

Local Founders joined by NZ-wide National Council members at a function in the main lounge of the old NZ Founders two storey National Headquarters, The Terrace, during 1956. Recognise anyone?



Founders Hold Annual Ball

Members of the New Zealand Founders' Society, descendants of the pioneers who arrived in New Zealand in the first ten years of its colonisation, held their annual ball at the Majestic Cabaret last night. The Mayor (Sir Robert Macalister) and Lady Macalister were the guests of honour.

The president (Mr Max Wall) and Mrs Wall welcomed all members on behalf of the society. Mrs Wall wearing a gown of permanently-pleated green over cherry nylon net, with a slim-fitting bodice and a bouffant skirt.

The cabaret was decorated with coloured balloons and streamers and on each pillar was a large replica of the letter "F" denoting the society's name. Large bowls of spring flowers decorated the foyer.

A 20-minute variety show was presented by a professional group consisting of three vocal harmonists, with a piano-accordion player and a comedian, who entertained with yodelling, step dancing, and humour.

Members of the decoration committee were Mesdames C.G. Healey (Convenor), G. Littlejohn, D.B. Coates, H. Pittendrich, D.W. Dobson, J. Ensor, Messrs. T. Duston, H. Macandrew, and A. Diamond.

Among the Guests

Among those present were the president of the Manawatu branch, Mr L.M. Buick-Constable and Mrs Buick-Constable, Mr and Mrs L. Moffitt, Mr and Mrs D. Watson, Mr and Mrs E. Reeves, Mr and Mrs J. Myers, Mr and Mrs Duff Daysh, Major and Mrs L.R. Baigent, Mr and Mrs N. Baigent, Mrs Jackson, Mr B. Baigent, Mr and Mrs C.G. Healey, Mr and Mrs K.M. Poulton, Mr and Mrs J. Howitt, Mr and Mrs R Usmar, Mr and Mrs H.O. Pittendrich, Mr and Mrs J. Bentley, Mrs C. Weston, Mr and Mrs E.G. McGee, Mr E. Hay-MacKenzie, Mr T. Duston, Miss M. Jesson, Mr and Mrs A.B. Diamond, Mr and Mrs W. Mellor, Mr and Mrs W.H. Jolliffe, Mr and Mrs N. Grigg, Mr and Mrs K. Knox, Mr and Mrs R. Wilton, Mr and Mrs D.B. McDougall, Mr and Mrs G. Littlejohn, Mr and Mrs A. Mexted, Mr and Mrs Ray Wright, Mr and Mrs Basil Wright, Mr and Mrs Norman Allen, Colonel and Mrs F. Baker.

Among those who gave pre-ball parties were Mr and Mrs Max Wall, Mr and Mrs Ray Wright, Mr and Mrs Duff Daysh, Mr and Mrs A.B. Diamond.

(from a 1956 "Evening Post" social news page)



Some of those able to attend the one-and-only dress rehearsal, the 22nd January 1990 Re-enactment, held late afternoon on the eve of the real thing. Woolf Photo

*Manaia Daymond,
conch at the ready,
waits for the first of
the settler's cutters
to arrive.*



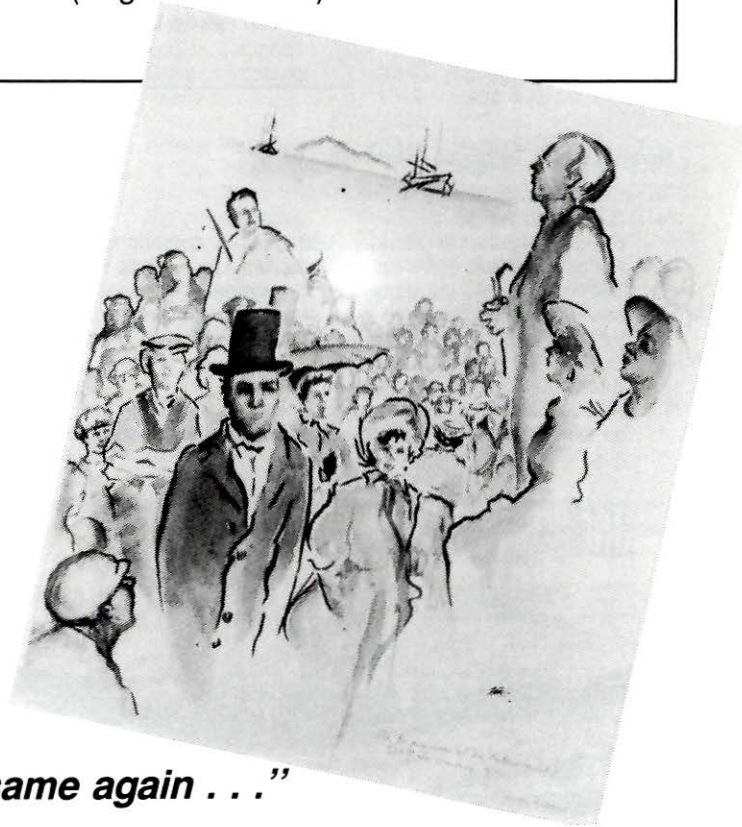
"Aotearoa

'CAME THE DAWN' ('Aurora')

Background and Narration for the Sesqui-Centennial
22nd January 1990
(Wellington's Anniversary Day)

Re-enactment of the arrival of the
New Zealand Company Settlers on the beach at Petone
on 22nd January 1840

Written by
Lindsay M. Buick-Constable
(Pageant Director)



will never be the same again . . . ”

Background Data

“... there is always attaching to the well-named “Aurora” the special interest that she was actually the first of a long train of vessels to arrive in New Zealand with people who has come over 16,500 miles of ocean to found the Britain of the South.”

— From Page 17, “White Wings” (Vol II, by Sir Henry Brett — '28)

Originally the rising light or roseate glow of early morning in the eastern sky; dawn; hence the beginning rise or first period of anything.

Selection of dictionary meanings and references:

1. The Dawn of the Day: the rising light of the morning: an atmospheric phenomenon consisting of bands, curtains or streamers of light that move across the sky, especially in (or close to) polar regions. (NOTE: Given the right conditions auroras have been seen from time to time in and around the Cook Strait region and further south).
2. Poetic: The Goddess of the morning or twilight; the poets and artists presented her as rising out of the ocean in a chariot with rosy fingers dropping dew.
3. Myth: The Roman Goddess of the Dawn, corresponding to the Greek God, the herald of dawn.
4. Quotes: *Aurora*, rising from her couch
The famed Tithonas, brought the light of day to men and to immortals”.
— Homer *Odyssey*

“We sat in the aurora of a sunrise which was to put out all the stars”.
— Emerson *Essays*, the Poet

(Note the Dawn launching of the two Waka on Petone Beach, 9 December 1989).

Re-enactment Terms of Reference:

To research historical facts of the:

- (i) Build-up to the event . . .
Bringing together for narrators use and in a scenario format, spoken material amply sufficient for the use over the entire period of the unfolding events from the Tallship(s) emerging from behind Somes Island — the launching of the greeting Wakas from the beach — the conveying of the settlers from ship to shore in cutters and the greetings of the Tangata Whenua when they landed.
- (ii) Information on the tall ships involved and the construction of the Wakas, etc . . .
- (iii) Extracts from settlers diaries of the time.
- (iv) Background to the key persons, (Maori/Pakehas) actually there in 1840 and/or involved in this initial expedition to establish a settlement on the shoreline of Whanganui-a-Tara (Port Nicholson) as the forerunner of planned-organised european settlement for this country.



**CHRONOLOGICAL SUMMARY OF EVENTS LEADING UP TO THE
ARRIVAL OF "AURORA" (FULL-RIGGED BARQUE OF 550 TONS)
UNDER COMMAND OF CAPTAIN THEOPHILUS HEALE**

1839

- 5 May — *Tory* (400 tons) (New Zealand Company's Advance Party and Flag Ship of Expedition) under command of William Main Chaffers, Master, R.N.) left Gravesend, near London.
- 12 May — *Tory* left Plymouth, England for New Zealand.
- 16 August — *Tory* reached Queen Charlotte Sound, New Zealand — 96 days from Lands End, England — a record passage by this new vessel owned by Joseph Somes Shipping Line. (Somes was Deputy Governor, then Chairman, New Zealand Company. His name given to Somes Island, formerly given the name of one of Kupe's daughters — Matiu Island).
- 1 September to 19 September — *Tory* surveyed Tory Channel, Marlborough Sounds.
- 18 September — *Aurora* left Gravesend for Cook Strait, New Zealand.
- 20 September — *Tory* entered Port Nicholson — named — mid-1820's (1826) by Captain James Herd ('Rosanna') for the then Sydney Harbourmaster, Captain John Nicholson — New Zealand was originally, until following Lt Gov. Hobson's proclamation of 1841, a part of New South Wales.
- 23/27 September — Chaffers surveyed Port Nicholson for New Zealand Company.
- 4 December — *Success* (80 tons) Captain Cattin, New Zealand Coy Charter from Sydney, New South Wales.
- 19 December — *Tory* aground at entrance to Kaipara Harbour, Northland.
— Note: *Tory* was under repair at Kaipara Harbour, over 12 December 1839 to 22 February 1840.
— (Col Wm. Wakefield and his nephew, Jerningham Wakefield had sailed to Northland seeking and inspecting land for New Zealand Coy Settlement and trading resources.
- 19 December — The Colonel knew that the first wave of New Zealand Company emigrant ships was likely to arrive toward the end of January so when *Tory's* careening and repair became prolonged he managed to 'hitch-hike' a voyage back to Port Nicholson, arriving there via Port Hardy, d'Urville Island, on the trading brig *Guide* mid-January.

1840

- 4 January — *Cuba* (270 tons — Captain J. Newcombe) arrived Port Nicholson. New Zealand Coy Surveyors under the Company's Surveyor-General, Captain W. Mein Smith.
- 17 January — *Aurora* arrives at Port Hardy, d'Urville Island, Cook Strait.
- 20 January — *Aurora* arrives off Wellington Heads but a mixture of strong North West winds and/or lack of wind compelled the ship to defer entry into Port Nicholson until 22 January which it achieved in company with a trader 'Helena' (also known as the 'Eleanor'). Col. Wm Wakefield went aboard *Aurora* while it paused outside the Heads in Cook Strait.
- 22 January — *Aurora* entered Port Nicholson 'on the early morning tide' in tandem with *Helena*. They found *Cuba* riding at anchor in the lee of Somes Island. It is said that a welcoming salvo was fired by the *Cuba* — and no doubt was returned by *Aurora*. (One source says that guns off *Cuba* had been set up on Somes Island to give a greeting salvo to the first few N.Z. Coy. ships.) Wakas conveying local senior chiefs (Te Puni, Wharepouri) canoed from Petone Beach/etc to go aboard. 148 settlers began disembarkation on to Petone Beach.
- 31 January — *Oriental* (N.Z. Coy: Capt. W. Wilson) reached Port Nicholson — second of about five ships arriving in fairly quick succession over as many weeks to swell Port Nicholson's pakeha population by approximately 600.
- 7 March — *Tory* arrived back at Port Nicholson, again seaworthy.
- 6/8 March — *Aurora* left Port Nicholson to sail north to Kaipara Harbour to obtain a load of kauri spars, etc., enroute to England.

- 1 April — *Tory* skipper (E.M. Chaffers), went ashore to accept appointment by the N.Z. Coy to become first Port Nicholson Harbourmaster.
- 19 April — *Tory* left Port Nicholson for Sydney N.S.W. under command of former First Mate, Richard Lowry. (His name was given by crew to Eastbourne's Lowry Bay).
Note: that subsequently *Tory* was believed 'Lost at Sea' enroute to England somewhere in South China waters.
- 27 April — *Aurora* totally wrecked at Kaipara Heads Northland.
- 29 April — Port Nicholson area Tangata Whenua sign a copy of the Treaty.



Thumbnail sketches on these pages were accomplished actually on the beach during the re-enactment on 22 January 1991 by a Wellington member well known artist, Mrs Judith Williams

CAME THE DAWN (AURORA)

Narration — Commentary for Sesqui-Centennial Re-enactment of settlers landing from the NZ Company vessel “Aurora” (at full tide) on 22nd January 1990

Researched, collated, written and devised by Lindsay M Buick-Constable

Note: Narration written for oral presentation over the public address system

Narrator One:

(Introductory remarks to set the scene for the re-enactment).

