

The mid-year holidays are
almost here!

TAINUI TRADING POST

JULY 2016



ST PETER'S BY THE SEA

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Jeremiah 33:3

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July 17th Family Service, T Tutty

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ANDREW'S PATCH

Between the 10th and 13th of June 2 x solar panels and 2 x battery packs have been stolen from the road works on Mohakatino Bridge.

Recently a yellow boat was washed away on the Mokau River, it was dragged up on the bank of the river near the Tainui Domain, the boat has since disappeared, does anyone know where it's gone?

A reminder also that it is an offence to discharge a firearm in a situation which endangers public safety, i.e. near a road or near a house. If you are identified doing this, you WILL lose your licence and firearms.

To date, there have been no reported domestic violence incidents in June.

I wanted to mention the work volunteer groups do in our community. Communities like ours rely on volunteers, without them we will lose services, facilities and clubs etc. St Johns, Tainui Fire, Tainui Search and Rescue, Mokau Museum, numerous committees and several clubs in the area are short of volunteers. More hands make light work! I personally volunteer with St Johns in my own time, who do you volunteer with?

Cheers
Andrew

1 Oha Street, Mokau
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MOKAU RIVER TOURS SAILING JULY 2016 PHONE 067529036

Date	Day	Sailing	High	Size	Low	size
1	Fr	11am	6.25am	3.2	12.50pm	0.6
2	Sa	11am	7.25am	3.3	1.50pm	0.5
3	Su	11am	8.25am	3.4	2.45pm	0.4
4	Mo		9.20am	3.4	3.35pm	0.3
5	Tu		10.10am	3.5	4.25pm	0.3
6	We		11am	3.4	5.10pm	0.3
7	Th		11.40am	3.4	5.50pm	0.4
8	Fr	11am	12.25pm	3.3	6.20am	0.5
9	Sa	11am	1.05pm	3.1	7.05am	0.6
10	Su	11am	1.50pm	3.0	7.50am	0.8
11	Mo		2.40pm	2.9	8.33am	0.9
12	Tu		3.30pm	2.8	9.20am	1.0
13	We		4.25pm	2.7	10.15am	1.1
14	Th		5.30pm	2.7	11.15am	1.1
15	Fr	11am	6.30pm		12.13.1.1	
16	Sa	11am	6.50am	2.8	1.10pm	1.0
17	Su	11am	7.40am	2.9	2.pm	0.8
18	Mo		8.30am	3.1	2.45pm	0.7
19	Tu		9.10am	3.2	3.30pm	0.6
20	We		9.55am	3.3	4.05pm	0.5
21	Th		10.35am	3.4	4.45pm	0.4
22	Fr	11am	11.15am	3.4	5.30pm	0.4
23	Sa	11am	12pm	3.4	6.10pm	0.4
24	Su	11am	12.45pm	3.4	6.40am	0.4
25	Mo		1.30pm	3.3	7.25am	0.5
26	Tu		2.25pm	3.2	8.15am	0.6
27	We		3.25pm	3.1	9.12am	0.7
28	Th		4.30pm	3.0	10.15am	0.8
29	Fr	1pm	5.45pm	3.0	11.25am	0.8
30	Sa	1pm	6.10am	3.1	12.30pm	0.7
31	Su	1pm	7.15am	3.1	1.35pm	0.6

MOKAU RIVER TOURS DVD - \$10
15 minute snapshot of the Mokau River
Ian Whittaker gives a commentary of the River past and present

Phone: 06 752 9036 or 0800 66 52 82



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MP FOR TARANAKI-KING COUNTRY

ELECTORATE OFFICE CONTACT:
A: 80 Rata Street, Inglewood | P: 06 756 6032
E: Kuriger.Inglewood@parliament.govt.nz
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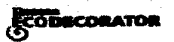
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TAINUI HISTORICAL SOCIETY

SO NEAR & YET SO FAR

LIFE ON LONELY STATION - SHIP FROM NP CALLS - SURFING WOOL AT NUKUHAKERE - THE TRIALS OF GOING TO MARKET

Many difficulties attended the attempt to load 272 bales of wool from an isolated sheep station at Nukuhakere about 23 miles by sea south of Kawhia which was made by the Holm Shipping Company's coastal vessel Progress this week.

