

Valerie Gribble

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**From:** Paula Cater on behalf of Reception Richmond  
**Sent:** Friday, 29 November 2013 8:11 a.m.  
**To:** Valerie Gribble  
**Subject:** FW: (Fwd) submission attached  
**Attachments:** Attachment information; Submission on Draft Port Tarakohe Development Plan.pdf

-----Original Message-----

**From:** Beth [<mailto:philnbeth@paradise.net.nz>]  
**Sent:** Thursday, 28 November 2013 5:26 p.m.  
**To:** Reception Richmond  
**Subject:** (Fwd) submission attached

first attempt rejected; re-sent

----- Forwarded message follows -----

**From:** Beth <[philnbeth@paradise.net.nz](mailto:philnbeth@paradise.net.nz)>  
**To:** [porttarakohe@tasman.govt.nz](mailto:porttarakohe@tasman.govt.nz)  
**Subject:** submission attached  
**Date sent:** Thu, 28 Nov 2013 16:50:00 +1300

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Beth Burdett

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----- End of forwarded message -----

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## Submission on Draft Port Tarakohe Development Plan

by Elizabeth Burdett

### Return on capital

The Introduction states that a key focus of the report has been the development of an appropriate and robust charging model that is designed to place the port onto a more commercial footing.

Much is made about the capital value and return that the council must receive for facilities, as well as the need to remove the council's contribution from rates.

**I disagree that the port must make a return to the council for the capital cost invested in it.** What contribution from rates will the council make to the Lee Valley Dam? What is the capital value of council's carparking facilities in Richmond? What return does the council receive from that investment?

If returns are to be required from the port then such policy must be applied across the board to all council assets.

### Revenue

**The report has failed to take proper account of commercial activities operated across the wharf and the opportunity to charge them for their use of the port, specifically the laughable provision whereby unloaded fish is "self-declared".**

Commercial use of the wharf must be on a measurable basis. A weighbridge would provide this and is the logical way to ensure that wharf usage is paid for. The cost of installing a weighbridge has been discussed and agreed to by the community board yet dropped after agreement.

That would not only increase the revenues significantly but would also end the ridiculous case that Tasman Bay fish is unloaded at Tarakohe and shipped over the hill, thus increasing TDC costs in two ways: not only avoiding paying costs in Tasman Bay but also increasing road damage from trucking.

### Expenses

**Secondly, the report has loaded the Port with unjustifiable depreciation and operating costs. The size of the debt to be repaid has been grossly increased by taking an inaccurately large cost and then using inappropriate depreciation methods.**

It is inconceivable that an organisation presenting such a planned increase in charging to locals was unable to bring to local meetings any clarification of the enormous Harbour Expenses item. It clearly does not include wharf or marina maintenance.

Therefore a massive 84% of the port's expenses are not backed up by detail, logic or appropriate methodology.

Those attending the meeting at Pohara Hall were assured that the Port would be "starting with a clean slate" yet the existence of an unquantifiable and unjustified "loan" and depreciation hardly fit that description.

Feedback on Port Taranaki Development Plan  
Tasman District Council  
Private Bag 4  
Richmond 7050

28<sup>th</sup> November 2013

### **Re: Port Taranaki Development Plan Submission**

Tasman District Council released the Port Taranaki Development Plan in early November 2013. This plan was released in draft form and submissions were sought from interested/affected parties. This document constitutes formal feedback and submission from the NZ Marine Industry Association.

The New Zealand marine industry consists of over 1,000 companies. The industry is represented by the NZ Marine Industry Association, NZ Marine Export and other key sector groups. We are also the NZ Marine Industry Training Organisation for the industry with 150 of our member companies currently employing boat building or related apprentices. The industry we represent designs, builds, stores, sells and services recreational and commercial vessels up to approximately 100 metres in length.

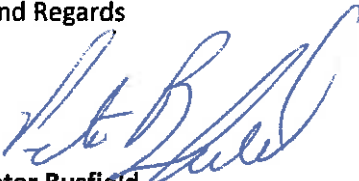
One of the key points of difference of why the NZ Marine Industry successfully competes internationally is due to its highly skilled work force. This has led to the NZ Marine industry being New Zealand's largest specialised manufacturing sector providing 10% of NZ's total manufactured exports. This \$1.7 billion industry with \$650m in exports has a plan to double its exports by 2021.

New Zealand's domestic and international sales of boats and marine equipment is reliant on New Zealanders having easy and affordable access to New Zealand's largest recreational zone, that of the coastline and coastal waters.

From feedback we have received from the local community in the Tasman District, the Port Taranaki Development Plan is not consistent with providing affordable and safe access for the wider community to access the coastal waters off Port Taranaki.

As such our submission is against the proposals as they stand.