Your Excellencies, distinguished guests, ladies and gentlemen, boys and girls — welcome, Kia Ora to all on this historic and auspicious day.

‘Aurora’ Means Dawn

150 years ago today the **new** dawn took place for **New Zealand** . . . and altered the face of the land — altered the lives of us all in so many ways . . .

Aotearoa would never be the same again.

Yes — the arrival of the *Aurora* earlier today as it sailed its way through the heads from Cook Strait, **near dawn**, 150 years ago signalled the **dawn of European planned settlement** in New Zealand. Let us pause to recall that centuries before, the great polynesian navigator, Kupe, had in his day and in his way, done something of the same thing when he and his people had entered the heads of Whanganui-a-Tara (Port Nicholson) to settle for a time around the area we now call Seatoun.

Narrator One:

You know, there is a Maori saying which speaks of making a new start.

Narrator Two:

Tungia te ururua kia whataritorito te tupu o te harakeke.

Narrator One:

Which roughly translated means:

Set the overgrowth bush alight and the new flax shoots will spring up — or — burn and dispose of whatever hinders progress in all that is done, in order that what is desirable may indeed grow and bear fruit.

Then, too, there was the old prophesy made by a dying Chief or Rangitira:

Narrator Two:

Kei muri i te awe kapara he tangata ke, mana e te ao he ma.

Shadowed behind the tattooed face a stranger stands; he who owns the Earth, and he is white.

Narrator One:

“About the Waka Taua (canoes) war canoes”

Two waka taua (canoes) built at Waiwhetu Marae will be paddled to the ships by Maori representative of the tribes of the region.

The Te Atiawa people and other local Maori have been closely involved in planning the project. Spokesman Teri Puketapu says the arrival of the first NZ Company ship was essentially a meeting of nations in goodwill. It gave rise to the need to have a treaty.

“We want the re-enactment to project the attitudes that were about at that time; the goodwill, the need to co-operate, to care for our new settlers”, Mr Puketapu said.

“We should project that into today as an example of the way it should be in the future.”

Present Lower Hutt City Councillor and former Deputy Mayor Teri Puketapu of the Waiwhetu Marae is here today in the attire and feathered cloak of his ancestors.

The dawn ceremonies held early December on this beach were memorable for those several well-wishers of both nations who had to rise well before 5am to be in, as it were, at the birth of "Te Aniwanina". This especially sacred ceremonial in launching a brand new Waka honoured an embargo on revealing its name until the traditional dawn launching ceremony.

The heron carved high onto the Taurapa (stern post) of the Hutt Valley's new waka taua represents a strange coincidence — perhaps even a good omen.

Master carver Rangī Hetet says that when the totara tree that was to become the canoe 'Te Aniwanīwa' (literally, 'Rainbow') was first sighted, two heron were perched in its branches.

He decided to incorporate a heron design on the Taurapa.

It wasn't until later that he caught sight of the letterhead of the 1990 Commission, and learned that the Kotuku (white heron) had also been chosen to feature in the logo for the 1990 celebrations.

Narrators Two and Three: (alternating voices)

Carving of the canoes for the Hutt Valley and Wellington took Rangī Hetet and a team of nine MACCESS and contracted carvers 29 weeks.

The last waka launched in Whanganui-a-Tara (Wellington Harbour) was 70 years ago. On that occasion 12 year-old Ralph Love was told he was too young to join the crew. Now, Kaumatua Sir Ralph Love says they are telling him that this time he is too old.

But this is the third canoe Rangī Hetet has carved. He's pleased with the way the waka *Te Aniwanīwa* rides in the water during practice runs this month.

Both canoes are still heavy with sap — in fact the Wellington waka *Te Raukura* threatened to capsize at the dawn launching on 9 December when the full crew jumped in, eager to get underway. More of the wood at the bottom of *Te Raukura* has been chipped out to lighten the vessel.

Mr Hetet says it will be five to ten years before the timber is fully dried out. At that time the waka taua may be able to accommodate bigger crews and certainly they will be able to be paddled faster.

There are no nails in the waka — pegs and lashing ropes bind the carvings to the log hull.

The waka construction process is very detailed. The master carver must utilise as efficiently as possible the whole log. Part of one tree was found to have been affected by a dry rot so a third smaller tree had to be obtained. 'Te Aniwanīwa' therefore has a second log joined in the main one. Modern sealants have been used by carving a tight joint was an awkward part of the job.

As well as carving the waka, a team working under Erenora Puketapu-Hetet — wife of Rangī Hetet — has been weaving traditional rain hieke (cloaks) for use during the re-enactment next year. It's the first time some of the special cloaks have been made in decades. Bev Pauu, Megan Quennell, Ester Perateaki, Poppy Roberts and Lisa Wi have been involved in this important project.

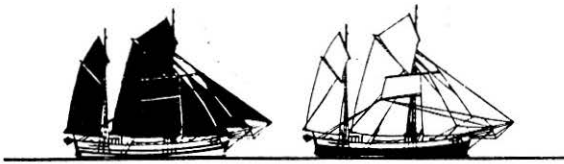
Men from Waiwhetu and other Hutt Valley marae have also been trained to paddle the waka. Mr Puketapu says old skills have had to be rediscovered.

Some of the paddling calls have been specially composed for the event — other calls have come with the help of North Auckland men Hector Busby and Stanley Conrad so that there is co-ordination when *Te Aniwanīwa* is transported to Waitangi in February for a gathering of 22 waka taua.

Vernon Winitana, grandson of Ihaia Puketapu, skips the canoe. There is also a pakeha in the crew to represent the whalers and early settlers that intermarried with tangata whenua.

Waiwhetu Marae is also planning a week of cultural events in September, which will be open to the public. As well as celebrating 1990, they could coincide with the 30th anniversary of the opening of the marae's meeting house.

— *acknowledgements to "Hutt News"*



ABOUT THE TALL SHIPS HERE TODAY

“Anna Rosa” and “Anna Kristina” Oldest Sister Ships in the World

Narrator One:

Today — posing as the New Zealand Company's *Aurora* of 150 years ago, we have a veteran tall ship, the 50 tons *Anna Kristina* of Norwegian heritage — herself almost 100 years old. Constructed of stout Norwegian pine — 1,000 trees were in fact cut down out of which 600 were selected to produce the redoubtable brown-sailed vessel. Her keel was laid down in 1889. *Anna Kristina* first set sail in the northern spring of 1890. Her present proud owners first fell in love with this century-old vessel in 1977. After a decade spent restoring and improving her, she was issued with a World-Wide Trading Certificate. Today, *Anna Kristina* is the oldest wooden vessel over 50 tons to hold such a certificate.

During the last century *Anna Kristina* would have carried 76 emigrants across the Atlantic Ocean in the old Norway-America migration days. Today, with much more stringent safety regulations applying, she is only licensed to carry 40 passengers. For these reasons, as well as being somewhat smaller (even with her sister ship only allowed to carry under 20 passengers), there is no way that we can historically duplicate the disembarkation of *Aurora*'s 148 passengers.

Effect of 1855 earthquake on exact site . . . tide-wise . . . on conducting the re-enactment where settlers actually landed in 1840

Come to think of it, because of the Port Nicholson 1855 earthquake — 15 years after the *Aurora*'s 1840 arrival — it is patently impossible to have today's landing on precisely the same place that settlers landed.

The 1855 Wellington earthquake caused the harbour floor to rise some five feet. As recorded in the family annals of Petone pioneer farmer William Buick, his farm which then covered much of the central heart of today's Petone — from the foreshore to Wakefield Street — thus adding something like 5 acres to the original hundred acre farm obtained in the 1840's. Where we are situated today for this Re-enactment Pageant, would in fact have been several feet under water, even at low tide!

But back to talking about today's tall ships . . .

The year 1989 has seen the reunion of the two 'Anna's' — these old ladies will sail the seven seas together again.

Celebrations are taking place for the 100th birthday of the *Anna Kristina* and preparations in 1992 of the centennial of *Anna Rosa*.

Note:

Between 1982 and 1987 our *Annas*' have been unsuccessfully sailing together in the arctic and along the Norwegian Coast. They have starred in several major films.

In 1987/88 *Anna Kristina* took part in the First-Fleet Re-enactment voyage — the largest ever maritime expedition carried out in peace time, sailing from Portsmouth in England to Tenerife, Rio, Cape Town, Mauritius and Fremantle before finally arriving in Sydney for the 200th birthday of the Australian nation late January 1988.

“AURORA” SAILS FROM ENGLAND

150 years ago — towards the end of September 1839, the sailing ship *Aurora*, a barque of 550 tons captained by Theophilus Heale and carrying 148 passengers, slipped its moorings at Gravesend, Thames Estuary, London, England and moved into the English Channel to begin a four month long voyage that in today's terms was not unlike a spacecraft crammed with people wishing to settle on the Moon. But on this occasion, no one really knew their actual destination . . . only that, sight unseen and with very little information available about the place, they were setting off for on this journey into the unknown . . . a handpicked selection of tradesmen, farmers etc. convinced that life in this faraway place, on the other side of the world could only prove better than life in England in 1839. And above all, no matter what hardships and privation that lay ahead on shipboard (and when safely arrived at wherever they were going) — no matter what was needed by way of dawn to dusk backbreaking labour to bring about this “Little Britain” settlement of the South, there was the promise of bettering themselves and their children in this land of fresh opportunities and new beginnings.

However, their unique brand of fortitude had paid off. This day, 150 years ago, the *Aurora* was intent upon the safe delivery of its precious human cargo . . . Captain Heale, aged 24, was now able to begin disembarkation of hand-picked emigrants. On board, impatient to stretch their legs — impatient to become landlubbers again — were 148 passengers (and about 24 crew) wearied by some four months at sea but inquisitively excited at arriving at long last at their destination . . .

Their arrival on 22 January 1840 had been expected by the Principal N.Z. Coy Agent, Col. William Wakefield, who had arrived on the *Tory* but three months previously, but not the precise date mind you, for a century and a half ago, inter-country/long distance communication was limited to how loud one could hail/shout or how long it took to sail between any two countries anywhere, because the Suez or Panama Canal was nonexistent, and therefore voyages between Great Britain and N.Z. took up to five months, dependent on the vagaries of wind-power-gales or doldrums.

Because it would take between 7 and 8 months before word of their safe arrival could possibly get back to their loved ones back ‘home’ in England, it must have taken raw courage, faith and special resolution — even a sort of desperation.

ASSISTED PASSAGE

Alternate Narrators:

Emigrants on the *Aurora* were responding to the following extract from the advertised Prospectus promoted throughout Great Britain by the N.Z. Company.

TRADE OR CALLING

1. The applicants must belong to the class of Manual Labourers working for wages; Farm Servants, Shepherds, Gardeners, Domestic Servants, or, in moderate numbers, Agricultural Mechanics and Handicraftsmen.
2. All the adults must be capable of labour, and must emigrate with the intention of working for wages after their arrival, and remaining in the settlement to which the passage may be granted to them.
3. Persons who intend to buy land in the colony, or to invest a small capital in trade, are not eligible for a passage on these terms, nor are their families. Shopkeepers and Reduced Tradesmen are not eligible.

DESCRIPTION OF FAMILY AND AGE

4. The applicants must consist principally of married couples, who will be required to produce their marriage certificates.
The candidates most acceptable are young couples who have no children; and as a general rule, no family can be accepted which includes more than two children under seven years of age.
5. The separation of children from their parents will in no case be allowed.
6. Single women, without their parents, are not admissible, unless they are emigrating under the immediate care of some near married relatives, or are under engagement as domestic servants to ladies going out as cabin passengers in the same ship. The preference will be given to those accustomed to farm and dairywork and domestic servants.

7. As a general rule, single men cannot be allowed, except in a number not exceeding that of the single women in the same ship.
8. The age of persons accepted as adults is to be not less than 14, nor, generally speaking, more than 40.
9. All emigrants, adults as well as children, must have been vaccinated, or have had the small-pox.
10. The expense of reaching the port of embarkation must be paid by the emigrants.
11. Provisions, cooking utensils, mattresses and bolsters will be found by the Company, but blankets, sheets and coverlets are not supplied, and of these the emigrants must provide a sufficient stock for themselves and their families.
They must also bring their own towels, soap, knives and forks, tins or pewter plates, spoons, and drinking mugs. The emigrants will be allowed to retain the mattresses and bolsters on arrival in the colony, if they conduct themselves well during the voyage.
12. The emigrants must bring their own clothing, which will be inspected at the port by an officer of the Company; and all parties are particularly desired to observe that they will not be permitted to embark, unless they provide themselves with a sufficient supply for their health during the voyage. The lowest quantity that can be admitted for each person is as follows:
Males — six shirts, six pairs of stockings, two pairs of shoes, two complete suits
Women — six shirts, two flannel petticoats, six pairs of stockings, two pairs of shoes



THE VOYAGE OUT

According to one historical source, *Aurora* was well victualled, including supplies of wine, spirits and port, which were described as 'ample fair' to say that what might seem limited by today's standards, this was true of most NZ Company vessels. Their ships were also the first required to carry a doctor, something not true of all emigrant vessels. Another bonus on insisting upon medicos was that most of them stayed on in New Zealand. On NZ Company ships it was the doctor who usually became acknowledged by all on board as being 'second-in-command'.

