

# Hump Ridge Great Walk Project

Annual Community Information Session

11 October 2023




[New Zealand Government](#)



**Welcome & Opening Karakia**  
**John Lucas – Operations Manager, DOC Te Anau**

# Tonight's Programme



- ▶ Welcome / Introductions
- ▶ Hump Ridge Great Walk Project
  - ▶ Visitor Experience and Story Telling
  - ▶ Heritage
  - ▶ Infrastructure
  - ▶ Communication
- ▶ Hump Ridge Great Walk Project Partners
- ▶ General Discussion / Q & A
- ▶ Thanks / Farewell



# Visitor Experience and Storytelling

Kate Woodall – Interpretation Advisor

## What we've done this year

- Worked with contractors to develop the different ways we are sharing the stories across the track.
- Continued to work with others, including Ōraka Aparima Runaka, Rowallan Alton Inc and the Tuatapere Hump Track Charitable Trust on storytelling.
- Iwi carver Steven Solomon (Kāti Māmoe, Waitaha, Kāi Tahu) has been working on Waharoa/ gateway that will mark the start of the track.

**The Visitor Experience**

Overview:  
Storytelling  
package

**Okaka Lodge**  
1.6.1 The Okaka Lodge Book  
1.6.2 Okaka Lodge Mounted  
Landscape Panel

**Water Bridge Shelter**  
1.4.1 Water Bridge Shelter Panel  
1.4.1A Water Bridge Shelter  
Stoat Trap

**Rarakau carpark**  
Track Start + End

**Rarakau Carpark**  
1.1.1 (A,B,C) Rarakau Panel  
1.2.2 3D Map  
1.2.1 Rarakau Panel - Ōraka Aparima Welcome

**Reverse (Track End)**  
3.1.1 Farewell Rarakau Panel

**Raukiokio**  
1.3.1 Raukiokio Pillar

**Day 2 Port Craig**  
2.2.1 Port Craig Directional Welcome  
2.2.9 Silhouette - Baker  
2.2.10 Port Craig Town Then and Now  
2.2.12 School Teacher Silhouette  
2.2.2 Port Craig Intro/Map  
2.2.4 Port Craig Directional Finger Post  
2.2.3 The Port Craig Lodge Book  
2.2.5 Port Craig Wayfinding - Beach and Carpark  
2.2.6 Port Craig Wayfinding - Mill Site and Beach  
2.2.7 Port Craig Wayfinding Arrows  
2.2.13 Silhouette Latrine User  
2.2.15 Silhouette Lidgerwood Hauler  
2.2.15A Lidgerwood Hauler Information Panel  
2.2.16 Silhouette - Sawmill Worker  
2.2.8 Port Craig Wayfinding - Beach and Lodge  
2.2.14 Silhouette Blacksmith  
2.2.19 Port Craig Te Waewae Bay Panel  
2.2.21 Port Craig Sawmill Panel  
2.2.18 Port Craig Wharf Then and Now  
2.2.17 Silhouette - Wharf Crane Operator  
2.2.20 Port Craig Wharf Pillar

**Edwin Burn Viaduct**  
2.1.1 Edwin Burn Viaduct Panel  
2.1.5 SILNA Story Pillar

**Percy Burn Viaduct**  
2.1.3 Percy Burn Viaduct  
Panel

Port Craig Lodge

**Tramline Junction**  
2.1.2 Tram Line  
Junction Pillar

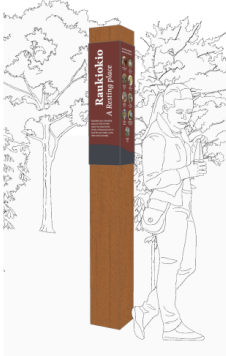
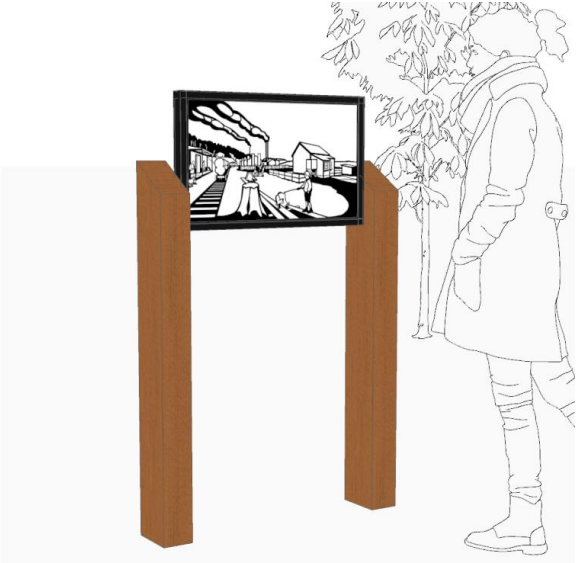
**Sand Hill Viaduct**  
2.1.6 Sand Hill Viaduct Panel

**Key**

- Culture + Land Ownership
- Nature + Conservation
- Community + Heritage



# Sharing the stories



**Raukiokio**  
A Resting place




Department of Conservation  
Te Papa Ataturu

Oruaki Aparima tupuna (ancestors) named this place Raukiokio after the many kiokio/palm-leaf ferns that grow here. It was a safe area for children (rangatahi) to play, and a perfect resting place. It still is, so feel free take off your pack and continue the tradition.

