

Port Underwood Association



port.underwood.association@gmail.com
PO Box 59, Blenheim 7240
www.portunderwoodassoc.org

Chairman's Address

Welcome to the late Autumn 2017 issue of the Port Underwood Association newsletter. My hopes are that those who have suffered damage in the November earthquake and subsequent aftershocks are well on the way in their repairs. From my perspective the process has been one of confusion and conflicting information from the agencies involved. I also sympathise with those who travel on the extended route from the south in order to spend time in our wonderful area.

As you will see in this newsletter there are a number of issues that have arisen lately. While I wish we could post details regarding these to all members, the time frame and postal rates make that impractical and therefore email is the next best solution. I consider two way communications between the membership and the Association Committee to be of utmost importance. Thus I try to include enough information to describe the issue at hand while being mindful of limiting the size of the information packet.

I would like to stress how helpful it is to the committee to have feedback from the members on these issues and encourage you to take whatever time you can spare to review the issues and convey your thoughts to the Association. Most of these issues will have an effect on the state of Port Underwood and thus on each person connected with the Port. Any email or phone call, no matter how simple or involved, will always be welcomed by myself as Chairman or any of the Committee members.

Here's hoping that the coming winter treats us all well.
Thank you, Ken Roush

Committee Details

Ken Roush (Chairman)	sarakenroush@gmail.com	03 579 9474
Sara Roush (Secty/ Treasurer)	sarakenroush@gmail.com	03 579 9474
Wayne Boustridge	wayne.boustridge@hotmail.com	03 579 5489
John Davison	jad793@gmail.com	03 579 9940
Bruce Hearn	apexhearn@xtra.co.nz	027 4402049
David McBryde	mcbrydes@xtra.co.nz	06 844 3624
Wendy Simonsen	wendzsimo@gmail.com	027 9288218
David Whyte	clintondale@xtra.co.nz	03 572 8193

Pipi Bay Barge Site and Causeway

The applicants have withdrawn their application for the barge site and causeway in Pipi Bay. There appeared to be numerous opponents to the application (along with the PUA). The Association was opposed as this was the only bay on the Eastern side without a structure, the construction would have effectively privatised the bay and the logging company does have a viable alternative barge site for the removal of the logs. The strength of opposition was significant and iwi were canvassing support for appointment of counsel to oppose the application (the proposed causeway being adjacent to Horahora Kakahu Island, the location of the signing of the Waitangi Treaty).

New Mussel Farm Applications

There have been two applications U170287 and U170288 for the extension of two mussel farms at Opihi Bay and Kingfish Bay. The Association is currently formulating its position on these applications and welcomes comments on this. There appears to be some tubeworm sites near these sites and the extensions run a considerable distance from the shore. Further details can be found on the Marlborough District Council website. The Association's usual position on this is that applications that are within the usual consent guidelines are not opposed, but where there is an environmental issue, or the extension exceeds the normal boundaries of what is permitted the application will be opposed.

Marlborough Marine Futures

A further meeting was held on the 14th May. The meeting endorsed the need for a special management area for the sea and land of the Sounds. The meeting supported the development of a marine park concept for the Sounds but that the management body needed adequate resources.

Scallop Fishing

The Association has made a submission regarding temporary closure of the SCA7 and SCA7c fishery areas (SCA7c is Port Underwood). The Association supported the extension of the closure to Port Underwood to help conserve stocks and prevent overfishing by persons unable to fish in the rest of the Sounds because of protective closures (fishers from Nelson accessed the Port during previous closures in the Sounds and other areas).

Forestry

The Government has been consulting in respect of a National Environmental Standard for Planation Forestry. This will take a degree of control away from local councils, which has both advantages and disadvantages. A further consultation is being made regarding the ability of local authorities to charge for monitoring permitted activities. As MDC currently makes such charges it would seem sensible for this to continue so that monitoring costs do not become a burden upon ratepayers. The Association will be submitting on this issue shortly.