We would appreciate that the days of pre-refrigeration meant that most meat carried was salted. The only way around this was to have on board some livestock, which, if a goat, served a twofold duty of providing milk — *Aurora* had babes in arms aboard — and if the voyage took longer than usual, providing fresh meat was its fate.

As to the voyage itself, this was fairly uneventful.

Sir Henry Bretts, in his 'White Wings' recounts:

"The passengers all being hand-picked settlers, had no difficulty in amusing themselves on a long voyage" and we read of dancing and other forms of entertainment, using a considerable range of talent available. The same source goes on to relate:

On the whole the weather was good, but off the Cape of Good Hope and in the Southern Ocean, some heavy gales were encountered with the ship losing a topmast or two, as well as a yardarm. She was a good sea boat however, and came gallantly through it all. Christmas Day was remembered on account of an immense iceberg that passed close by."

The only other event causing dismay was the mystery 'pirate' ship activity recorded in the Parkes diary, but it would seem that such events were 'par for the course' during long distance voyages last century.

PIRACY A FACT OF LIFE LAST CENTURY



No-one in those days could ever be certain that a tall ship dispatched across oceans would reach its destination — there were ships laden with emigrants which never arrived in New Zealand. Indeed some pioneer families reached here only to find that close relatives or units of their own family, leaving well before them, disappeared enroute . . . hazards such as gales causing fatal broaching, pirates working across the shipping lanes to which sailing ships were restricted, such as the 'Roaring Forties'. (Incidentally, those following the fortunes of ships in the recent Whitbred sailing contest will have become familiar with at least some of long voyage hazards!)

And here is a diary extract from an *Aurora* passenger:

"The little vessel sailed out across the world to New Zealand without knowing where the settlement was, or whether there would be land for the passengers when they landed there, or indeed, if the Maoris would allow them to land at all.

When the *Aurora* was somewhere off Australia, a sail was seen on the horizon, and presently a strange ship hove in sight, with no flag flying, nor did she answer the signals run up. Previous to sailing, the men on the vessel had been told to take firearms with them, as it was not known what kind of reception they would have from the Maoris. Captain Heale was suspicious of this strange visitor. He suspected there were guns behind her ports, and although the *Aurora* carried several, for protection purposes, he feared she would be no match for the other vessel if it came to a fight. He ordered his men aloft to pile on all the canvas the ship would carry, and made a run for it; but it was no use, for the other was by far the faster vessel. He considered her to be either a pirate ship or a French privateer, so decided to play the game of bluff, and to give the impression that his was a troopship. He called all the men on deck, armed with their muskets, and made them drill. The strange ship continued to remain in the offing, and commenced to sail around them. She gave no sign of departing, so the boys were called on deck, given sticks to resemble muskets, and made to drill along with the men. For several days the suspicious ship sailed around them, while day by day the 'soldiers' sloped arms, ordered arms, presented arms, in full view of her, and fired off several volleys to impress their visitor. Meanwhile all the women were kept below. The ruse succeeded, for one morning they found she had disappeared, and she was seen no more."

Cooped up together with so many would-be settlers from all walks of life in the rural and urban 1830's (where 'class-consciousness' prevailed, indeed governed people's lifestyles), for about four months would be an ordeal on its own, let alone the weather and cramped accommodation factors . . . mind you, such conditions for many passengers in their homeland were here reflected on shipboard and which in a way represented in a large way, at least one of the main reasons why the settlers were on their way to New Zealand — an outlandish journey considered even then as 'way out', as already said, which could well equate today as a journey to the other side of the moon. In those days too, it was always possible that young men could be press-ganged by the Navy for service on HM's Ships of the Line . . . mighty landowners were throwing crofters out of their cottages with little regard for justice . . . yes, life was uncertain and hard . . . certainly the freedom of life in remote New Zealand could have seemed attractive.

WHAT WAS LIFE LIKE ON BOARD "AURORA"?

In his 1940 'Centennial History', Historian Alan Mulgan tells us that in *Aurora's* stern there were two floors of cabins reserved for the twenty-one cabin passengers, otherwise the gentry or if there was a second class booking it be allotted to the lower set. The intermediate social position of the second cabin class might be described by the Irish expression: 'half sirs'. By modern standards the size of some of these poop cabins was quite good. The *Aurora* had them 12 feet by nine by eight. The cabins below were six feet square.

Among these cabins, which included those of the captain and officers, was the saloon or cuddy; there might be one for each deck. The arrangement by which cabins opened off the dining room persisted into our own time in ocean-going ships and may still be found in small ones. The captain was the ruler of that little community aft, an Olympic figure mixing with mortals.

"The Captain presides as at his own table", travellers were warned. "The passengers are considered as his guests, and in deportment and dress they are expected to govern themselves accordingly." The steerage accommodation stretched from the poop to the forecabin and the lower deck and a similar arrangement of hospitals. Along each side of the ship were ranged cabins for married couples. These compartments were six or seven feet deep and four feet six by six feet wide. In one ship they seem to have been as narrow as three feet six. In the cabins were two bunks one above the other, and in the space between the bunks and the opposite wall the occupants had to move.

These steering emigrants had to accommodate their children in their cabins or sling them in hammocks in the 'tween decks outside, and they were allowed only a minimum of belongings to hand. They messed in the 'tween decks and amused themselves there when the open deck was not usable, in a space broken by masts and hatchways.

Steerage passengers had to provide their own bedding and certain utensils. At first the Company let a contract for the feeding of passengers to the shipowner, but later took the catering into its own hands. It laid down a scale and it was part of the surgeon's duty to see that the food was in good condition and served out properly. For adults, and that meant everyone over fourteen, the food allowance per day was one and threepence, with children in proportion, except that there was no allowance for children under one year. Biscuit, beef, pork, 'preserved meat', flour, raisins, suet, peas, rice, potatoes, butter, tea, coffee, sugar, pickled cabbage, salt, mustard and water, were the rations. Barley, oatmeal and molasses were served out in illness, and other 'medical comforts', as the term was, included lemon juice, wine, and, for nursing mother, stout. This last provision was perhaps considered a set-off to the exclusion of infants. All meat was preserved in some form or other, except whatever live stock was carried, and one may doubt whether the steerage got much of that or of the milk from the cow. Water had to be doled out; three quarts a day was the allowance for adults, but children under twelve had to share their parents quota.

The Company gave the appointed doctors the most detailed instructions, running into thirty-seven clauses, about their duties on shipboard. They had to inspect the food every day, and the emigrants themselves, see that the quarters were kept clean, and generally watch over the welfare of their charges with the utmost vigilance. The ship was run on strict routine. The steerage was up at seven and there was personal inspection before breakfast. After breakfast there was a clean-up, including carrying bedding on deck for airing, and from eleven to twelve there was school. Everyone who could read well was expected to help in teaching. Dinner at one was followed by an hour's school. Tea was at six. Children had to be in bed by eight, and everyone else by ten. In the interests of good behaviour, and to keep an eye on the lights and be ready for an emergency, the married men kept four-hour watches during the night. The worst fear of captains must have been fire, and for this reason especially they must have welcomed this night watch. To help him the Surgeon Superintendent recruited an Assistant Superintendent and a number of constables from the passengers.

POPULATION EXPLOSION AT PORT NICHOLSON!

150 year ago today the combined population of the Petone/Britannia area started to explode! On 22 January 1840, the arrival of *Aurora* carrying almost 150 N.Z. Company-selected settlers doubled the number of people in Port Nicholson. N.Z. Company ships kept arriving over the next few weeks in sufficient numbers to treble new and former sole occupiers on land and on board ships awaiting disembarkation — to over 600.

(By the end of January 1841 residents in and around Port Nicholson increased to several thousand . . . whereas the Tangata Whenua numbers had scarcely altered one jot!)

Small wonder that local residents who welcomed the *Aurora* a year earlier, few of whom had ever seen more than, say, 200 people gathered together in one place, were becoming dismayed.

Listen to an extract from Jerningham Wakefield's diary in mid-1840:

"Although we had often explained to them that many hundred white men would come and cover the country, their minds had evidently not been of sufficient capacity to realise the idea of such numbers. The Maori language has no word for a number above *mano*, a 'thousand'; and even this is generally used indefinitely to describe any large amount.

Accordingly, soon after the emigrants from the two first ships had landed to look about them, Wharepouri came to Colonel Wakefield's hut one morning, and showed him the war-canoes hauled down to the water's edge ready for launching, in front of Petone. Upon being asked his meaning, he said he was come to bid farewell. "We are going", said he, "to our old habitation at Taranaki. I know that we sold you the land, and that no more white people have come to take it than you told me. But I thought you were telling lies, and that you had not so many followers. I thought you would have nine or ten, or perhaps as many as there are at Te Awaiti. I thought that I could get one placed at each pa, as a white man to barter with the people and keep us well supplied with arms and clothing; and that I should be able to keep these white men under my hand and regulate their trade myself. But I see that each ship holds two hundred, and I believe now, that you have more coming. They are all well armed; and they are strong of heart, for they have begun to build their houses without talking. They will be too strong for us; my heart is dark. Remain here with your people; I will go with mine to Taranaki!"

After some ineffectual attempts at dissuading him, Colonel Wakefield thought he had better not interfere any more with this sudden panic; and told him that if he doubted the power and wish of the white people to make the life of the natives happy, he had better go, although he should much regret the separation.

On Wharepouri's return to the pa, however, he found the council of chiefs, from which he had come with his message, totally dispersed.

And now — a time warp! — a brief switch forward to early March 1840.

The Petone settlers achieved a vital banking facilitation 150 years ago — imagine that!

The present day Bank of A.N.Z. tells us the story . . .

THE UNION BANK OF AUSTRALIA CHUBB SAFE

The safe had been brought from London on the *Glenbervie*. Mr John Smith and Mr Inglis were the bank officers recruited to open the first branch in New Zealand. The *Glenbervie* arrived 7 March and the branch opened at Petone on 24 March 1840. The settlement was called Britannia.

A decision was made to move this settlement to present-day Wellington in April 1840 and over the next few months colonists moved their possessions across the harbour. Second-hand information records that the Chubb safe was taken over on a raft with John Smith sitting on top, however Edward Jerningham Wakefield records in his book 'Adventure in New Zealand':

"The Company's barque *Brougham* had been employed in transporting the more bulky article across the harbour. Among these was the iron safe of the bank, which had arrived in the *Glenbervie*, containing the specie and notes which were to form the currency of the settlement. Mr John Smith, the manager, showed great anxiety during the transit of the safe, and having been observed by the natives sitting upon its summit, as it lay on the deck, acquired from them the title of 'Jacky Box' by which he was ever afterwards known among all shades of colonists."



One of the notes of the first series issued by the Bank on the day it commenced business in New Zealand — 24th March 1840. In 1934, after the lapse of nearly a century, it was returned to New Zealand from the United States of America and on presentation for payment was duly honoured.

A copy of this bank note has been framed and was presented to Mr David Mealing, Curator of the Petone Settlers Museum, on Monday 22nd January 1990.

(The original Chubb safe was still in use in the ANZ Bank's main branch, downtown Wellington until 1979 — 10 years ago!)

The bank was subsequently taken over by the ANZ. In the early 1980's the safe was removed from the vaults of the ANZ head office to the Chubb Safe Works where complete restoration was carried out.

The refurbished ebony and cream safe is believed to be one of the oldest in the world and is part of the ANZ Bank's historical display in its premises on Lambton Quay.



[Brees

The Bank from 1840 to 1852. These were the second premises occupied by the Bank, the first being a tin shed on Pito-one (now Petone) Beach.

