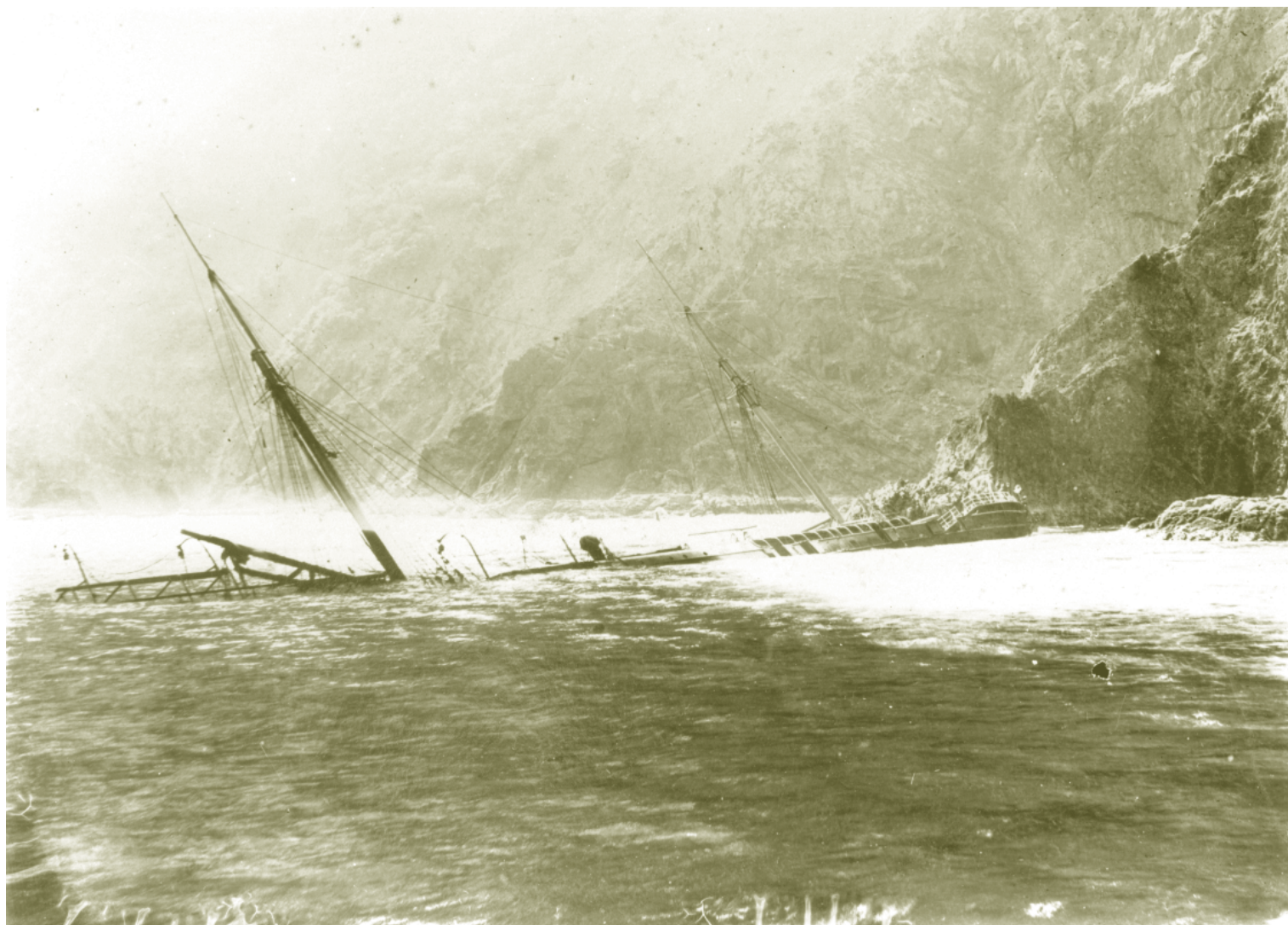


S.S. Wairarapa Graves, 1894

Heritage Assessment

Andy Dodd, DOC, Auckland Conservancy

GREAT BARRIER ISLAND, SEPTEMBER 2007



Department of Conservation
Te Papa Atawhai

S.S. Wairarapa Graves (1894)
Onepoto and Tapuwai Point, Great Barrier Island

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Peer-reviewed by Sarah Macready, DOC, Auckland Conservancy