Kind Regards



**Peter Busfield**  
Executive Director  
NZ Marine Industry



## Submission for Draft Port Taranaki Development Plan

25<sup>th</sup> November, 2013

Name: Dr Roland Toder  
Postal address: Street: 442 Glenview Road  
Suburb: Motupipi  
Town: Takaka, RD1; Postcode: 7183  
Daytime phone number: 03-3258441  
email address: srtoder@gmx.de

### Executive Summary:

**1) Port Taranaki (POT) Valuation (\$12.3 Million)**

*The valuation method is out-dated and was discredited by the Commerce Commission of New Zealand in 2010. It is therefore no longer justifiable.*

*It is disingenuous to ignore the \$2.9 m mortgage in the 2013 valuation BUT to fully charge interest payments PLUS depreciation on 100% of the asset value (i.e. not deducting the mortgage).*

**2) Depreciation (Valuation and time)**

*The consultants for TDC use Port Taranaki for some benchmarking BUT entirely ignore the fact that Port Taranaki assets are based on a lifetime of 150-200 years. In contrast a lifetime of 60 years is used for POT without justification and/or explanation. Why?*

**3) Port Economics**

*"In order to be cost efficient it must be technically efficient". The development plan does not pass this test.*

**4) Part of POT to be handled as a Golden Bay Reserve**

*In the Tasman District Council (Taranaki Harbour Reclamation Validation and Vesting) Act 1995, it was clearly stated that there is land (part of the entire port) at Port Taranaki that is vested in the Tasman District Council to be held as a local recreational reserve. At the 19 November 2013 public meeting in Pohara Mr. Kempthorne agreed that POT is an asset for*

*the entire Golden Bay community and not just those who use it commercially or recreationally.*

**5) The Development Plan as presented is not a fit document to base decisions upon**

*The financial rationale is not presented on a solid conclusive base of financial information, market understanding, customer intelligence and balance of various businesses and their size and potential growth in the future. Neither are any costs and cost development and/or cost prevention explained or presented. NOR is the valuation of \$12.3 m plausible or justified e.g. why is POT compared with Ports of Tauranga when there is a vast difference in the asset life of each?*

*TDC seems intent on making decisions, ignoring real commercial and market dynamics and behaviour. The plan is non-commercial and seems driven by TDC's monopolistic ownership of POT also ignoring the fact that a significant part of the Port is public land, therefore not open to private commercial exploitation.*

## **In Detail:**

### **1) Port Tarakohe Valuation**

In the meeting it is not clear what Valuation Methodology was used. When questioned at 19 November meeting the TDC team including the CFO could not answer this question. However in the presentation "Draft Port Tarakohe Development Plan 1 Nov2013" slide 7 states ("Fees Model - Key Components): **Assets are valued on ODRC (optimised depreciated replacement costs)**". I understand, that the ODV method (**Optimised Deprival Value**) was used for the valuation of the POT. Therefore it is not clear whether TDC based their valuation on ODRC only or whether they completed a full range ODV?

The method of valuation must be transparent. If the ODV method was used additional valuation techniques should have been included. ODV on its own is inaccurate. (see statement from Commerce Commission New Zealand below) and mostly used in electricity distribution and gas pipeline services, which have no relationship to the business of a port. Following the Commerce Commission statement, these companies ceased using this method.

The **Commerce Commission New Zealand** Paper "Input Methodologies (electricity distribution and gas pipeline services) Reasons Paper, **December 2010** (page 350) states: *"The Commission has previously stressed **that the ODV methodology is highly subjective**, both in the way that the various rules are specified (which depends on the choice of underlying principles and assumptions in respect of the matters set out in paragraph F3.2), and then how the valuation is undertaken against those rules in practice."*

Further to this the same paper mentions (Appendix F, page 348) : *"ODV valuation methodology F3.1 In both New Zealand and Australia, ODV (and ODRC) have been described as giving valuation outcomes consistent with contestable markets. ODRC has also been described as a method that sets prices at "levels sufficient to finance bypass of the facility in question". In that respect, **it is intended to reflect the maximum price that could be charged by the incumbent***

natural monopolist without encouraging entry that would result in the duplication of the entire network (i.e. the 'hypothetical new entrant' standard or test). **Consequently, it is claimed that it effectively sets an economic maximum for the network value.** "

So the valuation generated in the plan clearly has focus on maximum value rather than a realistic one.

The same paper from the Commerce Commission highlights on page 352, F3.13:

*"In considering the uncertainty in respect of how ODV valuations are undertaken in practice in accordance with pre-existing ODV rules, the Commission highlights that material differences of opinion can, and do, occur between professional valuers. For instance, as stated above, during the Gas Authorisation different applications of the same ODV methodology resulted in valuation differences of up to 30%."*

How, if at all, should the ODV Method have been used?

Gale, S. and McWha, V., The Origins of ODV, Report to Air New Zealand by NZIER, Wellington, August 2000, p. 1. state:

*"The ODV of an asset to the business is formally defined as the smaller of:*

- *ODRC; and*
- *the "economic value" (EV) of the asset.*

*The economic value (EV) of the asset is the greater of:*

- *the value to the user of the asset; and*
- *its disposal value."*

Page 7 states: *"Hence **ODV is a combination of ODRC and EV.** ODRC is the cost of meeting current and projected demand with the technically efficient design and configuration of assets. The EV of an asset to the user is the minimum cost of replacing it with a more economic alternative. If the ODRC is less than the EV then the ODRC is the appropriate ODV value since if the system was deprived of the asset, it would replace it with the technically optimal equivalent. If the EV is less than the ODRC then the EV is the appropriate measure of the ODV since it would be replaced with the economically preferable alternative. "*

Page iv & v note: *"**The ODV method is not generally sustainable,** since the correct comparison for a past investment is not the modern equivalent asset now, but rather the modern equivalent asset at the time when the investment was made. The ODV method was favoured because it mimicked a long-run competitive equilibrium (under a particular set of assumptions) but this benchmark has no claim to being efficient " .*

Based on the above TDC must have clear and credible figures for ODRC and EV and should highlight these and how they actually apply? THEN they must explain why they stick with a method that is generally criticized as unreliable and non sustainable - see Commerce Commission New Zealand.