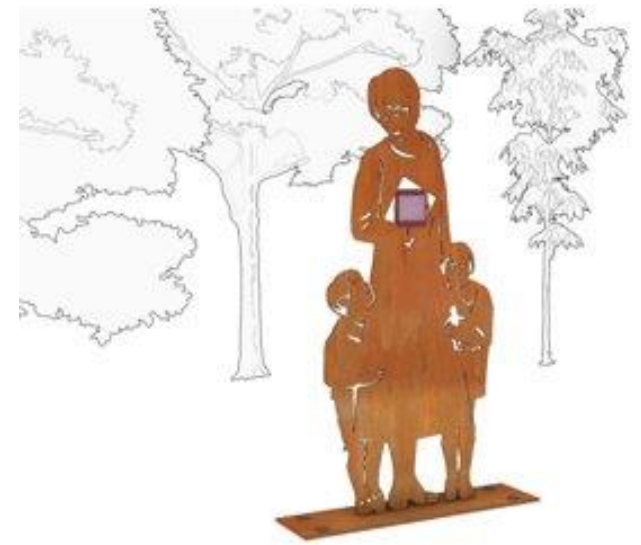
Raukiokio was a stopping place for Māori in their search for seasonal kai (food), with good access to food like tuna (eels), aruhe (fern root) and weka.

Touch me!  
www.doc.govt.nz

As you head up through the Waitutu Forest, look out for:

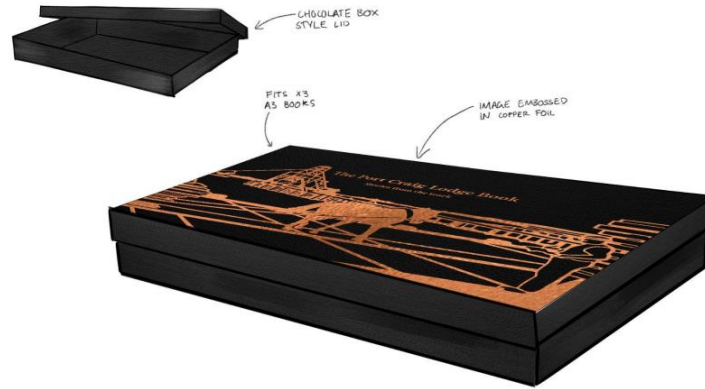
 Kiokio (Pigeon)	 Tui
 New Zealand Noddy	 Māui
 Pipitiroia (Whio)	 Māui
 Korimako (Bush Wren)	 Fairy Tern
 Korimako (Bush Wren)	 Raukōwhiri
 Korimako (Bush Wren)	 Pūkōwhiri

# Peopling Port Craig





# Rest up and read



## Tomorrow's highlights

Tomorrow you'll walk over old timbers, cross wooden walkways, and at the end of the day, reach what was once the lively, settled settlement of Port Craig. Take a short walk to the old mill site, and down to the beach to see the wharf remains and marine museum.



Photo: © Getty Images/Robert Stone Inc.



Photo: © Getty Images/Robert Stone Inc.

## Community stories

### On top of the world

Local legend has it that Tularegan resident Dorothy Sheriff was so inspired by the experience of being on a ridge in Floodland (presently Hung Valley) after her mother's funeral, that she wrote a poem. Thinking it would make good song lyrics, she claimed she sent it to the well-known American band, the Carpenters. Dorothy asserted that the sibling duo changed a few words and turned it into their 1972 number one classic hit. She was reportedly paid \$200, but later legal attempts to claim more royalties were unsuccessful. Readers might be familiar with the chorus of the song:

"I'm on the top of the world lookin' down on creation  
And the only explanation I can find  
Is the love that I've found ever since you've been around  
Your love's put me at the top of the world"

Whoever wrote them, they're appropriate words for where you are right now.



Port Craig house | image © CC

### Port Craig's inhabitants

Port Craig was mostly a town of men — both Bahá'í and Māori — but alongside them were women and children who helped make the settlement a lively, well-functioning community.

For women at Port Craig, life was similar to that in other pioneer European settlements. Keeping house and looking after children was a full-time job, with washing, cooking, growing vegetables and buying supplies from the store all part of the daily routine.

Men jobs were mostly held by men, but women were employed in the cookshop and sometimes there was a woman school or music teacher. For a time, a woman doctor, Rita Gilson, had a practice in Tularegan. She visited Port Craig and would also give medical advice over the phone.