Cover image: SS *Wairarapa* wreck at Miners Head, 29 Oct 1894, APL 1023

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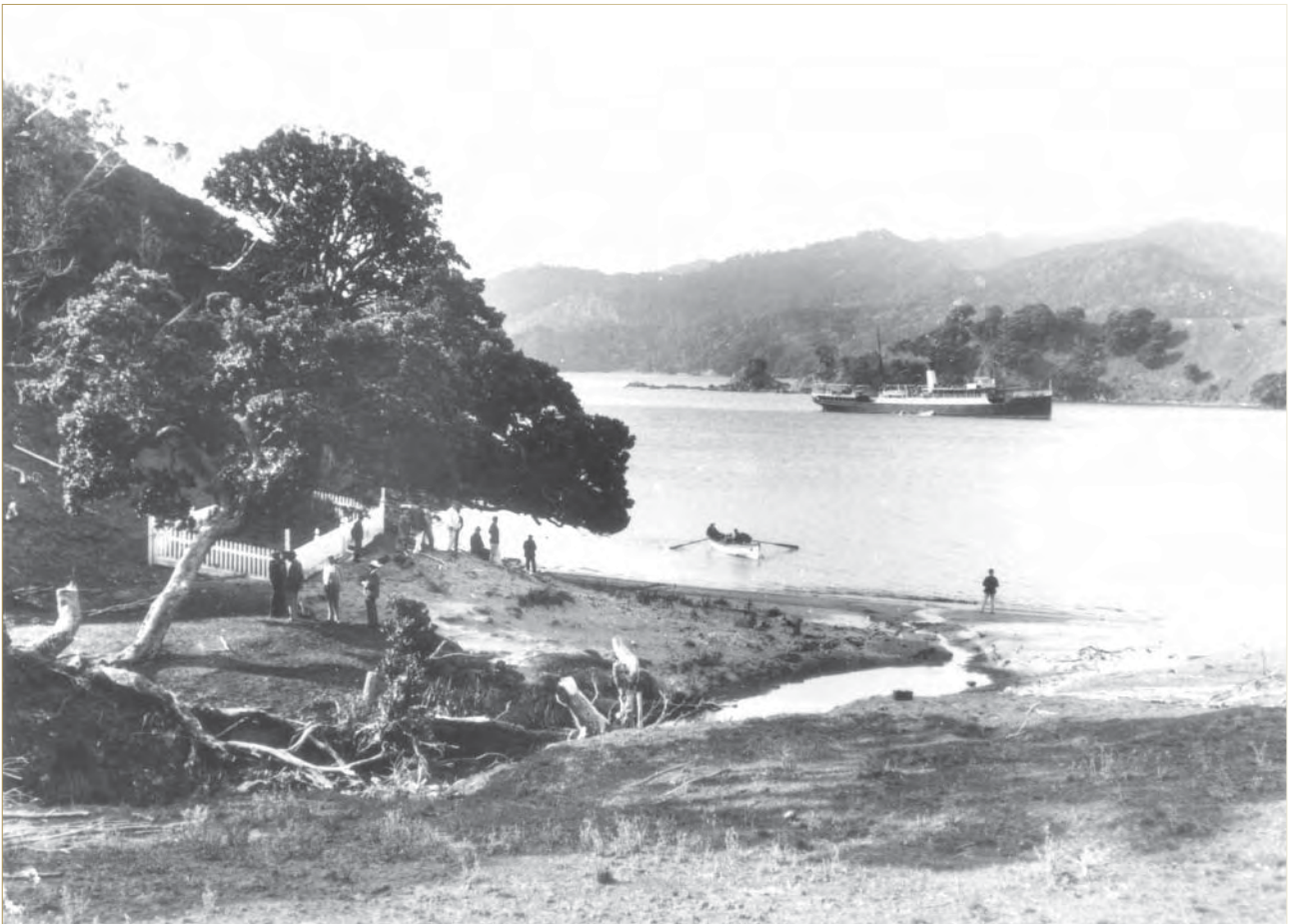
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1. SITE OVERVIEW

- Onepoto Historic Reserve S08102 & Tapuwai Point Historic Reserve S08103
- Administered from Great Barrier Area Office
- Pedestrian access via foreshore from end of Kawa Road, and end of Mabeys Road
- Visitor numbers not known (estimated 500 and 900 respectively in VAMS)
- Actively managed historic assets
- Reserve areas 0.20 ha (Onepoto); and 0.41 ha (Tapuwai Point)
- VAMS site numbers 101869 (Onepoto graves); and 101870 (Tapuwai Point graves)

2. HISTORY DESCRIPTION

The Union Company's steamer SS *Wairarapa* was wrecked off Miners Head, Great Barrier Island shortly after midnight on the 29th October 1894. Of the 235 passengers and crew on board, approximately 130 lives were lost, making it the third worst shipping disaster in New Zealand history.¹ The *Wairarapa* was making record time on route from Sydney to Auckland when, after rounding North Cape, it encountered dense fog. The fog together with a failure to sufficiently account for currents resulted in a course well eastwards of the intended route.

In spite of the poor conditions and misgivings of his crew, Captain McIntosh kept up a speed of 14 knots, crashing into the north-western coast of Great Barrier Island near Miners Head. The swell of the sea and pitch black conditions² added to the confusion and only two lifeboats were successfully launched, the others being smashed or swamped during attempts to get them into the water.³ A few wearing lifebelts were picked up, and some stronger swimmers were able to make it to shore. At dawn a line from the ship held by those on the rocks allowed more people to reach safety.

The survivors remained stranded for over 30 hours trapped below vertical cliffs before the third officer and two of the crew were able to summon help from the Maori settlement at Katherine Bay. Survivors were billeted amongst local households, and police, local volunteers, and fellow survivors worked together to recover bodies for identification and burial. Bodies that could be identified were taken back to Auckland for burial, but those which were unidentified or unrecognisable on account of injury or shark mauling were buried in mass graves at Onepoto and Tapuwai Point, with others buried at Karaka Bay, Arid Island and Harataonga.

