

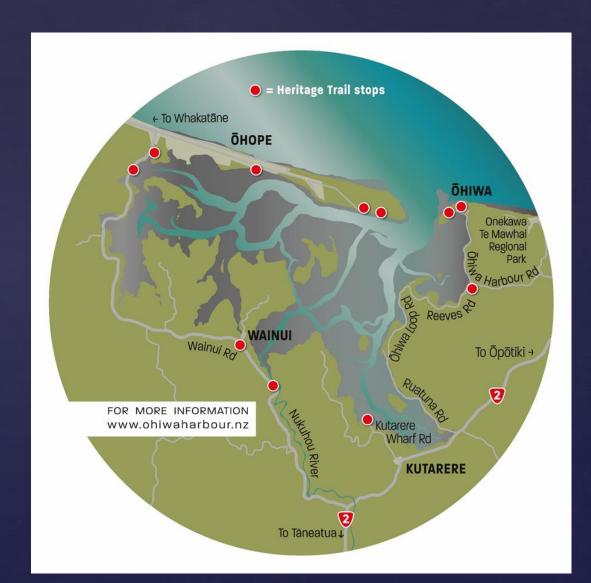
# Ngā Tapuwae o Tairongo The Ōhiwa Harbour Heritage Trail - Stage 2

Dr Tanja Rother Shared Landscapes Intercultural Research & Engagement Services

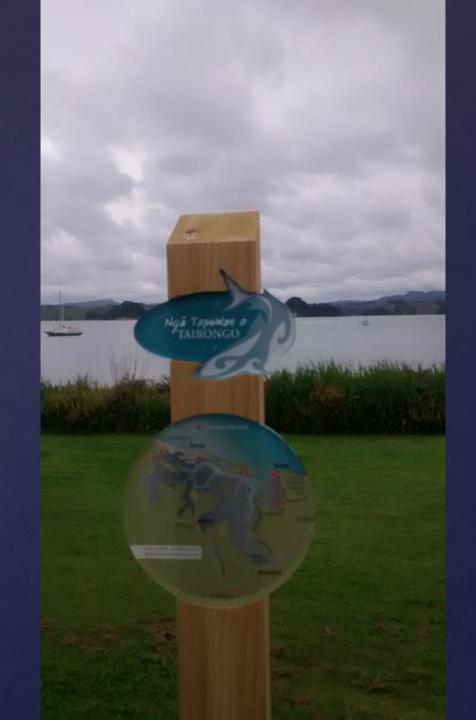
## Stage 1 – Natural History



- October 2018: 12 panels at 10 locations (+Tauwhare Pa) completed
- Drive and walking trail
- First bilingual trail in BoP





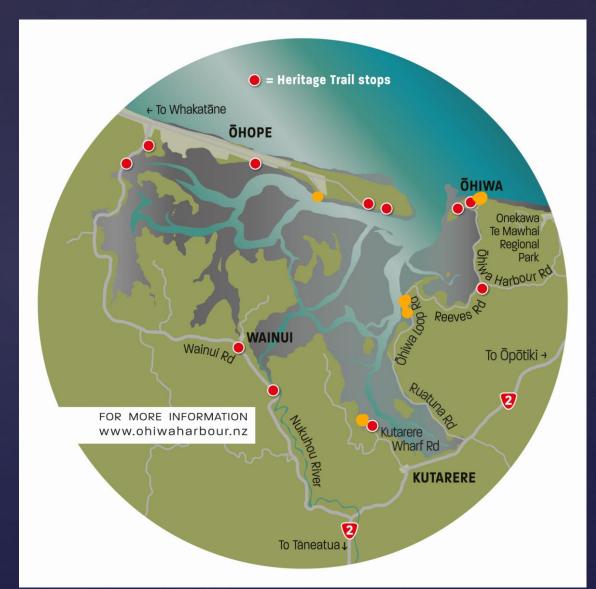


Stage 1

## Stage 2 - Cultural History



- Te Tuarae o Kanawa A dangerous place (Ōhiwa Spit)
- The Tokitoki Midden (Tokitoki)
- Prophets and rebels Hokianga Island (Ōhiwa boatramp)
- **Port of all the Urewera** (Kutarere wharf)
- **Te Moana o Tairongo** (Port Ōhope wharf)
- At the heart of the harbour Uretara Island (Öhope boatramp)
- Tauwhare Pā (DOC)
- Onekawa Te Mawhai Pā (BOPRC 2020/21)