For families, the little town provided a strong sense of community. For some single men the isolation was welcome, while for others it was to be endured. A local judge was said to tell offenders: "You can have six months in prison or six months at Port Craig."



### Mishaps and accidents

Given the settlement's isolation, getting injured was best avoided. In 1922 18-year-old Fred Fluke was cutting a new haul track about 15km from Port Craig when his axe slipped, striking through his foot. "I've cut me foot off," he yelled to his workmate Ernie, before running in the direction of the settlement, leaving a trail of blood in his wake.

Ernie called out that he'd carry him, but Fred kept going. He passed two other workmates who set off in pursuit, but Fred didn't stop until he passed out on the doorstep of the cookshop. The cook bandaged his foot, but Fred then had to wait for the launch, which was not on a fishing trip. It was getting dark when the boat finally turned up, but Fred was dead on board and they set off for Oropoua.

There was meant he had to be moved to a drilghy to reach shore. From there he was loaded onto a ship, taken to Oropoua and from there to Hawke's Hospital via unfinished roads and farm paddocks. Fred finally arrived at the hospital at 2am. Six weeks later he was back at work.



Port Craig heavy machinery | image © CC



### Bed and board

Rooms with two bunks and a stove were quarters for single men. They had to do for the use of a single bath down at the old mill site. Families lived in small three-bedroom houses with a living room, kitchen, wash-house, outside toilet and back yard.

You can see remnants of the married quarters just outside this bridge.

The bush-boss had a slightly better house, away from the noise and activity of the mill. The mill manager had the biggest and best house. Chained from the mill, it appeared a real one. Regardless of what kind of house people lived in, all were shaken by the mill whistles. Most single men ate at the cookshop, seated on benches at three long tables. Breakfast was served to bush workers first, at 6:30am. Then to mill workers. At one end of the long building was a kitchen, and at the other a huge open fire. Packed lunches were made for the bush workers, who were back at the cookshop at 1pm for the first dinner sitting. Dinner was the same each day: soup, meat, potatoes and vegetables, followed by steamed pudding boiled over the open fire, and tea.

Supplies came weekly from Tularegan, depending on weather and sea conditions. When meat was scarce, men would shoot pigeons or go fishing. The idea of going shopping was quickly abandoned — there wasn't enough food and the animals had a poor start after having to seem to show from the supply ship. Some residents, like Mrs Daly, kept a cow for milk. When a cow saw dry it ended up on workers' dinner plates.

### Life in the mill town

Because of Port Craig's isolation, sawmill owners the Marlborough Timber Company (MTC) provided a store which sold basic goods including bootlaces, fish hooks, candles, and back hoes.

If you bought a fish hook, your only chance to use it was on a Sunday — the one day the mill didn't run. Saturday nights could be spent playing cards or billiards, or partying at the beer hall, also known as the "broodhouse". Sundays were for boating, hunting or gold prospecting. Single men did their washing, and bush workers had to get their sea clothes enough to share the hairs off their trousers. Once or twice a year a picnic and rugby match was held at Back Beach, 20km from the harbour to the south.

To discourage alcohol abuse and the inevitable poor work performance that followed, alcohol could be ordered, but only collected on Saturday night. To avoid getting a licence the store used a creative accounting system where a bottle of whiskey could be recorded as a debt.



Photo: © image © CC



Photo: © image © CC



Photo: © image © CC



**Port Craig Schoolhouse and  
Settlement Area**  
A Conservation Report

Report Prepared for Department of Conservation  
Author: Susan Irvine, Braden McLean, Carole-Lynne  
Kezigan, Natasha Philips, Hayden Cawte  
Reviewed by: Dr Hayden Cawte  
Submitted: October 2022



# Managing the Heritage Experience

## Matt Schmidt – Senior Heritage Advisor



## Management of Heritage during Hump Ridge Track earthworks

As noted above, a key drawback of the Hump Ridge Track is the heritage experience it provides. Hence the procedures for managing the heritage features along the track are based on two core principles: **Avoidance and Conservation**. To achieve this, 4 heritage management approaches will apply during any track works:

1. All track building/upgrading activities **MUST** avoid damage to any heritage features, particularly timber sleepers.

To ensure this, each location of work must be evaluated and tested for the potential damage to heritage by machinery or other activities before any works commence. It must be presumed that not all the heritage on this track is strong enough to cope with machinery moving over it, such as timber sleepers. A protective layer may have to be laid over some heritage features during the earthworks to protect them. Danger tape may also be required to be installed at various locations to ensure heritage features are avoided.

