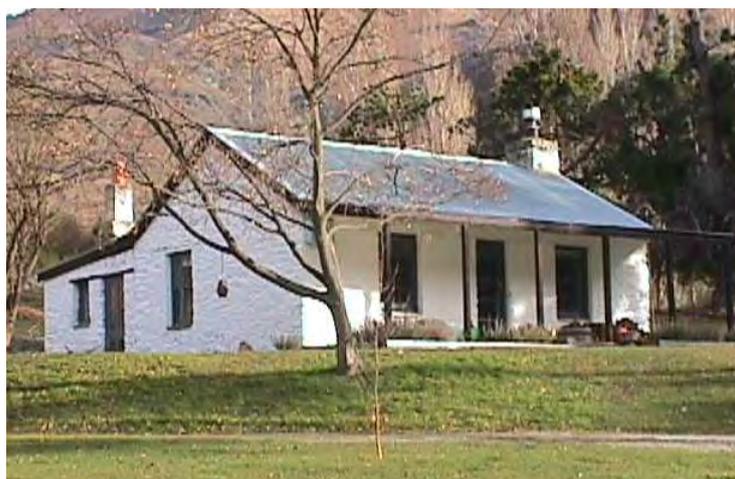
Website, <http://hakena.otago.ac.nz>, Charles Brasch keyword, Hocken Library.

FILE NOTES

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

PHOTOGRAPH/NEGATIVE: Qtown Heritage Working Party



NAME (including former names)

Ryecroft Cottage

LOCATION/ADDRESS

1800 Gibbston Highway, State Highway 6, Gibbston

HERITAGE ASSESSMENT

Archaeological Value

√ **Architectural Value**

Moderate to High

Cultural/Traditional Value

√ **Historical/Social Value**

Moderate

√ **Landscape/Townscape Value**

Moderate - High

√ **Rarity/Representative Value**

High

Technological Value

OVERALL HERITAGE VALUE Moderate – High

| | |
|--------------------------|-----------------------|
| AGE/DATES | Circa: 1880s |
| ARCHITECT/BUILDER | Unknown |
| MATERIALS | Stone, iron and brick |
| LOCAL AUTHORITY LISTINGS | |
| Local Authority | |
| NZHPT | No |
| VALUATION NUMBER | 2907200800 |
| LEGAL DESCRIPTION | Lot 1 DP 9947 |
| TYPE/USE | Residential |
| CURRENT OWNERS | Angus & Ro Bradshaw |
| CURRENT CONDITION | Good |

SUMMARY OF SIGNIFICANCE

Ryecroft Cottage provides an excellent example of early settler architecture and illustrates the typical method of construction and design of the period in Central Otago. The application of stone masonry and mud fill was based on the availability of locally sourced materials. The house is associated with one of Gibbston's early families, the Cosgroves, who typically came in search of gold and then adapted to a farming life on the Gibbston Flats. To an extent it is a reminder of the changes from large scale farming in the area to small scale farming, prompted by subdivision of the land, that was to characterise land use and settlement patterns in the Gibbston Valley longer term. It reflects a way of life in a small isolated community and forms part of a wider network of historic and archaeological sites in the area that the community has been keen to protect. The majority of the building, in particular the exterior, is considered original and is well maintained and in good condition.

The building has rarity value, being one of the best examples remaining of a stone/mud dwelling built for a settler family in Gibbston. In a wider landscape context, the building greatly contributes to the character and identity of the Gibbston settlement, where a number of historic sites remain to tell the Gibbston story.

DESCRIPTION

Ryecroft Cottage is constructed of mud and stone. It has an iron roof and two brick chimneys. It is located back from the Gibbston Highway, State Highway 6, near the Gibbston Valley winery. It is set within a well maintained property.

HISTORY

This mud and stone cottage was the home of the Cosgrove family who emigrated in the 1875⁶⁸ from County Limerick, Ireland. There were three sons, Jimmy, Frank and Pat, and a daughter Kate brought up in the house. However it is thought that they were already beyond school age as there is no record of them attending the Gibbston School which opened in 1885.⁶⁹ The house must have been built therefore at least by this date, however the exact date is currently uncertain.