Further, the loan of approx. \$2.9 m (year 2012) that significantly reduced the overall valuation (total Equity) was emitted entirely in year 2013 while loan interest was not. Either there is a loan to be serviced or there is not. If the servicing costs are included in the accounts THEN the capital value of the loan must also be included as a liability reducing the overall asset value.

It seems that using the ODV would cause a charge of \$4.5 million cost of capital to the marina over the next 5 years. The council use the Return On Investment (ROI) on the ODV value to justify monopoly pricing of 2x Nelson marina rates & 2.5 times Motueka marina rates for arguably less service.

I am concerned that that this approach is being used to value other Council assets. Causing an asset bubble on Council balance sheet combined with artificially high cashflows in their Long Term Plans based on assuming monopoly pricing policies can be maintained in the long term and using this to justify running large debt positions (TDC have the 2<sup>nd</sup> largest debt position after Auckland CC at NZ\$140M).

## **2) Depreciation (Valuation and time = 60 years)**

There is no explanation why POT has an economic period of 60 years (this is relevant for the depreciation (Value & economic period)).

TDC based their ROI of 7.29% on Ports of Tauranga financial statements but one should also consider then, that

- 1) Ports of Tauranga assets have a life span of 200 years (not 60 years).
- 2) How can one compare the largest commercial port in New Zealand with a real commercial future with one of the smallest?

Where are the benchmarks on life spans of harbours that supports the stated 60 years? Without reference the 60 years is just an assumption. (Who says it could not be 100 or 150 years?)

## **3) Port Economics (cost effectiveness of the port)**

The TDC team applied a strict "cost based" approach to the "business case". This is doomed to failure as most entrepreneurs will know. Wayne K. Talley states in Chapter 22, Port Performance: An Economics Perspective, Devolution, Port Governance and Port Performance, Research in Transportation Economics, Volume 17, 499-516, Elsevier 2007: "*In order for a port to be cost efficient, it must be technically efficient*".

So instead of "just raising fees" the port needs to carefully design a strategic plan, understanding all the economic operating objectives, the various income sources (fishery, transportation, recreation etc.) and the relative impact of the various income sources, leading to an overall revenue plan.

In order to fully understand POT's potential, it is far too easy to just summarize under "income": Marina Income, Wharf Income, Boat Ramp Fees and Boat Compound. This shows that the proposal is in a very superficial.

#### 4) Part of POT to be handled as a Golden Bay Reserve

In the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995, it is clearly stated that there is land (part of the entire port) at Port Tarakohe that is vested in the Tasman District Council as reserve for local recreational purposes.

The Development Plan does NOT address the future management or policy of this reserve, it can impossible be just been taken into the entire approach without differentiating. TDC cannot include this land in the overall port without differentiation. The Pohara Boat Club provided most of the facilities on this reserve and one can clearly see that the western arm of the harbour does NOT have commercial users - it is used by recreational boaties (launching and retrieving boats mostly on weekends), campervans but the public at large.

So clearly the POT does include public reserve which should at least partially supported by the General Rate.

Further, at the public meeting Mr. Kempthorne stated that POT is an asset for the entire Golden Bay community, not just those using it commercially or recreationally.

#### 5) Development Plan of POT not ready ("fit") to make any decisions yet

The points I have raised clearly proof that the development plan is not fit for purpose i.e. TDC cannot make rational decisions based on the information it contains.

TDC staff, presenting at the Pohara Hall Meeting on Tuesday 19<sup>th</sup> November 2013, could not answer questions on "Valuation" and "Valuation Methods" .

As Mr Kempthorne stated in his introduction to the meeting, held at the Pohara Hall, at Tuesday 19<sup>th</sup> Nov., the Port Tarakohe (POT) is a significant asset in Golden Bay, not just for people owing a boat or being involved in any sea/harbour related commercial businesses.

POT has been owned by TDC since 1994, purchased from Golden Bay Cement Works (owned by Fletchers) for a very low price in the \$200,000 – \$300,000 range. One reason for this low price was the interest of Fletchers that the harbour "will give something back to the Golden Bay community".

TDC would like to have POT in a position that its revenue (and resulting earnings) will 100% cover the costs (and expenses) so that no general ratepayer financial support is needed.



TDC believes that POT is used by distinct users including marine farmers and cargo movement, recreational users of the boat ramp, marina berths, moorings and dry boat hardstand. TDC are trying to apply the revenue method, allocating the costs to these user groups and estimating usage, ending up with a required cost per unit. No financially sound details and/or benchmarks where presented at the meeting or are include in the "Draft Development Plan". How can they justify this approach?