News of the disaster eventually reached Auckland when the Northern Steam Ship Company's steamer SS *Argyle* returned with some of the survivors three days after the wrecking at 3am on the 1st November. The steamer⁴ was sent back to Great Barrier to further assist with the

Photos left:
SS *Wairarapa* Survivors and
rescuers by their temporary
camp.
APL 10386

Graves of the SS *Wairarapa*
dead, Whangapoua Bay.
APL 10389

collection of bodies, a job which lasted 19 days.⁵ Temporary camps for volunteers were sited at Katherine Bay near the grave site until unsanitary conditions forced them to relocate to the next bay at Onewhero.⁶ By 15 November 81 bodies had been recovered with 60 buried on Great Barrier and 21 relocated for burial on the mainland.⁷

In the weeks following the shipwreck thousands of pounds were raised through charity performances and public talks by survivors held around the colony. Money and supplies were also provided to assist the victims and compensate those at Katherine Bay who had given food and shelter, and use of their land for burials.⁸ The findings of the Court of Inquiry ultimately blamed the deceased Captain for the wreck. Failure to take the correct point of departure, or to allow for currents, and excessive speed in poor conditions were cited as reasons.

3. FABRIC DESCRIPTION

Approximately 60 unidentified or simply unrecognisable bodies were buried at Onepoto and Tapuwai Point,⁹ while the others were transported for burial on the mainland. Make-shift coffins were constructed, and for the purpose of burial two arms, two legs, and a torso constituted an individual. The graves were initially referenced with numbered wooden markers to assist with re-interment of bodies should they be subsequently identified by relatives on the basis of their possessions,¹⁰ and white picket fences enclosed the perimeter at both locations after the last of the victims were buried.¹¹

“All the graves were filled up and the soil nicely rounded off and the headboards well fixed in the ground... There are 44 bodies buried here; the service of the Anglican Church has been said over every body; and I think it a great pity to remove any one. The spot is a very pretty one indeed, and when it is fenced in it will look as a burial ground should look... There are five burial grounds in five different places... When I return to Auckland I shall consult with the Relief committee, and others interested in the matter, with regard to the best means of getting the burial grounds well fenced... The ground at Whangapoua, Mr Eglington’s property, can be conveyed to the Church as a burial ground for ever. It is a pretty spot, under the trees and close to a grand beach. At Arid Island there is only one grave, that of the ship’s boy McDonald. At Harataonga there is also only one body buried. I hope that fences will be placed round these graves; or perhaps in time the bodies should be removed to the Whangapoua cemetery.”

New Zealand Herald 22/11/1894 p.6 c.4

“The cemetery at Karaka Bay, Port Fitzroy (Mr Paddison’s place), will be surveyed as soon as an authorised surveyor visits the island, and will then be made over to the Anglican Church.”

Auckland Star 22/11/1894 p.5 c.2

After which there is no more mention of the graves until they receive a visit from the passengers on the SS *Ngapuhi* cruise:

“The vessel steamed round the harbour and on to Catherine [sic?] Bay, where the party were landed to visit the graves of the victims of the wreck of the Wairarapa. The dilapidated condition in which they were found was much commented on. A rude sheep pen, which had been erected against the fence by Maoris was pulled down by members of the party.”

Auckland Weekly News 28/01/1904 p.5

Numerous salvage attempts and wave action resulted in breaking down of the wreck itself. Much of the floating wreckage was collected and from the time of the wreck, island residents regularly visited the area to recover items that washed up on the shore. The first salvage attempt occurred shortly after the loss in an attempt to recover the mail and the ship's safe.¹² Salvage rights were sold at auction on 6 November and limited additional salvage recovered two anchors, chain, winches and additional cargo. No further salvage occurred until the 1920s when ownership of the wreck was transferred to W.E. Vear by the Ministry of Marine in 1923,¹³ and then on-sold to Grant Augle.¹⁴ The wreck was purchased by Les Subritsky in 1959, who recovered the ship's compass, and has since attracted divers including Kelly Tarlton, Wade Doak and others. In addition to the items from the 1894 salvage, material salvaged subsequently from the wreck includes: coins, personal jewellery, the Purser's safe, bronze signalling canon, the propeller, pigs of lead, tin ingots, and a quantity of metal from the engine room.¹⁵ At a depth of 4-15m, the wreck site is a popular dive attraction, despite being spread across 400m of seabed at the base of the cliffs at Miners Head.¹⁶

4. CULTURAL CONNECTIONS

Ngati Rehua residents at Katherine Bay have a long standing involvement with the grave site there. Their assistance in rescuing survivors and providing hospitality until they could be transported back to Auckland, was crucial in preventing a worse outcome of the catastrophe, as was their subsequent assistance in recovering bodies and providing land for a temporary base camp. The grave sites were an annual stop-over for the SS *Ngapuhi* cruises from 1904-08, with limited maintenance being undertaken by passengers on the 1904 trip. Since then the grave sites have been maintained by the Forest Service, and more recently the Department of Conservation.