For four days the vessel was engaged in the work, and a large number of highly paid Maori surf boat men were especially transported from Kawhia to bring off the wool, but bad weather intervened and it was possible to ship only 98 bales. The labourers were left stranded at Nukuhakere and will have to return by the long overland route.

The Progress left New Plymouth at three o'clock last Saturday afternoon carrying cargo for Port Waikato and a year's stores and provision for Nukuhakere. Instructions had been telegraphed from New Plymouth that the beacons at Port Waikato be lit, so that the vessel might come into port before daybreak, discharge and leave for Kawhia at mid-day, there to pick up the labour and commence surfing the wool at Nukuhakere on Monday morning. Something went wrong and the beacons remained unlighted on Sunday morning. Perhaps the wording of the telegram went astray. The loss of time entailed resulted in only about half a day's work being done, for Monday was, as it happened, the only day on which it was possible to surf the wool to the ship. As a result of the unlit beacon and the heavy mist at the Waikato River mouth, the vessel went several miles past Port Waikato, which was eventually made at dawn and the bar crossed at sunrise.

After the crew had discharged the cargo and taken coal from the river boat, Rawhiti, Port Waikato was left at six o'clock on Sunday evening.

On the following morning at break of day the Kawhia bar was crossed and 21 Maori surf boat men from Taharoa and Kawhia were taken aboard. The men were in the highest spirits when they came aboard, but owing to the fact that they had spent an hilarious night in Kawhia, awaiting the arrival of the Progress, their joviality in many cases wore off rapidly. The whole trip, despite the dangers of the work, was regarded by the Maoris in the light of a picnic, and they swarmed all over the vessel from fore-castle to the bridge, inquiring, shouting and sleeping. One old Maori, well versed in the intricacies of the Kawhia harbour, proved of assistance to the skipper, who had never previously entered the harbour. He indicated the channel among the many banks and shoals, which are not visible at high tide.

LARGE BUT ISOLATED AREA

The journey down the coast to the Nukuhakere sheep station, an isolated but fertile stretch of 10,000 acres of sheep country owned by the estate of the late Mr Newton King, occupied about three hours. The weather was perfect and it was obvious that it would be possible to surf the wool to the ship should it continue.

Nukuhakere Bay is one of the most picturesque portions of the west coast. To the north it is bounded by tall wooded cliffs up to Moe-atoa, a 1000ft wooded hill. At the extreme northern end of the bay Rawi Point, a black mass of rock, perpetually washed by tall white breakers, juts out into the sea. To the south gigantic cliffs, almost white in colour, tower above the blue waters of the bay and extend in a mighty wall to Rua or Tirua Point. Beyond the point this long swell from the open sea crashes in foam over the half submerged rocks of the Piritoki Reef, on which the vessel Kia Ora was wrecked about twenty years ago. The shore of the bay is a deeply shelving stretch of sand, lined with a white rim of breakers. At the back of this Mt Whareorino, a blue-green bush-covered hill, stretches up to a height of 2074 feet. Close to the centre of the beach, like toy houses beneath the tall hills, are the woolsheds, the boat houses and two old Maori dwellings.

The Progress steamed in slowly, slewed round and dropped anchor in five fathoms about half a mile from the shore. There was great excitement among the Maoris as preparations for leaving the vessel were made. A surf boat from the beach came alongside to take the men ashore, and there was a mighty bustle to change into working clothes. Great brown backs were bared and finally clothed in the most motley array of garments conceivable. Football togs, dungarees, torn off at the knees, bathing togs, old jerseys, singlets and cardigans

TAINUI HISTORICAL SOCIETY—CONTINUED

were some of the most prominent styles. In most cases the ensemble was crowned with a ruffianly cap or antiquated felt. As they jumped aboard the surf boat the scene was strongly reminiscent of the most barbarous tales of pirates preparing to go on the rampage.

