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these Summer days

TAINUI TRADING POST

MARCH 2015



ST PETER'S BY THE SEA

"The fruit of the Spirit is love, joy, peace, longsuffering, kindness, goodness, faithfulness, gentleness and self-control.

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March 1st Family Communion 2p.m. Rev. Hancock

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Fundraising for Tainui Rugby Club 50th Jubilee

- FRIDAY 20TH MARCH 2015 - 7PM START
- MOKAU HALL
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COMING EVENTS

28th Feb – 1st March KC Hunt Club – Awakino Ride

22nd March – Whareorino School Bike Ride - Waikawau

TAINUI RUGBY CLUB

AGM 10th of March 7.30 pm

All welcome

NURSE'S NOTICE

For Emergencies DIAL 111

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Ian Whittaker & Museum Committee

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Mokau Library Contact ALLISON HAMILTON: PH 7529 855



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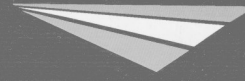
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TAINUI HISTORICAL SOCIETY

An excerpt from "Search" a story of Search & Rescue by David Rawson

CESSNA AGWAGON 28 FEBRUARY 1969

Shortly before 0600 hours on 28 February 1969, Frederick Ewings, an experienced aerial topdressing pilot working for Rural Aviation Limited, took off from New Plymouth airport with his loader driver, for an airstrip on the Okau Road, the other side of Mt Messenger. He was flying a Cessna Agwagon. At about 0630 hours, after receiving a load of fertilizer, he took off on the first seven minute turnaround trip. By 0650 hours he had completed the second. After the third load had been received aboard, the aircraft left again, but failed to return. The loader driver, Mr Slater, then hurried down the hill from the airstrip to the farmhouse of Mr R.W.J. Howe, from where he rang the New Plymouth Police at 0710 hours. Other company aircraft piloted by Don Erceg and Christopher Iremonger were called in to fly over the area in an endeavour to find the missing plane, which presumably had crashed. At 1810 hours the Police rang asking me to alert Taranaki Alpine Club members. At 1915 hours I was appointed Field Controller, and it was not until after this that searchers left New Plymouth on the 1½-hour drive to the area. At 0930 hours Don Erceg sighted the crashed plane, two kilometres south of the Okau Road, at GR 208123. Shortly after that ground teams, organised by Constable Coffey of Mokau, entered the bush. After the New Plymouth search personnel had arrived by road at 1115 hours, more arrived by Bell Helicopter owned by Helicopters (NZ) Ltd. piloted by Robert Gordon. We used this helicopter to fly over the crashed plane. Then a radio message was received to the effect that the pilot had been found and was dead. More personnel were despatched to the area, to assist in the long, arduous journey with the stretcher. This was brought out at 1500 hours. Rear communication had been organised through the Waitara and Inglewood AREC, as Police VHF radio was inoperative between Okau Valley and New Plymouth. For the second time in this area, when aircraft had been used for a search, an unauthorised press plane had come close in to take photographs. In this case the helicopter pilot, flying in deep gorges with gusty conditions and severe downdrafts, was most concerned. It was decided by the Chief Inspector of Air Accidents, that the crash was probably caused by the failure through fatigue of the throttle ball crank. This would have caused instant and irrevocable loss of engine power.



ANDREW'S PATCH

A run down of incidents of late,

The summer so far has been busy for Police and the local volunteer Fire and Ambulance staff with the increase in crashes, several of which resulted in critical injuries. Too many to list out in any detail. Two crashes in particular have highlighted the risks posed by tourist drivers. I am working with local NZTA staff and it is hoped that 'road arrows' will be marked out in the area along SH 3.

The numbers of people trespassing over rural properties is a problem at the moment; often from Auckland and plead ignorance. I am putting together a pamphlet for local landowners which answers a lot of those frequently asked questions. I will get this out to you shortly.

