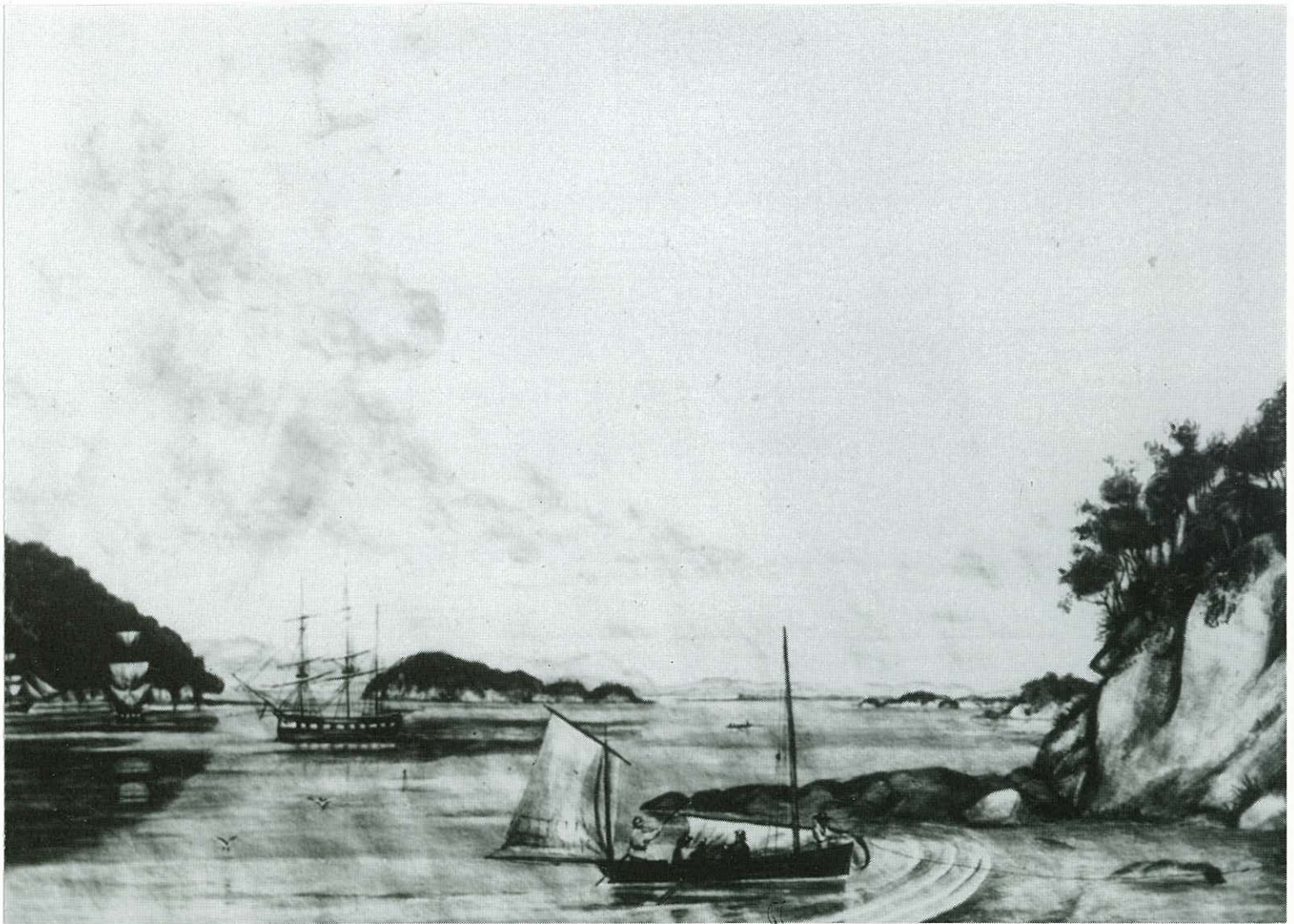




Abel Tasman Area History



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Te Papa Atawhai

Abel Tasman Area History

by Dawn Smith

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Cover Photograph: Preliminary Expedition at Astrolabe Roadstead 1841. Copy of a painting by C. Heaphy. Bett Collection, Nelson Provincial Museum.

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Preface

GEOGRAPHIC AREA HISTORIES

The Department of Conservation administers approximately 45% of the 2.3 million hectares of land within the Nelson/Marlborough Conservancy area. The human history of any region is shaped by a variety of influences, notably cultural and geographic. As the largest land manager in Nelson and Marlborough, the Department has a statutory and moral responsibility to ensure that historic values present on the land are recognised and, where appropriate, protected for the future. However, before we can effectively identify and protect historic places in any area we must have a comprehensive understanding of past human activity.

The Geographic Area Histories are one of several tools identified in the Conservancy's Historic Resources Strategy to help staff develop an understanding of historic values. Ten areas loosely embodying the large land areas managed by the Conservancy have been defined and it is intended that a general historical overview be written for each. These histories, despite the depth of research required to write them, will not be completely definitive, rather their purpose is to be only sufficiently comprehensive to describe and provide context for the full range of human activities known to have taken place. Anyone wishing to develop more detail than that provided in the text can refer to the full bibliography at the back of this document.

This history of the Abel Tasman area was chosen as the prototype because it is not only the smallest geographically and comparatively sparsely populated, but is also predominantly National Park with a high number of visitors and is fairly well documented.

Other areas for which Geographic Area Histories will be written are: Golden Bay, Northwest Nelson, Tasman Basin, Buller, Nelson Lakes, Richmond Ranges, Marlborough Sounds, South Marlborough and Kaikoura.

Steve Bagley

Senior Conservation Officer, Historic Resources.

1. Introduction

The traditions and recorded history of the land which comprises Abel Tasman National Park and its surroundings tell of some 800 years of human activity. A mild climate and sheltered coastline attracted a mainly seasonal usage by a succession of Maori tribes. European exploration and subsequent settlement resulted in a period which saw active exploitation of the area's natural resources. The ensuing depletion of these resources and the uneconomic nature of farming caused a decline in the area's population. Recreational use of the coastline for boating and camping led to a campaign for the protection of its natural values, and the National Park was established in December 1942. The Park has been managed by a succession of authorities with a continuing focus on the preservation and enhancement of its natural and cultural heritage and on an appreciation and enjoyment of this heritage by visitors.

2. Maori History

A rich history exists of Maori association with the Abel Tasman coast. Archaeological evidence suggests an occupation span of some 800 years. A much longer occupation is indicated through oral traditions.

2.1 MAORI TRADITIONS

Maori cosmology and creation myths tell of predecessors of the earliest inhabitants of the region. Traces of their passing remain in features of the landscape and the names they have been given.

An ancient name for the South Island, Te Waka o Aorangi, comes from the voyage made by Aorangi which ended in a violent storm. The waka, the crew and their cargo turned to stone, thus creating the South Island. The tau ihu of the waka forms Farewell Spit, Golden Bay, Tasman Bay, the Marlborough Sounds and Cloudy Bay.

Another legend tells of Te Komakahua, a leader of the Kahui Tipua, ogres with magical powers. To separate warring factions within his party, he isolated one of these enormous creatures in a cave at Wainui. Ngarara Huarau became the terror of passing travellers, and a small cave in Wainui Inlet bears his name.

Visits of early travellers to the region such as Rakaihautu, Ngahue and Poutini also feature in a number of legends (Mitchell 1991: 8-12).

2.2 MAORI SETTLEMENT

Descendants of these early visitors were in occupation at the time of Kupe's arrival in the early part of the tenth century.

Early tribal names associated with the region include Rapuwai, Waitaha and Ngati Wairangi. The first resident individual in the top of the South Island who can be named was Pohea, who came to Arapawa Island from the Whanganui district about 1450. He established a pa named Matangi Awhea at Auckland Point and, along with his followers, travelled widely in the area.

Ngai Tara occupied the Waimea district from about 1550 and spread out from there, before being displaced by Ngati Tumatakokiri in the early 1600's. The newcomers became dominant over a large area, including the western Sounds, Tasman and Golden Bays.

Ngati Tumatakokiri were in occupation at the time of Abel Tasman's visit to Golden Bay in 1642, and they were not finally displaced until the late 1790's. Their conquerors were Ngati Apa, Ngati Kuia and Ngai Tahu, known now as the Kurahaupo Alliance.

The tribes of the Alliance were in turn overwhelmed when the Taranaki and Tainui tribes in Te Rauparaha's confederation swept through the region in 1828. The areas surrounding and including the present Park were settled by Ngati Rarua, Ngati Tama and Te Ati Awa (Mitchell 1991: 13-44).

A story arising from this time relates to the existence of a taipo (goblin) in the Canaan area. After Charles Heaphy had crossed the Takaka Hill in December 1843, Maori on the coast asked if he had encountered the Taipo (NE 13/1/1844). Jimmy Perrot of Awaroa said that Maori refused to speak about the Canaan area for fear of offending the Taipo. An explanation came from a Maori who had been occupying a seasonal pa at the time of the raids by Te Rauparaha's allies. He was one of a group out snaring kaka when the pa was attacked, and they fled into the hills. They reached the area now known as Canaan and had decided to take refuge there, when a fearful rumbling noise came from underground. Terrified by what they took to be the voice of a taipo, they retreated back down the hill (NEM 6/6/1928). Loud rumbles heard after heavy rain in the Canaan area are thought to be caused by the underground drainage system (Sixtus 1992: 61).

Another story with a number of versions from the late 1820's concerns two men who survived a shipwreck on the West Coast and made their way north along the coastline. They managed to reach Totaranui, where they were killed by local Maori (Allan 1965: 14-15).

2.3 ARCHAEOLOGY

Little traditional information survives from which to construct a picture of the lifestyles over time of the coast's early occupants. Archaeological work over the past 40 years has afforded some insights into their activities.

Archaeological site surveys conducted by Owen Wilkes (1960), Athol Anderson (1966), Aidan Challis (1974/5), Kevin Jones (1980), Barry Brailsford (1981) and Ian Barber (1988-91) have now covered most of the coast in the area and have resulted in the recording of over 120 sites.

A wide variety of site types occur, including middens, pits, terraces, defended sites (pa), gardens, stone working floors and artefact findspots (Jones 1980: 8). These have been interpreted to indicate a mobile lifestyle based on seasonal fishing, gathering and horticulture (Anderson 1966: 62).