In conclusion, TDC seems intent on making decisions, ignoring real commercial and market dynamics and behaviour. The plan is non-commercial and seems driven by TDC's monopolistic ownership of POT also ignoring the fact that a significant part of the Port is public land, therefore not open to private commercial exploitation.

Surely the Councillors and CEO must demand a far more detailed, financially responsible document on which to base their decisions.

A lot more knowledge of the market and its customers needs to be gathered, while the rather "limited" financial plan must be significantly improved with proper tools used to enhance credibility, valuation and cost structures.

If this plan should reach fully professional status THEN it should again be released for public consultation so that sound and rational decisions can be made.

**THEREFORE I STRONGLY SUGGEST TO THAT ANY DECISIONS ARE DELAYED UNTIL WE HAVE SUCH A DOCUMENT.**

I am happy to meet with council to elucidate on the points I have raised it that would be helpful.

Kind Regards

**Dr Roland Toder** (PhD, habil Human Genetics)

*Executive Director, Akalpa Lifescience Consulting Limited, New Zealand*

*Member of the Board of Directors Virax Ltd, Australia*

*Director Business Development & International Licensing Footfalls & Heartbeats Limited, New Zealand*

*Vice President Centogene AG, Germany*

*Permanent Resident of Golden Bay and TDC Ratepayer*

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**tasman**  
district council

## Feedback Form for Draft Port Taroako Development Plan

Submitter details (please print clearly):

Your name: Bron Hirst

Your postal address: Street: 377 Hill St

Suburb: Richmond

Town: \_\_\_\_\_ Postcode: 7020

Your daytime phone number: 021 355622

Your email address: Bron@tasmanbay.wa.nz

Are you giving this feedback as:  an individual or  on behalf of an organisation

If an organisation, please name the organisation and your position: \_\_\_\_\_

Your comment on the Port Taroako Development Plan  
(please continue overleaf if you require more space):

Herewith attached my submission.

If there is to be a full council hearing to listen

to submissions I wish to be heard.

Thank you.

Please send your feedback to:  
 Feedback on Port Taroako Development Plan  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: [info@tasman.govt.nz](mailto:info@tasman.govt.nz) or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

My Name is Brian Hirst. I own a holiday home in Ugar Bay and reside in Richmond. My family belong to the Pohara Boat Club, use the boat ramp and we have a boat stored in the dry compound.

I oppose many of the recommendations made in the WHK report of November 2013 and will outline my objections in the points made below.

1 Port Tarakohe was virtually gifted to the TDC for both community and commercial use by the Golden Bay Cement Company. I believe a total sum of \$200,000 was paid for the facility.

2 Since then from the limited information I can gather the TDC has spent about \$2-3 million on extensions to the seawall, various consultancy and engineering reports, most of which have been either significantly flawed, inappropriate, not useful or rejected. The floating moorings has also been installed.

3 Using the new "accounting standards" that take in to account return on investment (ROI) and depreciating values the once profitable or at least maintaining its costs the port has become a book value statistic. As a result of this form of accounting (ROI and depreciation), both paper entries, the port now needs to be subsidised by ratepayers.

4 As a recreational user of the port I am concerned about several aspects of the WHK report especially the part that refers to the Pohara Boat Club, the ramp and the whole western side of the port. I firmly believe that this side of the port should be left as a recreation facility and operated independently from the commercial eastern arm.

5 This is why? The ported was "gifted" to the population of Golden Bay for the recreational and commercial purpose by the local government of the time.

6.A The two areas – eastern and western arm are unique and separate.

6.B The western arm has been developed for recreational use over many years by the pohara boat club for the use of every user – mostly locals but also holiday makers, NZ tourists of overseas visitors.

6.C Everybody can belong to the club and under the rules of the club anyone can currently operate the card system to open the ramp gate or pay cash to operate it. All of these funds flow back to the TDC.

6.D The cost associated to the TDC for this arm of the port are negligible as the Pohara Boat Club administrate the ramp gate, maintain the ramp, parking and other services.

6.E Other than the extension to the seawall, there have not been costs incurred by the TDC to the western arm.

6.F The Pohara Boat Club and associated stakeholders Wakamarina, Learn to Sail etc are community users like cycleways in Richmond, sports fields, walkways around the region and the other dozens and dozens of community facilities. Most of these facilities are free already. Tarakohe boat ramp is not presently free but if the proposal is to 'ramp' up the charges 100% then users will disappear.

6.G Tarakohe is a safe haven in a potentially very dangerous bay. Wind from the S.W can change the bay from a dream to a nightmare in 30 minutes. When that happens, Tarakohe is the safe haven and the port everyone is familiar with and uses. Ramp the charges and safety will be compromised as boaties will opt for Tata or other options.

Also and this is important if ramp users opt for cash and not an annual cards system they may choose (once they have paid to go through the gate) to go boating even when it's unsafe. The risk is they won't turn around off the ramp.

6.H If charges for storing my \$4,000 trailer sailer in the dry compound are increased at all from the \$600 something I currently pay I will remove it from storage. There are on my calculations only about six boats stored there anyway. If charges are increased there will be even less.

6.I So I think that the Pohara Boat Club should, on behalf of the community administer the western arm (in consultation with the TDC) Returns should go to the TDC after costs but the facility should be treated as a community facility, like a park, cycleway, walkway as outlined earlier.