METHOD OF USING SURF BOATS

At last there was peace and those on shore had leisure to watch the boats go ashore. Two ropes, one from the ship and one from the shore, anchored close together, about half the distance from the shore, were used to pull the boat off the beach and through the thin line of breakers to the vessel. Two surf boats were employed, each carrying four to seven bales of wool to the ship and on the return journey a portion of the station provisions brought by the Progress. Conditions were not ideal, for on Monday the light northerly had raised a thin line of surf.

Ashore a team of bullocks kept solely for surfing had carted about 80 bales to the beach. These were then lifted on to the backs of four big Maoris who staggered to the boat with their burdens. This was most difficult work, and was attended by heartfelt grunts on the part of the bearers and joyous shouts by those who helped to lift the burden on to the bearers' shoulders. At times the bullock dray was run right into the surf and the bales tipped into the boat. Sometimes the carriers faltered and on one occasion, when a man gave way, the bale of wool crashed into the sea. When the boat was full the surfmen waited for a suitable wave on which to float it out, and then with numerous admonitions of "Steady gen'lm'n" they feverishly commenced the hand-over-hand pull to the steamer.

Once the boat was alongside the Progress the slings came over, and the bales were quickly dumped into the holds,

The return journey with provisions was also attended by risk to the cargo. Perishable goods were wrapped in tarpaulins. Coming ashore on the crest of a tall wave was exhilarating sport, but landing the goods was more tricky, and at least one bag of sugar with the bearer, was rolled in the surf. On one occasion three passengers from the Progress were taken ashore. When the boat arrived in the surging water on the beach, the passengers looked askance at their shoes and then at the intervening stretch of water. The Maoris, perceiving the predicament, immediately offered themselves as mounts and with the passengers "up" they cantered and pranced through the surf to the sand. Cargo from the ship was transferred from the surf boats to the bullock wagons.

PICTURESQUE SCENE FROM SHORE

From the shore the whole scene was most picturesque and one that is rarely seen nowadays on the west coast. It is possible, indeed, that last week's surfing at Nukuhakere may be one of the last if not the last, to take place at the station, as a road is being constructed which should shortly make vehicular access by land feasible*. At present the only means of access by land is a two hours journey with pack horses, over the hills and along the beaches to a road which leads the 20 odd miles to Awakino.

A powerful line of breakers rushed on to the beach. Down by the sea the bullocks, with bowed heads and dripping, shaggy coats stood immobile in the surf alongside the boat which was ringed by gesticulating Maoris all carrying loads of provisions to the dray. By the bullocks the manager, Mr R. Howard, and his son, both mounted, directed operations, their long bullock whips resting on their saddles. About half a mile off shore the Progress swayed slowly at anchor, and by her side bobbed the second surf boat, full of wool. The slings were swinging out and into the hold. Occasionally the faint rattle of the winches broke through the roar of the breakers. Overhead gulls swung in great circles mingled with the jangling hubbub of the Maori labourers.

On Monday 98 bales were taken on board, and all the stations provisions, including a wool press, were landed.

Tuesday morning broke grey and overcast with a south-westerly blowing; and heavy seas came rolling on to the beach. Shortly after daybreak the bullocks came on to the beach and an attempt was made to launch a surf boat, but it was swamped before it had gone far, and it was necessary to put back hastily. The Progress was completely cut off from the shore as Morse was not understood by those on land. The day was spent at anchor, with leaden rollers rushing landward in an ominous fashion. In the evening it was thought advisable to move

TAINUI HISTORICAL SOCIETY—CONTINUED

out to sea to a safer anchorage, and 60 fathoms of cable were paid out with the anchor.