TALL SHIP “NEW ZEALAND MAID” — (alias “Glenbervie” for today)

Narrator One:

This vessel is representing one of the trading vessels plying their trade between Sydney and various New Zealand whaling stations as well as the small settlements developing at the top of the North Island and now, welcoming the opportunities presented by the birth in 1840 of the New Zealand Company first planned settlement at Port Nicholson. This 45 foot ketch represents the traders' element in the growth and foundation of our land.

Like the other tall ships here today, the '*New Zealand Maid* has taken part in lengthy ocean voyages and with this employment in Wellington's 1990 commemoration is to follow with engagements at other New Zealand events as well as the forthcoming 1991 Inaugural Trade Winds Round-the-World Rally and the 1992 Columbus Quincentennial Re-enactment Voyage.

Owner-builders Jon and Barbara Tucker are well positioned to fulfil this representative role. They both trace their ancestries to the mid-nineteenth century traders; Jon to Charles Cave, a farmer-trader at Port Underwood from 1835, and Barbara through the well known Westrupp family who built and operated numerous small trading vessels around Tasman Bay from the 1840s.

Carrying a cargo of potatoes, timber and oil into Port Nicholson on 22 January to meet the re-enactment settlers will, for the couple, closely parallel historic reality. It is a little known fact that *Aurora* sailed into the heads accompanied by a trading vessel ("*Helena*") eager to establish commercial links from the outset. In the first year of the young settlement's existence over 100 such trading vessels discharged cargoes of widely varying produce.

Narrator Two

However, Jon and Barbara see *New Zealand Maid's* role as more than just a trader. To them it represents a link between the Maori and Pakeha communities, both past and present. Just as the traders of 1840 co-existed with many tribal communities, the couple have lived for the past ten years in a marae-based community, on site at Te Aute College, the 135-year-old Maori boys' boarding school in Hawkes Bay. Jon is head of both History and Outdoor Education departments at this school, and many of the boys have trained and sailed aboard the ketch, which has had a significant role in the school's outdoor programme.

“It is an important fact that the majority of trading vessels operating around New Zealand shores in the 1840's were decorated accordingly, and we are painting and carving her with the traditional 'puhoro' and 'mango pare' designs as a way of drawing attention to the Maori contribution to early commerce.”

Another connection between *New Zealand Maid* and the settlement of Wellington lies in an even more distant historical coincidence. Te Aute College, where the ketch is currently undergoing her refit, is situated on the 'shores' of te Roto a Tara — now drained, but formerly a large lake which derives its name from Tara, one of Hawkes Bay's earliest inhabitants. Tara is responsible for many Hawkes Bay place names like Heretaunga and Otatara (Taradale). When the Ngai Tara migrated south to the Hutt Valley they brought many of these names with them. Most obvious are Heretaunga and the original name for Wellington Harbour, te Whanganu-a-Tara (“Poneke” is only a recent transliteration of Port Nicholson). Jon and Barbara see their trip from Tara's lake to Tara's harbour as an interesting — if tenuous — link with that past migration.

Narrator One:

New Zealand Maid is a vessel with an exciting future as well as an interesting past. The couple built the ketch from scratch 15 years ago and have sailed thousands of miles under the former name *Aeolus*. They were filmed alongside *Bounty* for the Portsmouth and English Channel sequences of the recent movie about the famous mutiny, starring Mel Gibson.

After the 1990 events, they will be sailing for Spain to represent New Zealand in the 500th anniversary of Columbus' voyage to the New World. There they will join a fleet of boats from every seafaring nation in the world, to retrace the route sailed by Columbus from his original monastery on the exact day of departure.

Narrator Two:

When asked why they changed the name of their vessel, Barbara mentioned three reasons. “We felt that *New Zealand Maid* had a traditional ring about it. Many of the nineteenth century traders incorporated the *Maid* in their names and two were called *New Zealander*.

HOW THE MAORI FIRST VIEWED THE PAKEHA

Referring to the impact of first impressions between the two cultures. We need to remind ourselves too, of how the Tangata Whenua viewed the first arrivals from England.

It is said that when Chief Epuni greeted those off *Aurora* he proclaimed: Haere mai! Haere mai! Haere mai! — thrice welcome, strangers from a strange land! There is land enough (here) for us to share!

Among first Maori impressions of these 'strangers from a strange land' could have been:

- pale skin, blond hair, ginger hair, blue eyes, rosy cheeks, tall hats, bonnets . . . over dressed . . .
- a variety of colour, texture in a wide range of complex clothing . . . shoes, spectacles, thinner lips . . . poor teeth . . .
- rowers that did not face the way they were going!
- their medley of tongues uttered in many different accents.
- they danced in pairs, quadrilles, solo (i.e. sailor's hornpipe!)
- their lack of slaves.
- strong breathtaking, mind-warping drinks.
- smoking of dried leaves.
- cutlery for eating in the range and size and acquired taste of their food.
- cup, tankards for drinking — many totally wondrous things! and certainly their safety assured by the possession of steel, and of cannon and muskets!
- their manner of speaking was (to the Maori ears) a 'kissing' sibilant sound which they termed 'kihi'.



National Museum

Landing of the first immigrants at Petone in 1840

ACCOUNTS AND OBSERVATIONS OF INITIAL CONTACT BETWEEN THE SETTLERS AND TANGATA WHENUA

From the point of view of the earliest would-be settlers reaching our shores in the middle of last century, New Zealand was indeed 'a far away country' and we are reminded of this when we learn from pioneer diaries of the surprise of settlers at the first sight of a Maori:

- (a) "... abreast of Kawau Island — Auckland Harbour, we first saw one of the native canoes filled with well-bronzed occupants, who passed us, (at close quarters) gaping with amazement at our larger craft, while we, equally thunderstruck, returned the compliment by staring at them with all the eyes we had."
- (b) Parkes' Diary:
(17 January 1840, *Aurora* passenger off Port Hardy, d'Urville Island, Cook Strait)

"It had been arranged that Colonel Wakefield, on board the *Tory*, was to meet them there and tell them where to proceed, but there was no *Tory* there and they were wondering if she had been lost and all their plans of a settlement had fallen through. They could see the Maoris on shore moving about in great excitement. Then they saw the long war canoes coming out towards the ship, driven along by powerful strokes of many paddles, and on coming nearer, they could see the brown bodies and black faces of the warriors. The 'militia' on board was called on deck, by now a well-drilled and disciplined body of men, and the guns were manned. They did not know what to expect. They had heard tales of the savagery and warlike character of the Maori, and half expected that the powerful arms that wielded the paddles might soon be seizing tomahawks. In uncertainty they watched the canoes draw nearer, ready to defend themselves if need be; but they proved friendly, to the relief of all on board. They discovered that the Maoris faces were not black but tattooed, and that these were a good natured, if sometimes savage people. They brought a letter from Colonel Wakefield telling them to proceed to Port Nicholson."

This last sentence spelt out in fact the first time those on the *Aurora* knew where they were to settle! New Zealand Company Head Office in London, four months sailing distance away, didn't know yet either! Such was the poor state of long distance communication 150 years ago . . .

126 days out from Gravesend — and spared a watery grave — these brave young travellers to the end of the world made the initial New Zealand landfall off the coast of Nelson and it was only then that the 148 travel-weary passengers on board knew that their long, tedious voyage was nearly over when at last the *Aurora* cast anchor at Port Hardy, d'Urville Island — a tribute to some excellent navigation — almost dead centre of their prime destination — Cook Strait.

The date, 150 years ago last Saturday, was 17th January 1840. The time was early morning — *Aurora* time one might say, Dawn-Sunrise, the beginning of first period of the advent in New Zealand of planned settlement! — (As distinct from the by chance — growth, 'topsy style' developing in the Bay of Islands, Northland.)



Narrator One:

What was life like in the infant settlement of Petone? (Originally named Britannia by the NZ Coy)

By the time the *Aurora* arrived 150 years ago today, a start had been made in laying out the little settlement of Britannia under the direction of the New Zealand Company's Surveyor General, Captain William Mein Smith, who had arrived on the Company's Surveyors ship, the *Cuba* on 4th January 1840. (Capt. William Mein Smith's christian name remains in Mein Street — by Wellington Hospital).

However, it soon became clear that the severity of flooding by the Heretaunga River, (we know it today as Hutt River) and even the smaller Koro Stream . . . flying sand from the sandhills of Petone Beach made disembarkation activities slow down when pounded by gale-driven storms from the south which made it difficult to unload settlers' goods and general supplies from the several tall ships at anchor to the NW of Somes Island . . . so Col. William Wakefield agreed with the many settlers wanting to move to Britannia further along the harbour where Thorndon and Te Aro lay in a more sheltered position with improved possibilities for wharfing.

What of the original Petone? How did it seem to the settlers settling in there over the first few weeks?

Here are a few extracts from settlers' earliest diary entries or letters 'home' to the British Isles.

Narrator Two:

" . . . The settlers from the first five emigrant vessels — the *Aurora*, *Oriental*, *Duke of Roxburgh*, *Bengal Merchant* and *Adelaide* — all landed at Petoni, and the ships lay at anchor under the lee of Somes' Island. On my first landing, a mere lad, I was delighted with the novelty of the scenes that met my view, and the bustle and activity going on around me so occupied my thoughts as to leave no room for gloomy anticipation of the future.

. . . I allude to the first church service at Britannia. It was a beautiful calm day, not a cloud to be seen in the sky, and the sun shone forth in his meridian splendour. The magnificent harbour of Port Nicholson lay before us, with not a breath of wind to ruffle the surface of its waters; and the lapping of the tide upon the beach was the only sound heard in that direction to break the stillness of the peaceful scene.

To the right, and about a quarter of a mile distant, was the bush with its varied and beautiful foliage, the nikau palm and tree-fern being conspicuous in their beauty; and the woods were musical with the song of birds. The background consisted of tall flax and the feathery toi toi, which was then in full bloom. Adjoining this, and a short distance from Petoni beach, there was a small clump of karaka trees, under the shade of which the settlers assembled to worship God. There was no sabbath bell to call the congregation together, but the song of the bell-bird could be distinctly heard above all the songsters of the grove."

Narrator Three:

Charles McGirk, a Cabin Passenger on the *Aurora*

"We engaged with the natives to build us houses which are just finished. This is rather tedious on account of the distance of bringing wood and sedges, the house is built by sticking in poles, and thatching the side and roof with the sedges or grass. The thatch is fastened to the sticks by flax and supplejack, a species of willow.

My life is very different to what I led in London — rise at five, breakfast, and out to the woods at six o'clock, returning home at six in the evening. It is very hard work (cutting lines through the bush) and I am generally wet all day, as we have to cross over swamps; yet I have not felt the least ill effects from it, and I like this sort of life amazingly.

The natives are quiet and peaceable. A rival tribe from north of Britannia have killed one of their rival chiefs, and are coming down to have a regular fight; our tent is pitched on the place where they are expected; we keep guns and pistols loaded and have a good ditch."

Narrator One:

And lastly extracts from the quill-pen of early settler Edward Betts-Hopper who had, in England, been associated with NZ Company Directors and himself a promoter of the Wakefield settlement schemes in Australia and New Zealand. Hopper had arrived at Port Nicholson in the *Oriental* on 31st January 1840. A business partner of Hon Henry Petre and F.A. Moleworth in setting up a flour mill and saw mill in the Valley. Sadly, he was soon to be drowned in the Hutt River on 17 September 1840. Hopper Street, Wellington, bears his name. His letter is headed May, Britannia, Port Nicholson, Wellington. (It would have been several months before his family left in England would have received his letter and/or heard of his death by drowning.) His body was buried in the Te Puni Street Cemetery close to where we are now.

Narrator Two or Three: (alternating)

"... On landing on the final day of January our first disappointment was to find that not the least preparation had been made by the Company's Chief Agent for the shelter of either our property or persons. Nor was even the site of the town yet fixed upon. The *Aurora* had arrived before us and four others were daily expected so that the prospect was that about 1000 souls with many thousands of pounds worth of property were likely to be landed without shelter from the pelting storm."