A centennial commemorative event was held in 1994, with a midnight memorial service held at the wreck site, as well as daytime services and the unveiling of commemorative headstones at both Tapuwai Point and Onepoto. Commemorative headstones and a plaque were also unveiled at the wreck site the following day and about 80 carrier pigeons were released from a barge to transport messages to Auckland. The event was organised by the Department of Conservation, but made possible

through the support of the local community, and people with special connections. It was attended by approximately 300 people,¹⁷ with seven people travelling from Australia, a considerable turnout for the island. Both the Onepoto and Tapuwai Point grave sites are listed on the Auckland Regional Council's Schedule for Cultural Heritage Sites for Preservation.¹⁸

5. CONTEXT

The SS *Wairarapa* was owned by the Union Steam Ship Company that had started out in the New Zealand coastal trade from 1875, and from 1876 was competing in the trans-Tasman cargo and passenger trade.¹⁹ By the 1890s it had begun its expansion by acquiring other rival companies and its trade network encompassed the south Pacific Islands and Calcutta. The SS *Wairarapa* was a first class steamer built for the company in 1882.²⁰ It had been re-fitted following a fire which gutted the central part of the ship in 1885.²¹ The captain, John McIntosh, had a reputation for being a safe and competent captain, and many passengers elected to travel with him for this reason. Great Barrier at the time was a remote part of the country serviced by the Northern Steamship Company's SS *Argyle* which operated a weekly passenger and goods run between Port Fitzroy and Auckland. It was on this service that survivors reached Auckland with news of the wreck. The northern coast of Great Barrier is one of the more remote parts of the island. A miners' village had existed in the bay to the south of Miners Head until 1868 but was long since abandoned, and the nearest permanently occupied area was the Maori settlement in Katherine Bay.

6. NATIONAL CONTEXT AND HISTORIC SIGNIFICANCE

The wreck of the SS *Wairarapa* with the loss of some 130 lives is the third worst shipping disaster in New Zealand history.²² Although the exact number of victims was never conclusively established, initial losses were reported as 121, but the most recent estimates have pushed this to around 130.²³ The SS *Wairarapa* has never surpassed the second worst disaster, the SS *Tararua* which reported 131 victims, but with numbers so close both are clearly events of similar gravity. The three days it took for the news of the wreck of the SS *Wairarapa* to reach Auckland illustrates the relative isolation of the Great Barrier settlement, and led to the introduction of the world's first airmail postal system via carrier pigeon in 1896.²⁴ The pigeon post was made obsolete when it was superseded by a telegraph link between Port Fitzroy and Port Jackson, Coromandel via Tryphena in 1908.²⁵

The wreck had considerable impact on those living on Great Barrier, with local residents providing food and hospitality for the survivors in spite of their often limited resources. Despite its remoteness of location,

news of the wreck and its aftermath gained international significance and dominated newspapers in New Zealand and Australia, and ran for two days in the *London Times*.

7. FABRIC SIGNIFICANCE

With the exception of the burials, the only physical remains at the grave sites are the white picket fences erected at the time, and the interpretative 'headstones' erected beside the cemeteries in 1994. In 2004 a headstone for Father Seraphim McIvor C.P. provided by the parish St. Paul of the Cross in South Australia, was laid by DOC at Onepoto. Although much of the fabric has been replaced, some of the original pickets and corner posts survive, and the present markers are indicative of the on-going care and maintenance carried out by Great Barrier residents since 1894. The interpretative headstones, developed for the centennial memorial service, also have heritage significance.

8. CULTURAL SIGNIFICANCE

The wrecking of the SS *Wairarapa* can be considered among the key historical events to have occurred on Great Barrier, and accordingly gets a mention in almost all general histories to have been produced on the island.²⁶ The first to respond were members of the Ngati Rehua hapu at Katherine Bay, who arrived at the wreck site to rescue those survivors trapped beneath the cliff. Much of the burden of caring for the survivors fell on those at Katherine Bay despite their limited resources, and land at Onepoto was provided for the burial of the victims. As news spread many European settlers on the island also assisted with the recovery and identification of bodies and billeting of survivors. In the months following, many families were presented with tokens of appreciation from the Union Steamship Company, acknowledging their assistance and selfless actions. Families on Great Barrier retain these items, along with mementos washed up from the wreckage in the ensuing months and years. The physical remains of the victims buried at the cemeteries are themselves of high cultural significance.

9. SIGNIFICANT THEMES & SITE TYPES

VAMS site type: Maritime

Other site type: Historic cemetery

Wahi tapu

10. MANAGEMENT RECOMMENDATIONS

The white picket fenced enclosures were restored in 1994 for the centennial commemorative service and these receive on-going maintenance mostly in the form of vegetation clearing by DOC staff. The picket fences are dilapidated and should be restored using existing good material and replications of original posts, pickets and rails.

The interpretation signage, also erected for the commemorative service, has some heritage significance as monuments in their own right. It is now 13 years old, and although the replacement dates in AMIS (DOC Asset Management Information System) are stated as 2004 and 2005, the interpretation on the signs still meet current DOC interpretation standards.²⁷ Because of its association with the centennial service it is recommended that the interpretative signage is retained and maintained rather than replaced. When the signs themselves eventually decay they should be replaced with signs of similar appearance and material.

