Welcome to the Spring 2014 issue of the Port Underwood Association newsletter.

**Port Underwood Association**

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How Port Underwood grown and developed

It seems to be gently easing into the Spring and summer in Port Underwood. I now only need a vest, shirt and jumper whilst going out to dig trenches; it is definitely warming up. No doubt people are looking forward to coming over to the Port for the summer, and the full-time residents look forward to your arrival.

A new source of information

Website

This newsletter contains a number of familiar topics. It seems that issues are raised again and again, and it shows the need to be vigilant to see what proposals are being made. I am always grateful to get e-mails or calls from members alerting the committee to matters of interest. The work does seem to come in lumps, and always seems to arrive when we are busy with other matters. So, help is always welcome. Contact details are again given below to facilitate this.

The Port Underwood Association website up and running, at last. There is lots more to put on this; it will grow but it is a new source of information for everybody. Suggestions for changes, improvements and additions are welcome.

Best wishes John

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**Website**

Yes, the website now exists. You can visit it on [www.portunderwoodassoc.org](http://www.portunderwoodassoc.org). The web name was free and the site hosting costs about $125 per annum. We have paid for two years.

This site is open to the public, so no addresses, phone numbers or e-mails of any individual is included, but contact names are given. It is possible to make the site private, but I think this may take away some of the point of the website as a source of information and giving the password to well over 100 people also does not make it very secure anyway.

There are sections on a number of topics, but rather than repeat them, I suggest you visit it and have a look. When you go to a specific page (such as roads, or aquaculture), there may be some subsidiary pages as well. So make sure you look at both the main page and any subsidiary page that may interest you. In addition, within pages there will be links to other documents (such as any Pdfs that we get for applications or proposals). The site already contains a lot of information, I have more stuff to put on and I expect it will grow significantly. I will be adding a road incident form and a neighbourhood incident form shortly so these can be reported or incidents recorded.

The site will also become the repository for a lot of the information for the Association (although hard copies will be retained). This allows anybody that visits the site to see our minutes, newsletters, submissions etc.

It is possible for the website to send members an e-mail each time a new item is posted; these individuals are classified by the site as subscribers. Subscribers can post items direct to the website, but it will be moderated by the site master (John Davison). I expect submissions will usually be approved. The e-mail facility for subscribers may be useful if we hear of road closures, grading etc. So, I will include all members for whom we have e-mail addresses (these addresses are not published on the site), but I will take you off the subscription list on request.

Should you spot anything that needs to be corrected, or you want to add anything, just send a note to the Association’s mailbox or e-mail address and I will see what can be done.

The newsletters will still be sent by mail to members, as not everybody likes websites.

A new feature that is being put on is a history page. So, if you have any stories to tell, photos or snippets of information about past life in Port Underwood, they can be reviewed prior to publication on both the website and in the newsletter. Just send them to the Association’s e-mail address for our review.

**Marlborough Resource Management Plan**

The Council issued a review of the resource management plan. The Association has responded to this. The council paper and the response are on the website. Our response is summarised below.

Marine farms should have discretionary activity status, not controlled activity status as the current lack of knowledge of the Sounds ecosystem precludes establishing activities with the permanence of a controlled status. Also, the area is public domain and used for a range of different reasons.

A stronger policy was called for in respect of the size of marine farms. In particular new marine farms and new extensions should be prohibited within 100 metres of the coastline and should not extend beyond 250 meters from the coastline.

It was noted that the proposal for an extension of marine farms to 300 meters from the shoreline should not be permitted until independent studies are undertaken to demonstrate that this does not have an adverse impact upon other uses and the environment.

It was suggested that the mid-bay area of Port Underwood and the entire western coastline of Port Underwood should have a prohibited marine farming status to be consistent with Policy 1.12 of the proposed Marine Farming Policy and other sections of the draft policy statement and management plan. This would add more certainty for all users of Port Underwood and reduce the large amounts of time and money spent by applicants, submitters, and the Council.

In addition, the entire western coastline of Port Underwood should have prohibited marine farming status. Retaining a small section with CMZ 2 status as currently proposed would be an inconsistent anomaly.