### Te Tuarae o Kanawa

#### A dangerous place

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#### The troublesome Oliwa ferry

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- In 1875, Suprain J.R. Real-bot interfed a signific florig person. We had be do the before he was allowed to egain in health of Driens (the force) was straight free covers for the dispolate with in coverse cover. Conclines were put or tall with that inchesit hamples you be talled, forces and all on when alongside.
- In 1600,00006; County Council took over Farry Hamagement;
- # 4 years later, foregreen lang Warbrist braginally drowns on the Job-
- The count introduced a blaset-powered for p in 1607, coupling both black and horses, it was operated by the Merges bothers who also can natural busches to other leadings and occupied intends around the hurban.
- TEST, The forey service stagged when the intent read was completed.





### The fastest

### WAY TO AUCKLAND

#### By horse or horsepower?

imagine having to tovel for 57 hours to get how Auckland to Olivia an shaky horse drawn certiages, in 1933 that was one option, or gou could take a steam only that book only 19 hours!

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### The first OHIWA TOWNSHIP

In 1675, Captoin JP, Rushton opened a book on Olives Spit. A post office, general store and a cottage for the

in 1870, 30 sections were surveyed but any seven or eight features were built. The Chilve Spit was much larger than and connected to what social as introggalogiscopies (feat stands, the sizes were stoom buildings and the wharf stood were new out in the backbox.





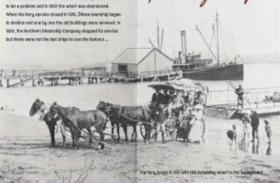
#### A NEW WHARF

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to 1811, the short suckedy, industrial Although systematics are much, the water true count the colleges continued. Slip sliding away to be a problem and to 1807 the water was distributed.



Check out the old Kutarere wharf site and Port Thope to learn more.

ÕHIWA HARBOUR DE HERITAGE TRAIL

## Te Reo PROPHETS AND REBELS

#### Shelter from the storm

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#### A question of succession

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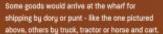
In the 1920s, with erosion threatening Ohiwa wharf, a new wharf was built at Kutarere. Costing ratepayers about £5000, the 150-metre-long causeway stretched across shallow mudflats to deeper water. It opened on 6 May 1922 and its central location led to it being called the 'Port of all the Urewera'.

Some goods would arrive at the wharf for

and equipment to build the road into Urewers. Outgoing goods included produce from the dairy factories at Walmana, Walötahe, Cheddar Valley and Nukuhou. Local Gavin Abbot remembers the challenges of Kutarere wharf:

The Public Works Department used the wharf to bring in material

Kutarere Wharf, no date







#### Hard work and lots of it

An Upokorehe elder remembers flax, fruit, potatoes, wood, corn and kumara being shipped from the wharf.

There was a lot of work. We all worked, my grandparents down at the wharf unloading and loading up the steamers so that we all could make a living ... All the manure used on the farms was transported through there."

Another local, Solomon Manuel, sometimes skipped school to join his uncles at the wharf. Lifting manure onto wheelbarrows and onto trucks was very hard work but it paid well.

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#### Short lived glory

New roads and the Taneatua railhead. completed in 1928, soon made sending goods by sea less attractive. The shallow harbour was also difficult for larger ships to access. By 1930, revenue from cargo handling no longer covered the running costs of the wharf.



From 1 January 1931 the Northern Steamship Company leased the wharf from the local councils, but there were disputes about maintenance and safety issues. It remained in occasional use until October 1951 when the Waiotahi left with one last load of butter.



When the wharf closed, Solomon Manuel went to work full time at the Port Ohope wharf which opened in 1957. 'The boots were bigger there and called much more frequently. Cargo to be handled were big walls of tollet rolls from Tasman and Kawerau paper mills as well as beer."

The wharf was finally dismantled in 1963. Cyclone Bola in 1988 destroyed what was left of the causewau...



There was a big shed for storage, a cookhouse, and toilets at the end of the causeway.