The signs at the grave enclosures should also continue to be maintained, and vegetation cleared as necessary. There already exists in certain publications, museum inventories, and DOC files, lists of items recovered from the wreck, as well as Union Steamship Company mementos and these should, if possible, be amalgamated into a catalogue that might assist further research. Finally, several of the acorn shaped tops on fence posts are missing from the Tapuwai graves, these should be replaced with replicas.

11. MANAGEMENT HISTORY

- 1894: SS *Wairarapa* wrecked at Miners Head, unidentified victims buried in mass graves at Onepoto and Tapuwai, with others at Arid Island, Karaka Bay and Harataonga.
- 1894: Salvage attempts of the wreck site by Union Steamship Company mostly unsuccessful
- 1894: Salvage rights of cargo sold to Capt. H.F. Anderson and SS *Wairarapa* hull sold to Mr E. Ford
- 1905: White picket fenced enclosures erected
- 1918: Subdivision of Onepoto reserve and transfer to Crown ownership
- 1920: Subdivision of Tapuwai Point reserve and transfer to Crown ownership
- 1921: Onepoto reserve gazetted
- 1923: Salvage rights to SS *Wairarapa* acquired by W. Vear
- 1957: Les Subritzky salvage attempt
- 1969: Les Subritzky salvage attempt
- 1978: Both reserves incorporated into the Hauraki Gulf Maritime Park
- 1979: Both Onepoto and Tapuwai Point reserves gazetted as historic reserves
- 1980: Both classified as reserves for historic purposes: SS *Wairarapa* Graves (Maoanauriuri Bay) Historic Reserve, and SS *Wairarapa* Graves (Tapuwai Point) Historic Reserve
- 1980: Kelly Tarlton and Wade Doak salvage attempt
- 1987: Management of reserves is transferred to Department of Conservation
- 1990: Hauraki Gulf Maritime Park Board disestablished and reserves come under control of Auckland Conservator
- 1994: Centennial commemorative services held on Great Barrier
- 2000: Reserves become subject to the provisions of the *Hauraki Gulf Maritime Park Act 2000*
- 2001: Baseline Inspections undertaken for SS *Wairarapa* grave enclosures (Dave Pearson)
- 2004: Father Seraphium McIvor plaque laid at Onepoto
- 2007: Heritage Assessment completed

12. WORK VISION STATEMENT

- Continue maintenance of grave sites
- Maintain commemorative signage at graves and wreck site as historic asset
- Compile and maintain records of passengers and crew and inventories of SS *Wairarapa* artefacts
- Replace acorns at Tapuwai grave site

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NP/36/6

DOC 102

DOC 103

HHA-02-03-02 AK-1

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<http://www.teara.govt.nz/EarthSeaAndSky/SeaAndAirTransport/Shipwrecks/2/ENZ-Resources/Standard/7/en>

<http://freepages.genealogy.rootsweb.com/~ourstuff/October.htm>

<http://freepages.genealogy.rootsweb.com/%7Eourstuff/SSWairarapaPass.htm>

<http://freepages.genealogy.rootsweb.com/%7Eourstuff/SSWairarapaCrew.htm>

http://en.wikipedia.org/wiki/SS_Wairarapa

<http://www.teara.govt.nz/1966/S/ShippingoverseasAndCoastalLines/TheUnionSteamShipCo/en>

<http://archivesoz.wordpress.com/2006/02/20/finding-the-answers/>

14. EVALUATION OF SOURCES

A lot has been written about the wreck of the SS *Wairarapa*, although comparatively little about the graves themselves. Basic background and information about the wreck event and salvage is contained in Locker-Lampson and Francis' book: *Eight Minutes Past Midnight*. Its style, however, is for a general audience and the references are incomplete, making it difficult to trace back to primary sources.

Considerable research was undertaken by Sarah Macready, Don Woodcock and Michelle Edge for the interpretative panels erected at the centennial commemorative service in 1994, and this research is held at the Department of Conservation Auckland Conservancy office along with a small amount of material from the Bob Young collection. Photographs held in the Auckland Conservancy also provide a valuable source of historical information, especially with regard to the graves themselves. Fitzroy Store has a photographic display of the SS *Wairarapa* as it was breaking up.²⁹ The sites of the shipwreck and the graves are recorded in the NZ Archaeological Association file.

Endnotes

¹ The number of casualties was originally reported as 121, but is now believed to have been higher (Locker-Lampson 1981:134-5). The number of lives lost is surpassed only by the wrecks of the HMS *Orpheus* in 1863 (189 lives) and the SS *Tararua* in 1881 (131 lives) Ingram 2000:258-9. The most up-to-date list of passengers along with details of who survived is available at the genealogy.rootsweb site: <http://freepages.genealogy.rootsweb.com/%7Eourstuff/SSWairarapaPass.htm> which also contains links to crew lists and history surrounding the event.

² The moon phase according to <http://tycho.usno.navy.mil/vphase.html> was at new moon, combined with the fog visibility would have been virtually zero.