"... It is with the greatest pleasure I can inform you that not in one single instance, there were no colds, no rheumatism, no sickness, no deaths but a most surprising improvement in the health of everyone. All the weakly have become strong and all the healthy robust and the weather has ever since been most delightful. The spot where myself and partners are temporarily located is on the bank of the river where we have a wharf shaded with beautiful Laurel trees, and bear a fruit the natives are very fond of... Higher up the river the timber assumes the majestic form you have read of in the accounts of New Zealand. I have seen a tree which if hollowed out would make a 3-storey house of three rooms one above the other. The beautiful river affords abundance of fish we have only to throw in the line and 'salmon' from 3-6lbs each may be caught in abundance — eels are likewise very large and plentiful and there are several other kinds of fish most delicious eating. The woods afford abundance of pigeons about twice the size of English pigeons. There are also numbers of beautiful small green parrots. The two most attracting birds are one called the 'Tui' or mocking bird and another very similar to an English Tom Tit. The former are very abundant and about the size of a black bird having two downy white feathers hanging out from the breast these birds sit in the trees apparently holding conversations with each other in the most extraordinary notes, twisting their neck and opening their mouths in a most ridiculous manner. The latter is a playful little beauty with a remarkable long tail which during its playful gambols it spreads like the tail of a turkey over its back. It is so tame that it hovers over our heads tumbling over and over in the air near enough for us to catch them."

"There are no wild beast of any description. Rats and mice are rather too plentiful with this exception there are no others to annoy us. The natives, the very mention of whom create such terror to many of our friends in England, are a fine race of beings but so far from being disposed to kill and eat us, they do everything they can to insure our safety against those who are their enemies. Whenever there has been a report that their enemies were lurking in the bush they have invariably come to warn us of it and have armed themselves and kept a rigid night watch over the whole extent of our settlement and appeared delighted at the task of showing their willingness to keep us from molestation."

Narrator One:

Betts-Hopper went on to comment further on the local original residents — the Tangata Whenua.

Narrator Two or Three:

"When we first came, a nephew of the Great Chief 'Waropori' attached himself to us and brought fish and potatoes enough to keep us until he discovered we have brought a quantity of provision with us. The natives are all exceedingly honest and we allow them to range over the premises where they please although our goods of every description are all exposed and might be easily stolen without our being able to detect the culprit. Different families of them attach themselves to a settler and take up their abode about their residence they make themselves useful in collecting firewood and other little jobs and in addition to keeping themselves will often bring potatoes and other vegetables for the 'Pakeha' as they term the white people."

"Dr Fitzgerald who came out in our ship is kept entirely by them. They built him a house to live in and have ever since amply supplied him with provisions, pigs, fish, potatoes, pumpkins, melons, turnips and Indian corn, in addition to keep him they do everything but wash for him and if he is away from his house longer than they can account for two or three will set off to find him and will not rest until they have accomplished their object."

"Since our arrival their mode of dress has undergone a great change. They first threw aside their mats to wear blankets they now lay aside for shirts, jackets and trousers and until they can get a complete suit their medley dress is often participating of the ludicrous..."

... shirt on hind side before, a cap with the back part in front, another shirt tied around the waist by the sleeves, one stocking on one leg and one shoe on the other foot. Few of them are darker than the gypsies in England."

"I am sorry to inform you we have not yet got possession of our lands; owing to circumstances which rendered it prudent to change the proposed site for the town. However the spot is now finally determined upon and I have to sincerely regret that the distance it is from where we are now located will subject us to many inconveniences."

For the use of our professional commentator/narrators if and as required at any point throughout the re-enactment

(Commentators/Narrators: Euen Harris, Paul Brannon, Tamati Kaiwai)

1. Ask ourselves if the settlement of Wellington could have been at all successful if the Tangata Whenua had not wanted it to succeed?
2. The settlers were young — the Tangata Whenua were also — the mean age was recorded on the passenger manifest as approximately 24 years (Captain Heale was 24).

Note: Maui Pomare remarks that in the last century few Maori made it into their thirties, with very few indeed living to be a 'ripe old age'.

(The NZ Company's selection rules were: 'Age of persons accepted as adults is to be not less than 14, nor generally speaking, more than 40')

3. More than 50 percent of those on the ships today are descended from *Aurora* passengers of 150 years ago. The rest were descendants from early NZ Company ships.
4. The *Aurora* was the first of the NZ Company's tall ships to sail into Wellington Harbour or, as it was then called, Port Nicholson Harbour — named after Sydney's Harbourmaster — we were after all part of New South Wales territory until 1841.
5. *A 'farewell function' at Greta Point, Evans Bay today (22 January 1990)*
Historically in line, this function, held mid-morning today, simulated the UK Departure of the NZ Company's first tall ships . . . to set the *Aurora* off to Petone Beach via Somes Island . . .

"These pioneer bodies of emigrants were farewelled with an organised interest and ceremony such as our time has not known. The sailing of an emigrant ship was an occasion; the departure of the first companies for Wellington, New Plymouth and Nelson was an event. Flags flew, bands played, dinners were eaten, speeches were given. If the emigrants had to wait for the ship, the Company looked after them. When the day came the Directors, accompanied by men and women of high social position, went down to the port to inspect the arrangements and bid the emigrants a personal farewell. The emigrants put on their best clothes, there was a special dinner, the voyagers were addressed on deck, and the blessing of God was asked for the undertaking. When the *Bengal Merchant* was farewelled on the Clyde, the principal speaker broke into verse:

*On Zealand's hills where tigers steal along,
And the dread Indian chants a dismal song,
Where humans fiends on midnight errands walk,
And bathe in brains the murderous tomahawk;
There shall the flocks on thymy pastures stray,
And shepherds dance at summer's opening day.*

Let us hope that the dinner consoled the emigrants against the thought of what might happen to them personally during the process of change so graphically predicted.

These were special occasions; later ships left amid less excitement."

6. "Steerage passengers especially had to live to a timetable — to clean their quarters and take turns in drawing rations and meals and keeping watch at night. The company was divided into messes of six, and each man in turn had to get rations for his mess and then wait his turn at the galley, often a long wait, to cook the food. They had school and amusements. "There was dancing every fine night in the *Aurora*," reported a passenger. And life was very different from what it is now. *Its tempo was slower and simpler*. There was all the interest of a sailing ship at sea to occupy them in their leisure, a spell more intimate and thrilling than that cast by the ocean liner of today. In all its majesty and wrath, its beauty, its magic, its cruelty and its caprice, the sea was much nearer to them. It was not merely something to be seen from the rail of a high deck or through the windows of a lounge. They saw the sailors reefing and trimming and the captain taking his sights. In fine weather they might go aloft and bask in the sun, or lend a hand on a yard or at the end of a rope.

And so they came, those little ships of 1839 and later, on an enterprise which, if it was rash was also gallant. What needs to be emphasised especially is that the communities of 1839 and early 1840 were different from all subsequent groups, in that they were sailing to they knew not what."
[— A. Mulgan's "City of the Strait"]

7. *What were the motives of those on the first ships?*
 Who were they and why did they leave the ease and comfort of England for the hardships and risk of life in a new and unproved land? "They were mostly" says Mr Marais, "small men who, having some available capital, thought the chances of increasing it, by their own effort, in New Zealand, were better than in Britain." There was also a sense of adventure. It was the beginning of a great era of colonisation; ideas and ideals were in the air and wholesomely infected all classes. Young fellows like Jerningham Wakefield thought emigration a lark, and were ready for anything. Older men were moved by mixed motives — curiosity, and that same sense of adventure, the hope of bettering their future, a wish to make for themselves and their families a clean start in a land that offered opportunity and was untrammelled by privilege and convention.
8. This flag (the official NZ flag at the time) was selected at a meeting on Busby's lawn, Bay of Islands, Northland, of the Confederation of Maori Chiefs during 1834 . . . six years before the Treaty was signed by many of the same Chiefs who signed on 6 February 1840.
- Our flag used today had been approved by George IV (Uncle of Queen Victoria) and gazetted for use on NZ ships — the NZ Company adopted this for its ships.
9. "Among the free-passage emigrants in the ships that planted the colony of Wellington, agricultural labourers and 'labourers' predominated. There were gardeners, bootmakers, bricklayers, bakers, one gamekeeper, one printer and one candlemaker. It is apparently not known whether the gamekeeper hoped to follow his trade out here — there have been many men in our history who were quite willing to give him an opportunity — but the candlemaker must have been most useful in a community where lighting was primitive."
10. Some of those principally involved in producing today's historical re-enactment have a special interest in its success. The overall Pioneer Week Co-ordinator, Bill Nathan, is linked with the welcoming Tangata Whenua tribes and, with his wife Donas, has over the years, led the internationally-famous Ngati Poneke Concert Party which had toured abroad with NZ National Band and been involved in overseas Expos. Today's Pageant Director, working in the closest co-operation with Bill Nathan, is New Zealand Historian and Writer, Lindsay Buick-Constable, great-grandson of Petone pioneer farmer, William Buick who gave his name to Buick Street — just along the foreshore by the Petone Settlers Museum. Lindsay Buick-Constable has researched and written today's public address and is now on the Beach playing the role of the NZ Company's Principal Agent in NZ, Colonel William Wakefield. Mrs Florence McFarlane, in charge of wardrobe for today's re-enactment, is also a pioneer descendent; Simon Jackson, one of Bill Nathan's key assistants is descended from a Petone Pioneer who gave his name to Petone's main street, Jackson Street.
11. *The NZ Company's Survey Party which had arrived at Petone Beach on the "Cuba", 4th January 1840. THE IMPROMPTU JETTY . . .*
 Earlier in today's Re-enactment this Party had put in place at the water's edge was historically correct 150 years ago to enable the earliest *Aurora* passengers to come ashore dry. It was made, as today, of manuka branches from the bush above Petone's sand dunes lashed with supplejack strands around shipboard wooden planks. (See Bulletin cover picture).
12. Impossible to re-enact today's events on the exact spot the 1840 events happened.
- The large earthquake of 1855 raised Wellington Harbour about 5 feet. (Some five acres were added to Pioneer William Buick's farm just along the Petone Foreshore from where we are right now.) Where we are today would have been deep water even at low tide!
13. A number of the emigrants on the *Aurora* looked older than they really were. This could have been because they supported beards. Only straight cut-throat razors were available to the masses.
- (The new-fangled, more expensive cut-throat was invented in 1814 and the safety-razor was not invented until around 1906).
14. Among the thousands watching today are many, many direct descendants. Some are members of the pioneer Barrow family. Their ancestor Sarah Ann Barrow, it is claimed, deliberately rushed ashore to be 'the first white woman to set foot on Petone Beach' . . . the two young men of the settler Deighton family who dashed ashore through the waves to shoot a wood pigeon in the nearby bush.

15. Several of the earlier NZ Company ships had been relics of Admiral Nelson's Navy indeed some had retained their alternate black and white gun-port markings . . . might have helped *Aurora* in its ruse with that mysterious pirate vessel enroute to Port Nicholson.
16. The small flag on the tallest mast of today's *Aurora* was made last week by our Wardrobe Mistress — Florence McFarlane (a pioneer descendent). It is a replica of the large 8' x 4' NZ flag flying proudly on the flagstaff on the beach ceremoniously raised by a costumed colour party of young 'Tamatoa' sea cadets. (The raising of the flag on the beach signalled (12.45pm) the official start of today's re-enactment pageant.)



"Aurora" Captain (Ted Woolf) greets Col. Wm. Wakefield, both overjoyed at the safe arrival of their precious cargo — the first NZ Coy settlers to make a new home here.

NZ Coy Principal Agent (Col. Wm. Wakefield) and friends mingle on the beach during the 22 January 1990 re-enactment which was witnessed by an estimated up to 100,000 citizens.



APPENDIX A — (Rehearsal Pep Talk)

A guideline for key characters and 'extras' taking part in the "Aurora" settler landing re-enactment, at Petone, on 22 January 1990

Try to project yourselves in to wondering what each one of you would do and say if:

- (a) you had survived a 4-month-long sea voyage in cramped quarters initially among fellow passengers you have never met before leaving England.
- (b) you had, to some degree, been homesick for your loved ones left behind in England.
- (c) you had triumphed over being seasick.
- (d) you were travelling with a family, a new bride etc, having doubts as to the wisdom of ever having embarked upon this somewhat madcap venture and having bouts of anxiety about your future in a new, strange country, half a world away from your usual haunts.
- (e) you were wondering just how friendly the Maori will be when you arrive — a mixture of fear of and for the future.
- (f) the relief of safe arrival; the elation of reaching a land of fresh freedoms — new chances, exciting opportunities.
- (g) the realisation that with arrival of hardships of carving a home, a farm, a livelihood out of what you now see before you.
- (h) the shock (the relief) of not now having to walk about on decks that were never quite still and sometimes dangerously mobile in a storm . . . unsteady feet.
- (i) although having been bored out of your skull over the past 13-14 weeks matched against the frights experienced 2-3 weeks ago when it seemed you were about to be taken over by a mysterious pirate ship.
- (j) culture shocks of strangely-speaking local people; of season change — England's winter to New Zealand's summer — new plants, trees and flowers . . .
- (k) apprehensions over the safety of life, and possessions . . .
BUT above all, perhaps the exquisite joy at arriving with at least a 50-50 chance of your dreams being realised.
- (l) the prospect of having prospects for probably the first time in your life and the enormity that you had come in good faith at last to a place, a destination that until 14/5 days ago neither you or the ship's Captain had knowledge of — buoyed up all the way from England by little more than blind faith, that it could only be a better way of life ahead in contrast to the life left behind — 16,500 miles away.