PROVISIONS RUN SHORT

Then the difficulties commenced. The cook was very disconsolate as there was only one loaf left, and provisions were low. There was a little flour but the fore-castle did not like scones, so that was no good. Altogether, with a few fish caught the day before, there appeared to be about enough for two more good meals.

Wednesday morning was no better than Tuesday, and an attempt to come off from the shore was no more successful than that of the previous day. It seemed that the Maoris would be marooned. The food question arose afresh, and the impossibility of communicating with the land did not improve matters. It was decided to return to Kawhia. This was done and Wednesday afternoon was spent ashore in getting instructions from Wellington. The cook was able to obtain provisions, but in all Kawhia he found but one and a half loaves of bread.

As it was necessary to leave Nukuhakere at noon on Thursday the return journey from Kawhia was made at reduced speed during the night, and in the morning the Progress anchored off the bay. The wind had gone into the north, but there was a slight lull for about half an hour, and during this a boat came off and the Maoris informed the captain that they were prepared to surf wool. It did not seem feasible to do so, and the captain advised them to go for their companions and come aboard. The men were emphatic, however, and returned. The chance had been lost, for immediately the wind freshened and a long mass of smoking combers began to pound the beach. Wireless forecasts received predicted winds freshening to gale force, so it was decided to leave immediately.

The manager ashore waved, indicating departure, so the Progress turned and with sails up made for New Plymouth.

The Maoris who had been taken aboard at Kawhia were thus forced to leave by the bush track over Mount Moe-toa to Marakopa, a journey which it is estimated would occupy at least three hours. From Marakopa it would be possible to reach Marakopa by road.

From an undated unidentified newspaper clipping in the Black family archives.

The year was 1931 (source "Station Country by Philip Holden) the same year that the Progress was wrecked in Owhiro Bay, Wellington (1ST May 1931).

**The road was finally formed in 1935 and shipping became a thing of the past)*

WHAT'S HAPPENING AT THE MUSEUM?

Have you been in to see Dale Copeland's assemblage art exhibition? Comments range from "Hate it – it's ugly" to "Love it – it really challenges me". What do you think? And have you spotted the new signwriting on the front of the museum buildings? Since signwriting **JAIL....ART GALLERY....MUSEUM** on the exterior, we have had many visitors, especially children, asking "do you really have a jail cell in here?" Yes we do! Come in and see for yourself. And we have more exciting plans afoot.

Tainui Historical Society collects artefacts and memorabilia from an area much wider than Mokau itself. To reflect our commitment to the wider area, we are installing two large wall murals. The first depicts the entire Tainui region – that area which falls loosely between the 4 tunnels at Mt Messenger, Okau, Awakino and Waikawau. The second mural depicts the Mokau River. It will be well worth a visit to see these murals and accompanying material.

You may have noticed the TV cameras from Top Shelf Productions were back in town early June for follow-up footage of improvements made since the museum makeover in February. The film crew were absolutely blown away with what they saw. They actually said that of all the museums they filmed, Mokau Museum has made the most progress. Their interest seemed to revolve around the following:

- Signwriting on frontage
- OPEN flags and art gallery flags
- Waitomo District Council paving and gardening
- Painted interior of art gallery
- Art gallery booked up till April 2017
- New spotlights in gallery
- New lighting outside jail cell and in library corner
- Increase in visitor numbers
- Increase in donations
- New committee members
- New volunteers
- Progress with cataloguing
- Monthly column in Tainui Trader
- Education programme for school visits

Top Shelf Production's message to the residents of the Tainui region and Mokau community - you have every reason to be extremely proud of your museum and art gallery. "Heritage Rescue" will screen on Choice TV late August.

The museum is open 10am – 4pm every day.
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VENISON, BEEF, PORK *Sausages—Saveloys—Luncheon
or Mince patties*

OR MUTTON:

We can supply half sides of beef,

Whole hogget or pork at ex works prices

Graham & Gloria Putt Ph: (06) 752 9844