

Has summer come at last?

TAINUI TRADING POST

MARCH 2017



ST PETER'S BY THE SEA

"Praise be to God, who has not yet rejected my prayer or withheld his love for me." Psalm 66:20

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Liz Ansell 7529 795 Christy Lowry 7529 132

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WHAT'S HAPPENING AT THE MUSEUM?

Our new art exhibition has opened – clay work by Maria Brockhill (pottery) and mixed media sculpture by Laurel Davis (insects). Both of these Taranaki artists produce stunning work. Come and pay us a visit.

January has always been a busy month at the museum and this January we hit a new all-time record number of visitors. This is how it looks:

January 2015 = 421

January 2016 = 696 VISITOR NUMBERS

January 2017 = 1,176

The Easter influx is approaching quickly too – last April was our previous record with just over 1,000 visitors for the month. With both the Craft Show and the Bone Carving Workshops being held in the Mokau Hall, we are anticipating big numbers again.

MARKET DAY POP-UP CRAFT SHOW, EASTER, 14 – 17 APRIL

The craft show will now run every day of the Easter break, from Good Friday to Easter Monday. One large pop-up “shop” inside Mokau Hall will have everyone’s craft on display. Support our local craft collective.

Enquiries about the Craft Show, phone Heidi Preston, 7529 780

BONE CARVING WORKSHOP, EASTER, 14 – 17 APRIL

Tainui Historical Society, supported by Waitomo District Council, presents this inaugural Bone Carving event with special guest Stephen Myhre.

Steve is a carver, teacher and author of the ground breaking book “*Bone Carving – a skill base of techniques and concepts*”.

At a free keynote speech in the hall, 7pm on Good Friday, Steve will give an historical overview of bone carving, show items in his collection and later in the weekend, work alongside carvers making bone pieces.

The workshops target carvers with some prior experience. Cost is \$35. How do I register?

Either (i) phone Mike Brown (06) 7525 995 or 027 2236 138

Or (ii) sign in at the museum

Or (iii) go to the website at mokaumuseum.nz and scroll down to “Exhibitions and Events”

If anyone has sheep, cow, deer or goat horns to donate to the carvers, please phone Mike Brown as above.

ALL WELCOME TO COME ALONG AND WATCH THE CARVERS AT WORK

As for the final news for February – we are absolutely delighted with the new brown road sign pointing to MOKAU MUSEUM AND GALLERY, positioned beside the mine on SH3. Grateful thanks goes to NZTA (New Zealand Transport Agency) for installing the sign at no cost.

Jan Brown, secretary

Mokau Museum and Gallery, open seven days,
10am – 4pm

TAINUI HISTORICAL SOCIETY

STEAM DRIVEN POWER STATION PROPOSED IN MOKAU DISTRICT

Utilization of extensive coal deposits

TDN 11/6/1947

The establishment of a steam driven power station on the extensive and undeveloped Mokau coalfields situated on the Mokau River in North Taranaki as a means of alleviating the present electric power shortage, has been suggested by Mr J.A. Piggott A.A.M.I.E.E., electrical engineer, Wellington.

Mr Piggott has submitted a proposal to the Prime Minister, the Rt. Hon. Mr P. Frazer for the consideration of the Government.

In a memorandum giving details of the proposal Mr Piggott suggested that it was submitted originally by him in collaboration with Mr K. Wilkinson of W.D Summerson & Sons about 1924 in connection with the proposed exploitation of the ironsand deposits of Taranaki for steelworks by Summerson & Sons, Darlington, England and endorsed by the leading engineers of that time. However, the scheme was abandoned only by the inability of Summerson & Sons and the government of the day to come to satisfactory terms.

Mr Piggott stated that the proposed station would be situated close to the Mokau River and immediately adjacent to the coalfield.

Need for Steam Plant

It could not be urged too strongly the vital need for a “thermal back-up” to the existing and future hydro-electric developments to meet emergency conditions. Many natural hazards demanded this; they were low water levels, drought and storm conditions and the ever present danger of earthquake damage especially in view of the volcanic structure of the country in which the North Island schemes were situated. This latter reason aggravated by the concentration of the major electrical developments on one River, the Waikato.