6.J The fees for the boat ramp and the rent for the land on which the Pohara Boat Club sits should not be raised un-proportionally to inflation or users and memberships will drop dramatically.

7 With regard to the WHK report, I find yet again the TDC have obviously given the wrong message to the consultant. The WHK report does not come up with a sound plan on how to enliven the port to produce more revenue, rather it suggests a myriad of ways to spend revenue for little and mostly no gain.

8 Golden Bay is a small community. The mussel industry is the only serious future growth contributor identified to the port. The mussel operators only use the wharfage for a few hours a

day. The wharfage is available 24/7. From the WHK report I see no need to action even one idea from the plan in the next 10 years. That is apart from subtle tweaking of revenues, and a sound business plan going forward instead of the kneejerk report we have paid for that again creates no value whatsoever.

In summary the western arm of the port is a community facility like a park or cycleway. Charges should not reflect the facility and be kept to a minimum.

If the facility needs to be subsidised by the council then so be it. It is what ratepayers pay for anyway and is monies appropriately spent.

 Brian H. G. 28/Nov 13



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**tasman-**  
district council

## Feedback Form for Draft Port Tarakohe Development Plan

Submitter details (please print clearly)

Your name: Graham Ashford  
 Your postal address: Street: 1090c Abel Tasman DR  
 Suburb: Ligar Bay  
 Town: Takaka Postcode: 7183  
 Your daytime phone number: 0274 470 247  
 Your email address: andyash@ts.co.nz

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: Pohara Boat Club  
club manager

Your comment on the Port Tarakohe Development Plan  
 (please continue overleaf if you require more space):

See Attached

Please send your feedback to:  
 Feedback on Port Tarakohe Development Plan  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: [info@tasman.govt.nz](mailto:info@tasman.govt.nz) or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

From Graham Ashford – Club Manager Pohara Boat Club.

At present our club membership stands at 215 members approximately 148 holding current ramp cards. About half of this is made up from members outside the bay who use the card as a convenience to save carrying change, as the text and credit card system is unreliable and has been faulty from installation.

After a quick survey the club stands to lose 80 / 90 percent of card holders from outside the bay and a similar number of locals. If your intension is to raise the charges it should be the same increase across the whole range – i.e.: \$75 to \$150 for cards and coin charge should go from \$7 to \$14, not to \$9. At present you can launch approximately 10 times in one year then it becomes viable to have a ramp card, the same ratio if increased to \$14 per launch. At the predicted \$9 charge you have over 16 launches per year before it becomes viable to have a ramp card. Most people don't launch that often in one year.

**This increase will cripple the Boat club membership.**

This will also cause people to use the Tata Beach ramp at no cost and create a safety hazard at an exposed ramp with people trying to save money and also create a major parking problem for locals at Tata Beach.

The parking problem at the Port Tarakohe ramp is only a problem for 5/6 days a year and only if there are scallops in the bay along with fine weather. People with ramp cards can park on the reserve area without being charged twice at the barrier arm.

The public should be encouraged to have ramp cards as this would mean faster flow through the barrier arm at peak times. Guaranteed income for TDC paid in advance, collected by the Pohara Boat Club at no cost to TDC. Hopefully we retain our members so the club can teach the young and old sailing and boating skills and promote water safety.

Sailing and boating in general has become the second biggest sport and recreational activity in NZ.

**For the future of the Pohara Boat Club and its members please TDC  
rethink your draft plan.**

Graham Ashford

Club Manager

Pohara Boat Club



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district council

### Port Tarakohe Development Plan

Your name: Andrea & Craham Ashford  
 Your postal address: Street: 1090c Abel Tasman Drive  
 Suburb: Hgar Bay  
 Town: Takaka Postcode: 7183  
 Your daytime phone number: 03 525 9666 0274470247  
 Your email address: andyash+ts.co.nz

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: \_\_\_\_\_  
 \_\_\_\_\_

Your comment on the Port Tarakohe Development Plan  
 (please continue overleaf if you require more space):

We fully support the submissions  
that have been submitted by the  
Pohara Boat Club and the  
Tarakohe Manna Association

Please send your feedback to:  
 Feedback on Port Tarakohe Development Plan  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: [info@tasman.govt.nz](mailto:info@tasman.govt.nz) or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.



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**Feedback Form: for Draft Port Tarakohe Development Plan**



Submitter details (please print clearly):

Your name: Jeffrey Woodward  
 Your postal address: Street: 53 Bannockburn Road  
 Suburb: \_\_\_\_\_  
 Town: Tasmania Postcode: 7102  
 Your daytime phone number: 03 525 7121  
 Your email address: NTM

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: \_\_\_\_\_

Your comment on the Port Tarakohe Development Plan  
(please continue overleaf if you require more space):

- Re-site entry barriers to launch ramp area so as to free up room for land based fishers & other users without having to pay the over the top charge currently in place.
- Drop the launch fees to a more acceptable level - end \$500 per launch. Current charges are prohibitive (let alone doubling them) for the facilities provided.
- Get rid of the two derelict wharfs currently moored at on the old condemned wharf.
- Replace the old condemned wharf.
- Make management more totally accountable for all revenues taken - past & present.