It was suggested that the regional policy statement and resource management plan should include a provision to require environmental studies to be undertaken to:

* Determine the level of nutrients in the Sounds
* Determine the level of pollutants in the Sounds
* Determine the impact on nutrients and pollutants to understand the capacity for further marine farming and its impact upon other uses of the Sounds
* Determine the change in levels of nutrients and pollutants in the Sounds subsequent to the introduction of new farms or expansion of existing farms.

Without these studies there will be little understanding of the cumulative impacts of aquaculture and the objective of the Marlborough regional policy statement cannot be met.

**Sub Divisions**

An important application has been received by the Marlborough District Council for a subdivision in Oyster Bay. The Resource Consent Application **number U140707** is to subdivide 51 Hectares in Oyster Bay into 10 titles, creating 8 new sites with 7 housing sites ranging in size from 4000m to 8000m.

In 2006/2007 a similar application was made (for Plan Change 15) to rezone 26 hectares in Oyster Bay from Rural 1 to Sounds Residential with the subsequent development of approximately 40 sections. A public meeting, attended by 50 PUA members, was held and an unopposed resolution passed for the Port Underwood Association to submit against the proposed Plan Change 15.

The Plan Change application was turned down by the MDC. It was then appealed to the Environment Court and was declined. It is apparent that this is a similar application but with fewer allotments and could be a precursor to further subdividing the area.

The basis for the previous objection included:

**Amenity values.**How will this rezoning and the high density of people it will create affect the character and values of Port Underwood.

**Cumulative effects and precedent.** Will this set a precedent for new, high-density housing projects in Port Underwood and what would be the cumulative effects of dramatically increasing the population in the area.

**Roading.**Will the additional people be detrimental to the existing roading system and is there concern about future travelling on the roads with the increased traffic.

**Sewage pollution.**Will a septic system be able to be designed **and maintained** to cope with the flooding history of Oyster Bay and not pollute the surrounding land, Oyster Bay and other parts of Port Underwood. Will there be a problem with water runoff and silting in Oyster Bay.

A further point of concern of the original application was the proposal for separate waste disposal to land for each plot. A member submitted that a central dedicated waste disposal facility was required to optimise safe dispersal and minimise the risk of flood damage and contamination of storm and sea water. This proposal for a central waste disposal facility was supported by the Environment Court at paragraphs 35-36. It has been noted that the applicant reverts to seeking individual waste disposal systems on each proposed lot. This is likely to be a commercial decision as the cost of a central scheme would fall on the developer whereas individual systems would be the responsibility of the owners of each lot. It is recorded in the decision document of the earlier application at paragraph (17) that at the appeal hearing the applicant altered the proposal by submitting a proposed development plan that included a common sewage disposal area. The development a central sewage disposal facility should be a priority from the outset if the subdivision is granted.

**Landscaping.** How will a concentrated subdivision affect the visual aspects of Oyster Bay and beyond.

**Local Oyster Bay effects.** As well as the effects listed above will there be effects localized to Oyster Bay such as water supply, slope stability, and views being blocked by a concentration of houses.

**Sea / boating.** How will a wharf and launching area already congested from residential and commercial usage cope with the increased number of users.

**Benefits.** Are there any benefits to the Port Underwood area in general and to Oyster Bay in particular.

A committee member is putting together a submission on behalf of the Association so feedback from PUA members would be most helpful.

The deadline for submissions on this application is October 14th. The Association highly recommends that individuals make their own submissions to the Marlborough District Council either supporting or opposing this application.

**Silver Fern Rally**

The Silver Fern Rally is taking place in November 2014. Part of this rally goes along the Port Underwood Road. We have not had a huge amount of information in this, but it has been noted that the road has been graded recently and this seems to be a smoother and wider grading than usual. A request has been made to the secretary of the rally for further information. Those with long memories will remember the 2006 rally as the same route/stages are being used.

The rally starts in Picton and day one takes it from Picton to Blenheim via the Port Underwood Road. This is on **Saturday 8 November 2014**. So, the road will be closed; children and animals should be kept in and away from the road.

It appears that there will be three ‘special stages’ along the gravel road, two of which are in Port Underwood (of 7km and 13km in length), before further special stages on tarmac roads away from the Port. Vehicles will be moving at high speeds between the stages.