³ *New Zealand Times* Wreck of the *Wairarapa* Dec 1894

⁴ Numerous vessels were involved in the aftermath searching for bodies, salvage and transporting remains back to Auckland including HMS *Royalist*, steamers *Argyle*, *Clansman*, *Nautilus*, *Ngunguru*, *Wellington*, and *Celmsford*.

⁵ Bailey 1994:61

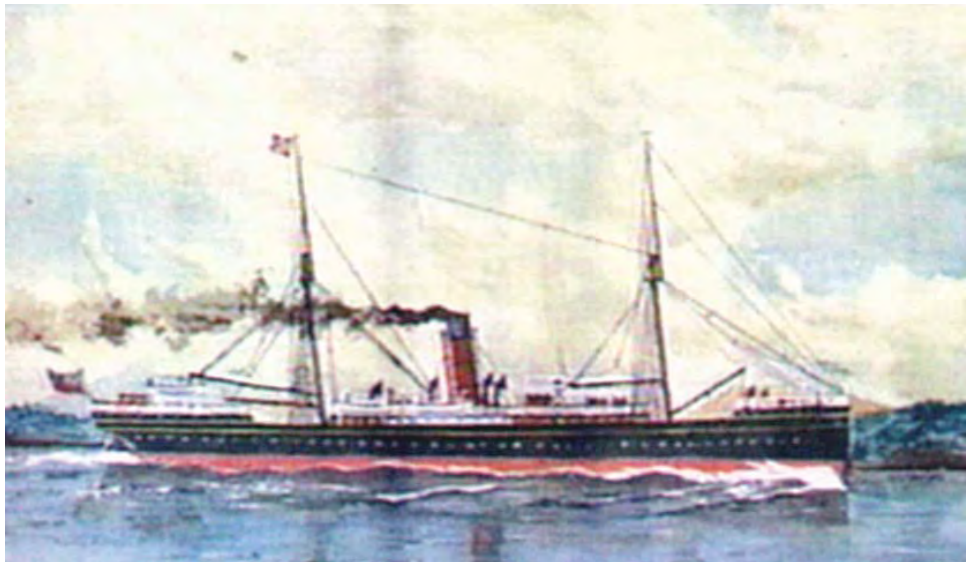
⁶ Locker-Lampson and Francis 1891:54-5 citing *New Zealand Herald*

- ⁷ 21 bodies were brought back to Auckland for burial mostly in the Symonds Street and Purewa cemeteries. The remaining 60 were buried on the Barrier
- ⁸ Locker-Lampson and Francis 1981:62-4
- ⁹ Other burials were located at Arid Island, Harataonga and Karaka Bay, although these are likely to have been since exhumed, and transferred to the cemeteries at Onepoto and Tapuwai Point. *New Zealand Herald* 22/11/1894 p.6 c.4
- ¹⁰ *The New Zealand Graphic* 24/11/1894:492ff; Pulman photo APL collection A10387 623.823 WAI; Martin photo AIM collection neg. C19 258 DU 436.1181 W552
- ¹¹ The earliest dated photos showing the white picket fences are from January 1904, but it is highly probable that these were erected following the interment of the last bodies as they appear overgrown and were reported as being in a dilapidated state at that time. *Auckland Weekly News* 28/01/1904 supplement p.5
- ¹² Ultimately 98 of the 100 mail bags were recovered but the safe was never found. Locker-Lampson and Francis 1981:113
- ¹³ Notice in *Auckland Star* 18-9-1923
- ¹⁴ Ref DOC file note: 21/07/1994
- ¹⁵ *New Zealand Herald* 27/10/1954; Locker-Lampson and Francis 1981:135-6
- ¹⁶ Locker-Lampson and Francis 1995:113-114; Rippon 1989:64
- ¹⁷ Don Woodcock pers. comm. May 2007
- ¹⁸ Cultural Heritage sites for Preservation 142
- ¹⁹ Te Ara: <http://www.teara.govt.nz/1966/S/ShippingoverseasAndCoastalLines/TheUnionSteamShipCo/en>
- ²⁰ *Melbourne Age* 04/10/1882 as cited in Locker-Lampson 1981:16
- ²¹ Locker-Lampson 1981:32
- ²² Sewell 2001:27-8
- ²³ The passenger list did not include all those on board because of numerous last minute walk on passengers. Locker-Lampson 1981:103-112
- ²⁴ See <http://www.tepapa.govt.nz/wings/pigeons3.htm>. This is a fairly controversial claim, pigeons were being used here as early as the 1840s, but the Great Barrier pigeon post appears to have been the first regular airmail postal service, with stamps issued.
- ²⁵ Jordan Luff 2003:119-121
- ²⁶ Armitage 2001:18, 27-8; Bailey 1994:61-2; Elliot 1971:75-82; Jordan Luff 2003:112-21; Moor 1987:112-15
- ²⁷ Colquhoun, F. (ed.) 2005 *Interpretation Handbook and Standard: Distilling the essence*. Department of Conservation, Wellington
- ²⁸ NZAA site numbers are S08/300 wreck site; S08/338 Onepoto graves; and S08/280 Tapuwai graves
- ²⁹ Locker-Lampson and Francis 1995:113-4