(Always remember that today's TV cameras and associated microphones could zoom in on your greetings.)

Main Characters in the Re-enactment

What could 24-year-old Captain Heale be likely to say to a not too much older local Chieftain (Te Puni) upon meeting him and his people on their home ground. People that for the next period of time, you and the settlers who have been your day-long responsibility and who you may shortly say good-bye to.

Perhaps your greetings to Te Puni could be:

— Greetings, E Te Puni — thank you for giving us this great, if slightly scary, overwhelming welcome.

— *Pakeha*

Please strive to fit yourself in the settler's shoes and be natural, curious, joyful, polite etc.

— *Tangata Whenua*

Be gracious in your being lumbered with these 'strange people from a strange land'. Think of the security they can now give you against inter-tribal raids etc.

Mutual Curiosity Between People of All Ages on this First Encounter at Close Quarters

All will be 'taking in' clothing — older people from *Aurora* perhaps being a little more discreet about this — youngsters boldly curious.

Settlers will be pointing out to each other various aspects of the 'sand-hummocks' (sand-hills) — the bush — the general views.

The younger of both cultures will soon enough shyly move to get on speaking terms and 'playing' games with their counterpart 'peer-groups'.

Attire and Social Graces

Problems with winds — sand being blown about. Hats may not stay on — men tended to keep their hats on most of the time (even indoors!)

But **please don't overact too much!**

Especially when formal speeches and chants dance/song ceremonies take place.
(Note: Maori custom accords song honours to formal speech makers.)

Try to avoid waving to family/friends in the onlookers/audience — ignore any TV or still cameras — until the re-enactment is over.

Any questions?

— **Lindsay M Buick-Constable**

20 January 1990 Re-enactment Pageant Director

[Footnote: Col. Wm. Wakefield had come on board *Aurora* a day or two before — he and others would likely have explained Tangata Whenua customs, greetings, handshakes, hongis, etc]

*Ester Perateki wears the type of hieke (cloak)
being made for January's 1990 settlers landing re-enactment*



APPENDIX B

The Ultimate End — Total Destruction for the “Aurora”

Extracted from “New Zealand Shipwrecks” — 1839-40)

The *Aurora*, — a full-rigged ship of 550 tons register, commanded by Captain Theophilus Heale, was the fourth vessel to be despatched from England by the New Zealand Company, and the first to arrive in New Zealand with immigrants.

When leaving Kaipara Harbour on the evening of 27 April 1840, bound for Hokianga where she was to complete loading, the ship was totally wrecked on a bank at the harbour entrance. When the brig *Bee* arrived at Port Nicholson from Kapiti Island on 29 May 1840, her master reported the total wreck of the *Aurora* at Kaipara.

Is it any wonder that descendants of “Aurora” passenger and crew find it difficult to trace complete links?

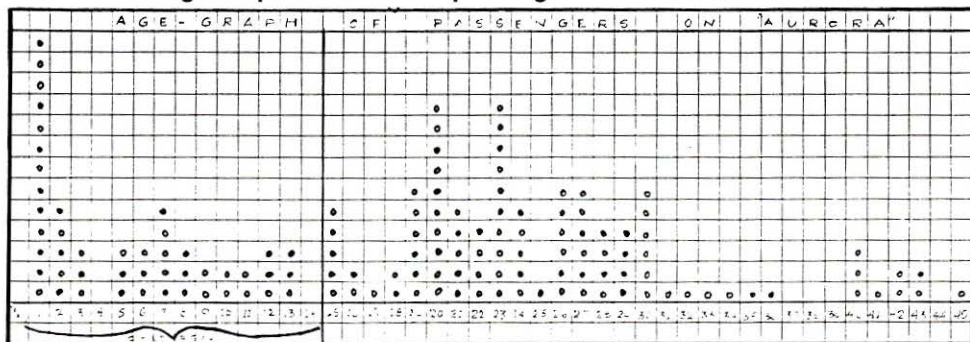
Wakefield, in his book, *Adventure in New Zealand*, records that on 6 March 1840, the *Aurora* sailed for Hokianga to get a cargo of kauri spars. He attended a farewell dinner on board, given by the master, Captain Heale, on 26 February.

The Reverend John Bumby, Superintendent of Wesleyan Missions, and then stationed at Mangungu, Hokianga, recorded in his diary “7 May 1840. The *Aurora*, Mr White's vessel, is lost at the entrance of Kaipara. She was partly loaded and intended to come to Mangungu to complete her loading. Mr White and his nephew were on board. In going out the wind failed and they were driven by the swell upon a bank. Mr White's cabin was first washed away and all on board narrowly escaped with their lives. The beach shortly after was strewn with baskets of potatoes, dead pigs, cases of wine, casks of spirits and bread, etc.”

In the book, *Marsden and the Missions*, by Eric Ramsden, is found another account, reading as follows: — “When waiting at Mangungu for the arrival of the Wesleyan missionary ship *Triton* that year (1840) Orton decided to visit Buller's station in the Kaipara district. Returning along the coast he learned that the *Aurora*, which, he said, had been chartered by White had been wrecked south of Hokianga Heads (?) on the evening of 27 April. Approaching the wreck, Orton's party found the beach strewn with articles of every description. “It was truly appalling to observe it” he declared, the seamen had ravaged and plundered — the majority of the crew deserted.

APPENDIX C

The Age Graph based on the passenger lists which follow below



AURORA

(550 tons ; N.Z.C.)

Capt. T. Heale. Sailed from Gravesend, 22 Sep 1839

Arrived Port Nicholson, 22 Jan 1840

Baker, Major Richard	.... 30	d.			8 mths.
Barrow, James	.... 40	Child, J. W.		 —
w. Ann	.... 40	Coppin, Job			.... 21
s.	.... 11	w. Eliza			.... 20
s.	.... 6	Davis, Edward			.... 28
d. Ann	.... 15	w. Margaret			.... 29
d.	.... 2	Davis, Rowland			.... 30
Barrow, James, junr.	.... 23	w. Mary Ann			.... 31
Barrow, Thomas	.... 19	s.			.... 9
Barry, John	.... 29	d.			.... 6
Barry, Richard	.... 24	d.			5 mths.
Barry, William	.... 31	Deans, W.			.... 22
w. Margaret	.... 29	Deighton, R.			.... 20
s.	.... 7	Deighton, S.			.... 17
Boon, Robert	.... 26	Drake, Thomas John			.... 26
Brown, Andrew (wid'er)	41	w. Ceres Selina			.... 27
Brown, David	.... 16	d. Ceres			.... 1
Brown, John	.... 19	Draper, Martha			.... 30
Carter, Joseph	.... 28	Draper, Sarah			.... 28
w. Ann	.... 27	Edwards, James			.... 30
s.	.... 7	w. Eliza			.... 29
d.	.... 6	s.			7 mths.
d.	.... 3	Farrance, James			.... 20
w. Mary	.... 18	w. Mary			.... 20
Friend, Richard (wid'er)	33	Maxwell, W.		 —
s.	.... 12	Miles, John Clement			.... 21
Friend, William	.... 15	Morgan, Miss		 —
Gebbie, John	.... 26	Morrison, William			.... 23
w. Maria	.... 24	w. Agnes			.... 23
s.	.... 18 mths.	s.			4 mths.
Glover, James	.... 34	Nicholls, William			.... 21
w. Maria	.... 27	Oxenham, Jemimah			.... 15
d.	.... 11 mths.	Oxenham, John			.... 29

Gratage, Daniel	....	22	Oxenham, Sarah	....	19
Groombridge, Mary	....	24	Palmer, G. T., junr.	....	—
Hayward, William	....	30	w.	....	—
Hicks, Charles	....	25	Park, Mrs. R.	....	—
Holes, Peter	....	28	ch.	....	—
w. Sarah	....	24	Parker, Samuel	....	—
s.	....	2	w.	....	—
s.	....	9 mths.	Parker, William	....	23
Houghton, John	....	20	Parkes, Elizabeth	....	45
w. Charlotte	....	19	s. Charles	....	20
s. born at sea.	....		s. Henry	....	18
Houghton, Robert	....	42	s.	....	13
w. Eliza	....	42	s.	....	9
s.	....	13	s.	....	8
s.	....	1	d. Catherine	....	15
d.	....	12	Petherick, George	....	19
d.	....	7	Petherick, James	....	33
d.	....	5	s.	....	10
Hunt, Uriah	....	23	s.	....	8
w. Harriett	....	23	s.	....	7
ch.	....		s.	....	3
Langford, John Alfred	....	23	d. Carolina Emma	....	5
w. Harriett	....	20	Prebble, James	....	40
Lodge, John	....	31	w. Ann	....	36
w. Harriett	....	27	s. Richard	....	16
s.	....	2	s.	....	12
d.	....	5	s.	....	10
McDermott, Deborah	....	20	s.	....	8
McGirk, C.	....	—	s. born at sea.	12 days	
Maxwell, C.	....	—	d. Ann	....	15
Maxwell, James	....	20	d.	....	13
d.	....	7	w. Eliza	....	22
Pudney, Joseph	....	23	Stokes, Dr. J. M.	....	—
w.	....	21	Stokes, Mrs. R.	....	—
Read, Henry	....	27	Wade, Mrs.	....	30
w. Caroline	....	28	Wallace, John Howard	....	23
s.	....	2	Welch, Thomas	....	25
Richardson, James	....	32	w. Elizabeth	....	28
Roper, ———	....	—	White, George	....	—
Sawyer, John	....	24	Whitewood, William	....	21
w. Mary	....	27	Wilkinson, Johnson B.	....	26
d. born at sea	....		w. Ann	....	22
Stafford, Edward	....	27			

— from Historian A. Mulgan's "City of the Strait" NZ Centennial book, 1940

SETTLERS LIST COMPUTERISED

A computerised passenger list of settlers who migrated to Petone in New Zealand Company ships 150 years ago is being compiled. The Lower Hutt City Council is working with IBM (New Zealand) Limited to produce the list which will be available to the public early next year, says Settlers Museum curator David Mealing. Mr Mealing said 3800 names of people who migrated between 1840 and 1842 would be entered in the file before the projected set up date of 22 January, and a further 6200 by the end of 1990. The information would also include brief accounts of the ships journeys and sources for added information.

PROGRAMME FOR PETONE SETTLERS DAY — 22 January 1990

Full scale re-enactment of the NZ Company's landing by the first settlers on Petone Beach from the tall ship "Aurora", 150 years ago on 22 January 1840.

SCHEDULE OF EVENTS

- 11.30am:** Dignatories arrive at IBM, Petone.
11.45am: Vice-Regal Party arrive at IBM. (Met by Sir Ralph Love, His Worship, Mr Jim Belich and Mr H. Hunt). Ships pull away from wharf, head to Somes Island.
12.30pm: Dignatories move to seats and viewing area.
12.40pm: Vice-Regal Party and V.I.P.s move to official dais.
12.44pm: Welcome and narration begins.
12.45pm: Tall ships move into view. On sighting, alert is given and Waka launching commences. Attention is focused on the beach. "NZ Maid" arrives from Nelson and joins tall ships.
1.00pm: Waka meet tall ships out from beach. Maori Chiefs go on board. Cutters (7) head out to the *Aurora*. One cutter heads out to Helena. Picks up Chubb safe and two ANZ staff and manager. Settlers commence to disembark using short rope ladders. A shuttle service rows settlers from ship to shore.
1.25pm: Narrator continues history of settlement. Make-shift jetty constructed by NZ Coy Surveyors ex-"Cuba"
1.35pm: Chubb safe off-loaded on beach. Tent put up with signs (bank) then staff join settlers for welcome. Settlers continue to arrive on beach. Tangata Whenua assemble. Powhiri (traditional Maori welcome) to settlers. (will start before all settlers ashore). Whaikorero (Welcoming Speech) by Kaumatua (elder spokesperson), Sir Ralph Love. Waiata (chant) of support to the welcome. Ted Woolf (Captain) replies. Karakia (short service of thanksgiving). Hongi (pressing of noses) and shaking of hands between the two peoples.
2.00pm: Welcome concludes. Narrator introduces Ministers (Rev Hone Maxwell and Rev Michael Burt) for prayers of Thanksgiving.
2.06pm: Speech by His Worship the Mayor of Lower Hutt, Glen Evans.
2.08pm: Speech by Sir Ralph Love.
2.11pm: Address by Hon Fran Wilde (representing the Prime Minister).
2.14pm: Opening of Settlers Week, the Governor General, His Excellency Sir Paul Reeves.
2.19pm: Speeches end. His Worship Glen Evans invites everyone to enjoy Settlers Day, the haangi and other activities. Dignatories mix with Welcome Party and descendants.