2. Less is more.

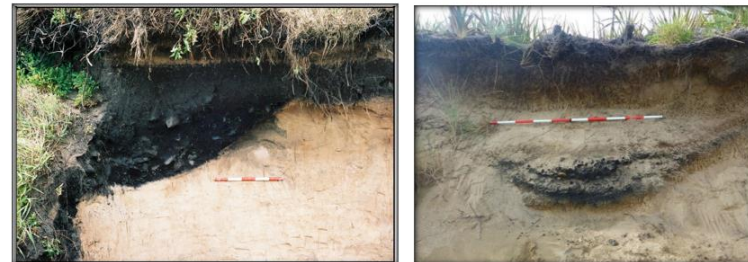
Does a particular location on the track require to be incorporated into the track work rather than be avoided? It is important in illustrating nature taking back a landscape being covered by a sheet of moss. There may be a risk that the tramline will likely remain very dry over the full length of the track fill. Timbers or cables could be re-used or replaced.

In some circumstances, introducing fill along a track may be a better use of original fabric than introduce new fabric for a track with original heritage features. Such decisions require careful considerations to keep in mind in preserving some of the tramline.

Examples of Māori heritage which could be encountered.



Middens (shell, charcoal, hangi stones). Note Pakeha 19<sup>th</sup> century fencepost in top left picture.



Ovens



Drains (top left), Cuttings (top right and bottom) and barrow pits (bottom photos).



A Forester's Camp found in bush just off the main Tramline. The iron from the shelter can be seen as well as a rubbish pit with many early 20<sup>th</sup> century bottles and pieces of metal & steel artefacts.

# Heritage Track Development Guidance & an ADP

## Accidental Discovery Protocol (“ADP”) for Hump Ridge Track earthworks & other activities

Due to the nature of the Tramline being an uncomplicated heritage feature with well-known heritage features along its length, managing accidental finds relating to its history and that of Port Craig should be relatively straight forward.

The most sensitive and culturally significant accidental finds will be those relating to Māori occupation and use of the area. Koiwi/burials may be from any ethnic group, but in this area any koiwi found will most likely be of Māori origin.

### When a suspected Māori archaeological site, feature or artefact/taonga is discovered:

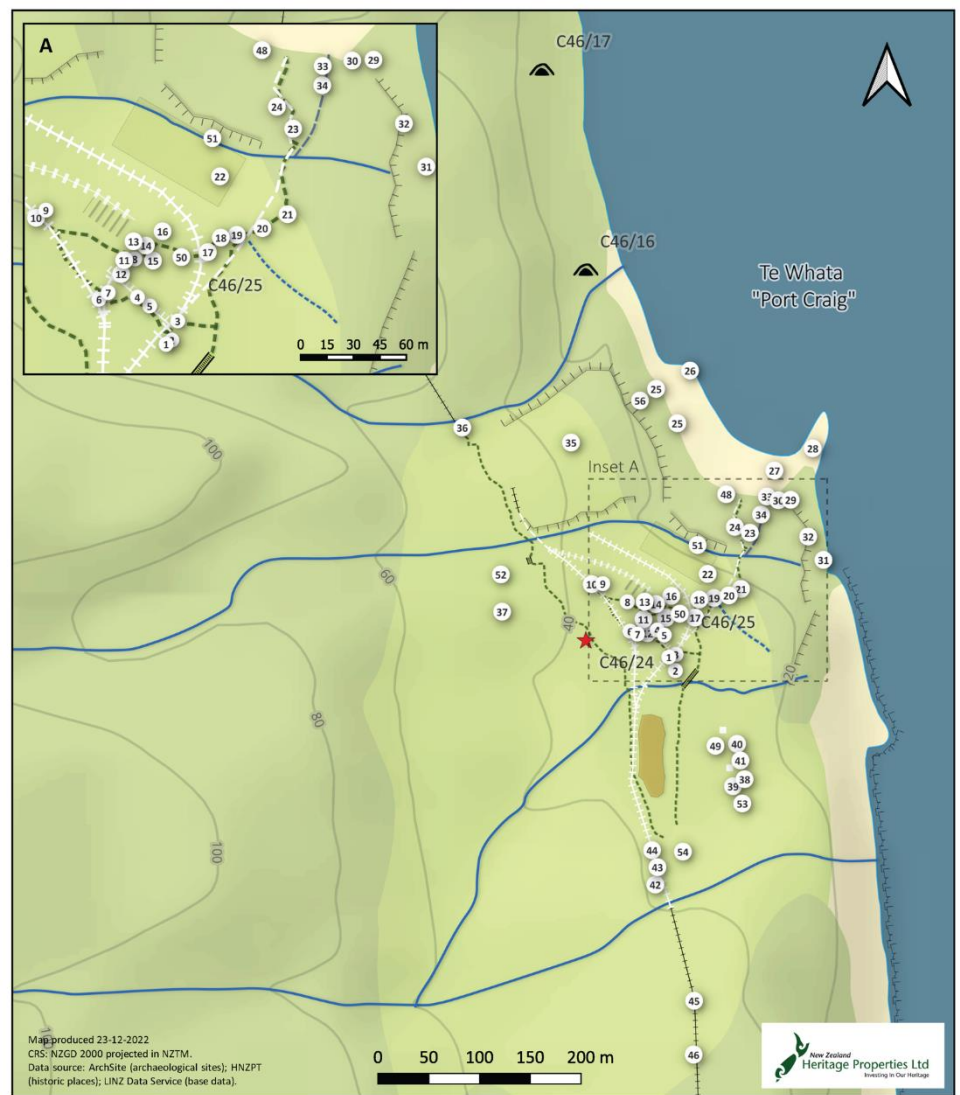
- Leave the find where it is (but see below for at risk Taonga Tūturu/artefacts) and place a 5m buffer around the find using danger tape or similar.
- Record a GPS location (if possible). Describe the location of the find in a notebook and make a location sketch map. Record the date, time, and your name in your notebook.
- Photograph the find in context and close-up. Use a scale, even a person will do.
- Make clear descriptive notes of what the find looks like (e.g., shell midden, possible oven, hangi stones with charcoal, stone flakes, taonga/artefact is a shell (whakapiwari) or whale bone (ripi pau)).
- If you think a Taonga Tūturu/artefact may be the item, place it in a plastic bag or box, label it and photograph it.
- If Koiwi, do not touch the burial. If it is at a site, do not dig. Use any item associated with food to cover the site.
- Report your find by phone and email immediately to the Heritage Track. Do not undertake any earthworks or other activities in the area.