15. LOCATION AND SITE MAPS



16. DEFINITIVE PHOTOS



SS Wairarapa



SS Wairarapa wreck at
Miners Head 29 Oct 1894
APL 1023



Burying the Dead
APL A10387

SS *Wairarapa* grave
numbered body reference
tags. APL 10389



SS *Wairarapa* - Survivors
and Rescuers by their
temporary camp. APL 10386



The *Ngapuhi* excursion.
Wairarapa graves at the
Great Barrier. G. Spencer
photo No.493 AIM 18277/
C26632

See also photos on page 4



17. CHRONOLOGY OF EVENTS

1882		SS <i>Wairarapa</i> built by William Denny and Bros. Dumbarton, Scotland	Locker-Lampson 1981:16
1894	24 Oct	SS <i>Wairarapa</i> departs Union Steamship Company wharf at Sydney for Auckland 6.00pm	<i>Auckland Star</i> 1/11/1894 p.4 c.6; 3/11/1894 p.2 c.4
	26 Oct	SS <i>Manapouri</i> is last to make sighting of SS <i>Wairarapa</i> midday across the Tasman Sea	<i>Auckland Star</i> 1/11/1894 p.4 c.7
	28 Oct	SS <i>Wairarapa</i> encounters dense fog near North Cape at 12.00pm	<i>Auckland Star</i> 1/11/1894 p.4 c.7
	29 Oct	SS <i>Wairarapa</i> steams at full speed into the cliffs at Miners Head Great Barrier Island at 12.08am. Third officer William Johnson and others land at Whangapoua and travel overland to the settlement at Katherine Bay and alert Maori residents who are subsequently first at the wreck site to offer assistance at c.3.00pm. All but 10 survivors relocated to Miners Bay or Katherine Bay.	<i>Auckland Star</i> 1/11/1894 p.2 c.5; p.4 c.7
	30 Oct	Remaining survivors picked up at first light by Katherine Bay Maori. Johnson continues to Port Fitzroy to summon additional help, and alerts SS <i>Argyle</i> which arrives there at midday. Considerable amounts of wreckage including the bridge reported on route. Survivors are picked up from Katherine Bay and Miners Bay.	Finding of Court of Inquiry <i>New Zealand Herald</i> 11/12/1894:7; <i>Auckland Star</i> 10/11/1894 p.2 c.4
	31 Oct	Survivors picked up by Northern Steamship Company's SS <i>Argyle</i> from Port Fitzroy and Katherine Bay	<i>Auckland Star</i> 1/11/1894 p.4 c.8
	1 Nov	News of the disaster reaches Auckland at 3.00am when survivors arrive on SS <i>Argyle</i> ; News spreads across NZ and Australia. SS <i>Argyle</i> is sent back to the Barrier to assist that evening at 9.00pm. Initial estimates of numbers lost at 134.	<i>Auckland Star</i> 1/11/1894 p.4 c.6; <i>NZ Observer & Free Lance</i> 10/11/1894 p.2 c.4
	2 Nov	<i>Argyle</i> arrives at Tryphena at 2.30 am, and at day break heads back to Miners Bay. Work begins recovering bodies; 19 bodies found	<i>Auckland Star</i> 2/11/1894
	3 Nov	Northern Steamship Co SS <i>Clansman</i> arrives from Great Barrier with 11 bags of mail and 18 bodies for burial in Auckland. Numbers of victims now estimated at 137. <i>Nautilus</i> reports 16 bodies buried at Whangapoua. <i>Nautilus</i> and <i>Argyle</i> searching the eastern coastline north of Rosalie Bay.	<i>Evening Post</i> 5/11/1894; <i>Auckland Star</i> 5/11/1894 p.2 c.4; p.5 c.3
	4 Nov	HMS <i>Royalist</i> departs Auckland to assist with recovering bodies circumnavigating the Barrier for 5 days to collect bodies; <i>Nautilus</i> arrives at wreck site and recovers another body, meets <i>Argyle</i> near the Needles and they continue searching the coastline finding 4 bodies at Rangipukaia Bay. First relief concert held for survivors of wreck in Auckland	<i>Evening Post</i> 5/11/1894; Finding of Court of Inquiry <i>New Zealand Herald</i> 11/12/1894:7; <i>Auckland Star</i> 4/11/1894 p.5 c.7