Please send your feedback to:  
 Feedback on Port Tarakohe Development Plan  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: [porttarakohe@tasman.govt.nz](mailto:porttarakohe@tasman.govt.nz) or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

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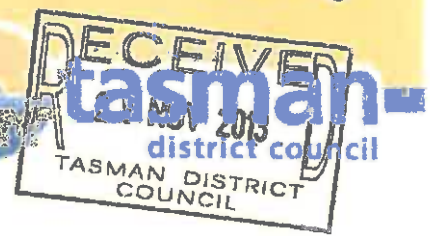
• Create a fair & equitable changing system for the permanent moorings, (must include a definite leading. (You will lose other income otherwise as these income sources will go elsewhere).

• Get a definitive plan from Talley re their block of what they are going to do with it.

• Buy that block back off Talley if no plan is forthcoming & develop that block for future commercial use.

• Get rid of your odd the top expensive consultants or listen to what your waste-payers are saying.





### Feedback Form for Draft Port Tarakohe Development Plan

Submitter (please print clearly)

Your name: SIMON + ANNA TILLMAN (32 CORNWALL PLACE, TATA BEACH)  
 Your postal address: Street: 40 CLIFFORD AVE.  
 Suburb: FENDALTON  
 Town: CHRISTCHURCH Postcode: 8014  
 Your daytime phone number: (03) 355 4343 021 420185  
 Your email address: TILLMAN@CLEAR.NET.NZ

Are you giving this feedback as:  an individual or  on behalf of an organisation

If an organisation, please name the organisation and your position: \_\_\_\_\_

Your comment on the Port Tarakohe Development Plan (please continue overleaf if you require more space):

INCREASING THE RAMP FEES AT TARAKOHE WILL HAVE MAJOR DISADVANTAGES FOR TATA BEACH. PEOPLE WILL STOP USING TARAKOHE AND USE THE FREE RAMP AT TATA WITH FOLLOWING CONSEQUENCES:

- 1) MORE TRAILERS IN ALREADY FULL CAR PARK + ROAD -> POTENTIAL ACCIDENTS.
- 2) MORE CARS AND THEREFORE REDUCED SAFETY FOR CHILDREN
- 3) INCREASE WEAR + TEAR ON THE TATA RAMP WHICH HAS RECENTLY BEEN REPAIRED AT TATA HOUSE OWNERS PRIVATE COST
- 4) MORE RISK OF DAMAGE / INJURY DUE TO PEOPLE TRYING TO GET BOATS OUT IN ROUGH CONDITIONS BECAUSE DON'T WANT TO PAY TARAKOHE FEES + TATA NOT BEING ALL WEATHER RAMP.

Please send your feedback to:  
 Feedback on Port Tarakohe Development Plan  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: [porttarakohe@tasman.govt.nz](mailto:porttarakohe@tasman.govt.nz) or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

209



**tasman**  
district council

## Feedback Form for Draft Port Taranaki Development Plan

Submitter details (please print clearly):

Your name: David Glenn Rose  
 Your postal address: Street: 2 Rose Road  
 Suburb: \_\_\_\_\_  
 Town: Takaka Postcode: 7110  
 Your daytime phone number: 035259566  
 Your email address: Willowbanks@xtra.co.nz

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: \_\_\_\_\_

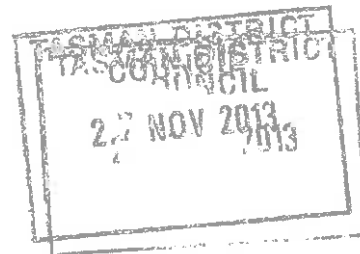
Your comment on the Port Taranaki Development Plan

(please continue overleaf if you require more space):

I object to the size of the increase in fees to  
store or berth a boat at Port Taranaki.  
Any increase should reflect inflation  
In an area of poorly paid rural income at the  
expense of the heat sink to the city we are being  
doubly penalized for our income size.  
Our heritage values are for the common man or woman  
to afford what the wealthy used to monopolize.  
Are we capitalists or socialists  
Value for what we are or what we own?  
Pull your horns in T.D.C.

Please send your feedback to:

Feedback on Port Taranaki Development Plan  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050



Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: [porttaranaki@tasman.govt.nz](mailto:porttaranaki@tasman.govt.nz) or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz/>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.



2 NOV 2013  
TASMAN DISTRICT COUNCIL

### Feedback Form for Draft Port Taranaki Development Plan

Submitter details (please print clearly):

Your name: Trevor Hugh Riley  
 Your postal address: Street: RD 2 TAKAWA  
 Suburb: \_\_\_\_\_  
 Town: MILNTHORPE Postcode: 7182  
 Your daytime phone number: \_\_\_\_\_  
 Your email address: \_\_\_\_\_

Are you giving this feedback as: an individual or on behalf of an organisation

If an organisation, please name the organisation and your position: \_\_\_\_\_

Your comment on the Port Taranaki Development Plan  
(please continue overleaf if you require more space):

Attached 5 sheets plus 13 attachments  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please send your feedback to:  
 Feedback on Port Taranaki Development Plan  
 Tasman District Council  
 Private Bag 4  
 Richmond 7050

*T. H. Riley*

Or drop your feedback into Council at 189 Queen Street, Richmond, or your local library or service centre. Alternatively email your feedback to: [porttaranaki@tasman.govt.nz](mailto:porttaranaki@tasman.govt.nz) or fax to 03 543 8560. Feedback forms are available for download from Council's website (<http://www.tasman.govt.nz>).