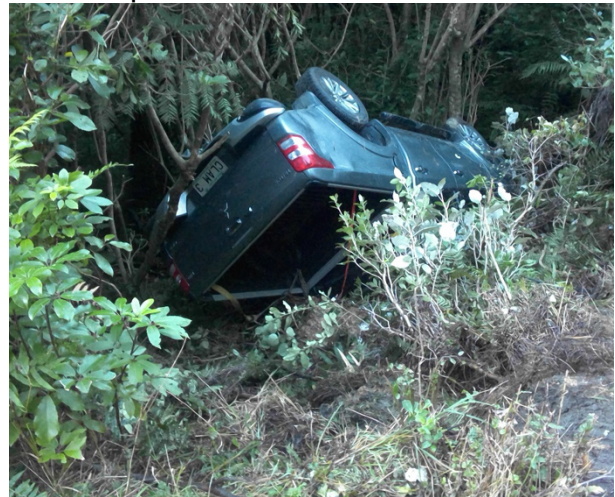
Protected Customary Rights and Customary Marine Title

Several Iwi have recently made applications to the High Court for Protected Customary Rights and Customary Marine Title for selected areas in the Marlborough

Sounds including the Cook Strait coastline down to the Wairau bar. The Association has not engaged in this issue.

Roads – Wayne Boustridge

Since the last newsletter our roads felt the impact of the heavy rains in April and early May with numerous slips on the Port Underwood Hill Road and Tumbledown Bay Roads. Perhaps the most significant is the slip adjacent the Tumbledown Bay/Port Underwood Road intersection at Hakahaka Bay. Noting the pressure across the region to repair storm damage throughout this period, NZTA and HEB did outstanding work to at least initially open the blockages for traffic flow necessary for both business and community continuity and then undertake work to remove the debris in the following period. As we all appreciate, the area is prone to slips however, HEB are very reactive to responding to incidents when they are reported. Any person can report an incident on our road infrastructure e.g. slip, tree fall etc. by phoning HEB (24hr) on 5794253. Multiple reporting is not an issue and is preferred rather than thinking that someone else is bound to report it.



Two bodies of work have been undertaken over the period in relation to our roads, these were:

1. The development of a submission to council to approve the application of a Holiday Speed Limit of 30km/hr for the duration of the designated holiday traffic period to replace current posted speed limits at Hakahaka Bay, Oyster Bay, Ocean Bay and Robin Hood Bay and with these limits be appropriately notified, posted and adequately enforced.
2. A submission to Council seeking Council approve annual plan budgeting to design and promote a holistic traffic reporting system assessable through the Marlborough District Council website and/or develop a mobile app for that purpose.

In relation to the Holiday Speed Limit submission, Council, in conjunction with NZTA, will be reviewing the Holiday Speed Limits in July, at which time the formal Port Underwood submission will be tabled. The traffic reporting system will enable the development of a mechanism to capture relevant vehicle incidents (currently lacking) in order to provide Council the information to fully inform regulatory design, the planning decision processes and promote community safety and welfare in relation to our road design and maintenance spend.

Both these submission are particularly relevant noting, based on NZTA traffic counters, traffic is increasing 20% each year during peak periods (Christmas) and 6% over the low count (September) period. Based on this trend, it is anticipated the average vehicle count will exceed 300 vehicles per day during the 2017/2018 Christmas period, almost double from 2012.

Hot Spots --

Logging operations in the vicinity of Whangakoko Bay have resulted in a number of caution areas, particularly from Opihi Bay (logging site entrance) and the top of the Tongue down through Whangakoko Bay where there are two logging site entrances. While HEB are maintaining gravel on Tumbledown Bay Road through to Whangakoko Bay, any wet weather quickly results in the road becoming slippery in a number of places. On a positive note, it would appear that the road is receiving good attention through the impact of logging.

The Hill road is particularly busy as the `workforce` to support business commutes from `town` to the Port with a number of near (and not so near) misses being experienced. Certainly, caution is required at all times when travelling this road. Particular caution is required towards 5pm as folks transit back to Picton.