Artefacts along the tramline, in the drains or in trees such as rails, telecommunication isolators, pipes & taps



# Heritage Track Development Guidance & an ADP



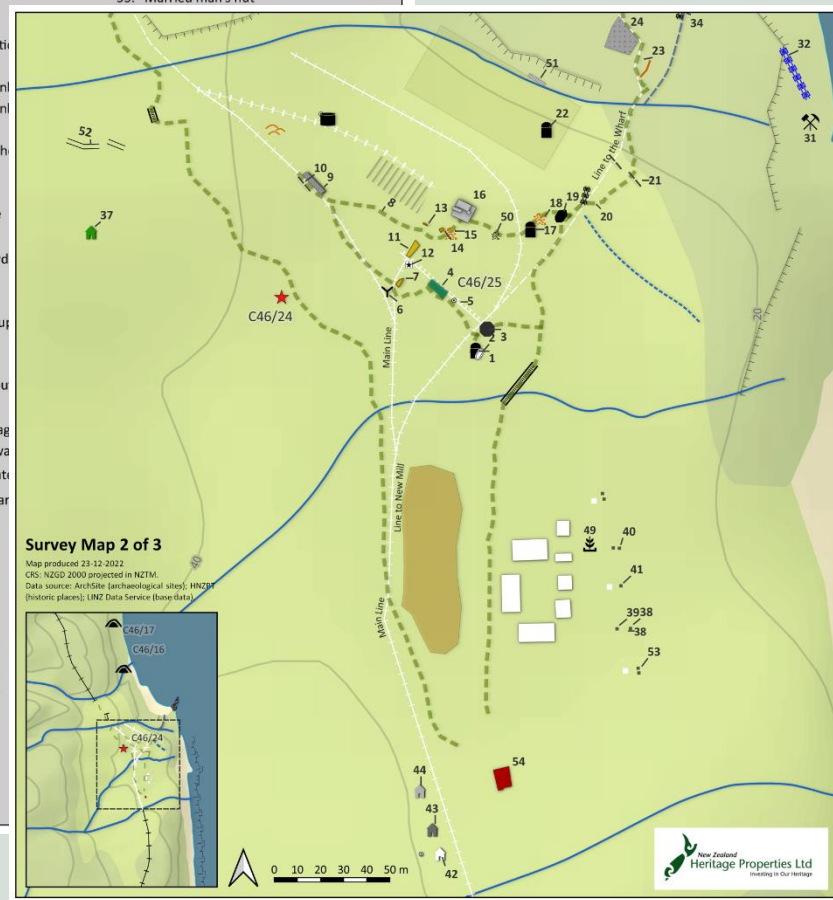
### Port Craig Conservation Plan - Index Map (2023)

Surveyed features

1. Vertical boiler	46. Tramway siding
2. Concrete barrels	47. Explosive store
3. Winch drum	48. Fireplace remnant
4. Ablution block	49. Port Craig rose
5. Sump	50. Pebble/brick deposit
6. Tripod winch	51. 'Vote' Wall
7. Locomotive side tank	52. Water race
8. Lidgerwood hauler	53. Married man's hut
9. Trackway	
10. Flume	
11. Locomotive inspecti	
12. Metal box object	
13. Locomotive side tanl	
14. Locomotive side tanl	
15. Chattles	
16. Boiler house - Flywh	
17. Vertical boiler	
18. Chattles	
19. Blacksmith slag pile	
20. Tramway slipway	
21. Concrete post, sawd	
22. Mill boiler	
23. Chattles	
24. Timber conveyor sup	
25. Piles	
26. Anchor points	
27. Wharf remains – sou	
28. Breakwater	
29. Side-tipper rock wag	
30. Front-tipper rock wa	
31. Quarry for breakwat	
32. Raised track for quar	
33. Crane	
34. Slipway	
35. Managers house	
36. Concrete dam	
37. Owner's house	
38. Married man's hut	
39. Married man's hut	
40. Married man's hut	
41. Married man's hut	
42. Bakehouse	
43. Mess hall	
44. Billiard hall	
45. Tramway	

Map produced 23-12-2022  
 CRS: NZGD 2000 projected in NZTM.  
 Data source: ArchSite (archaeological sites); HN2PT (historic places); LINZ Data Service (base data).