Sites typically occur in places offering combinations of natural advantages, being favourable to everyday life and customary practice, eg. kumara storage and defence. The soft-shored bays and estuaries of the Abel Tasman coast are easily accessible by sea and afforded fresh water and a range of food resources. They are comparatively sheltered and contain pockets of sandy-soiled, flat land suitable for horticulture. Consequently, sites have been recorded right around the coast, with the majority of occupation sites (middens, ovens) located in the bays. Kumara storage pits were generally sited on readily accessible, well drained ridges around the living areas. Pa are found in places with naturally defensive features (cliffs) and a panoramic outlook, such as prominent headlands, particularly where the headlands were accessible only by a narrow, and therefore easily defended ridge (Jones 1980: 11).

Evidence for early Maori occupation has been found in the form of 'Archaic' artefacts from Awaroa, Anapai and Totaranui. Moa bone was also found in the lower layers of the archaeological site at Anapai (Wilkes 1963: 88). There has been no radiocarbon dating of these early sites but, on the basis of the above evidence, it is expected that earliest occupation of the coast might go back some 600 years.

Archaeological excavation of sites in the Park has been limited to the excavation at Anapai mentioned above, the testing carried out by Anderson in nine areas (1966), Brailsford's excavation of two sites on the Totaranui foredune in 1981, which yielded a radio carbon date of 450 BP (before present), and Barber's 1988-1995 excavations on midden sites at Sawpit Point, Awaroa Inlet. Of these only Barber's excavations can be described as intensive.

The Sawpit Point excavations have demonstrated that the occupants relied heavily on the abundant pipi beds in the inlet, almost to the exclusion of other species, including the also abundant cockle. The fish species eaten (red cod, barracouta and tarakihi) and the absence of snapper have been interpreted as indicating seasonal occupation during the non-summer months (Barber 1994: 207). Radio carbon dates from the Sawpit Point sites indicate occupation during the 16th Century.

Some 14 hectares of Maori horticultural soils have been identified in the Sandy Bay area (Challis 1978: 28). The deliberate alteration of the soil (usually through the introduction of gravel and charcoal) was to improve the drainage, warmth and moisture retention in the soil, necessary for the successful cultivation of kumara in temperate climates. Other locations where horticulture is likely to have occurred are Torrent Bay, Bark Bay, Awaroa, Totaranui and Whariwharangi. The kumara storage pits along the coast could have been used to store either locally grown kumara tubers, or those brought in from outside as stocks for future seasonal use.

None of the six recorded ditched pa in the area have been archaeologically investigated, but pa are generally accepted as a 'later' site type (post 1500 AD). Of these, Kaka Pa on the headland at the northern end of Kaiteriteri is the best known and most publicly accessible.

Records made by the early European visitors to the area have left a picture of small settlements. D'Urville, Barnicoat and others record Maori occupying Taupo Point, Mutton Cove, Mosquito Bay, Boundary Bay, Torrent Bay, Te Pukatea Bay and Adele and Fishermans Islands.

A chart from D'Urville's 1827 visit shows six huts at Torrent Bay (Wilkes 1960: 28), one of which was sketched by de Sainson (Dennis 1985: 94). At Whariwharangi in 1843, Barnicoat observed uninhabited huts and steep gardens of Indian corn. He also described and illustrated the small settlements in Wainui Inlet, including Taupo Point (Barnicoat 1841: 136-140).

Maori are said to have been living at Totaranui after William Gibbs' arrival in 1856, with a 'pa' on the peninsula adjoining the lagoon at the north end of the bay (Pratt 1956: 3).

A somewhat ambiguous engraving, discovered some years ago in a granite cave near Tonga Bay, has been interpreted as possibly being of Maori origin. If so, it is the northern-most example of Maori rock art known from the South Island (Trotter 1971: 29-30).

3. Post-European History

3.1 EUROPEAN DISCOVERY

The first recorded contact by Europeans with the Abel Tasman area came during the time when Ngati Tumatakokiri were in occupation.

Abel Tasman

In 1642 Abel Janszoon Tasman was leading an expedition initiated by the Dutch East India Company. The Company was hoping to discover land rumoured to lie in southern seas which would increase its opportunities for trade.

Tasman had charge of two ships, the *Zeehaen* and the *Heemskerck*, and made landfall off the West Coast, in the vicinity of Punakaiki, on 13 December 1642. The two ships sailed north along the coast, until they rounded Farewell Spit and anchored in a large open bay on 18 December 1642 (Bagley 1991: 4-5). The ships anchored at sunset about four miles from shore, somewhere off Wainui Inlet. Two ship's boats had been sent ahead and they returned on board when two canoes approached from the shore. Shouts from the occupants of the canoes were responded to and an exchange of trumpeting followed.

In the morning a canoe occupied by 13 men approached from the shore. The men on the *Heemskerck* indicated for them to come on board, showing knives and white linen, but they returned to shore. An officers' meeting was held to discuss the situation, and then seven canoes were seen to approach from shore. While the cockboat from the *Zeehaen* was ferrying between the expedition ships, it was rammed by one of the canoes.

The quartermaster was hit in the neck with a long blunt pike and knocked overboard. Three sailors were killed and another mortally wounded by wooden clubs. The quartermaster and two others who had escaped injury swam to safety, and when they and the cockboat had been picked up, the Dutch ships weighed anchor. Twenty-two canoes were observed near the shore, and when 11 of them approached within range, the Dutch opened fire, hitting a man who was standing in one and holding a white flag. After another council meeting, the two ships sailed away into Cook Strait, with Tasman bestowing the name of Moordenaers (Murderers) Bay to mark the incident (Salmond 1991: 78-82).

James Cook

James Cook gave the name Blind Bay to the coastal area between Farewell Spit and Stephens Island as he sailed past on 29 March 1770. In May 1773, on his second voyage, Cook saw that the bay was divided into two parts and confined the name Blind Bay to the southern-most bay (Allan 1965: 11).

Dumont D'Urville

The first detailed exploration of the coast was made by Dumont D'Urville, during a voyage commissioned by the French government in 1826. Sailing in the corvette *Astrolabe*, D'Urville made landfall off the West Coast on 10 January 1827. The *Astrolabe* rounded Farewell Spit on 14 January and it was seen that the bay was divided in two by Separation Point, which D'Urville named. He decided to investigate the southern-most bay, referring to it as Tasman Bay, the name he thought Cook had given it.

On the following morning four men landed on Separation Point, and while the hydrographer, Guilbert, took measurements, the others went exploring. They found some abandoned huts and took various items, for which they were rebuked by D'Urville when they returned on board. After spending a day sailing in Tasman Bay, the *Astrolabe* anchored in the shelter of an island off the western shore on 16 January. D'Urville named the sheltered stretch of water Astrolabe Roadstead after his ship, and the island after his wife, Adele.

Other features named were Observation Beach, where an observatory was set up and Watering Cove, where freshwater supplies were taken. D'Urville was impressed by the picturesque landscape of forests and beaches and, once on shore, collected samples of flora and fauna. Cordial relations were established with local Maori who came in canoes and spent time exchanging items with the French. The Maori slept in huts on the beach nearby.

On 18 January D'Urville walked inland, climbing up until he had a good view of the surrounding countryside. He was struck by the silence and absence of life, in marked contrast to the coast. The sheltered waters of Torrent Bay were seen, and the next day D'Urville travelled there in a whale boat. He followed the course of two of the streams which flowed into the lagoon, until progress was blocked by large boulders. A good trade in timber was envisaged for the bay, with sufficient flat land for a small settlement. Some uninhabited Maori huts were found, surrounded by fields planted with potatoes. D'Urville surmised that the bay was occupied seasonally.

Two of the French officers completed a detailed map of the Astrolabe Roadstead and recorded numerous soundings. On 20 January D'Urville visited a large beach to the south of his anchorage, La Grande Plage. Now known as Appletree Bay, its natural features caused delight with their beauty and variety. The impact of the tides on coastal travel was experienced at the end of this visit. Intending to return on foot, D'Urville had sent the boat back, but found that the tide was covering most of the rocks. He had to undertake a strenuous and risky scramble back to Observation Beach.

The French had continued their good relations with local Maori and when the *Astrolabe* set sail on 22 January 1827, they were given an emotional and rowdy farewell (Wright 1950: 72-84). Other place names which survive from D'Urville's naming include Abel Head, Adolphe Point, Ballon Rock, Coquille Bay, Cyathea Cove, Fisherman Island, Guilbert Point, Jules Point, Lesson Creek and Simonet Creek (Dennis 1985: 148-150).

3.2 EUROPEAN SETTLEMENT

European settlement in the northern South Island resulted from the activities of the New Zealand Company. In September 1841 the Company decided to investigate Tasman Bay for a suitable site for their second colony. Their information on the bay came from F G Moore, who had been there on two occasions in the previous year.

His first visit had been as mate on the *Jewess* when it anchored in the Astrolabe Roadstead on 18 June 1840. The ship, under Captain Munn, was bound for the Bay of Islands from Port Nicholson, and the reason given for the diversion was that their passengers, Thomas Partridge and Henry Durie, wanted to obtain pigs and potatoes by trading with Maori. With two Maori guides they took a ship's boat to within sight of the Motueka River mouth. Partridge was particularly interested in finding land for settlement and the visit lasted 10 days, during which time they also visited Massacre (Golden) Bay (Ross 1982: 29-30).