The search and rescue exercise on Sunday was by all accounts a success; I acknowledge there have been a number of marine incidents and close calls around this stretch of coastline. Local volunteers were not forgotten, but like the air support, for a variety of reasons they were not used, this is not to say they are not appreciated and would not be involved again in an exercise or in a real-life emergency. It is appreciated locals have carried out a number of rescues over the years, but it is important for coast guard and other rescue resources to practice if they ever had to respond to a large incident in this area. The other thing is one of the dummies was located off White Cliffs. We are still keen to recover the second dummy so if anyone finds it please take to the police station. It would be helpful if the lat / long are recorded so we can analyse the drift. Cheers

Andrew

1 Oha Street, Mokau
 P0 Box 24, Mokau
 Phone: 06 750 5000 | Ext: 62400
 Direct Dial: 06 216 7299
 Email: andrew.murphy@police.govt.nz
<http://www.police.govt.nz/>

MOKAU RIVER TOURS SAILING MARCH 2015

Date	Day	Sailing	High	Size	Low	size
1	Su	10am	8.am	2.8	2.05pm	1.0
2	Mo	10am	8.50am	3.0	3.pm	0.9
3	Tu	10am	9.30am	3.1	3.40pm	0.8
4	We	10am	10.10am	3.2	4.20pm	0.6
5	Th	11am	10.45am	3.3	4.55pm	0.5
6	Fr	11am	11.15am	3.4	5.30pm	0.5
7	Sa	1pm	11.50am	3.4	6.pm	0.5
8	Su		12.20pm	3.4	6.35pm	0.5
9	Mo	1pm	12.50pm	3.3	6.45am	0.6
10	Tu	1pm	1.20pm	3.2	7.20am	0.7
11	We	1pm	2.pm	3.1	7.55am	0.8
12	Th	1pm	2.45pm	3.0	8.40am	0.9
13	Fr	1pm	3.40pm	2.8	9.30am	1.0
14	Sa	1pm	4.45pm	2.8	10.35am	1.1
15	Su	1pm	6.pm	2.8	11.50am	1.1
16	Mo	10am	6.40am	2.9	1.05pm	1.0
17	Tu	10am	7.50am	3.1	2.10pm	0.7
18	We	10am	8.50am	3.4	3.05pm	0.5
19	Th	11am	9.40am	3.6	4pm	0.2
20	Fr	11am	10.30am	3.8	4.50pm	0.1
21	Sa	11am	11.15am	3.9	5.35pm	0.0
22	Su	11am	12.pm	3.8	6.20pm	0.0
23	Mo	11am	12.50pm	3.7	6.40am	0.1
24	Tu	1pm	1.35pm	3.5	7.30am	0.3
25	We	1pm	2.25pm	3.3	8.15am	0.5
26	Th	1pm	3.15pm	3.0	9.10am	0.8

MOKAU RIVER TOURS DVD- \$25

15 minute snapshot of the Mokau River
 Ian Whittaker gives a commentary of the River past and present

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ELECTORATE OFFICE CONTACT:

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District Council

**Information for publication in the Tainui Trading Post
February 2015**

Rock embankment – Point Road and Beach Road, Mokau

The residential area north of the Mokau river mouth has been declared as a **coastal hazard** due to the erodible sandstone and mudstone sediment.

The coast is retreating at a rate of approximately half a metre per year.

A high tide and storm event occurred on 16 July 2013. The erosion rate between 29 May 2013 and 26 July 2013 averaged 300 millimetres a week. The total erosion that took place over the eight week period was 2.4 metres.

During this time, road access to the affected properties was maintained.

However, the structural integrity of the road end (of Beach Road and Point Road) was undermined by the erosion and an immediate emergency response was necessary. A rock embankment was constructed to reduce the rate of erosion of the road end, in order to secure access and to allow for a managed retreat of the affected properties.

Council recognises that the life of the rock embankment is only temporary. It should not be considered as a permanent structure.

The area of the road above the rock embankment is fenced and a warning sign is in place. Council would like to remind the public that the rock embankment is **unsafe and should not be fished from**.

Entry to this area should be avoided at all times.



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Movement of stock

The safety of people travelling on our local roads is very important.

The purpose of the WDC Land Transport Bylaw is to establish a simple set of rules about how stock can be moved on public roads for the safety of all road users.