In Our Dark Skies

In 1986 Halley's comet did not live up to everyone's expectations. But on the early mornings of May 5th and 6th this year it created a spectacular meteor shower as earth went through the debris path it left behind. The peak viewing time was a few hours before dawn on the 5th (we watched from 4:45 am - 5:45 am) and saw between 40-50 meteors in that hour. It was so amazing that we decided to watch again on the 6th but this time from the warmth of our hot tub. We counted 30 meteors, including 1 double, and 9 satellites. The last 5 minutes of our viewing we were joined by a falcon who squawked and landed on the top of the bush next to the tub. I am sure he enjoyed the spectacle too. We are so lucky to have dark skies in Port Underwood.

Secretary/Treasurer — Sara Roush

Only a handful of you haven't paid subs for the 2017 year and you would have received a sub notice with this newsletter. We thank all of you for your continued support of the Association.

Remember, if you would like to receive emails regarding important issues, you will need to supply us with your email address if we do not currently have it.

Neighbourhood Support — Sara Roush

Thank goodness it has been quiet over the last few months. Unfortunately, we have lost our community constable, Kris Payne, who has been transferred up North. It will be several months before he will be replaced. In the meantime, the email for the Picton police will be Picton@police.govt.nz

RAPID Nationwide System of Numbering Rural Properties

The RAPID number is, in effect, the street address for a rural property with a dwelling. The numbers are based on a distance along the road from a designated point at the start of the road. Marlborough Kaikoura Principal Rural Fire Officer

Richard McNamara is appealing to rural property owners to make sure they have a RAPID number at their gateway and that it is clearly visible to emergency services.

RAPID numbers are particularly important when emergency services are dispatched from a centralised base in Christchurch where the dispatchers are not personally familiar with local names and places. As well as fire, police and ambulance, telephone and power suppliers and an increasing number of other services also rely on RAPID numbers to locate properties.

Property owners are encouraged to make contact with the Council to apply for their individual number. The application forms are also available on the Council's website

Snippets from the Past of Sara And Ken Roush

Ken grew up in Orlando, Florida and Sara in Chicago, and we both happened to move to Southern California near Los Angeles in the early 1970's. Ken was a design engineer, designing and testing racing tyres, and eventually became the tyre and chassis man for different drivers in the Formula 1 and Indy car racing circuits, including travelling the world with Mario Andretti.

Ken had a hobby of making pewter bowls, mugs and plates and a mutual friend had one of his pieces. I, at the time, collected pewter so asked if I could meet him. The rest is history and we married in 1979.

We travelled to New Zealand shortly after we married and fell in love with the country and the people. Ken interviewed and got a job with Reid Rubber in Auckland and they shipped us over and got us our permanent residency in 1981.

After 2 years of working for Reid Rubber, they sold out to another company and Ken was free to pursue his love of pewter making. The business built up so fast, as he had expanded into sculptures and jewellery, that I had to quit my job and also become a pewtersmith.

For the next 3 years, we searched the entire country looking for our special piece of paradise which we did find just south of Ocean Bay in 1986. The Strangs had just put a "for sale" sign up for 50 acres of land and we loved it. After buying the land we came down to camp as often as possible and then moved down permanently with a very small caravan and started building a house in 1989.

We found a builder that also had a caravan and was willing to live on site to help us build. We had a drop loo with the most beautiful view and an outdoor shower that had solar hot water and had to be used before the sun went behind the hills at 3PM. Our builder was also a pig hunter and on several occasions I had a shock when entering the shower and there looking at me would be a big boar hanging from the shower hook.

The Strangs were always very good to us and very helpful. As we thought we would like to start a small hobby farm, Mike Strang tried to teach these city folk about thistle digging, fence mending and how to stretch a possum skin. Soon our hobby farm consisted of our dog, a goat, a chicken, and a lamb.

We moved into our unfinished house shell in the winter of 1990. What luxury it was to be able to stand up and walk around without going outside, even though it was freezing cold inside with no lining.