The rally cars will travel from Picton to Oyster Bay for the first stage, Leaving Picton at 12:30. The special stage from Oyster Bay to Ocean Bay starts at 13:00. The next Special Stage from Ocean Bay to Whites Bay starts at 13:25. The rally should end (in this area) at about 4pm. No doubt there will be some clear up after this.

Whilst it will be enjoyable to watch, it is suggested that you keep clear of the road on that day. Further information is available at [www.silverfernrally.co.nz](http://www.silverfernrally.co.nz) .

**The Sounds Advisory Group**

The Sounds Advisory Group (SAG) is a focus group that looks at a variety of issues in the Sounds and advises the Marlborough District Council on planning matters and acts as a conduit for information between the Council and the Sounds communities. It is comprised of representatives from various Sounds communities (including Port Underwood), several Marlborough councillors and representatives of other interested parties such as forestry, aquaculture, Iwi and Department of Conservation. Council staff members also participate in the meetings, which are held four times per year with additional meetings as required. Ken Roush from our committee is a member of SAG and provides a valuable link for the Association. The latest minutes of SAG are on the PUA website.

Ken has reported that SAG is continuing to look at the draft Regional Policy Plan and Resource Management plan for the future of Marlborough. Most recently the aquaculture provisions of the coastal usage section have been reviewed.

Other issues before the Group include:

Trevor Hook advised that 80% of Council’s budget is roading and infrastructure. Trevor advised this is tied to levels of service. David Oddie noted the challenge in the future is going to be Central Government pushing more services and expectations to Council and this may require funding, i.e. environmental monitoring, reporting, protection and environmental health. This would need to be balanced with levels of service elsewhere or rate increases.

**Blue Cod Management Group**

A reshuffle of the working group has seen the engagement of all involved sectors including the Ministry of Primary Industries. The current process is a full review of all elements of the BCO fishery whilst acknowledging that wider matters (all fisheries, all sectors, ecology, etc.) will eventually need to be addressed medium to long term.

**Integrated Management Program for the Marlborough Sounds**

The Integrated Management team is looking at engaging a professional consultant to implement the following processes:

Inception - including the analyses that establish that the conditions exist for a successful facilitated process and the action to initiate that process.

Formation - forming a body of committed individuals to own and drive the process.

Creating connection - creating a halo of linked interests and activities around the core group.

Engaging with the issues and the data - drawing out the issues from the stakeholders and apply information and data to refine and test the veracity of the perceived issues.

Finding common ground - processes for the core stakeholders to find a common vision and apply that to create solutions that will be widely supported.

Testing solutions - engaging a wider halo of interest to test the proposed solutions, map as yet unrecognised issues and to see if the overall framework of proposals will work in practice.

Adjusting proposals - applying the findings of the testing process to that package of solutions to produce a new more effective synthesis.

Mandating - achieving recognition from stakeholders and those with formal authority to implement.

Implementing - managing the processes of implementing mandated decisions.

**The Department of Conservation** described how it is successfully battling rodent and stoat explosions following the large periodic increase in beech tree seed production in selected areas of the country.

**The annual whale survey** has now been completed. This survey would not be possible without the involvement of OMV who sponsor the project and the volunteer ex whalers who provide the eyeball power. This year was one of the more successful years with over 90 whales sighted.

Picton staff have been developing a training course for marine mammal viewing operators to increase their knowledge of the marine mammals and the legislation relating to their operations. The intention is to run two courses in both Picton and Kaikoura during October.

**History: snippets from the past**

This is the first contribution received regarding past life in Port Underwood. I am sure it will be of interest to everybody.

Port Underwood Life

Maryann Baldick in the 1830s

Port Underwood in the 1830's became one of the greatest whaling harbours ever known. There could be up to 39 whaling ships at anchor there at one time. Every beach was stacked with smelling decaying whales and their oil; and the language of the whalers was equally offensive.

There were up to 7 grog shops in the Port Underwood area at that time, and the Port was a den of iniquity, with wild living and the breaking of every Christian commandment.