We need to receive your feedback by 4.00 pm Thursday 28 November 2013.

I have been carefully through all 41 pages of the report entitled "Development Plan - Port Tarakohe" for the TDC by WHK (Nelson) via some un-named compiler -- my one word summation? "Codswallop!" Sorry, two words.... "Absolute Codswallop!"

For a 37% increase in production from mussel lines – whether or not they actually produce anything.....

MEANS the complete exclusion of all non-industrial activities and all unauthorized personnel in the area. (p21)

MEANS the termination of the Pohara Boat Club's lease in 2019 and the buildings "return to the TDC (p5)

MEANS that the 20 existing moorings (p5) in private use will become fully available to fishing boats in the expanded Port Services (p23) i.e. price the private occupiers out and take over!

MEANS that every private personage is being manipulated out of the environs "to make room for commercial space required for expansion" – when all the while vast areas of secluded expansion space exists on Port Tarakohe Limited's adjoining land – just waiting to be developed. (p5)

MEANS – by slight manipulation of roading lines and minor land swaps, Talley's gain exclusive ownership of the Port Golden Bay Limited foreshore; this when WHK's expertise is liberally applied to mussel farmers elsewhere i.e. they write from a pre-determined position....

AND that so much of the report is devoted to Private Roads that will soon fall into the sea, and of inaccessible paper roads atop adjoining domains that will remain inaccessible – YET these things HAVE NOTHING to do with "Port Golden Bay Limited" – they are TDC's issues in conjunction with itself and every private land owner (& Crown) in Ligar Bay and beyond – yet the solution is readily available via coordination with Port Tarakohe Limited. Why bring "roads" into matters now? Is this another "predetermined" issue?

All this to exclude the Ratepayers and visitors alike – excluded permanently from environs that were exclusively donated in genuine gratitude and good faith by Golden Bay Cement Limited to the people of the area (via \$275,000 from TDC) for their RECREATIONAL and commercial benefit.

All this when the report states: (p7) "The Port historically has been a significant asset for the region and there is currently nothing to suggest that this will not continue although there are risks that the current growth in marine farms may NOT continue OR the Port will become uneconomic for its users" Why on earth then, is it necessary to introduce these draconian measures which destroy the very foundation of the Deed of Gift produced by the very generous, but thankful, departing Golden Bay Cement Company?

A "gift" it was in 1994 - A "gift" it remains today.

The \$275,000 TDC investment to secure this gift back then, remains a \$275,000 investment today. The WHK report states: (p4) "...the suggested revenue methodology [is] to recover the cost of the Port from the direct users..." by having (p14) the "assets (to be) valued at an optimized depreciated REPLACEMENT cost." That REPLACEMENT COST for this "methodology" (a cost NOT mentioned in the WHK report) is \$12 million; \$12 million! - this to base hypothetical current user-pay charges to the loyal Public users of these facilities.

Hell! Those rubble-mound breakwaters won't be going anywhere anytime ever. Not by fire, not by earthquake. Those rubble-mound breakwaters are the very basis of the Port assets. This "methodology" is nothing short of pernicious dishonesty.

Now add on the cost of the marina to that \$275,000 and we get \$1,500,000. Where on earth then, has that extra debt of \$1,445,000 come from? (Debt that takes the 1.5 million figure up to the \$2,945,000 stated in the G.B Weekly 22<sup>nd</sup> Nov 2013) Where on earth too, has the "\$600,000 loss per year" come from?

How is it, that despite repeated demands from the Ombudsman, the TDC could not show any details of charges – that the IRD accounted figures are not clear – and that the 10 years of summaries of running costs are all tallied on ONE page – that EVERY other group that earns and spends money has to have its accounts certified? Why is it then, that the TDC is different? Why have they been "robbing Peter to pay Paul?"

The TDC is NOT "a monopoly services provider" (as stated p7 & p14). It is the representative VOICE of its RATEPAYERS – the servant of the people who voted it into office. There is only one monopoly involved here and it's called "irrationality". If the Council hasn't been able to monitor the debt it has incurred in the past on these Port issues – how can ANYONE trust it with matters into the future?

Where has this TDC debt discrepancy from the past, (the \$1,445,000 stated above) but incurred now on "Port Golden Bay Limited" actually come from? I would suggest it has been incurred solely from the serial report after report after report, all pontificating on just how this facility can be made to PAY ITS WAY. The solution I'd say, is really very simple: just shoot the SHARKS circling the Harbour environs, feeding voraciously on Ratepayer money. The real solution is to move cautiously, frugally and responsibly forward on the "Gifted situation", and let any exploitative industry now PAY FULLY for its endeavours: that's the proper Western Business Model.