1894	5 Nov	Bodies reported washed up on Arid Island and buried on sandy beach. A total of 83 bags of mail now recovered from wreck	<i>Auckland Star</i> 5/11/1894 p.5 c.3
	6 Nov	Sale of salvage rights at auction in Auckland. Hull goes to Captain Anderson for £160, and cargo goes to Mr Ford for £70. <i>Wairarapa</i> relief fund at £107. HMS <i>Royalist</i> is searching the east coast of the Barrier with <i>Nautilus</i> at Maori Bay, <i>Argyle</i> arrives at Auckland with bodies for burial	<i>Auckland Star</i> 6/11/1894 p.2 c.3; 7/11/1894 p.2 c.1
	7 Nov	4 more bodies found in vicinity of wreck at Miners Head, <i>Argyle</i> returns to Barrier, 5 more bodies found in vicinity of wreck.	<i>Auckland Star</i> 7/11/1894 p.2 c.1; 8/11/1894 p.5 c.5
	8 Nov	<i>Nautilus</i> at the wreck site and recovers an additional 15 mail bags, salvage otherwise reported unsuccessful. HMS <i>Royalist</i> searching along northern coast for bodies. Burials reported at Harataonga and Arid Island. Some bodies exhumed for reburial in Auckland. <i>Argyle</i> on route to Mercury Island to check for bodies	<i>New Zealand Times</i> 22/11/1894; <i>Auckland Star</i> 8/11/1894 p.5 c.5; 9/11/1894 p.3 c.1-2
	9 Nov	SS <i>Celmsford</i> to call at Cuvier Island to check for bodies while en-route to Tauranga. HMS <i>Royalist</i> returns to Auckland after searching coast of Little Barrier	<i>Auckland Star</i> 9/11/1894 p.3 c.1-2; 10/11/1894 p.2 c.4
	10 Nov	SS <i>Wellington</i> returns at midnight from Great Barrier. 10 more bodies recovered from the wreck and buried in Katherine Bay. Reported that the hurricane deck has now almost separated from hull and is expected to come off in next gale	<i>Auckland Star</i> 11/11/1894 p.2 c.4
	12 Nov	SS <i>Ngunguru</i> at wreck site, C. Bailey and team of divers to attempt salvage of anchors chain, winches and cargo	<i>Auckland Star</i> 12/11/1894 p.4 c.3
	15 Nov	5 more bodies recovered in last few days, and 2 bodies recovered today bringing total to 81 bodies recovered to date, <i>Argyle</i> arrives in Auckland, salvage operations suspended for 2 days due to weather	<i>Auckland Star</i> 15/11/1894 p.5 c.3-4
	22 Nov	Sergeant Gamble Canon Haselden and police team call off search and return to Auckland on board the <i>Nautilus</i> after 19 days on Great Barrier. No more bodies recovered during since 15 Nov. Arrangements made with Kino, the Ngati Wai chief at Katherine Bay to bury any further recoveries at Onepoto (To date 44 burials at Onepoto, 16 at Whangapoua and other Barrier locations, and 21 returned to Auckland mostly at Symonds Street and Purewa cemeteries). Haselden to consult with Wairarapa fund re fencing the burial grounds. SS <i>Ngunguru</i> returns with salvage.	<i>Auckland Star</i> 22/11/1894 p.5 c.2; 29/11/1894 p.6 c.7; Finding of Court of Inquiry <i>New Zealand Herald</i> 11/12/1894:8; <i>Church Gazette</i> Dec 1894:226
1894	24 Nov	Court of inquiry visits the wreck site on SS <i>Obinemuri</i>	<i>Auckland Star</i> 26/11/1894 p3 c4

	26 Nov	Second salvage attempt fails, wreck begins to break up through sea action	<i>New Zealand Times</i> 26/11/1894
	3 Dec	Court of inquiry resumes, after sojourn to Barrier	<i>Auckland Star</i> 3/12/1894 p.2 c.6-7
	10 Dec	Court of Inquiry verdict delivered blaming Capt McIntosh primarily responsible	Finding of Court of Inquiry; <i>New Zealand Herald</i> 11/12/1894; <i>Auckland Star</i> 10/12/1894 p.5 c.1-3; 27/12/1894 p.8 c.2-4
1896	29 Jan	Pigeon post service established between Newton and Great Barrier	http://www.tepapa.govt.nz/wings/pigeons3.htm ; <i>Sunday Star Times</i> 23/10/1994 C8
1904	16 Jan	First of SS <i>Ngapubi</i> cruises visits <i>Wairarapa</i> graves at Katherine Bay, graves reported to be in a dilapidated state, with sheep pen tacked onto side	<i>Auckland Weekly News</i> 28/01/1904 sup p.5; Johnson 1983:22-6
1909		Pigeon post discontinued when telegram service installed between Port Fitzroy and Port Jackson	
1923	18 Sept	William Vear purchases salvage rights to the SS <i>Wairarapa</i> from Marine Department	<i>Auckland Star</i> 18/9/1923
	29 Oct	Vear reports hulk flattened out and covered in marine growth. Apart from engines and shafting the hulk has largely disappeared and keel is rusted through	
	10 Nov	Cargo from salvage of SS <i>Wairarapa</i> arrives in Auckland including 40 tons of metal including the condenser, four propeller blades and propeller shafting	<i>Evening Post</i> 10/11/1923; <i>New Zealand Herald</i> 9/11/1923
1957	29 Jan	Les Subritzki and other divers recover portholes, brass sheathing, piping and fittings	<i>New Zealand Herald</i> 30/1/1957
1969		Compass recovered from wreck by Les Subritzky	<i>New Zealand Herald</i> 13/1/1969
1980		Kelly Tarlton, Wade Doak and others recover cutlery, keg spigot, clock, portholes, chronometer, gold ring (later post-dated 1969) and a wax seal	LL 1981:122
1994	29 Oct	SS <i>Wairarapa</i> centennial commemoration, approximately 300 people attend	DOC file; Don Woodcock pers. comm.