The first thing that would have struck Maryann Baldick when she stepped ashore would have been the smell. It would have been nauseating. Maryann's stomach would have heaved as she clambered awkwardly from the dingy to the shore. In a futile effort to ward off the worst of the smell, she would have covered her nose with her shawl and held Maryann, her baby, close. Her other children, Harriett leading George, would have struggled through the loose shingle to where her mother waited with William clinging to her skirts. Together they would have scrambled up the beach to a rocky outcrop and stared, with disbelief at the scene below; the whaling season would have been in full swing.

At the other end of Tom Canes Bay huge soars hung with rope and tackle, they rose above a makeshift shelter. Beneath this, on a platform, lay the monstrous carcass of a whale, torn and bloody, men hacking at its sides, stripping off the blubber, exposing chunks of meat to the ever-present gulls and sea birds. People would be milling around, others bent over trypots; above them hung the thick oily smoke of the rendering down. It would have looked and smelt, like a scene from Hell.

Away from the beach there would have been nestled peacefully beneath the lush green hills, whitewashed cottages with thatched roofs, each with a little fence and a flourishing garden. The contrast would have been overwhelming.

For Maryann it was a new beginning.

Maryann was to marry 3 more times to WiIIiam Daken, Robert Register, and Jerome Flood.

**Maryann Daken.**

It is said that the land in Whangatoetoe and Pipi Bay was given to Maryann by the local Maori when she was married to William Deakin. Maryann being a quite large woman shielded a young Maori girl's innocence with her apron and held her close, from a boat load of drunken, leering, uncouth whalemen.

Because of her act of kindness 200 acres of land was given to Maryann. They shifted to the Bay with her Baldick and Daken children. Maryann is quoted as saying "When I came here I had nothing and now I have this". Much better than she would have had had she stayed in Rye, Kent.

**Maryann Register**

When Daken left her, she quickly married Robert Register. They cultivated the land growing wheat, barley and potatoes and goats and pigs roamed the hills.

Robert and Maryann had 4 children, and her family now consisted of 4 Baldick, 2 Daken and 4 Register children.

Robert died when Maryann was 37 years of age, and he is buried in Whangatoetoe.

**Maryann Flood**

Maryann then married Jerome Flood. This was not a happy marriage as they both had fiery tempers. When Jerome made her sign her land over to him, she rushed into the sea, pretending to commit suicide. Jerome hurried out to stop her, but being a big strong women she grabbed hold of him and dunked him under many times. When he came up the last time he yelled to his sons "Ah be gosh save your father"

Maryann went back to her cottage, packed a bag and taking Rose with her left the Bay and walked to Hakana Bay. They slept on the beach that night, and continued on to Hakahaka Bay the next day, where a Priest tried to get her to go back to Flood. The next day she walked over the hills to Picton and left Port Underwood for good.

When Maryann reached Blenheim she set up a nursing home, for general sickness, maternity and for the old and senile.

Maryann suffered a stroke and died in 1884.

**William Deakin/Daken**

William was born in Birmingham, England in 1811. He was the son of a convict that was sent to Sydney town on the ship Britannia that was in the 3rd Fleet. William was a rope maker in England.

When William and Mary married in 1832 they decided to emigrate to New York, where William was a River Boat Captain. In the early 1830's he "Went a Whaling" in the South Pacific, on the ship "The General Williams" jumping ship and finally settling in Port Underwood.

William worked on many Whaling Stations in Port Underwood and in Tory Channel and was present at the Signing of the Treaty of Waitangi on Horohora Kakahu Island in Port Underwood.

William and the recently widowed Maryann Baldick were married by Rev. Ironside at Kakapo Bay in 1840. As William had a very broad Birmingham accent, on the Marriage Certificate his name changed from Deakin to Daken.

They had 2 sons, Thomas who stayed in Port Underwood and Matthew who went back to find their father in America.

William left Maryann and Port Underwood in 1848 taking the 7/6d that she had saved from selling goods to the whalers from her garden.

William returned to America, to find that his 1st family had returned to England. He found them back in Birmingham.

The family became Mormon's and they returned to America, following in the footsteps of Brigham Young to Salt Lake City; Utah. William and his sons worked on the finishing of the Mormon Temple.

His other family stayed in Port Underwood and there have been Daken descendants living in Port Underwood ever since. William is buried in Cache Valley, Salt lake City, Utah.

Written by Ruth Simonsen of HakaHaka Bay

Contributions from members of historical items of interest to Port Underwood are most welcome.