One night, just before midnight, I heard a pig under the house. Ken went to check and found what must have been a 10-day old pig that was very cold and hungry. We put it in our possum cage and brought him inside to get warm. We called him Midnight and nursed him back to health.

We had just recently gotten two kittens, who were still learning to use the kitty litter box. This pig, which was smaller than the two kittens, learned to use the kitty litter in just one day.

Midnight soon grew too big to live inside anymore so we built him a home outside. We had to make a much larger kitty litter box to go in his home as he wouldn't go anywhere else. He didn't know if he was a cat or a dog but eventually learned to bark just like our dog.

We thought that we would add 2 bobby calves to our hobby farm. On the trip back to the Port we decided to see how they were doing in the back of our ute and as soon as the hatch opened, one jumped out right onto State Hwy 1. We couldn't believe how fast a 5-day old calf could run. Ken and I were trying to control traffic and catch the calf at the same time. What fun!

After eventually getting them home we couldn't get them to drink. We were told to let them suck your fingers and pull their head down into the bucket, but this didn't work. We called our good friend Heather Simmons (she and Barry were managers of Robinhood Bay farm). She immediately came over and shoved their heads into the bucket. They had no choice but to drink or drown.

In the mid 90's we opened a pewter gallery in our home and started a bed and breakfast. By this time, we had downsized our hobby farm to just our dog and the 2 cows that grew quickly. Unfortunately, one of them thought that the grass was greener on the other side of the fence and fell to her death into the sea. We went out in the boat to retrieve her and hauled her in to Ocean Bay. William Strang met us with his tractor and took it back to his farm. William had the farm up for sale and a real estate person happened to bring a client around. The wife of the client was appalled at the sight of Ken gutting our drowned cow and hurriedly left. I guess they weren't cut out for the farming life.

Some of the most vivid memories in those early years were:

In 1990 the celebration of the 150 years of the treaty of Waitangi was held at Oyster Bay. A huge marquee was set up the day before but by early morning it had blown down. Jim Mark quickly called everyone that lived in the Port to come help set it up again and they succeeded just in the nick of time. Most people dressed in period costumes and the waka came over from Picton accompanied by a school of dolphins.

Every year around Christmas time a church service was held at the cairns in Ngakuta Bay and most of the permanent residents and quite a few from town would come. Lynn Mark would bring her accordion and we would all sing songs. Our singing attracted George Yorke's cows which would all come join us as well adding the occasional moo. Then one year the cows were gone and were replaced with a bull. He also was attracted to us, so George Yorke spent most of the service shoeing the bull away from us.

Dave and Biddie Gerard (who bought Ocean Bay Farm from the Strangs) let us use their front paddock in Ocean Bay to have the Port Underwood annual picnic. Mike Rutherford and I would take charge of the games and prizes and everyone brought a picnic lunch. A mussel barge was organized by Terry Schwass one year to take people over to the mussel farms to help educate us about how they worked. A huge Southerly came in but it didn't stop people, especially the older children, from going. Everyone came back wet and cold but had enjoyed themselves.

Albert Guards' funeral was held in August 1995, a day with a horrendous rain storm. Edward and John Guard plus Jim Mark dug his grave the previous day but overnight it poured with rain and was beginning to collapse in on the sides. So Biddie and Dave Gerard didn't go into town to the funeral but instead volunteered to stay behind to take charge of the falling dirt, aided by Jim Mark and his water pump. When everyone returned from town we all quickly donned our gumboots, umbrellas and flowers to gather around the muddy grave site to give Albert a fantastic farewell.

Even as a teenager Ken had wanted to live in a country type situation but little did he know that it would be in New Zealand. Moving to Port Underwood was a big change from city life but we have loved every minute of it. We belong to the bridge and badminton clubs in Blenheim, and love ping pong, tramping, fishing, reading, and jigsaw puzzles. We are now retired, have no animals, and love to travel this great world of ours.

Please, we need your contributions to the Snippets from the Past.