The Cosgroves initially came to Gibbston in search of gold; however they eventually turned their hand to farming in the area. By mid-1883, Francis Cosgrove was granted an agricultural lease by the Waste Lands Board. The following year he had 36 acres (14.5 ha) added to his lease and he shared a boundary with Tom Butler of Glenroy Station and Antonio Resta. The Cosgrove brothers were known for their acquisition of a gold claim that they pegged out on the proposed site of the Kawarau Bridge. Apparently they then offered it for sale to the Council for £200 but the bridge builder made sure that the claim was not included in the bridge approach.⁷⁰ They also mined the Kawarau river banks and the area behind the Glenroy homestead at Gibbston.⁷¹

The Cosgroves land and house on Part Section 43 Blk 1 Kawarau District passed through a number of owners;

The Lands and Deeds records show that the land is under a Mining District land occupation lease from 1905–1925 and again from 1926 (probably) until 1930, when it was under the name of Catherine Cosgrove.

From 1930–38 Catherine Cosgrove is listed as owning the property; however Kate (Catherine?) Cosgrove died in 1926⁷². The land records show that the Public Trustee did not transfer the property from her name until 1938. At this time ownership was transferred to Frank Wesley Kerr. Just a year later Norman Harold Talbot purchased the property and held it until 1951 when the Kawarau Rabbit Board bought the property. They owned it for ten years and presumably used the house for their rabbiting staff. In 1961 they subdivided off the house and sold it to Arthur Hallum Gresham, a lecturer in Dentistry in Dunedin.⁷³ He

⁶⁸ , Obituary-Mr John Cosgrove, Lake Wakatip Mail, 28/4/1939

⁶⁹ Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21

⁷⁰ Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21; Mountain Scene article , *The Cosgrove Family* ,p 5 November 11 1982

⁷¹ Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21

⁷² Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21

⁷³ Certificate of Title, A1/1289

owned the property until 1981 when he sold to Kelvin and Helen Shacklock.⁷⁴ The Shacklock's restored the cottage⁷⁵ at some stage (during the 1980s?) during their approximately twenty years of ownership. The original stables next door to the cottage, is now incorporated into the Brady's homestead. The Brady family pioneered the winemaking industry in the Gibbston Valley.

From 2001 the property was owned by the current owners, Angus and Ro Bradshaw.⁷⁶ In 2003 the Bradshaw's had architect's plans drawn up to make additions to the original cottage.⁷⁷ These do not appear to have been implemented at this stage.

ARCHITECTURAL DESCRIPTION

The 1880s cottage is a notable architectural example of the Gibbston Valley domestic buildings. Its pioneer proportions, frontage, verandah and rear lean-to give to the home a robust appearance. Chimney, windows and doors have all been executed in the traditional manner. The siting of the house on an elevated hillside spur has a commanding view over the Gibbston Valley.⁷⁸

LANDSCAPE/TOWNSCAPE SUMMARY

Ryecroft Cottage sits on a terrace directly above the Gibbston Highway, State Highway 6. It is possible to glimpse the authentic historic cottage from the highway. It has unity in terms of scale and design with its backdrop of mountains. It makes an important contribution to the wider historic landscape of the Gibbston Flats, where a number of buildings and historic sites remain, helping us to connect with and understand the story of the Gibbston settlement.

SOURCES

Cook, Ann, *Gibbston Story*, Otago Heritage Books, 1985

DAHG/9197/470 Otago Land Title Register OT 244/26, DAHG/9197/513 Otago Land Title Register OT 286/223, DAHG/9197/660 Otago Land Title Register OT 438/89, held at National archives, Dunedin Regional Office

Lake Wakatip Mail, 28/4/1939 Obituary-Mr John Cosgrove,

Mountain Scene article, *The Cosgrove Family*, p 5 November 11 1982

Queenstown Historical Society

QLDC Property file; for Ryecroft Cottage, 1800 Gibbston Highway.

FILE NOTES

A further Certificate of Title search on A1/ 1289 would clarify ownership further.
A search of the early Rates books may also clarify dates of the construction of the cottage.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

⁷⁴ Certificate of Title, A1/1289; and DAHG/9197/470 OT 244/26, DAHG/9197/513 OT 286/223, DAHG/9197/660 OT 438/89, held at National archives, Dunedin Regional Office.