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 Investing in Our Heritage



### Port Craig Conservation Plan (2023)

Environmental Base Layers

- Rocky
- Steep slope
- NZ Contours (Topo, 1:50k)
- Coastlines and Islands copy
- Sea Polygon

Creeks

- Main creek
- Modified for mill use
- Old creek bed

Vegetation

- Scrub
- Native

Surveyed features

- Anchor points
- Port Craig rose
- Quarry for breakwater
- Wharf piles
- Brick mound
- Cave
- Metal pole in rock
- Datum
- Structure remains
- Piles
- Blacksmith slag pile
- Chattles
- Concrete barrels
- Flume remains
- Metal box object
- Tripod winch
- Metal chimney remains
- Crane
- Lidgerwood hauler
- Locomotive side tank
- Metal tank
- Raised track for quarry cart
- Side & front-tipper rock wagons

- Winch drum
- Boiler house - Flywheel Pit
- Boiler
- 'Vote' Wall
- Ablution block
- Bakehouse
- Billiard hall
- Breakwater
- Foundations
- Old tramping hut
- Managers house
- Mess hall
- Owner's house
- Building debris
- Port Craig School
- Timber conveyor supports
- Slipway
- Wharf piles
- Modern tramping huts
- Tramway siding
- Concrete dam
- Sump
- Locomotive inspection pit
- Explosive store
- Track
- Tramline
- Water race
- Tramway system (1917-1980)

J. Breen's Surveyed Features

- Fireplace/chimney base
- Log skids for Old Mill
- Site of the New Mill
- Metal box object
- Structural debris
- Back Shunt
- Bridge
- Ditch
- Probable line
- Tramlines

ArchSite

- Not recorded during 2022 survey

Mapping of the Port Craig settlement using GIS equipment.

Item 001 - Vertical boiler	
<b>Condition:</b> Fair	<b>Category:</b> Moveable Heritage Item - Large
<b>Description:</b> Steel construction, double skinned boiler. Rivets used in construction of boiler, found on location by Paul Clements and uprighted. Door has been previously removed and is currently resting at the foot of the boiler. No discernable makers mark is present, current maintenance consists of oiling exterior to prevent water penetration.	



Figure 2-61. Item 001 in its current state.



Figure 2-62. Item 001 in its current state.

<b>Conservation intervention Yes/No:</b> Yes – cyclical maintenance, stabilisation by way of oiling and placement on bearers	
<b>Maintenance work</b>	<b>Frequency</b>
<ul style="list-style-type: none"> <li>Remove any organic matter build-up from around the item.</li> <li>Clear organic matter from cracks or crevices associated with the item. Check timber supports to ensure they remain capable of supporting boiler</li> <li>Ongoing maintenance to comply with any action recommended by a metal conservator and an arborist. These actions may alter the current maintenance regime.</li> </ul>	6-12 months

Item 035 - Managers House	
<b>Condition:</b> Poor	<b>Category:</b> Structural remains
<b>Description:</b> Remnants of former manager's house, comprising of two brick chimneys, one containing remains of ceramic tile. Several bottles and other artefacts located in the surrounding area. Encroachment of moss on the structures, as well as the re-establishment of native bush have hidden any further evidence of potential sub-surface remains.	

Figure 2-125. Item 035 in its current state.

<b>Conservation intervention Yes/No:</b> Yes – cyclical maintenance, repair	
<b>Maintenance work</b>	
<ul style="list-style-type: none"> <li>Maintain clearing</li> </ul>	
<b>Notes</b> Brickwork can be repointed with appropriate mortar as part of repairs if and when necessary	

Item 033 Crane	
<b>Condition:</b> Fair	<b>Category:</b> Moveable Heritage Item - Large
<b>Description:</b> Remains of Priestman Crane which was once located on wharf. Unearthed by Paul Clements and lifted out of ground on site and righted onto wheels. Suffering from some delamination however has been treated with oil to arrest delamination and its relatively well protected from the elements due to tree cover.	



Figure 2-121. Item 033 in its current state.



Figure 2-122. Item 033 in its current state.