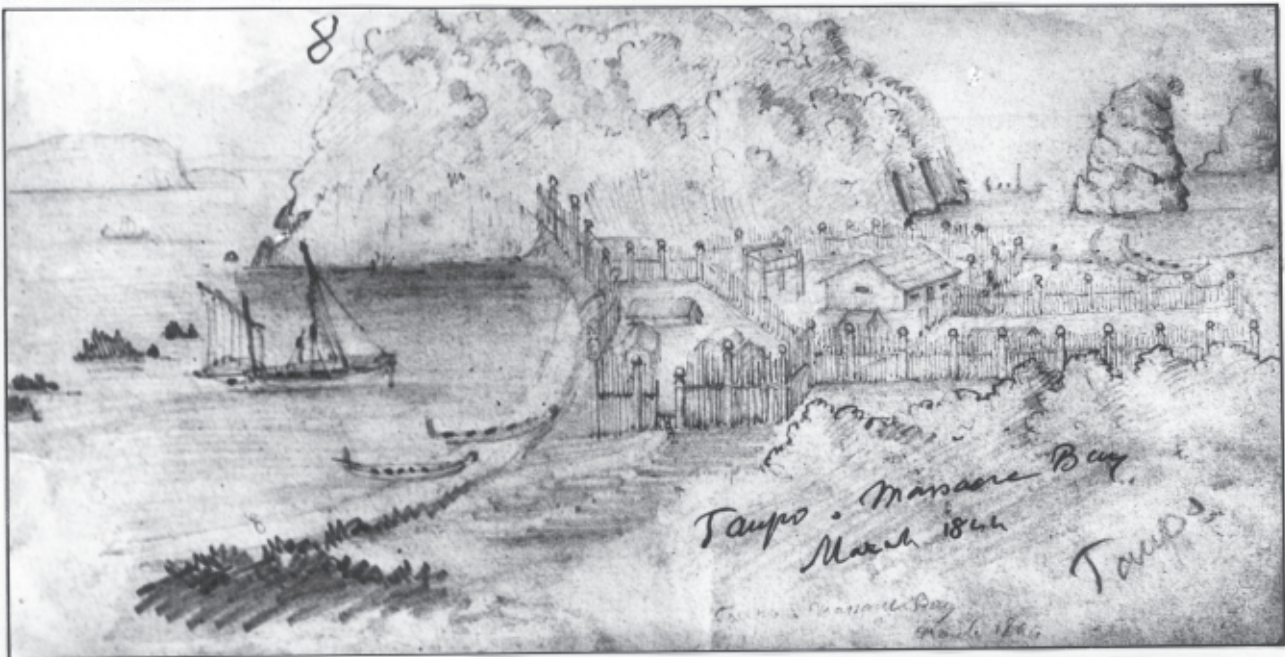
In November 1840, Moore had again anchored in the Astrolabe Roadstead, this time as master of the *Jewess*. He had left Port Nicholson on 2 November, visiting West Whanganui and Massacre Bay before rounding Separation Point. Moore took soundings and made observations, which he entered in the ship's log. At Sandy Bay he traded with Maori, who he found peaceable, and he estimated a population of 500 to be living in the area (Ross 1982: 37-40).

Frederick Carrington, the surveyor general for the Plymouth Company, inspected Tasman Bay as a site for settlement in January 1841. Although rejecting the area in favour of Taranaki, he was most impressed by the Astrolabe coast, where the *Brougham* anchored on 16 January 1841 (Allan 1965: 67). He described it as the place he would give preference to, were he to settle in New Zealand (Carrington 1841).

The three ships carrying the preliminary expedition of the proposed Nelson settlement anchored in the Astrolabe Roadstead on 9 October 1841. F G Moore was acting as pilot, having passed on his knowledge of the area to expedition leader, Arthur Wakefield, while the new settlement's location was being debated in Wellington. Shore parties were sent out to explore the adjacent coast and valleys. Wakefield took a Deal boat to Kaiteriteri, while Thomas Musgrave examined the coastline from the anchorage to Kaiteriteri (Allan 1965: 67-68). On 20 October, Wakefield climbed to the top of Adele Island. The discovery of Nelson Haven on 20 October determined the site of the new settlement and the last of the expedition ships left the Astrolabe Roadstead on 4 November 1841 (Wakefield 1841).

Surveying

The contract to survey the coastline from Adele Island to Massacre Bay for the New Zealand Company was carried out by J W Barnicoat in August and September 1843. The survey party camped at Torrent Bay on 6 August and had completed the work as far as Abel Head by 18 August. Barnicoat resumed the survey at Awaroa Bay on 26 August, noting the large tidal harbour and level land of good character.



Taupo Pa, Massacre Bay, 1844.
Copy of a drawing by J W
Barnicoat. Bett Collection,
Nelson Provincial Museum.

The survey was completed to beyond Separation Point on 4 September and the party moved to Anatimo Bay, Wainui, from where the final section to Tata was carried out. While returning to Nelson on 12-13 September, the party surveyed a further mile of coastline at Astrolabe, including part of Adele Island (Barnicoat 1841: 131-141).

Captain J L Stokes of the *Acheron* surveyed the coastline and harbours of New Zealand for the British Admiralty between 1848 and 1851. The *Acheron* anchored in the Astrolabe Roadstead on 22 July 1849, having spent a night under the lee of Tonga Island where Lieutenant Philipps and Dr Forbes had searched for fossils on shore and dredged shells from the sea (Natusch 1978: 133). Stokes set up an observatory in Cyathea Cove which he renamed Observation Cove. D'Urville's original name was later restored to avoid confusion with Observation Beach. Other names bestowed by Stokes were Deepwater Point and Yellow Point (Host 1967: 100). The *Acheron* also visited Kaiteriteri, where the shell collectors were again active, before steaming to the other side of Tasman Bay (Natusch 1978: 134).

A detailed survey of the area was carried out by W D B Murray during his triangulation of some 75,000 acres in the Tasman Bay region from 1888 (Lawn 1977: 199). He established trig stations in a number of places including Murray Peak which he named. During his survey work Murray discovered parts of a moa skeleton inside a limestone cave and this discovery led, many years later, to the present name of Moa Park (Host 1967: 79). Murray's map of 1890 did not refer to the striking expanse of red tussock, but it is named as Moor Park on a survey plan dated 1918. This name was used until the publication of the 1965 reprint of the Abel Tasman National Park handbook when, at the request of the Park Board chairman, references made to the area were changed to Moa Park. Murray's discovery of moa bones was cited as the basis for the change of name, which was gazetted on 22 February 1968. Murray also named Catamaran Reef at Abel Head (Host 1967: 100).

Land Purchase

The purchasing of land along the coast began in 1854-55, with sections offered in approximately 80 acre lots. Dr Ralph Richardson of Nelson bought some 800 acres between 1854 and 1857, including 84 acres at Onetahuti and further sections at Shag Harbour, Frenchman Bay and Torrent Bay (Host 1976: 108-09). The Tata Islands had been purchased by W L T Travers in 1852 and he sold to T R Berry in 1854. Adele Island and Fisherman Island were purchased by Edward Blackmore, Collector of Customs in Nelson, but his suspension from office for misuse of government funds led to both islands becoming Crown property (Host 1967: 26-27).

At Awaroa, Ambrose Ricketts, a ship-builder of Nelson, had bought 80 acres by 1855 and the resources of the area attracted a number of other purchasers (Host 1967: 30-31). In 1862 F B Hadfield, together with H D Jackson and W Lightband, applied for a depasturage licence of 20,000 acres stretching from Abel Head to the Marahau River. The following year Hadfield bought 1,000 acres at the head of the Awaroa Inlet (Hadfield 1978: 9). At Totaranui, William Gibbs had purchased 272 acres, which included the beach, by May 1856 (Host 1976: 86).

Sections at Sandy Bay were surveyed in 1857 and purchasers included John Tinline, T R Berry, Robert McNabb, Thomas Askew, Henry Seymour and Mary Towers (Host 1976: 130). Some 300 acres of bush land at Marahau were taken up by David Drummond in 1863 (Murray 1966: Pt 3). At Kaiteriteri the only landowner up to 1857 was Mrs Thoms at Kaka Point, but sections were then purchased by Samuel Stephens and John Fowler (Host 1976: 130).

3.3 FARMING

The amount of land suitable for farming was very limited. J W Barnicoat observed that although the country was very picturesque, it was apparently not desirable for agriculture (Barnicoat 1841: 131). Access was difficult and natural fertility was soon depleted with the clearing of native bush and repeated burning of pasture.

Awaroa

At Awaroa, William and Harry Hadfield were the first to farm sheep and cattle, on land bought by their father, Frederick Hadfield, in 1863 (Host 1962: 16). Both brothers married in 1878 and William built a house on property at Little River (Awapoto). About 1884 he bought 13 acres at Venture Creek where he built a two storied house known as Meadowbank (Hadfield 1980: 7).

The farming partnership of the Hadfield brothers lasted until 1894, when Harry returned to Nelson on the death of his wife. His eldest son, Frederick George Hadfield, then managed his father's farm which was on the Awaroa River. William Hadfield moved to Nelson in 1899 and his son, Welby, continued to farm at Awaroa until 1949 (Hadfield 1978: 9, 17). Farming activities in more recent decades have been concentrated on the Awaroa and Awapoto Rivers, and today William Hadfield farms the Awapoto flats (Dennis 1985: 62).

Totaranui

At Totaranui, William Gibbs increased his 1856 land holdings by purchasing a further 1,000 acres between Totaranui and Wainui, including Separation Point, and by holding a grazing licence for 6,000 acres reaching to the Awaroa River. The sea provided the main access to the property, but there was a bridle track from Wainui. Gibbs drove cattle across the hills to stock his new farm.

A house and two cottages were built at Totaranui to accommodate his large family and visiting friends. The homestead area was extensively landscaped with gardens and lawns and an avenue of alternating plane and macrocarpa trees was planted (Host 1976: 88). Now an impressive feature, the avenue was planted by William Gibbs' daughter, Hannah, and Jimmy Perrot of Awaroa in 1856 (Pratt 1956: 12). Cuttings from the plane trees were taken to Nelson for street plantings (Guide 1987: 2).

William Gibbs was the member for Collingwood on the Nelson Provincial Council and was MP for Golden Bay in the House of Representatives. He emphasised this social status by building an elaborately appointed new house, which was completed in May 1878. George Gibbs, a son, helped with the management of the farm, living at the Wainui end of the property. When his father retired he moved to Lagoon Cottage at Totaranui and took responsibility for the whole farm.

Produce shipped to Nelson from the farm included sheep, wool, turkeys, butter and eggs. The farm was self-sufficient except for flour and sugar, which were shipped there in 70 pound bags. William Gibbs and his wife, Betsy, moved to Nelson in March 1892. After the sale of Totaranui, George Gibbs returned to farming at Wainui (Host 1976: 88-91).

William Henry Pratt bought the 272 acre Section 3 at Totaranui from Gibbs in 1892 and added the 100 acres of Section 1, behind Anapai, in October 1893. Other members of the Pratt family owned over 1,000 acres adjacent to these sections. Pratt's eldest son, Herbert William, married in 1914 and a new homestead, Ngarata, was built for him at Totaranui. Built in the California bungalow style by Tommy Hunter, from locally milled timber, the house is still standing and is now used as the education centre (Pratt 1956: 10). H W Pratt and his brother, Frederick, sold the farm in July 1920 to Charles Pestall Harris, a sheep farmer from Pelorus Sound (Host 1976: 100-101).