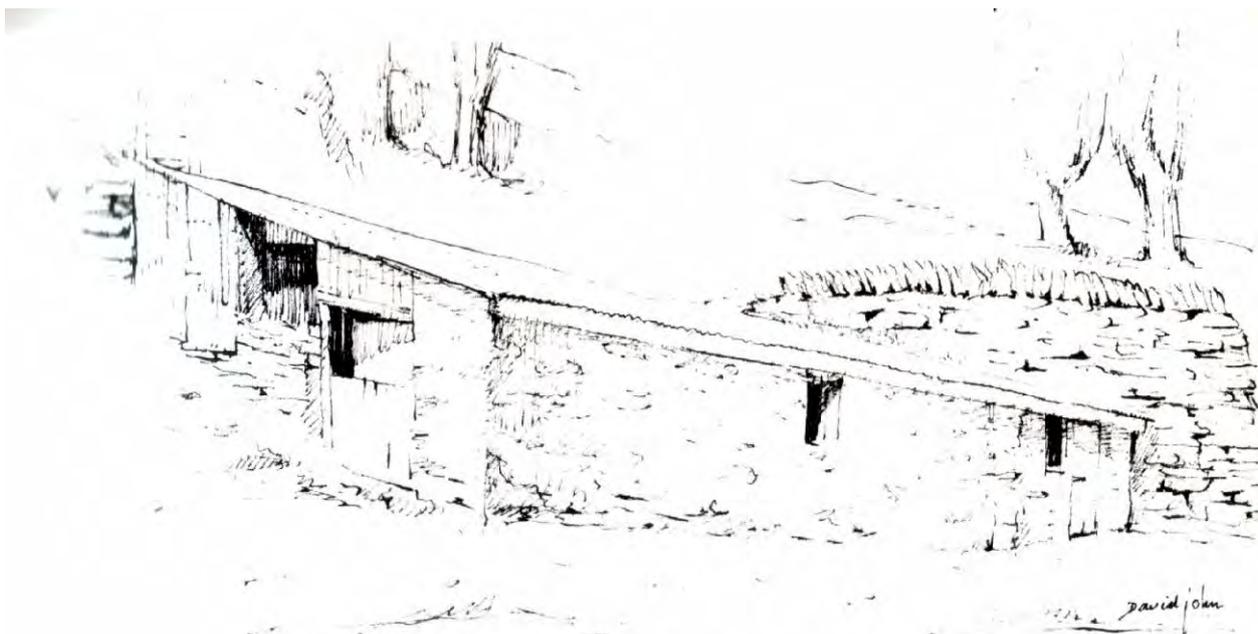
⁷⁵ Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p21

⁷⁶ QLDC Property file; for Ryecroft cottage, 1800 Gibbston Highway.

⁷⁷ *ibid*

⁷⁸ Archtiectural Description provided by Owen Lawrence, retired architect, Arrowtown .

PHOTOGRAPH/NEGATIVE:



ANTONIO RESTA'S beautifully constructed stone stable.

NAME (including former names)

Resta Stone Stables, Gibbston

LOCATION/ADDRESS

Resta Road, Camp Hill

HERITAGE ASSESSMENT

Archaeological Value

√ **Architectural Value**

Moderate

Cultural/Traditional Value

√ **Historical/Social Value**

High

√ **Landscape/Townscape Value**

Moderate - High

√ **Rarity/Representative Value**

Moderate to High

Technological Value

OVERALL HERITAGE VALUE Moderate - High

| | |
|--------------------------|--------------------------------|
| AGE/DATES | Constructed c: 1890? |
| ARCHITECT/BUILDER | Unknown |
| MATERIALS | Stone |
| LOCAL AUTHORITY LISTINGS | |
| Local Authority NZHPT | No |
| VALUATION NUMBER | |
| LEGAL DESCRIPTION | Glenroy Station |
| TYPE/USE | Basic Farm Building Farming |
| CURRENT OWNERS | c/- Jim Hunter |
| CURRENT CONDITION | |

SUMMARY OF SIGNIFICANCE

The Resta Stables is considered to be a good example of farm buildings of its era, both in style and method of construction. The use of stone reflects the availability of this local material at the time. The building is authentic and mostly intact, with the horse stalls and chaff feeding chutes still in existence. This provides insight into early farming practices.