THE PETONE BEACH, 22 JANUARY 1990, RE-ENACTMENT

— WORKING GROUP —

Chairman: Mr Boyd Klapp, His Worship the Mayor, Mr Glen Evans, Sir Michael Fowler (Wgtn), Mr Teri Puketapu, Mr Bill Nathan (Co-ordinator), Mr Lindsay Buick-Constable (Pageant Director/Narration Writer), Mr Simon Jackson (Deputy Co-ordinator), Ms Julie Thorpe (1990 Cte. Liaison P.R.), Ms Caroline Hulsbosch/Agenda Communications Ltd), Mr Stuart Clark, Mr Richard Smolnicki, Mr Graham Eathorne (Heretaunga Boat Club), Mr Ewan Harris (Chief Narrator), Mr Mike Doole ("T.S. Tamatoa"), Mrs Florence McFarlane (Wardrobe Mistress), Consultant Tangata Whenua: Sir Ralph Love, Mr Les Dahn and many others . . .

(Note: Founders Society members may be interested to know that a 28 minute video by Mr Cyril Townsend, official photographer for the Re-enactment Committee, may be available direct from him. Address: Capital Films, 144 Taita Drive, Avalon, Lower Hutt)

An Extract from a Speech BY SIR GRAHAM LATIMER ON FOUNDER'S DAY

Monday 19 February 1990 at the Beehive, Parliament Grounds, Wellington

When asked why he had accepted the invitation to speak to the Founders, given that he was having such difficulty in finding time in which to prepare his talk, he said it was so that we could "retain the dignity of our heritage".

Princess Te Puea dreamed of seven waka for 1940 celebrations. Only one was built. At a count about a year ago, it was found that there were five waka available. Therefore only two more were needed if seven were to be involved in the 1990 Waitangi celebrations. As it turned out 20 (?) were launched.

Knowledge of choice of tree and the art of canoe building has been passed on through the generations. A kauri tree was needed — DOC became involved — came and took the group to view the tree that they had selected — "it was majestic, gleaming in the sunshine . . ." The old Maori with the group came up to me and said in Maori "The tree's no good. We must go up to the tree on the ridge . . . it is hammered on the westerly side with the wind and the rain. It will float with the westerly side at the bottom." Eventually DOC was persuaded to provide the tree on the ridge. When it was put in the water, the old man said "Put marks in . . . cut it here, cut it there" and it floated. As a "creature of administration" Sir Graham wondered how you could do it without rulers.

New Zealanders should know what the old ways are about. No maps, no charts etc . . . just the knowledge.

The Waitangi celebrations brought people of all groups together . . . after the wakas came ashore, Sir Graham found that one of the chiefs in one of the wakas was Duncan McIntyre . . . there were Black Power members . . . a Canadian tanned up so brown . . .

He spoke of the concerns that the Waitangi Day celebrations should go well and then of praying for this. ". . . You do pray — make no mistake about it — that the day will not go wrong."

A report presented in 1982 identified the difficulties ahead of Maoridom on land talks — Treaty itself is the instrument that has sought the partnership. Both sides have faltered along the road . . . Note the Orakei marae in Auckland, the tribes trustees had not carried out their requirements under the Treaty —also government had not adhered to it.

"At times we have stood back and looked at it and seen ourselves as strangers in our own land."

"There is no real good in standing off and looking at one another."

When they signed the Treaty, the Crown asked for purchase of the land having negotiated with the tribe. There was no accurate measurement, just A to B to C to D, therefore "x" acres.

General land was on sold to Europeans in a fair manner. Other holdings were Maori land — because the Maori land has not been accurately surveyed — they cannot gain accurate and definitive title. Therefore no collateral. Therefore land not used and not developed. Therefore no capital gain. Maori people have not developed land that could have been on sold — this is economically the worst thing but ancestrally the best thing. "While the intent was good — the system was wrong."

What is the future of the land classified as ancestral in New Zealand? How does the Crown sell off Maori land when it does not have clear title? The Crown has to be part of the negotiations whether it likes it or not.

Ten percent in perpetuity should be held in trust for the Maori people.

What we need to do is to sit down and talk in a common sense way.

Sir Graham Latimer then read an extract from his father's notes. The quote was from Petronius Arbiter in 210BC.

— *extracted from notes taken by National Council member Adrienne Burleigh during this special Wellington 1990 activity for local members*

13 September 1990

The Editor
NZ Founders Bulletin

I wish to submit this item and photo for publication in the NZ Founders Bulletin. The Poverty Bay Branch of NZ Founders Society is happy to have made the donation of a bench seat towards stage one of the development on Kaiti Hill (Titirangi). Access trainees were employed for many months on treeplanting, track forming, construction of parking and picnic areas, and a childrens playground. As well, a lookout platform, numerous seats (made to Wellington City Council design) donated by service clubs were constructed and placed at lookout points around the reserve. In accordance with Poverty Bay Founders members wishes, this seat, funded by our members has been sited overlooking Nick's Head in Poverty Bay, and Captain Cook's first landfall in New Zealand. The inscription on the plaque fixed thereon reads:

This seat was sponsored by
POVERTY BAY
FOUNDERS SOCIETY
in support of the
KAITI HILL (TITIRANGI)
DEVELOPMENT PROJECT
and to commemorate
NZ 1990

A.C. Scholes (Secretary)
Poverty Bay Branch

Mahoe School House
RD21, Stratford

Dear Sir

I am writing regarding my entry on page 27 of the "Bulletin". My membership of the Society commenced on 19/10/1987 so I was delighted that at last it appeared in the "Bulletin", but ... my familys name was spelt incorrectly. It should have been BENGE not BERG. Could you please arrange for it to be corrected in the next edition of the "Bulletin".

Yours sincerely

Mrs Carol Spragg

Audrey & Ian Henderson
10 Park Road
Rotorua

30 March 1990

Dear Sir

I am a member of the Bay of Plenty Branch of the Founders Society and hope you may be in the position to publish a small note in your next Bulletin for me.

I have a box of old photos from which I have sorted out those which appear relevant to my family; most I am unable to place.

Names mentioned are the WALTON family of Minnie, Kate, Holmes and Mabel; Ivor McIVOR and Jim James MUJR. Also Rita McAlley W. Bartley (1922). Probably from Feilding and could possibly be related to either the Chamberlains or Bathes who inter-married in that district.

If any members feel that these may be relatives they are welcome to peruse the photos at my home, 10 Park Road, Rotorua. Phone (073) 481-471.

Yours faithfully

Mrs Audrey Henderson (nee Bathe)

8 Tainui Terrace
Wellington

Dear Mr Buick-Constable

Simmons & Hoggard's Windmill

I am doing a hobby-study of windmills (wind-powered corn mills, not wind pumps) in NZ and need your help. This windmill was built early in 1843 on the corner of Kent Terrace and Majoribanks Street, Wellington, where the Embassy Theatre now stands. I don't know when the windmill was pulled down, but it doesn't appear in 1857 photographs. It's mentioned in Louis Ward's book "Early Wellington". The mill was unusual in that the motion was conveyed by shafts to the adjacent building, which held the one pair of stones. An odd set up, certainly one I've never read about occurring in England. The mill was a wooden smock mill driven by four common sails.

Do you have any information on this mill, or know where I could find any? There were 15 windmills in New Zealand.

I'm also studying the history of my house and surrounding land before subdivision. This was sections 716 and 717 Town of Wellington, originally allocated to Clement Tabor. Who was he? What did he do? Where did he live? Hoping you can help.

Yours sincerely

Ian Jonson



The Exchange, Reading Room and Town Hall 1843, by Ridgway's Wharf, beyond which is Rhode's Wharf and Te Aro Pa. Messrs Simmons & Hoggard's Mill (Mt. Victoria slopes, site of de Luxe Theatre — now Embassy Theatre) in the distance. The Misses Hoggard were known as the "Maids of the Mill"

Letter from Clan Hay Society — New Zealand Branch

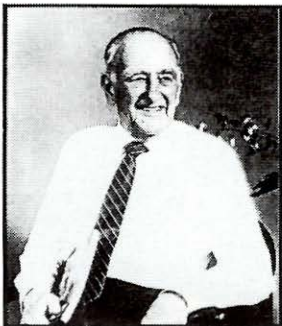
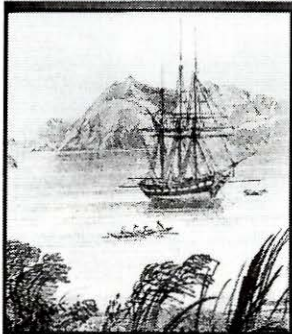
The Committee promoting membership of the NZ branch of the Clan Hay Society desires to make the existence of the branch as widely known as possible and seeks your help in that direction.

Although we have written to persons listed in the telephone directories, whose name is Hay or Hayes, we realise that there are many who do not bear the clan name or the name of one of its septs who would not be reached by that means. The new branch would esteem it a favour if your society/club could make reference to it in any circular, notice or newsletter you may be circulating to your members. To assist you I set out below a short paragraph which conveys the essential facts.

The newly formed NZ branch of the Clan Hay Society will welcome enquiries from eligible persons interested in joining the Society. Membership is open to all of Hay descent or by marriage and includes a number of septs such as Inglis, Peebles, Leask, Constable, Dalgety, McKestor, Grifford and Hayes. Those interested should contact the Convenor, Clan Hay Society, 11 Homewood Crescent, Wellington 5.

D M P Hay (Convenor)
Telephone (04) 768-450 (Residence)

PUT HIM IN THE LONGBOAT



Author: DOUG EDWARDS

A Bulletin Book Review:

In 1839 the "Tory" made it in 96 days from London to Cook Strait

Not many books would, in merely the first four pages, provide so much easily digested and fact-packed portions of pre-Treaty local history about a key element essential to the New Zealand Company's success in establishing its show-piece first New Zealand settlement at Port Nicholson. That key element was the record-setting voyage by the "Tory" under command of Edward Main Chaffers, Master R.N. Chaffers who became Wellington's first harbourmaster is the sad but fascinating subject of Wellington author Doug Edwards' latest biography.

"Tory" (380 tons) was the flagship of the NZ Company's 1839 Advance Party Expedition to Port Nicholson. On board was Lieut-Col. William Hayward Wakefield, a younger brother of Edward Gibbon Wakefield accompanied by Dr John Dorset, Edward Jerningham Wakefield (nephew), Dr Ernest Dieffenbach, Chas Heaphy, Eriki Ngali (interpreter), Dr G.F. Robinson (ships surgeon), Richard Jennings Lowry (1st mate), W.S. Elgar (Boatswain), T.W. Tankersley (2nd mate), G.H. Wilson (3rd mate), T. Morris (carpenter), Wm. Cullen (Cook), Thomas Keene (Steward), Robt. Doddrey (storekeeper), Blackman (Colonel Wakefield's Servant) and 18 seamen with a total complement of 35.

An earlier interest in Chaffers was sparked when the author, a history teacher at Rongotai College, researched his MA thesis: "The Voyage of the Barque Tory".

Thank you Douglas Edwards for this slim, shipshape definitive account of Chaffers' life and times. "Put Him in the Longboat" is published by Govt. Print Books and reasonably priced at \$14.95.