<b>Conservation intervention Yes/No:</b> Yes – cyclical maintenance, stabilisation	
<b>Maintenance work</b>	<b>Frequency</b>
<ul style="list-style-type: none"> <li>Remove any organic matter build-up from around the item.</li> <li>Clear organic matter from cracks or crevices associated with the item.</li> <li>Ensure rainwater capping remains effective</li> </ul>	6-12 months
<b>Notes</b> Ongoing maintenance to comply with any action recommended by a metal conservator. These actions may alter the current maintenance regime.	

The Port Craig Conservation Plan provides targeted heritage management advice on heritage fabric



# **Infrastructure**

**Mark Symons – Project Manager**



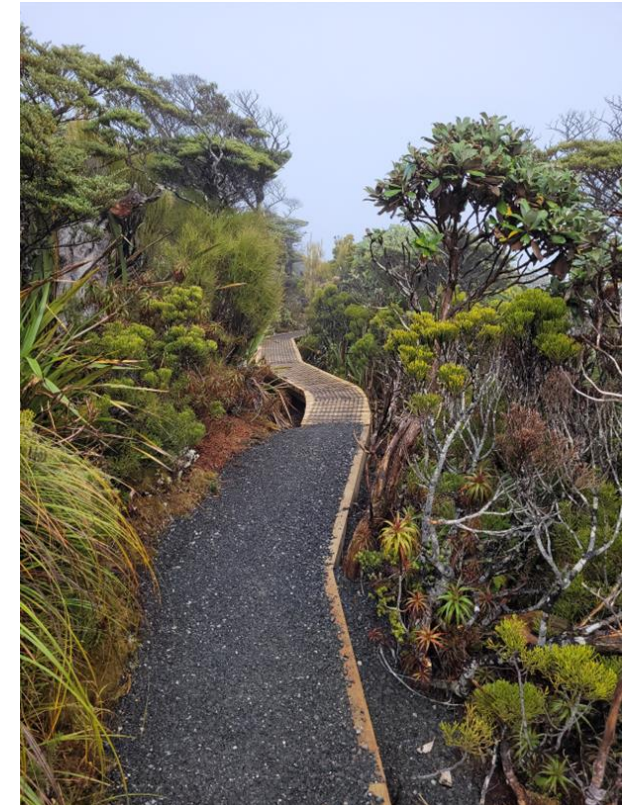
# Track Infrastructure Works

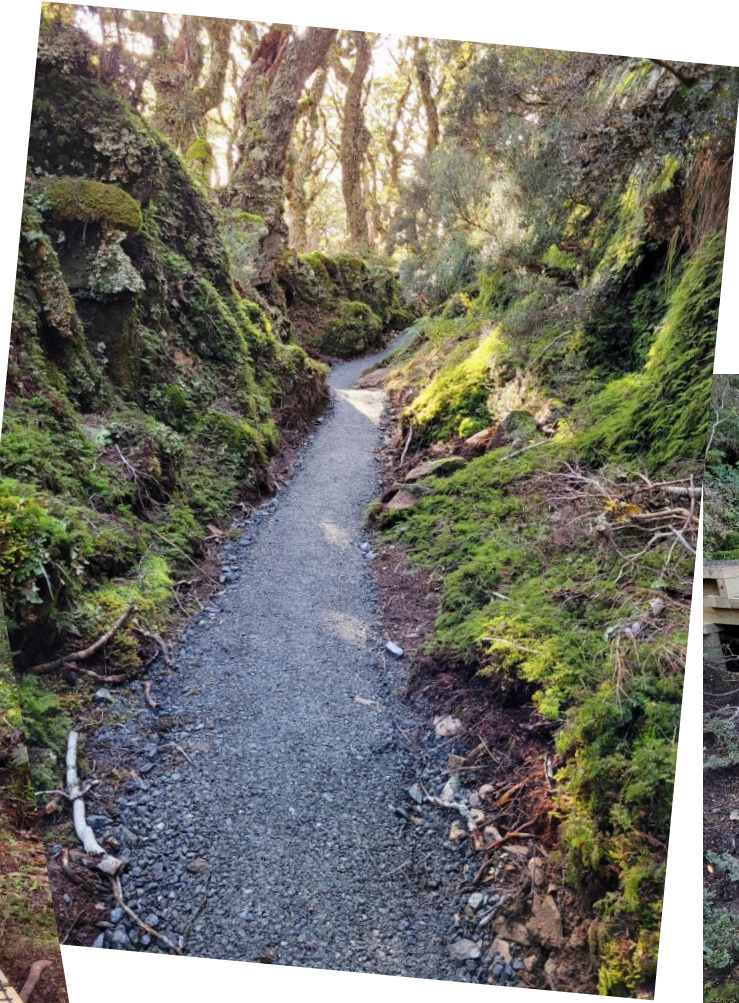
- Track upgrade works is around 65% complete
  - \*sections A, D, and O are complete,
  - \*sections B and C around 70% complete
  - \*section J nearing completion.
  - \*Sections E, F and G will be starting over the next few months.
- The Rarakau car park is near completion and will be open for use in time for the track season next week.
- The new swing bridge across the Edwin Burn is planned to start prior to Christmas.
- High tide route at Blow Holes Beach has been completed and marked.
- The track signage, including new safety signs will be started in the new year.