The Resta Stables is a reminder of the importance of farming in this small community throughout the development of the settlement, and the change in land use from larger scale pastoral runs to small scale farming. This was to characterise land use and settlement patterns in the Gibbston Valley longer term.

The stables is associated with an immigrant family from Italy and represents the transition that they made from gold mining to farming practices that provided them with more permanent settlement at Gibbston. The Resta Stables are a tangible reminder of the contribution the Restas made to the small local community, and the goldmining, farming and coal mining industries throughout their life in the district.

The Resta Stables is an important individual historic component of the wider Gibbston historic landscape. In context with Resta Road and the surrounding farmed area, the stables play an important role in defining past land use in this landscape. The building contributes to the character and identity of Gibbston settlement where a number of historic sites remain to tell the Gibbston story.

DESCRIPTION

The Resta Stables is a substantial stone building and is located within a farm setting up Resta Road in Gibbston.

HISTORY

In 1891 Antonio Resta came to Gibbston to settle and farm a 100 hectare property at the end of what is now Resta Road. Antonio (Tony) was born in Lombardy, Italy in 1842, the son of Jacob Resta a farmer and miller. In 1863, at age 21, Tony and his brother Lorenzo arrived at Otago to take part in the gold rush. The Resta brothers were involved in many mining ventures around the district through the 1860s to about 1890. It was Lorenzo however who was better known, having claimed fame for the discovery of payable quartz at Macetown up the Arrow River. He was involved in the first quartz stamping battery up there, the Homeward Bound. Lorenzo had some success at Macetown before moving with his family to work the Upper Waipori dredge at Tuapeka in 1890. This turned out to be Waipori's most successful dredge.⁷⁹

In May 1891 Antonio moved to settle at Gibbston with his wife Ellen Martin and their five children. Here he concentrated on sheep farming and cropping having acquired two more parcels of land. "He built a neat little wooden homestead on the rolling hills above Gibbston Flat."⁸⁰ The children attended Gibbston School and the family was said to have lived a quiet life. Antonio died on 24 January 1916 aged 74 and his sons Peter and Tony continued to farm the property. As well as farming, they mined coal up Deep (Camp) Creek. In 1922 Tony struck a 60cm coal seam here and they delivered coal around the district in an old truck. They also bought a Marshall's Threshing Mill and ran that business for some time. Peter also dabbled in the development of irrigation for the Gibbston area but his idea was never adopted due to the expense, and the small farming area.⁸¹

⁷⁹ Ann Cook, *Gibbston Story*, Otago Heritage Books, 1985, p23

⁸⁰ *ibid* p23

⁸¹ *ibid* p23

The brothers never married but contributed to life at Gibbston for many years until the farm was running at a loss and the mortgagors forced a sale in 1946. It was bought by Duncan Beaton.⁸²

The farm buildings originally consisted of homestead, shearing shed and stone stables. The stables still exists in much the same form as in the 1890s. It has been well constructed of stacked stone and contains "six stalls, a chaff room and a wooden floor at the south end. A chute built into the back wall enabled chaff cut by a horse driven chaff cutter on the bank above to drop down into the building where it was bagged."⁸³

ARCHITECTURAL DESCRIPTION

The building provides an excellent example of a stables dating to the 1890s era. It is an authentic, intact farm building and contributes to the character of the Gibbston area, built on gold and farming activities.

LANDSCAPE/TOWNSCAPE SUMMARY

The Resta Stables is an important individual component of the wider Gibbston historic landscape. It is a reminder of the importance of farming in this small community and its development into small holdings from larger surrounding pastoral runs. In context with Resta Road and the surrounding farmed area, the stables plays an important role in defining the past land use in this landscape.