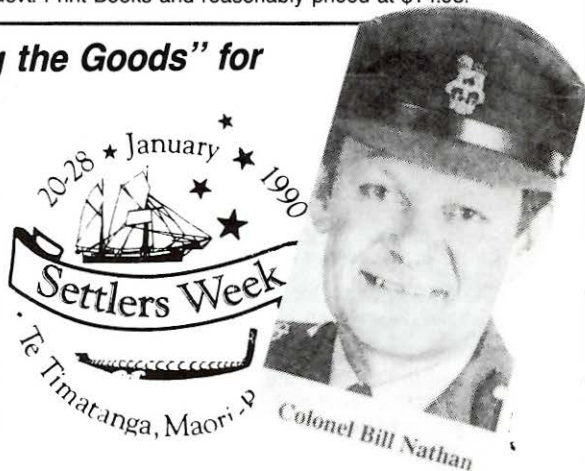
The Man Behind "Producing the Goods" for

THE "AURORA" RE-ENACTMENT

The "Aurora" re-enactment spectacle was only a part of the challenging task for Bill Nathan of Waitangarua who was the full-time co-ordinator of the 1990 Petone Settlers Week.

Hon. Colonel Bill Nathan, O.B.E., E.D., 7th City of Wellington Battalion (a territorial force) which is affiliated to the Queen's Own Highlanders, the Duke of Edinburgh's Royal Regiment and the Queen's Lancashire Regiment — alliances were formed when the British Troops came to New Zealand in the 1860s.

Bill Nathan is no stranger to the hard work entailed in organising events. For many years he and his wife, Donas, have been leaders of the Ngati Poneke Concert Party activities here and abroad, taking them to such international events as the Tokyo Expo and to touring with the New Zealand National Band to Canada and elsewhere overseas. The Nathans and the Ngati



Poneke Choir have collaborated over many years in NZ Founders Wellington-based activities during our Society's annual Waitangi dinners and especially in the staging of the 2-night Capt. Cook Bicentennial costumed play production "Wife to Mr Cook", written and produced by Lindsay Buick-Constable at the Resolution Room, James Cook Hotel, early November 1973.



TED GILBERD, O.S.O., K.St.J.
Philanthropist & Author

The Gilberd Saga

PART II: "Voyage to the Other Side of the World" (continued)

An Oral History - a taped interview-discussion between Life Member and Founders "For Service" Medallion recipient, Ted Gilberd, O.S.O., and your Bulletin Editor, during March, 1981.

PHOTO: Ewen Hay-Mackenzie



National President compliments long-serving National Councillor and generous benefactor to the Founders Society, Mr Ted Gilberd, as he pins on the Society's highest honour — the "FOR SERVICE" Medallion which also conferred Life Membership in NZ Founders. (see Founders Bulletin No.58, 1983/84)

The recent tragic death of 87 year old Ted Gilberd, a staunch former National Councillor of our Society has also left a gap at the highest executive levels of other national organisations. Ted Gilberd was a Knight of the Order of St. Johns. He had been founder of the St. John cadets in this country. He had been Commissioner with the St. John Ambulance Brigade — you name it, he had developed and fostered it for scores of years.

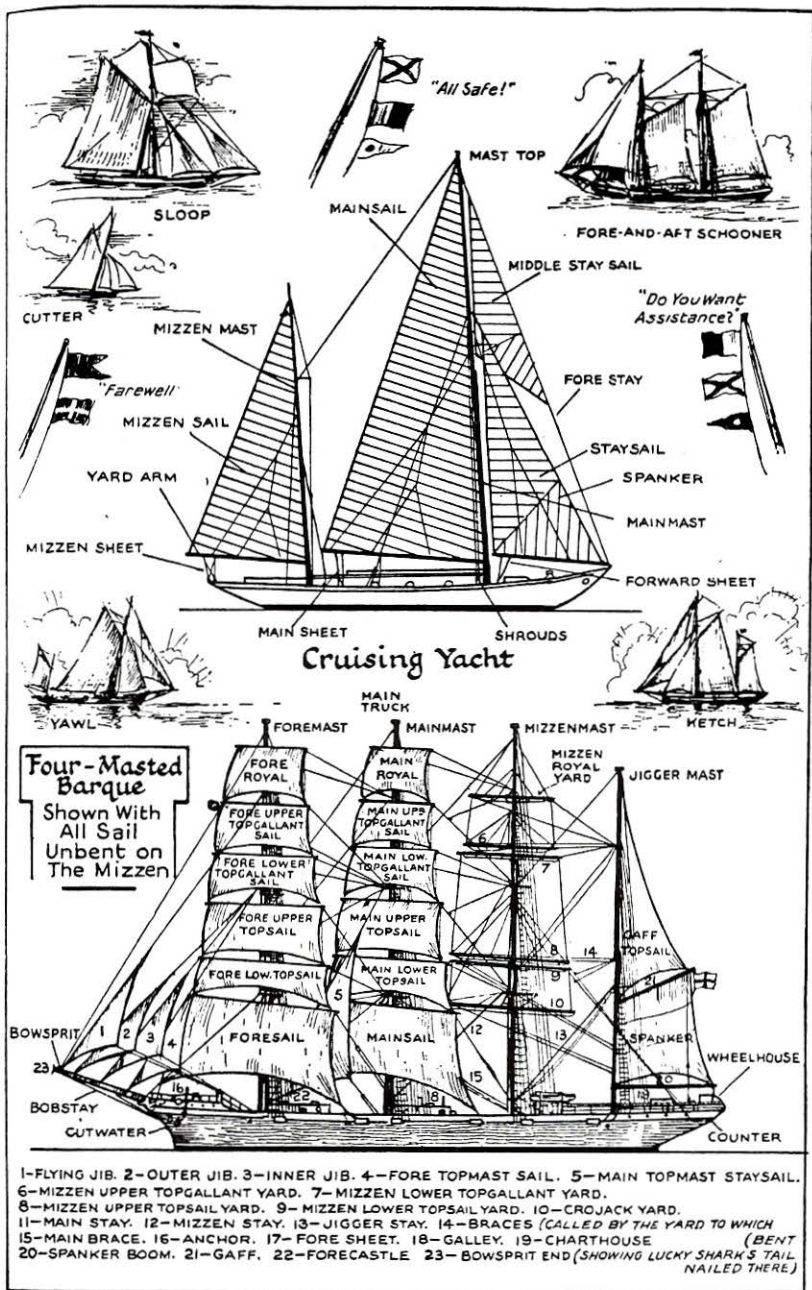
Always interested in family histories he was a long-serving patron of the New Zealand Society of Genealogists at the time of his death. In 1987 he published his own family history, *Across the Years*, which traced back to 1483, and took 40 years and extensive overseas travel to research. He served in Greece and Crete in the Second World War and returned as captain in the medical corps in 1947. He bought land in Stokes Valley and married the same year.

He was also noted for his involvement in, and generosity to, other organisations. These included the RSA, Masonic Lodge, Stokes Valley Anglican Church, Te Omanga Hospice and the Gilberd School in England.

A contributor to this magazine, readers will have seen "The Gilberd Saga" over the past several issues (see at top of this page).

GILBERD, Edward Browse (Ted) QSO, of Stokes Valley — on March 13 1991, suddenly at Palmerston North Hospital. (The result of an accident). Dearly loved husband of the late Mrs Gilberd. Much loved brother of Mrs Thelma O'Callaghan, Mrs Dos Coupe and the late Mrs Connie Amer and Ron Gilberd. Loved uncle of his many nieces and nephews. Funeral details to be advised. Messages to PO Box 30-221, Lower Hutt. Gee and Hickton Ltd, FDANZ.

Illustrations in this special edition: *The front cover is from Woolf Photography (Mrs Inge Woolf and her son Simon led an official team of photographers authorised to properly cover the 1990 Re-enactment from all angles) — on board the Tall Ships, the beach, etc. Other photos came from branches, member Ewen Hay-McKenzie etcetera. Drawn on the spot on the beach itself several single and composite thumb-nail sketches have been contributed to the Bulletin by member Judith Williams of Karori, Wellington.*



"TALL SHIPS"

Our earliest NZ Company settlers could not have arrived here by any other means — but how much do we know of the ships rigging, their signals, their shapes and silhouettes? Your settler forebears diaries abound with sailing and rigging expressions learned about during the long voyages to New Zealand. There were times when their survival depended upon such knowledge.

THE FOUNDERS CREED

We pledge ourselves to foster, promote and inculcate in rising generations that hardy will and spirit of enterprise, responsibility, work and faith so abundantly possessed by the actual founders, which has been so important a factor in the life and progress of New Zealand.



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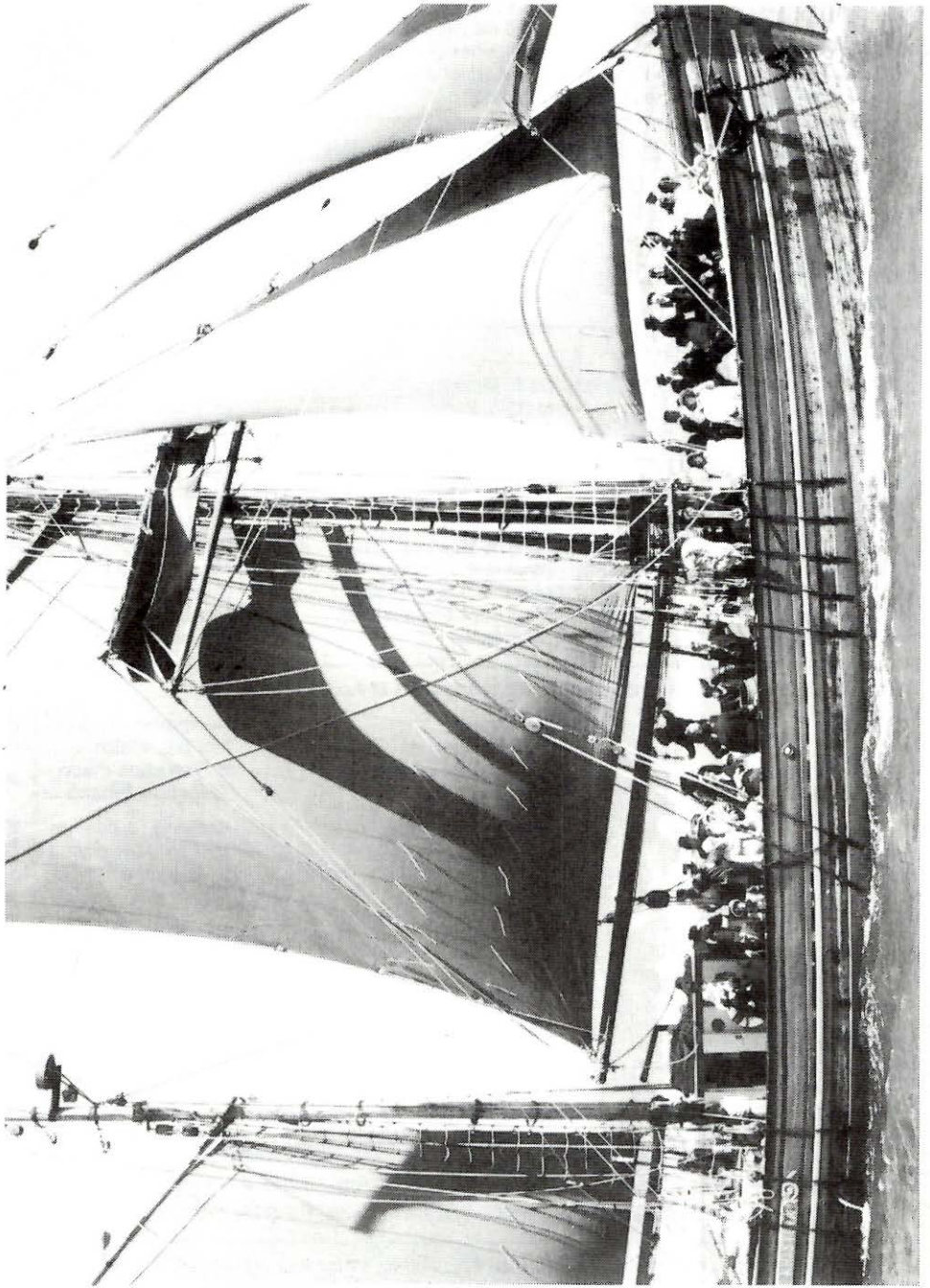
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If you consider you would qualify for full membership of this Society, simply write or to phone the National Secretary (see details above) and/or to your nearest Branch Secretary (listed above) seeking an application form. Under the Society's recent date eligibility rule change — membership is available to "descendants of persons who arrived in New Zealand on or before 31st December 1865".



A dramatic close-up by the official Woolf team of photographers of the Tall Ship "Aurora" (alias "Anna Kristina") as it approaches Petone Beach to disembark the first NZ Coy Settlers there.