## Infrastructure Works

- ▶ Despite winter conditions both track crews have been making good progress.
- ▶ Approximately 1600 meters of boardwalk has been constructed to date along with other track upgrade works.











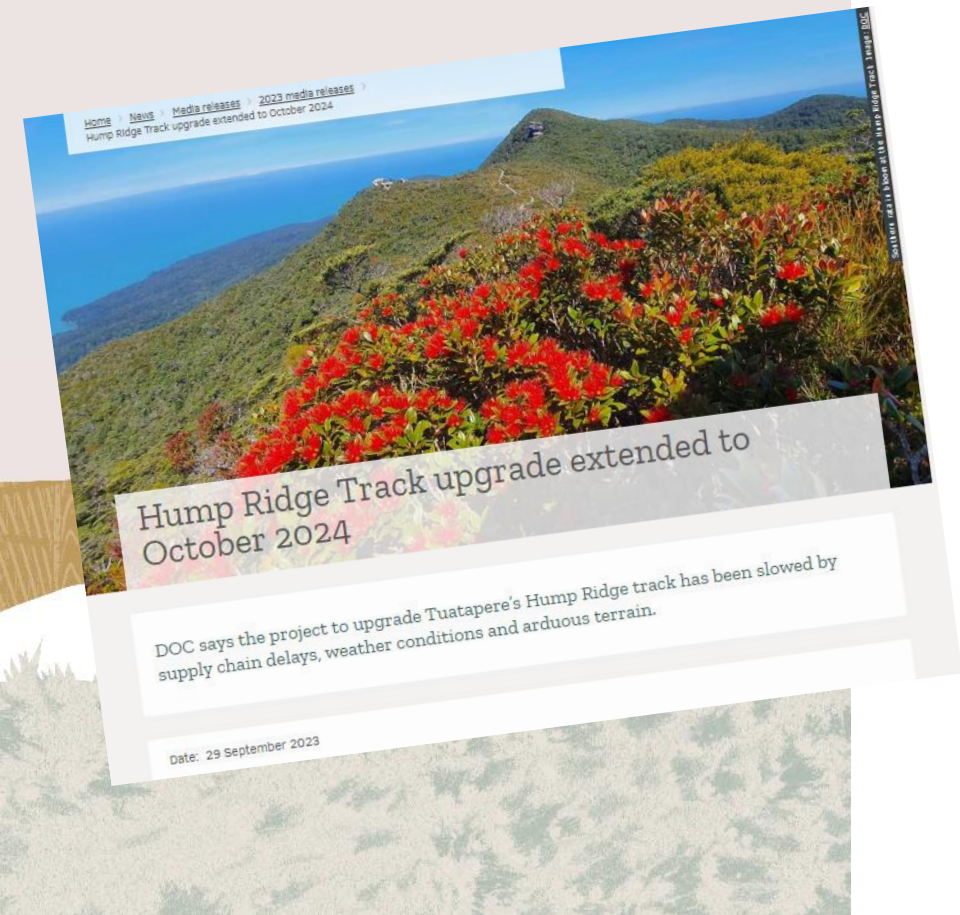


# Project Communications

# Project news shared - last 12 months

Since our 2022 community information session ...

- ▶ “It’s Happening” project newsletters;  
2022 – October  
2023 – February, May & October
- ▶ Articles in the local community newsletters -  
Western Wanderer and Te Anau Trader
- ▶ DOC Fiordland Facebook – news snippets
- ▶ Project webpage - updated regularly
- ▶ Media release – September 2023 – “*Hump Ridge Track upgrade extended to October 2024*”





# How we share project news, events and stories

## Keeping You Informed

Stay up to date



- ▶ Project news: “It’s Happening” newsletter
- ▶ Project Webpage: [www.doc.govt.nz/hump-ridge-great-walk-project](http://www.doc.govt.nz/hump-ridge-great-walk-project)
- ▶ Project Email: [HumpRidgeGWP@doc.govt.nz](mailto:HumpRidgeGWP@doc.govt.nz) *Email us with general queries, be added to distribution list*
- ▶ Public channels – Hump Ridge Track Operations Office, DOC Te Anau Visitor Centre, Western Wanderer, Te Anau Trader, DOC Fiordland Facebook page, DOC media releases
- ▶ Media enquiries: direct to [media@doc.govt.nz](mailto:media@doc.govt.nz)
- ▶ Tonight’s handout – *take it away, for yourself & others – copy on the project webpage*



# Tuatapere Hump Track Charitable Trust



# Te Rūnanga o Ōraka Aparima



# General Discussion / Q & A's



Photos: Liz Carlson ©

# Closing Karakia