SOURCES

Cook, Ann, *Gibbston Story*, Otago Heritage Books, 1985

Queenstown Historical Society

FILE NOTES

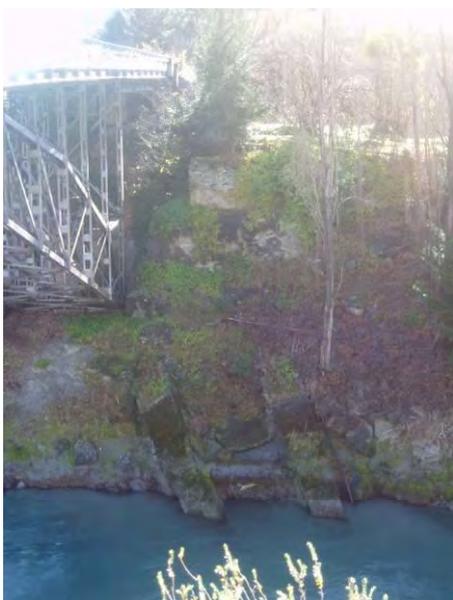
Note condition of building has not been assessed. Requires further architectural assessment/description.

ENTERED BY: Rebecca Reid

DATE ENTERED: July 2005

⁸² ibid p23

⁸³ ibid, p23



NAME

Victoria Bridge Supports

LOCATION/ADDRESS

Gibbston Highway, Gibbston

Constructed -

Building Type/Use - Derelict bridge

Materials - Stone

Style - Suspension Bridge

Architect -

Builder -

NZHPT Register -

District Plan Status -

Valuation number -

Legal Description- River and Road Reserve

Heritage Assessment

Historic and Social Value - High

Cultural and Spiritual Value - Low

Architectural Value - Low

Townscape and Context Value - High

Rarity and Representative Value - Moderate

Technological Value - Low

Archaeological Value - Low

Overall Heritage Value - Moderate

DESCRIPTION

The Victoria Bridge supports sit next to the current bridge. The Victoria bridge was originally constructed of masonry, iron, wire ropes and timber.

HISTORY

The first Victoria Bridge was built in 1874 as a private venture by John McCormick, costing him 6000pounds. It was then said to be the longest bridge in either NZ or Australia spanning 195ft 6in (59.58m). There was no shortage of traffic with McCormick doing very well for himself charging travellers 1s each to cross the bridge. When provinces were abolished and the new county administrations took over in 1876-77 one of the first moves was to buy out the bridge and other punt proprietors and make river crossings free. As of 1878 the Victoria Bridge was then free to use.

SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS

The Victoria Bridge supports are important as they represent significant social and development patterns within the District. They have high social, historic and context values and for its time the bridge is recognised to have a high degree of technological values. Not so much now days but in it's time the bridge was recognised as a landmark and play a role in defining the particular area.

SOURCES

The Gibbston Story - Ann Cook
The Queenstown Historical Society

ENTERED BY: Queenstown Heritage Working
Party

DATE ENTERED: 2002

PHOTO

NAME

Goods Shed

LOCATION/ADDRESS

Elfin Bay

Constructed -

Building Type/Use - Currently for farming use

Materials -

Style -

Architect -

Builder -

NZHPT Register -

District Plan Status -

Valuation number - 2911135400

Legal Description- PT P72 PT Run 350A Von
& Upper Wakatipu SD's
Balance at 29110/169/1 3043

Heritage Assessment

Historic and Social Value - High

Cultural and Spiritual Value - Low

Architectural Value - High

Townscape and Context Value - High

Rarity and Representative Value – Moderate

Technological Value - Low

Archaeological Value - Low to Moderate

Overall Heritage Value - Moderate to High

DESCRIPTION

The shed is located at the end of the Greenstone road next to the wharf. It is constructed of tin.

HISTORY

The building was originally built by the Elfin Bay Station to store goods in from the TSS "Earnslaw". It was later also used by tourist/walkers as a shelter.

SUMMARY OF HERITAGE SIGNIFICANCE AND ANY ADDITIONAL COMMENTS

The building is important for its historic significance and association. It has high social and historic, and architectural values. The building is a classic tin shed with an interesting design that is visually interesting. It is still intact and has not undergone any alteration. In its time it was recognised as a landmark.

SOURCES

Glenorchy Heritage Museum Group

ENTERED BY: Queenstown Heritage Working
Party

DATE ENTERED: 2002