The station such as he proposed would also provide the necessary generating capacity to meet sudden peak demands and would be a valuable stand-by when, in the years to come, hydro-electric stations would be in a position to meet normal demands and subsequent load growth. Apart from these factors the responsibility of meeting the present serious power shortage at the earliest possible moment made steam the only economical and practical solution.

The advantages of this scheme were many in comparison with Kings Wharf (Auckland) or Evans Bay (Wellington) stations or the installation of diesel engine plants all of which were subject to high fuel transport costs and continuous drawing on overseas funds to meet these oil costs and tanker freight charges.

The Mokau River, stated Mr Piggott, was navigable up to the proposed station site for boats and barges of sufficient size to convey all the plant to the job, while an ample supply of fresh water for boilers and condensers was assured.

TAINUI HISTORICAL SOCIETY - CONTINUED

The coal, which was relatively uneconomical to mine for general purposes, due to access and transport difficulties, was of high calorific value and could be mined by opencast methods and conveyed mechanically direct from the coal beds to bunkers thus eliminating all transport charges while the human element was reduced to a minimum. A relatively short transmission line would connect the station with the main north west network. The structural work required was small being only a building to house the plant and the necessary foundations which did not have to support heavy masses of plant such as are necessary in hydro electric plants. This in turn reduces considerably the demand for steel and cement, while the manpower and time necessary to carry out construction work was reduced to a like degree.

Little Time Needed

Mr Piggott said the scheme he had outlined provided within a reasonable period relief from the present disastrous position. Work could be started in a very short time after the preparation of the plans and the arrival of the necessary plant in order that everything could be ready to erect the plant on arrival, which should take very little time compared with the erection of a hydro plant of similar capacity. Even in Sweden with a hydro potential of more than 5,000,000 horsepower and no coal resources it had been found necessary to install large steam driven generating units. A similar undertaking had been in operation in Yallourn, Victoria, Australia, where even with a very low grade of brown coal economical generating costs had been achieved.

By establishing a station at Mokau, no demand would be made on the present resources of coal or on the services of skilled miners while use would be made of a national asset at present lying idle.

Mr Piggott is of the opinion that the scheme is the only one in sight that offers any hope of relief from the present position for the rapidly compounding load-growth cannot be met by the present development of the Government. Nor does it seem, he says, that any provision is being made to meet many contingencies that are certain to arise from time to time.

Mr Piggott has also sent copies of his proposal to various public bodies and to members of the Opposition.

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From Your Councillor



As this is the first chance I've had to communicate with you after the Ratepayers Meeting on January 7th, I'd like to take the opportunity to thank those who were able to attend and provide plenty of topics for a good discussion.

Access to the beach was a very pertinent topic. A letter to me advised there were no signs from the main street, and some of the seven access walkways are overgrown and poorly maintained. In discussions with our staff about 'Main Street' signs, we asked 'where do we direct people to', 'what is the parking capacity when they get there', and 'how easy is it then to get to the beach'?

We understand historically the main beach access was via Point Road, for suitable vehicles and walkers, and possibly Beach Road, and also the 'surfers track' at the end of Rangi Street, through the Te Nau Nau Reserve. As a consequence of the beach erosion, both Point Rd and Beach Rd are no longer available, and the Te Nau Nau Reserve track is 'precarious', with limited parking available. Erecting steps over the rocks was suggested at the meeting, however 'structures' are not allowed there under our District Plan, and would not survive long in the face of the high energy waves that buffet the beach.

Access to the 'Flower Pot' via Tokopapa Street has been badly eroded (see Waitomo Way, Feb. 2017) and the steps provided by the Lions some years ago are no longer useable. Parking there is also limited, as it is at the 'Right of Way' between 21 & 23 Point Rd.

The Council neither owns, nor has responsibility over any land bounding on to the beach north of the Te Nau Nau Reserve, with the metal storage site south of Seaview owned by NZTA, and the 'carpark' at Seaview being privately owned, so we are very limited for options to provide safe, easy, beach access. As we may not have thought of all the options, please don't hesitate to get in touch with your ideas.

Further information on Mokau coastal erosion is on our website <waitomo.govt.nz>, under Quick Links >> Council News & Public Notices >> (left side list) Mokau Coastal Erosion.

Phil Brodie
Rural Ward Councillor
Waitomo District Council

Ph; 07 8778033
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