Harris extended the 1914 homestead and attempted to increase the area available for pasture on the swampy flats. He did this by constructing stopbanks and sluice gates, and relics of these endeavours still remain in the swamp and estuary. John Cameron bought the farm in 1924 and introduced electricity, which enabled him to milk a herd of up to 90 cows (Dennis 1985: 40-42). The power was generated by a water-wheel, which had been built in Pratt's time by Irvine Drummond to drive a circular saw (Pratt 1956: 10). Water came from a dam about 200 metres upstream and was carried by fluming to the wheel. There were two driveshafts, one for the milking machine and one to drive the generator for electricity (Guide 1987: 2). The water-wheel remains as a relic of these times (Dennis 1985: 40).

Natural disadvantages such as difficult access, poor soil quality and the ravages of wild pigs combined with the economic depression to make farming at Totaranui a marginal proposition (Host 1976: 101). In May 1948 Cameron sold the property to the government, with bush areas being incorporated into the Abel Tasman National Park and some 120 acres leased for farming (NEM 7/5/1948). Grazing of sheep continued until 1976 and grassed areas are now cut for hay by a local farmer, with the revenue returning to the Park (NEM 2/1/1997).

Bark Bay

At Bark Bay a kind of subsistence farming was carried on by the Huffam family. The four brothers, Blake, Gerard, Fred and Richard, settled there in 1870 and were later joined by their father, Timothy Huffam. In 1872 they were issued with the lease of the 126 acre Section 27. They grew vegetables and a wide variety of fruit, including cherries, grapes and apples and a herd of goats was kept for milking. Gerard Huffam and his father were still living at Bark Bay in 1890 when they finally purchased the land, but they moved away soon after (Host 1976: 122-123).

Wainui

At Wainui Bay heavy bush was cleared for farming by Francis Robertson. He leased 1,000 acres from the Maori owner, Parawera, about 1901 and bought the land outright on the owner's death some years later. Cows were being milked on the property by the time the family moved to their new home in 1904 (Robertson 1972: 2-3). In 1907 work concentrated on felling bush to get more land into pasture for the growing herd of cattle. Work such as fencing and ditching had to be carried out (Robertson 1972: 17). The new clearing was burnt and sown in grass, which provided lush feed for stock, and a herd of 20 shorthorn yearling steers was bought to utilise it (Robertson 1972: 28).

About 1919 Fred and Maurice Robertson took over the running of their father's farm. Work continued to include bush felling, fencing and ditching. Dairying was the main source of income and the herd was built up, with milking done by hand for almost a whole season until a machine was obtained (Robertson 1972: 72). Transporting of cream to Pohara, the collection point for the Takaka dairy factory, was very time-consuming and a solution was found in 1929, when John Cameron began sending cream out from Totaranui in a Model A Ford truck. Cream from Wainui was collected on the way through and the convenience of this greatly outweighed the cost involved.

At the same time a change was made from haymaking to ensilage, because of a labour shortage. A pit dug in a clay bank took about a hundred tons of grass and the cattle did well on the resulting silage (Robertson 1972: 85, 105). The dairy cows were wintered on rough farm land which was leased at Awaroa with a neighbour, Laurence Manson. In spring the men took turns week about to bring out the cows which were near calving.

The economic conditions of the 1930's saw neighbouring hill farmers at Wainui begin to abandon their land. Natural soil fertility declined, and the poor returns for wool meant that farmers could not afford to apply fertiliser. Those on the more productive flat land were in a better financial position as, after the back-breaking work of clearing the bush, they had an asset which could be gradually improved (Robertson 1972: 110, 115).

Whariwharangi

John Handcock built a house at Whariwharangi about 1897 and farmed there for 15 years (Dennis 1985: 26). The land was bought by George Manson in 1914 (Nalder 1970: 4) and the 1,200 acre farm was managed by Thomas Lines (Lines 1996). Whariwharangi continued to be farmed until 1972, but the homestead was unoccupied after 1926. Used as a stockman's hut it became derelict, but was restored in 1980 to provide accommodation for Park visitors (Dennis 1985: 26).

Mutton Cove

Mutton Cove is thought to have been named from the practice of vessels sheltering in westerly weather to revictual on mutton there (Cole 1976: 3/26). Albert Mackay, a grandson of William Gibbs, farmed there and then sold to Tom Fuller about 1904 (Pratt 1956: 4). Ernest Harvey bought the farm about 1924. Wool was taken off by sea in the *Pearl Caspar*, with the ship coming close inshore and the bales being rolled up a plank. One or two cows were kept for milk and butter, there was a large vegetable garden, walnut trees and a great variety of fruit trees. Neil Harvey later took the property over from his father (ATOHP: JB) and it was farmed until 1955 (Dennis 1985: 21).

Anchor Bay

On the Tasman Bay coast, land at Anchor Bay was cleared and an orchard planted. This was about 1910, when the Tasman district was being developed for apple production. The fruit trees did well, but were later destroyed in a fire and the venture failed (Hayter 1962: 89).

Glennies Clearing

A proposal to open up inland areas for settlement is referred to in the first Lands and Survey Department file on Abel Tasman National Park. The May 1944 reference mentions Glennies Clearing as an area of 40 acres which had been felled, burnt and sown in grass seed 32 years previously, as a preliminary to settlement. The land had never been stocked (AT1 VI: F126).

The map with the first Park Handbook shows Glennies Clearing on the Falls River about two and a quarter miles inland from Bark Bay (Host 1962). Later management plans for Abel Tasman National Park refer to the opening up of the area for settlement by soldiers returned from the 1914-18 war as a proposal which did not materialise. Holyoakes Clearing is also cited as being part of the same scheme (Abel 1986: 13).

Canaan

On top of the Takaka Hill, Joe Sixtus took up 713 acres at Canaan in 1919. He began clearing the bush land which fronted onto Manson's Track from the Takaka Valley. It had been upgraded as a bridle track, with the work completed in 1898. Once a good-sized area had been felled, it was left to dry out. In the meantime, other work was undertaken such as shearing, fencing and the harvesting of grass seed from local roadsides. When the cleared area had dried out it was fired and then sown in grass seed, using a sugar bag slung over one shoulder (Sixtus 1992: 12-13).

Ed Sixtus joined his father at Canaan at the age of 14 in 1924 and worked cutting scrub with a slasher. Another task was the harvesting of five acres of grass which had been let go to seed. A number of sheep were being grazed by this time and the wool was taken in sacks by pack horse to a woolshed near the main road, where it was pressed into bales (Sixtus 1992: 21). Shorthorn calves were bought and became a milking herd. Butter was made and packed into boxes for transport to Takaka by packhorse, a journey of three hours. This was done for two seasons until it became uneconomic (Sixtus 1992: 26).

Ed Sixtus had taken over the farm from his father by 1940 and he undertook improvements designed to increase the stock-carrying capacity, such as reducing the size of paddocks and clearing logs and stumps (Sixtus 1992: 44). More of the farm was cleared in 1951 using a hired bulldozer. A six acre fenced paddock was broken up and sown with turnips, plus a grass and clover mix with lime and superphosphate (Sixtus 1992: 54-55). By 1961, when the farm was put up for sale, the stock-carrying capacity had been raised to 800 sheep and about 60 head of cattle. The farm was purchased by K C Jenkins (Sixtus 1992: 72-74).

3.4 EXPLOITATION OF NATURAL RESOURCES

Quarrying

Almost all the area enclosed by the boundaries of the National Park is comprised of the grey-white Separation Point granite, which is thought to be about 100 million years old (Thomas 1969: 1). There are few places where the quality of the rock is good enough for large blocks to stand quarrying without shattering (Dennis 1985: 68). Outcrops of marble on the Pikipiruna Range and granite at Tonga, Adele Island and Torrent Bay have been quarried for building stone (Henderson 1959: 23).

Adele Island

In 1876 a sea-wall was constructed at Nelson for the reclamation associated with the building of a new wharf. The wall stretched from the custom house at Green Point to Albion Wharf, and stone from Adele Island was used both as fill (Allan 1954: 43) and for the hand-hewn blocks which faced it (Parr 1979: 42). Stone from the island was again used for a sea-wall in 1878, when Haven Road was widened for the extension of the railway to the port (Grace 1924: 7).

Torrent Bay

A quarry reserve was set aside at Torrent Bay in the 1870's (Host 1976: 126), at the western end of Long Beach (Anchorage). Stone from the quarry was used for construction of the mole at the new entrance to Port Nelson which was opened in 1906 (Nalder 1970: 2-3). The granite blocks from the quarry were loaded from Jetty Point (Pitt Head) (Hayter 1962: 89). Sand was taken from the beach at Anchorage to Lamberg Sand and Gravel at Wellington (Nalder 1970: 3), with the fine cream-coloured sand being used to face buildings, including a large block of flats at Oriental Bay (Hayter 1962: 89).

Tonga Quarry

The most obvious evidence of quarrying activity is found at Tonga, where a winch base and some abandoned rectangular blocks of granite can be seen (Dennis 1985: 68). The Tonga Bay Granite Company was incorporated in November 1904. Those associated with the Company were William Langlands, C H Cranby, R B Jackson, Edwin Moulton and C J Harley. They bought the 126 acre section 27 at Bark Bay previously owned by Huffam, and applied for 500 acres of unsurveyed crown land fronting Tonga Roadstead and Bark Bay. A licence to remove stone from the foreshore was granted by the Marine Department and machinery, plant and materials were ordered from Bramley Engineering Company, Leeds. The Company had a capital of two thousand five hundred pounds (Memorandum of Association 31/10/1904).