Farm business operators have a responsibility to take all measures to reduce potential road safety hazards that arise from stock movements. The waste left behind on our roads by stock, creates a very slippery road surface during wet weather.

Our Districts' tourism industry attracts many visitors, from all walks of life, to take in the many attractions across the Waitomo District. Many of those visitors are not experienced in driving on rural roads and may not be aware of the road hazard created through animal waste deposited on our roads.

By following some simple guidelines when moving stock, the potential hazards to other road users can be significantly reduced.

1. Use a removable protective covering for the area of the road surface over which you will move stock. This can be rubberised or plastic matting that is strong but flexible. The mat will reduce the transfer of mud onto the road by stock movement.
2. Ensure that you provide for the clearing the debris generated by the movement of stock from maintained road surfaces after each crossing.

The road must be left in the same or better condition after the movement of stock.

WDC reserves the right to remove debris and animal waste from the road surface and recover the costs from the farm business operator. Please consider other road users.

Stock Underpasses

When a drystock or dairy farm business has an existing or proposed road crossing that is considered to be unsafe, WDC may require a stock underpass.

Section 6.4 of the Land Transport Bylaw sets deadlines for the installation of stock underpasses where certain circumstances exist. One method used for determining the need for an underpass is a roads Annual Average Daily Traffic (AADT) - a road that usually has 500 vehicles or more travelling on it every day, every year.

The deadline for the installation of a stock underpass on an existing split dairy farm business that is operated on opposite sides of the road where the AADT is equal to or more than 500 vehicles, was 1 July 2012.

For an existing split drystock farm business that is operated on opposite sides of the road where the AADT is equal to or more than 500 vehicles, the installation of a stock underpass must be completed by 1 July 2015.

Further information about how to apply for the installation of a stock underpass please contact the Manager – Local Roads at Waitomo District Council.

To obtain a copy of the Land Transport Bylaw 2010 please visit our website:

www.waitomo.govt.nz/publications/bylaws

Alternatively, phone 0800 932 4357, or email us at waitomodc@waitomo.govt.nz



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A Message to Mokau Ratepayers

Firstly, I'd like to thank very much, those who were able to attend the Ratepayers meeting at the Hall on January 10th. Also, a special thanks to Gail (and others ?) for the afternoon tea provided.

I forwarded quite a long list of concerns that were raised, to staff, and will outline the actions/responses I have been advised of to date.

- Vehicle speeds on the beach. Our jurisdiction extends down to 'mean highwater springs', with the balance of the beach being under the Waikato Regional Council. There is a speed limit, and it is 20kph. Appropriate signage is being investigated.
- I understand temporary 'Beach Access' signage has been erected, and permanent signage is being prepared.
- A substantial extension of 'Public Toilet' signage is being planned to direct travellers to the toilets beside the Hall.
- The rubbish collection did happen, and sometimes twice a day, during the December period. It was found that rubbish placed into the bins was mostly household items, and not just rubbish items from tourists passing through, which is who the bins are primarily there for. Staff on Feb. 16th, photographed one of the Mokau bins overflowing with rubbish in supermarket bags, with more stacked alongside. Any suggestions, that won't boost ratepayer costs, would be welcomed.
- The lack of mowing pre-Christmas resulted in a substantial number of complaints and negative feedback, as none of the Cemeteries were mowed. The team, who up till now had done a very good job, realise the importance of good presentation over the holiday period, and will ensure it won't happen again.
- The footpath repairs are marked up and will commence shortly, after approval by Transfield, of the Traffic Management Plan.
- The 'scalloped' road surface, above culverts on the Manganui Rd, have been repaired.
- A big thanks to Eilish and the rest of the 'Tainui Trader' team, for offering to assist with Council/Ratepayer communications. If you know of any Bach owners/Non-Residents who don't currently receive the 'Trader', please suggest they get their names and email addresses to Eilish, so we can get this system working for everyone.
- It wasn't discussed on the day, but we are giving consideration to reducing the urban speed limit (not SH3) to 30kph, in view of the narrow roadways and lack of footpaths.

If you wish to contact me, don't hesitate to phone or email.

Cheers

Phil Brodie
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