Building grade stone was cut from faces at both ends of the beach, and corestones from the creek bed also proved suitable (Dennis 1985: 68). The stone was used in the construction of the Chief Post Office in Wellington and for building the Cawthron Steps on Church Hill, Nelson in 1913. Tonga Bay granite was also specified for use in Parliament Buildings in 1911. (NEM undated). The stone was shipped by scow (Host 1976: 82) from an iron-rail jetty (Hayter 1962: 90). The quarry was managed by Mr Whittaker (Nalder album), and the workmen lived in bunk houses built at the southwest corner of Onetahuti Beach (Nalder 1970: 4). The section at Bark Bay was probably acquired as a source of provisions for the workmen. The Company put a trespass notice on the beach to stop picnic excursions which were causing damage to the vegetable gardens and fruit trees (NEM 5/1957). Activities at the quarry had been greatly scaled down by 1913 when only four names were listed in the Post Office directory for that year. The Tonga Bay Granite Company was struck off the register of companies in 1921, having ceased operations several years previously (Harley 1921: 1).



Tonga Quarry from the jetty. Copy collection, Nelson Provincial Museum.

Tata Islands

The Tata Islands contained limestone deposits which attracted purchasers, and they changed hands several times (Host 1967: 26). The islands were taken under the Public Works Act in about 1908, when extraction of stone by the Picton Lime and Cement Company raised fears of the eventual destruction of the only safe harbour in Golden Bay (Newport 1975: 89).

Tarakohe

Limestone was also exploited as a resource at Tarakohe. In 1908 the Golden Bay Cement Works Ltd asked the Takaka County Council about the making of a cart road from Pohara to the site at their proposed works. The Company constructed a timber wharf in 1910 and cement production was underway by November 1911. The Golden Bay Cement Company took over the works in 1919 (Newport 1975: 89-90) and eventually sold to Fletcher Industries in 1986. A rationalisation of the industry resulted in the closure of the Tarakohe plant in September 1988 (NEM 20/10/1992).

Kairuru

Takaka Hill marble from Kairuru was specified by government architect John Campbell for use in the new Parliament Buildings in 1911. The Sandy Bay Marble Company had quarried an outcrop previously, but the venture had failed. Campbell visited the district to obtain samples and the marble from Kairuru was chosen as the most suitable. It exhibited the required strength and its highly crystalline structure meant that it could be polished to a high, creamy lustre.

The Public Works Department built the tramline used to bring the blocks of marble down from Kairuru to Sandy Bay for shipment to Wellington. The marble outcrop was at 1,200 feet and the tramline covered a distance of six and a half miles, including a 77 foot incline with a grade of one in two. The trolleys were pulled by horse to the top of the incline and were then attached to a wire rope for the descent to Sandy Bay (NEM 26/11/1986). The marble was loaded onto scows at a jetty on the southern shore of Otuwhero Inlet, for shipping to the building contractors Hansford and Johnson at Wellington (Nalder 1970: 1). The Manager at the quarry was Tom Cooper and the main part of his work force was involved in transporting the blocks of marble, with only two or three at the quarry.

Some 5,000 tonnes of marble had been quarried from Kairuru by the time Parliament Buildings had been completed in 1922. The quarry was reopened to provide stone for the William Massey memorial in Wellington, with blocks being winched up the hill and taken out on trucks. The marble was also used in decorative features in the Beehive in the 1970's. Some of the old machinery which survives at the Parliamentary Hole includes boilers, a giant flywheel and parts of a saw (NEM: 14/1/1987).

Gold Mining

Fred Huffam and Colin Knapp found gold in Long Creek while prospecting at Canaan in 1917. A number of small nuggets were found in a part of the creek bed where most of the gravel had washed off, leaving large quartz boulders and pot-holes filled with gravel. Huffam and Joe Sixtus returned to Long Creek in 1919 and opened up a sluicing claim. The creek was dammed and a water-race dug to carry water to the area being worked. The gold was found to be patchy and the claim was abandoned as uneconomic (Sixtus 1992: 10-12). Long Creek was again worked during the depression of the 1930's by miners on the gold subsidy scheme. The Wainui River was also found to be gold-bearing. A hut which had been built as a base for fossicking was used as accommodation by miners who were drawing the gold subsidy. Returns were only fair (Sixtus 1992: 32-35).

Timber Milling

Fine stands of kahikatea and rimu were a feature of the coastal forests.

Awaroa

This timber resource drew early settlers like ship builder Ambrose Ricketts to Awaroa in 1855. Trees were also cut down to clear the land for farming. Timber for local use in ship and house building was hand-sawn using saw pits. Logs for export were gathered at Pound Gully on the Awaroa estuary and were floated out to waiting ships at high tide (Dennis 1985: 62-64). A sawmill was established at Little River/Awa-iti about 1903 by

Todd Sigley, in partnership with Messrs Hunter, Manson, and Thompson. Bullocks were used for hauling logs. After four years, when the timber had been cut out, the mill was moved to Waiharakeke (Hickmott n.d.: 1).

A bush tramway, the line of which can still be seen, was constructed along the Waiharakeke Stream to bring logs to the sawmill (Dennis 1985: 54). Timber was shipped from Waiharakeke using a portable jetty which could be hauled ashore after loading (Hayter 1962: 91). About 1911 Sigley moved the mill back to Awaroa and worked in partnership with John Black. The mill operated until the outbreak of World

War I when the departure of mill hands forced its closure (Hickmott n.d.: 4). In the 1920's a sawmill was operating at Awaroa, near the road out, run by Bradley and Senior (Sixtus 1992: 16-17).

When timbermilling, farming and other activities were at their height, a considerable community of people lived in the Awaroa area. A school was established at the head of



Mill families on a timber raft at
Awaroa

the inlet in 1890 (AJHR 1891). Some pupils were ferried to their lessons according to the tides, while others used the benched cart track which led to it. Ella Flower taught there during a teacher shortage in World War I. Aged only 16, she was one of many who left secondary school to teach at country schools which otherwise had to close. She boarded with local families and carried on her own studies by correspondence (NEM 10/8/1974). The dwindling population saw the school roll drop to four during 1931 and the school did not re-open after the Christmas holidays. The building became

overgrown in the bush and lay undisturbed until 1962 when Park Rangers Niall Shepherd and Jim Kilby came across it while track cutting. The classroom was just as it had been left, with the attendance register open on the teacher's desk (Reed 1965: 26). The school burned down in about 1969 and the fireplace and some twisted iron are all that remain (Guide 1987: 5).

Totaranui

At Totaranui a sawmill was operated by Thomas Hunter from 1910. The mill was on the upper part of the main valley flat and a tramline took timber to a jetty which had been constructed for loading scows. The sawmill worked intermittently until Hunter enlisted shortly after the outbreak of World War I (Pratt 1956: 7).

Bark Bay

The Huffam brothers sold firewood from Bark Bay until the increasing demand for hop poles provided a better source of income (NEM 22/2/1947). They also felled trees for shipbuilding, using a sawpit to cut up the timber. The sawpit was close to the high water mark and logs were slid down into the tide and floated to it. On one occasion Gerard Huffam and a brother spent several weeks pit-sawing timber at Awaroa. Most of the sawn timber was loaded onto a small sailboat and a 20 foot punt, with the remainder being made into a raft. The somewhat unwieldy load was towed successfully to Bark Bay, and although the raft broke up in the latter stages, its timber washed up on the shore (NEM 8/3/1947).

Torrent Bay

At Torrent Bay TW Nalder had a tramline up the valley to bring out posts and firewood which were shipped out for sale (Nalder 1970: 3).

Marahau

Timber was cut on the mainland at Astrolabe to provide piles for the building of Haven Road in 1860. The contract was overseen by David Drummond who took up about 300 acres of bush land at Marahau in 1863. He put in a sawpit and then built a sawmill driven by an undershot waterwheel. After some years Drummond changed to an 18 foot diameter overshot waterwheel and the mill was cutting 5,000 feet of timber a day at full capacity (Murray 1966: 3). David Drummond died in 1890 and John Woolfe bought the mill which he leased to Felix and Sam Baigent and Sam McNabb (Murray 1966: pt 9).

Canaan

In the early 1930's a sawmill owned by H Kerr and Sons was shifted to Canaan from the Pearse Valley. A steam hauler with half a mile of wire rope was used to haul the logs (Sixtus 1992: 31).

Wainui

From about 1910 Francis Robertson was milling white pine at Wainui to fill an order from the Golden Bay Butter Factory, which used the timber for making butter boxes. The mill had a vertical saw assembly and Robertson used a bullock team to transport the logs (Robertson 1972: 48, 52). Sawn timber was loaded onto a sailing cutter and taken to the Waitapu Wharf, with some matai and rimu being supplied along with kahikatea

(Robertson 1972: 54-55). Falling orders and a shortage of labour contributed to the closure of the mill a few months after the outbreak of World War I, together with the fact that the timber had been almost cut out by then (Robertson 1972: 67).

Bark

The gathering of bark for sale by the Huffam brothers gave Bark Bay its name (Dennis 1985: 148). The bark from black beech was used as a resource in the tanning process. It was used in the tanning of nets by Island Bay fishermen and at a leather tannery in Nelson (Hayter 1962: 90). At Awaroa, John Black used a steam engine to drive a mill which ground bark. After a few years bark was superseded as a material for tanning. The steam engine now lies at the head of the Awaroa Inlet (Robertson 1972: 35).

Flax

The land taken up by Francis Robertson at Wainui Bay at the turn of the century included a large flax swamp. Robertson had milled flax previously in the Takaka Valley. He bought a steam engine, installed an undershot water-wheel to provide power and soon had a flax mill in production. Flax milling was suspended after two years, while timber was cut and a new homestead was built, and resumed in 1907. The dressed fibre was baled and pressed and then shipped to Nelson (Robertson 1972: 2-4). The mill engine was later sold to drive John Black's bark mill at Awaroa and was replaced by a more powerful twin cylinder engine. The price of dressed fibre began to deteriorate, and by about 1910 it was no longer economic to produce it from a small mill (Robertson 1972: 37, 47).

3.5 TRANSPORT AND COMMUNICATION

Shipping

For the first hundred years of settlement, small coastal ships were the most important means of transport and communication in Tasman and Golden Bays. Settlers were dependant on shipping for their supplies, materials and machinery. Timber, livestock and other produce for sale had to be taken off by sea, with most things ferried between ship and shore by rowing boats (Dennis 1985: 42). Timber was taken out on scows which came in to jetties at high tide and loaded during the interval between tides (Pratt 1956: 6). The coastal traders often sheltered at Totaranui during rough weather and replenished supplies of milk, meat and tobacco from the farm (Dennis 1985: 42-43). Three British Navy minesweepers, the *Geranium*, *Mallow* and *Marguerite* made Totaranui their headquarters in July 1919 while they were removing mines off Cape Farewell (Pratt 1978: 8).

Ship Building

Several of the ships in the coastal trade were built at places along the coast. The earliest site for shipbuilding was Awaroa, where suitable timber drew boatbuilders like Ambrose Ricketts from 1855 onwards (Dennis 1985: 62). David Gilbertson from Scotland set up a boatbuilding yard on the shores of the estuary in 1865 (Guide 1987: 5). The largest vessel known to have been built there was the 71 foot, 59 ton topsail schooner Awaroa which was built in 1875 for Captain James Cross of Nelson. One of the last of

the trading vessels built at Awaroa was the scow *Venture* which WW Hadfield began building in 1903. Registered in January 1906, the 46 foot ketch traded in Tasman Bay until after the first World War, when it was laid up at Awaroa. The remains of the *Venture* can still be seen at the mouth of Venture Creek (Hadfield 1989: 32-33).

Boatbuilding was one of the activities of the Huffam brothers at Bark Bay. Boats from 12 to 20 feet were built, a number from kauri which was brought in from Nelson (NEM 1/3/1947). FW Flowerday leased Section 29 at Torrent Bay with a partner, GT Blackmore, and built several vessels there including the *Wanderer*, a 31 ton schooner, in 1871 and the *Kestrel*, a 20 ton ketch, in 1872. The largest vessel recorded as being built at Torrent Bay was the 22 ton ketch *Comet*, completed in 1883 by Jack Ricketts (Host 1976: 126-128). At Frenchman Bay, WH Glover, assisted by John Westrupp and his sons, completed the 17 ton schooner *May* in 1876. The *Felicity*, a 27 ton ketch, was built there by HM Burnard in 1885 (Host 1976: 132).

Roads and Tracks

For many years rough bridle tracks afforded the only land access for settlers. In the early 1900's Darcy and Welby Hadfield made a benched cart-track along the south side of the Awaroa Inlet to link Meadowbank with the Awaroa River settlement (Guide 1987: 6). By 1901 the Collingwood County Council had made a decision to construct a road between Pohara and Awaroa, and it had been completed by the end of 1906 (Newport 1975: 56). The section of road between Awaroa and Wainui Inlet was also constructed by the Hadfield brothers, and included access to Totaranui. The width of the road was later increased from four feet to ten feet, with this work finally completed to Wainui during World War I (Pratt 1956: 5). The road from Pohara to Wainui went over the Wainui hill and was being used by vehicles by 1915. The coastal road between Tarakohe and Wainui was completed in stages from 1924 to 1931 (Newport 1975: 107, 109, 124).

Access over the Takaka Hill was provided by Manson's Track, an old track which was re-opened after the Collingwood County Council sent T Manson and Henry Harwood to find it in the 1880's (Cole 1976: 3/21). In 1886 the Council decided to survey Manson's Track and make it a bridle track and the work had been completed by 1898 (Newport 1975: 41-43). Joe Sixtus of Canaan opened a track from there to Awaroa in the early 1920's. It went along the range to Sub A and then down a ridge between the watershed of Table Creek and Camp Creek and could be walked in four hours (Sixtus 1992: 16).

Access to Marahau was provided by a bridle track from Riwaka through Woolf's Valley in 1880. The surveying of a road was completed in 1888 and the road was constructed in 1889 (Murray 1966: pt 3). An access track from Torrent Bay to Marahau was cut by Richard Tregidga, who lived at the Bay in the 1890's (Host 1962: 14). Information on early efforts to get a road made between Marahau and Awaroa comes in a letter written by FG Hadfield in 1958, which states that a petition favouring a road was started around the turn of the century. In 1908 a road line was surveyed from Marahau to Torrent Bay, across the Falls River and then by Tonga Hill and Stony Hill, joining the Awaroa harbour road at Section 4. The road was partly formed between Marahau and Torrent Bay during the early part of World War I (AT 29:15). A slightly different version of events comes in a communication from the Abel Tasman National Park Board to the Rehabilitation Board in 1943. This letter states that the road had been surveyed during 1912-1913 by the

Lands Department and was inspected and approved by Public Works Department engineers. Although the road had not been proceeded with due to the 1914-1918 war, the route had continued to be regarded as an important alternative. In 1935 the Public Works Department had upgraded the road from Riwaka to Marahau as a first step in restarting the work. The Park Board was suggesting that the construction of the coast road would be a suitable rehabilitation project. The road would be an important national asset and would provide work for a large number of men under congenial conditions (AT 1/1: 57). The suggestion does not appear to have been taken any further.

In August 1957 it was agreed that all unused roads in the Abel Tasman National Park should be closed (AT 29:3). The closure affected a project by the Golden Bay County Council to build a road from Wainui to Separation Point. F G Hadfield objected to the closure of the road in to Awaroa and the County Council agreed to maintain this section (Newport 1975: 219). By 1962 the road closures had added some 324 acres to the National Park (AT 29: 77).

Communication

A Post Office was opened at Totaranui on 1 December 1883 and closed on 8 May 1924 (Startup 1977: 201). It was a mail distribution point for a wide area, with people coming up to 14 miles to collect their letters (Host 1962: 16). Betsy Gibbs was the postmistress (NEM 1/3/1947). The mails were received by sea (Startup 1974: 25) and in Pratt's time the Post Office was in the conservatory of the old homestead (Host 1967: 30). A Post Office opened at Anatimo (Wainui) in 1907 (Startup 1977: 4) and from 1917 George Sigley had a contract to carry mail between there and Totaranui and Awaroa (Startup 1974: 25). Freda Hickmott, nee Sigley, recalled carrying the mail three times a week as a 16 year old, riding from Awaroa to Totaranui and out to Wainui and return (ATOHP FH). The telephone line which reached Totaranui in 1907 was extended along the coast to Awaroa and then along the south side of the estuary to the Awaroa River settlement (Guide 1987: 6).

3 . 6 RECREATION

The beauties of the coastal landscape began to attract recreational use at a time when exploitation of the area's natural resources was diminishing.

Boating

With the sea providing the only access, those with boats were the first to appreciate the coast's sheltered anchorages and bush-fringed beaches. A guidebook of 1895 extolled Tasman Bay as a yachtsman's paradise, with its western shore containing a succession of safe harbours of great beauty (Nelson 1895: 61). Agnes Nalder, whose family lived at Torrent Bay in the early 1900's, recalled the dozens of visitors in the bay at Christmas. A New Year regatta was held each year, with prizes coming from money raised at concerts organised by the Nalder family (Nalder n.d.: 12). The regatta took place in the lagoon and was held around Boxing Day in later years. Bunting and flags were hung along Lagoon Street to the jetty. A variety of sailing and rowing races were held, with a favourite being one in which participants changed boats at the halfway point. In the afternoon the activities were on shore with running races, sack and three-legged races (ATOHP MS).

Baches

William Gibbs at Totaranui made a cottage available for holidaymakers. The Fell and Atkinson families of Nelson enjoyed regular summer holidays at Fern Cottage, sailing over in their own yacht (Host 1976: 90). The cottage was at the southern end of the beach and burnt down about 1915 (Guide 1987: 2). The beach front at Totaranui became popular with campers following the government purchase of the property in 1948. Fireplaces were provided in 1955 using bricks donated by the Golden Bay Cement Company, and toilets and shelter sheds were built in 1957. The rough state of the road limited numbers at first, but by 1959, 500 people were using the camping ground during the summer holidays (AT 26/1). At other places along the coast, boating visitors would camp on shore and the attachments they formed to favourite spots led to the establishment of holiday baches.

Torrent Bay



Fell and Atkinson families at
Fern Cottage, Totaranui, 1884.
Copy collection, Nelson
Provincial Museum.

At Torrent Bay Henry Ranier, a retired Indian civil servant, took over Richard Tregidga's lease of 86 acres in 1900 and built a holiday cottage. Also at this time Albert Pitt, a Nelson solicitor and Member of Parliament, bought a section which included Pitt Head, later named for him. About 1906 Ranier bought the land he was leasing and sold 51 acres to Ernest Giezendanner, a Swiss Italian (Host 1976: 128). In 1908 John Glasgow built a whare in what became Glasgow's Bay, at the north end of Torrent Bay. At that time T W Nalder and his family were the only other occupants of the bay. The Glasgow family spent five or six weeks there each Christmas holidays, arriving by yacht or hired

launch. About 1918 the land Nalder occupied was sold to Henry Deck and it was subdivided after his death in 1925 by his son, George Deck.

By 1939 a further six baches had been built (ATOHP JG) and the demand for sections began to increase. The limited area of available private land has resulted in the present densely packed holiday village at Torrent Bay (Moran 1995: 22). By 1920 there was a bach at the south-west end of Long Beach (Anchorage), and a further two more were built there.

Astrolabe Roadstead

Land at Astrolabe was divided into sections by the Lands and Survey Department in about 1923 and Welby Stilwell bought two acres in what became Stilwell Bay in 1926 (Host 1976: 137). He had been born at Marahau and knew the coastline well from his boating activities. Stilwell had camped in the bay in the years following his marriage in 1903, and then built a cottage, paying a rental of about ten shillings a year. He built another bach after the land became freehold (ATOHP NB). In 1928 Lionel (Leo) Manoy bought four acres of land which had formerly been a quarantine reserve at Appletree Bay (Cole 1976: 3/20). The family camped on the property for two or three years until a bach was built. After Christmas the family would stay there for two or three weeks holiday (ATOHP JM).

Perrine Moncrieff, who was later instrumental in the formation of the National Park, also became acquainted with the beauties of the coast at this time. Her husband, Captain Malcolm Moncrieff, had sailed with friends to Torrent Bay and his enthusiasm resulted in their leasing of a block at Astrolabe which included Cyathea Cove (Moncrieff 1965: 7-8). The materials to construct their bach were landed from the *Pearl Casper* and it was built by Jack Stringer (Nalder 1970: 2). In 1936 the Moncrieffs bought 479 acres and had it gazetted as a private scenic reserve. Their bach became a second home until 1956 when the Captain decided they could no longer cope (Dann 1989: 61). Perrine Moncrieff's book 'People Came Later' (1965) is a vivid evocation of bach life during those years. Other baches at Astrolabe were: one built at Watering Cove by George Nicholls (Nalder 1970: 2), and another at Tinline. North from Torrent Bay, baches were built at Boundary Bay, Frenchman Bay, Bark Bay, Mosquito Bay and Tonga.

Awaroa

Most of the baches at Awaroa are clustered on an enclave of private land between Venture Creek and the sand spit (Dennis 1985: 67).

Wainui Bay

At Wainui Bay two baches were established near Uarau Point and one at Taupo Point.

Tramping

Most of the present system of tracks has been cut since the area became a National Park in 1942 (Dennis 1985: 145). The original Settlers' Track between Marahau and Awaroa fell into disuse and had become rough and overgrown by the 1930's. Parts had been obliterated by landslips and it petered out before reaching Torrent Bay (Moncrieff 1965: 91). A tramping guide from 1947 describes the wonderful holidays to be had exploring the bays. Although tracks were almost non-existent, it was possible to follow most of the leading ridges to obtain views of the coastline. It would take from four days to a

week to walk the coastline from Marahau to Awaroa. Tramps in the Canaan area were recommended for experienced trampers, with a trip from there to Torrent Bay taking about three days (Griffith 1947: 18-19). This tramp is described by JD Pascoe in his book 'Land Uplifted High', published in 1952.

By September 1955 the clearing of the track between Marahau and Torrent Bay had been completed (AT 16/1: 17). The National Park Board employed Jim Kilby from 1962 to cut tracks in the Park and his first job was a track from Awaroa to Torrent Bay over the Falls River. Other work included the track to Anapai and that from Awaroa to Tonga, and then over Stony Hill to Bark Bay (ATOHP JK). The inland route between Awaroa and Torrent Bay had gone by 1974. The coastal track from Bark Bay to Tonga was open by 1970 and the Stony Hill route had fallen into disuse by 1985. In 1964 the tracks from Canaan included the old pack track to the Takaka Valley, Bird's Track to Clifton and the track from Moa Park to Pigeon Saddle. Side tracks led to Porters Rock and Castle Rock, with the latter connecting through Holyoake's Clearing to Tinline by 1975.

Caving

The karst landscape of the Canaan area began to be explored for cave systems in 1958. Five members of the New Zealand Speleological Society from Auckland were looking for caves to explore in January of that year. Ed Sixtus of Canaan showed them the deep shaft at the end of Harwoods Flat and suggested the name of Harwoods Hole which was adopted for it (Sixtus 1992: 61). Harwoods Hole was explored by a group of cavers in January 1959 using a motor-powered winch and 1,000 feet of steel cable, with a chair adapted from parachute harness. The hole was found to be 650 feet deep. A cave on the south side of Gorge Creek was suspected to link with Harwoods Hole and this was proved in 1960, when a breakthrough was made. The lower passage was named Starlight and the total depth of the system was found to be 1,225 feet (Host 1967: 97-98).

Tourism

There was some early recognition of the coast's tourism potential. On Good Friday 1886 the steamer *Waitapu* took an excursion to Totaranui from Collingwood (Host 1976: 90). The Anchor Company ran excursions from Nelson to Bark Bay in the *Koi*. These were known as cherry picnics, with the fruit on trees planted by the Huffams as the drawcard. The picnics ended when the Tonga Bay Granite Company bought the land at Bark Bay in 1904. The Company became concerned about damage to the fruit trees and put a trespass notice on the beach (Nalder 1970: 3).

Welby Stilwell took visitors on excursions along the coast in his launch *Terepa* (Host 1976: 137), as did Newton Nalder in the *Kotare*, taking cruises up the Falls River (ATOHPNN). Kaiteriteri became a mecca for tourists after the road was built in the early 1930's. The opening up of road access had been promoted by SL Rowling who had a bach there and saw Kaiteriteri as an ideal weekend resort. A camping ground had been established and the Kaiteriteri Domain Board was formed to administer further developments (Motueka 1935: 57). A later tourism development has been the growth of commercial operators in the region of the National Park. The oldest of these is Abel Tasman National Park Enterprises, which began a limited ferry service about 1975. The company's activities have grown to include guided walks and private accommodation. At Awaroa, two lodges provide accommodation on private land. Commercial concessions now include kayaking and many charter and tour boat operators (Moran 1995: 53-56).



The Kotare at Bark Bay.

Hunting and Fishing

The bountiful fish stocks in coastal waters formed an important part of the diet for early settlers. Kawhai, moki, snapper, sharks, mullet, barracouta, rock cod, tarakiki, butterfish and hapuka were caught on lines or in nets. At Bark Bay the Huffam brothers smoke-cured barracouta for sale. They were caught in late autumn, with eight or nine dozen taken in a day's fishing (NEM 8/3/1947). There were also rock oysters to be had, with John Westrupp finding a good oyster bed at Astrolabe in 1866 (Host 1976: 131). The good fishing was part of the attraction for bach dwellers and boating visitors. People went out first thing and had no trouble catching their breakfast (ATOHP JG). In later years commercial fishing activities led to a decline in fish stocks. The Tonga Island Marine Reserve was established in November 1993 to protect the marine ecology of the area between Awaroa Head and Mosquito Bay (Moran 1995: 38; 43).

Hunting of wild pigs provided another variation of diet for the early settlers. When JW Barnicoat was surveying the coast in 1843, local Maori suspected that pig-catching was the real object of their visit. He was told that the pigs belonged to the Maori who traded them with the settlers in Nelson (Barnicoat 1841: 136). The Huffam brothers hunted pigs at Bark Bay, often carrying 40 to 50 pounds of pig meat home. Lacking a gun, they used a Scotch Terrier to bale up the pigs, which they then snared and killed (NEM 1/3/1947). The sport to be had with wild pigs, pigeons and kaka is described in a guidebook of 1895 (Nelson 1895: 62). Wild game is described as being thick in the 1950's, with plenty of pigs and deer (ATOHP VM). Recreational hunting was encouraged, subject to permits, as a control measure for introduced animals (Abel 1986: 65).

3.7 NATIONAL PARK FORMATION

The major figure associated with the formation of Abel Tasman National Park is Perrine Moncrieff. During the years leading up to her involvement, a number of things had happened which would have a bearing on the eventual outcome. Scenic reserves had been created on Adele and Fisherman Islands in 1895 (Host 1976:80), on eleven acres surrounding the outlet of the Torrent River, at Sandfly Bay/Falls River outlet and on 103 acres of the Bark Bay foreshore in 1897, on 25 acres of landing reserve opposite Tonga Island and on the 267 acres which formed the Rotukura Scenic Reserve between Awaroa and Totaranui (NEM 25/7/1941). In 1920/21 a large area had been reserved as provisional state forest, pending more detailed examination (NEM 26/11/1942).

Perrine Moncrieff's campaign to protect areas of bush on the coast began in the summer of 1937, when she heard of a proposal to mill native native timber at Totaranui (Hodge 1993: 17). She had previously campaigned for preservation of native bush in the Nelson province with the Nelson Bush and Bird Society, which she had formed in 1928. The Society had enjoyed success at Lake Rotoroa, in the area between Reefton and Maruia Springs, in the D'Urville and Sabine Valleys and at Farewell Spit (McCallum 1988: 121).

After a visit to Totaranui she began to lobby government departments and she also tried to raise money to buy the threatened forest (Moncrieff 1965: 128).

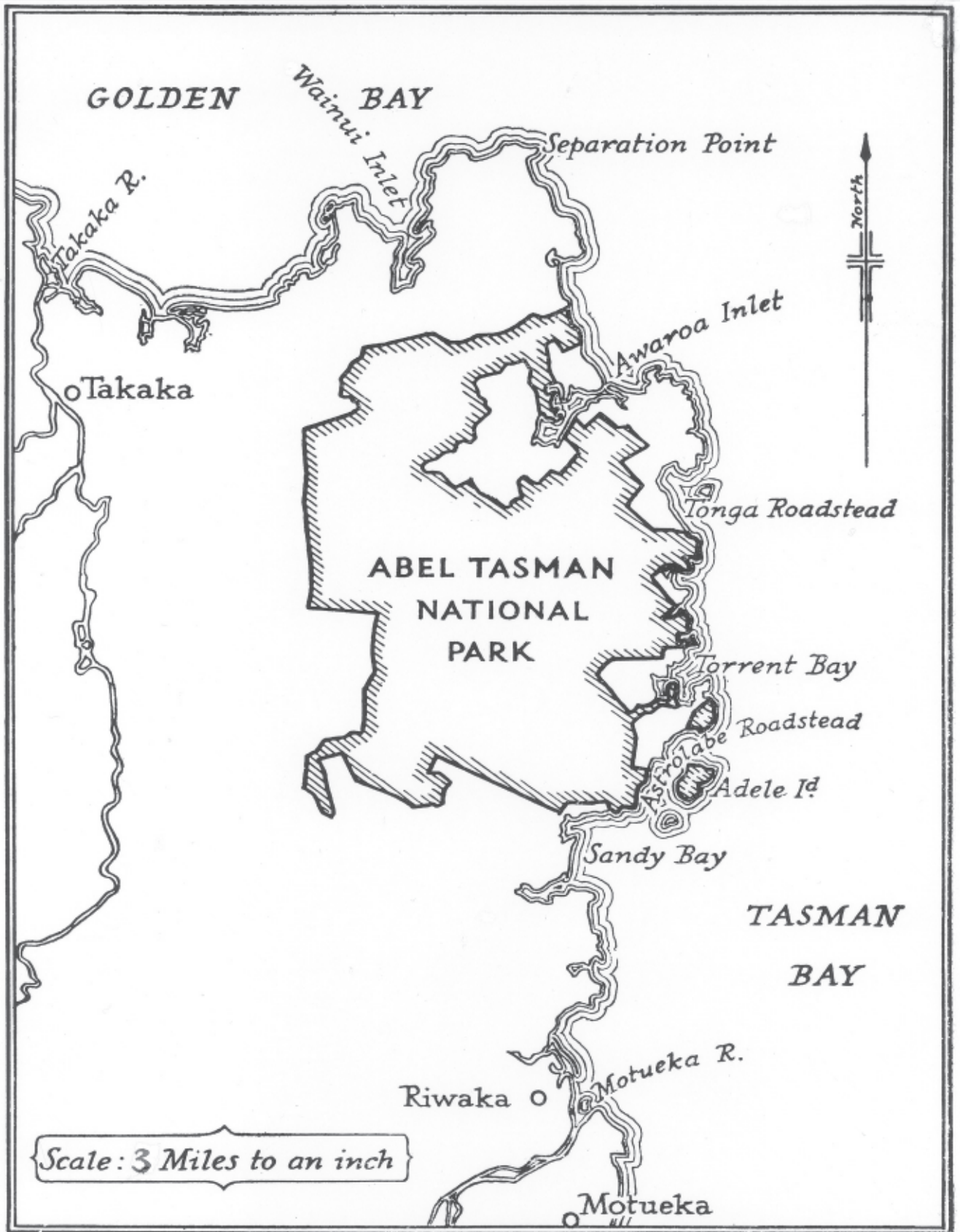
The proposed coastal road was being discussed at this time and the Nelson Labour Representative Committee resolved in November 1937 to urge the government to preserve all the bush through which the road would be built. The Committee's action was initiated by its secretary, Thomas Houliker, who had vivid memories of the coast from a camping holiday there as a lad.

In April 1938 the Nelson Commissioner of Crown Lands, P R Wilkinson, recommended the setting aside of some 35,000 acres of Crown and provisional State forest land in a report on the possibility of creating scenic reserves in the area. It was finally decided in April 1939 to hold any scenic reservation over until the road was constructed.

Perrine Moncrieff was spurred into action again by a fire at Torrent Bay in 1941 (Hodge 1993: 19-21). A strategy was formulated to have the area declared a national park and when this was linked with the approaching centenary of Nelson settlement and the 300th anniversary of Abel Tasman's visit, the campaign began to make progress (Moncrieff 1965: 126-129).

Local authorities were lobbied to endorse a petition requesting the government to declare 38,819 acres of Crown land and State forest as a national park. Nelson City Council considered the matter in June 1941 and referred it to their Reserves Committee for enquiries to be made into any restrictions on public access. Perrine Moncrieff's submission pointed out that in time a road would traverse the coastal route and it was therefore advisable to secure all the scenic beauties which would enhance it (NEM 28/6/1941). The Council agreed to the proposal at its next meeting and, along with other local authorities, the Nelson Harbour Board and the Automobile Association, signed a petition which was forwarded in October 1941 and handed to the Acting Minister of Lands, the Honourable J G Barclay, by the Nelson Member of Parliament Harry Atmore (NEM 25/7/1941). Barclay wrote to Atmore on 20 March 1942 advising that the petition had been granted because the area was recognised as being worthy of national park status (Hodge 1993: 35).

Map 2 Abel Tasman National Park 1942



THE TASMAN NATIONAL PARK

Prime Minister Peter Fraser announced the government decision to set aside nearly 38,000 acres to constitute the Abel Tasman National Park in November 1942. The area comprised 21,000 acres of provisional State forest, 14,354 acres of Crown land and 1,368 acres of scenic and other reserves (NEM 26/11/1942). Queen Wilhelmina of the Netherlands agreed to be patroness of the Park and sent a delegation of five, headed by Dr Charles Van der Plas, to attend the official opening. This took place at Kaiteriteri on 19 December 1942, after rough seas forced a change in the intended venue of Torrent Bay. After speeches by government and local representatives, the Abel Tasman National Park was declared open by the Governor General, Sir Cyril Newall (Moncrieff 1965: 129-130). On the previous day a memorial to Abel Tasman had been unveiled at Tarakohe on land which had been donated by the Golden Bay Cement Company, and which became a reserve under the Scenery Protection Act. The memorial was designed by Ernest A Plischke and the cement used in its construction was also donated by the Company (NEM 25/11/1942; Porter 1978: 30).

Later Additions

The new Park excluded Totaranui and the land northward to Separation Point and Wainui Bay. Also excluded were blocks at Waiharakeke, Awaroa Inlet, Tonga Roadstead, Section 27 at Bark Bay, which was now owned by Hopkirk Timbers, and land at Torrent Bay and Astrolabe. A proposal in 1943 to add 163,000 acres from the Mt Arthur Tablelands and the 40 acre Mt Balloon Hut reserve was turned down (NEM 2/11/1943). The Park was enlarged in 1947 by the acquisition of 190 acres at Awaroa from C Morrison and of 574 acres behind Torrent Bay from the estate of CD Schollum. The Totaranui property of JS Cameron was purchased in 1948, with 125 of the 2,085 acres being leased for farming until 1976. The Tata Islands were added in 1954 and the following year the 137 acre coastal scenic reserve between Totaranui and Anapai, which had been donated by William Pratt, was incorporated into the Park. All other islands, rocks and reefs, except Tonga Island, were taken into the Park in 1956 (AT 22: 33A; Pratt 1956: 4).

In 1963 the Golden Bay County Council agreed to a stock reserve at Canaan becoming part of the Park, together with a landing reserve at Totaranui and the reserve at the Abel Tasman memorial (Newport 1975: 219). The memorial reserve was enhanced through community involvement in the planting of trees and the laying of concrete paths in the late 1960's and early 1970's. The area from Totaranui to Separation Point had been added by 1964 and during the following six years the block at Waiharakeke, and Hopkirk Timbers' sections at Tonga and Bark Bay were also acquired. Areas of land originally purchased by Ralph Richardson in 1854 were acquired in 1969 (AT: 13/4). The Pitt Head peninsular at the entrance to Torrent Bay was acquired by the Board in 1967 (Host 1967: 5). By 1977 a block at Onetahuti and the land from Whariwharangi to Wainui Inlet had been added.

Along the western boundary of the Park, Gorge and Ironstone Creeks and the associated marble terrain on the flanks of the Pikiiruna Range were acquired in 1977. At the same time the land around Harwoods Hole was gifted by Mr KC Jenkins (NEM 14/6/1977). In November 1993 the Tonga Island Marine Reserve was created, which extends one nautical mile from high water mark between Awaroa Head and Mosquito Bay. The private scenic reserve created by Perrine Moncrieff in 1936 was protected by a Conservation Covenant on 13 June 1995 (Moran 1995: 31).

3.8 NATIONAL PARK MANAGEMENT

The new National Park was administered by the Abel Tasman National Park Board, which met for the first time on 3 May 1943. The Park Board was chaired by the Commissioner of Crown Lands, and members included the chairmen of Waimea and Takaka County Councils, the mayors of Motueka and Nelson, the MP's for Motueka and Southern Maori and the Conservator of State Forests. Other individuals on the Board were Perrine Moncrieff, Thomas Houliker and F G Gibbs. The first chairman, P R Wilkinson, stated that the board had been selected as trustees whose role was:

“To protect and improve this most historical area for the benefit of this and future generations and by a careful planning of policy to make the Park more popular and accessible to the general public without in any way destroying its scenic beauty” (NEM 4/5/1943).

The Park Board had no fixed revenue, with income being generated from subscriptions, donations and grazing leases. Board members were unpaid and the Park was tended by Honorary Rangers, who were mainly residents holding land adjacent to the Park or members of the public who were frequent visitors (Moran 1995: 27-28).

In 1952 the legislation relating to national parks was amended and consolidated under the National Parks Act. The National Parks Authority was established, chaired by the Director-General of Lands. The Abel Tasman National Park Board was chaired by the Commissioner of Crown Lands, and its eight other members were appointed by the Minister of Lands, on the recommendation of the Authority. Board funds included moneys allocated by the Authority from government, donations, which were subsidised by government on a two for one basis, and rents. The Board was empowered to make by-laws for the safety and preservation of the Park and for the keeping of order (Host 1962: 73-74).

During the first years of the Park's existence, most interest was concentrated on the coastline. In 1951 Max White was appointed as Park Ranger and he pushed for the opening up of the inland areas. A programme of track making and the establishment of huts was begun. The huts at Moa Park, Wainui Valley and Castle Rocks were built in 1958 with the prefabricated huts being taken in by helicopter (Sixtus 1992: 50). These were followed by the huts at Anapai (by 1962) (Host 1962:53), Torrent Bay (1964), Awaroa (1973), Anchorage (1975), Awapoto (1981) and Bark Bay (1986). The homestead at Whariwharangi was restored in 1980 for use as a hut (Dennis 1985: 145). By 1976 Park staff were headed by a Chief Ranger resident in Takaka, where the Board maintained an enquiry office, with Rangers stationed at Totaranui and Marahau, and Park Assistants and other workers employed as necessary. The Board was serviced by the Lands and Survey Department which supplied secretarial, accounting, planning, survey and draughting services (Abel 1976: 7).

The major management issue at this time was the presence of private baches in the Park. A number of private baches were within the boundaries of the National Park when it was gazetted in 1942. The bach owners were squatting on land to which they had never obtained legal rights. Other baches were on land originally rented from the landowners, but subsequently sold to the Park (Moran 1995: 29). Of the 11 baches concerned, six were to be allowed to remain, with limited terms of occupation, and the remainder were to be removed after 30 June 1984 (Abel 1976: 5-6). The policy led to bitter conflict with residents, who felt that they had played an important role in caring for the Park during its formative years (Moran 1995: 30).

The treatment received by Perrine Moncrieff also caused anger in the community. In 1974 she had been forced to resign from the Park Board by an age restriction (McCallum 1988: 124). Her bach at Cyathea Cove was one of those listed for removal, as it was illegally sited, and she supported the squatters against eviction. It had been widely expected that the Moncrieff Private Scenic Reserve would eventually become part of the Park, but on her death in 1980 it was willed to a relative. The land was protected by a Conservation Covenant on 13 June 1995 (Moran 1995: 30-31).

The Abel Tasman National Park Board was disestablished in 1980 with the passing of the National Parks Act. Under this legislation the Nelson/Marlborough National Parks and Reserves Board had responsibility for the setting of policy. The Department of Lands and Survey was responsible for the implementation of policy and the administration of the Park. The new authority published a draft management plan in 1983 which included the previous policy on the removal of private baches, and it was reiterated in the Abel Tasman National Park Management Plan published in 1986 (Abel 1986: 3, 11, 71). The baches belonging to illegal squatters were removed during 1986/87 (Moran 1995: 30). One at Bark Bay was scheduled for removal in 1990, but was subsequently granted a lifetime tenancy. The rest were granted lifetime tenancies; four baches remained in 1996 (Abel 1996: 48). In April 1987 the Nelson office of the newly formed Department of Conservation took over the administration of the Abel Tasman National Park, with day to day management being carried out by staff from the Motueka and Takaka Field Centres (Moran 1995: 30,33).

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