Leases on Port land include (WHK report p6) "Talley's wharf area, NPD fuel supplies, marina berths and moorings" Hold on; is it "Talley's" Wharf area? – Is that the main wharf or what? Who actually owns what here? Yes – Talley's did buy the GBCW Office Building – that distinctive Ian Athfield designed unique structure for \$75,000 in say, 1993. Yes, they did promise 90 new jobs for the "locals". But it's all gone now. Oh, and they did too, present an "objection in advance" to the Kirner family's well researched project for Public facilities by the PBC buildings: a project that Talley's though might have conflicted with their "future intent" for their nearby area. Good people driven out of the District.

Now, (p13 of WHK report) we see the "holistic" approach of Talley's land-swap for Public-Road deal for foreshore consolidation of land assets – perhaps involving a new "hole in the rock" approach just to tidy up the resultant roading problems.....

Is this the same Talley's who complained to the TDC about the state of Council's Motueka Wharf in 1996? Result? TDC sell their entire wharf assets to Talley's for ONE DOLLAR.

Is this the same Industry which persisted in requests to the TDC to "improve" the harbour entrance at Motueka? Result? A massive plastic sand-filled tube to re-direct tidal flows; a TDC experiment with its own Hydrologists ending in a massive massive failure, that still drags on in the Courts tens of millions of dollars later: all Ratepayer money.

Is this the same Talley's who persisted with the "holistic" closure of the Public's Pattie Street, Port Motueka? Result? Now a massive long detour for any member of the public to move on land from marina to harbor entrance.

Is this the same Talley's who supported Solly's Freight/Richard Cox barge-loading wharf approved for Collingwood Haven?

Where are we going here and who is pulling the strings? Is the "new rock wall to the east" proudly proclaimed (WHK report p13) just another pen in which to hold the resultant PUBLIC DEBT?

Please, get realistic: it looks like Huxley's "Brave new World" is really here.

Has the TDC staff really tried to "engage with local Ratepayers"? NO. It's a case of pay up or else! The National average when assessing a Councils "staff engagement with the Public" is around 36%; TDC's survey scores come in at around 13 or 14%. We have a real problem here.

The ONLY realistic thing that matters is for the traditional non-commercial users to have continuing simple, affordable practical boating and recreational facilities that the very generous GBCW Deed of Gifting proclaimed. This gifting – in response to decades of duty by a large local GBCW workforce was NEVER intended to be the Cash Cow of a Council based in Richmond. The Aquaculture Industry – rise or fall, simply has to work around the Public's rightful and total use of the waters and facilities on and within these "Rubble mound Breakwaters"



But there is another side to these "Holistic" matters: a basic Human Right to the freedom of movement on the World's Seas; the very first International Law. And there is no other WATER and no other NAME that personifies this issue, as does "TASMAN".

"TASMAN" District Council – base Richmond.

"TASMAN" Bay.

"TASMAN" Memorial statue at rocks road ENTRY to Nelson.

Wonderful words – Wonderful homage – Bow and scrape – Bow and scrape – wonderful recognition of the Dutch Explorer who brought European culture to these remote Islands.

But aren't we getting our facts mixed up here? Aren't we being imposters?

Tasman was never ever anywhere near these places. Let's correct matters and call them by their proper European names: BLIND BAY and BLIND Bay District Council – now there is a lifestyle to treasure.

So a bit of History here to pay homage to where it's really due.....(Knight, Frank 1963)

Beginning on a cold blustery day in March 1572 (11 years before the Spanish Armada arrived) 25 little Dutch loaded with seven or eight hundred angry, hungry homeless men all without a friendly port in the world – "Sea Beggars" as they were called; under Count Lumey de la Marck (political expediency aside, these Dutch exiles were prone to indulge in Piracy on English ships too) were finally expelled from Elizabethan England. With nowhere else in the World to go – they went up the River Maas to the (temporarily) unoccupied town of Brille/Brill. April 1<sup>st</sup> – April Fool's Day – a day to remember in Dutch History. They occupied and held the town and so modern Netherlands began: albeit with an 80 year long rebellion. What other country has had to fight with its oppressors for so long, just to be free? For such a small country to survive, they had to embark on overseas trading. Alas, a united Spain/Portugal held the entire World's trading routes, east and west. James the 1<sup>st</sup> of England had made peace with Spain/Portugal; the Dutch still had their rebellion – they had to fight on alone. And fight they did.

In April 1607 the Admiral of the Dutch "Navy" – Jacob van Heemskirk determined to strike a blow at Spain's naval power (rebuilt with larger modern ships) such as she had never received since the defeat of the Armada in 1588.

26 small ships under van Heemskirk's command arrived off Gibraltar in May 1607. With the surprise of an onshore breeze, suddenly they were alongside the Spanish battle galleons, two Dutch ships to each Spaniard. The battle lasting into the night, van Heemskirk was killed but the furious Dutch fought on until not a Spanish ship remained afloat. The Dutch returned to Amsterdam with van Heemskirk's body. A truce was called to the long war, and so Dutch ships were allowed to trade to the East.

In 1609 the Dutch theologian and Lawyer Hugo Grotius (a 26 year old one-time child prodigy) was moved to write "De Mare Liberum" in defence of the Dutch East India Company. Grotius set out to show that the high seas belonged to no one and could not be claimed by any country. God, argued Grotius, wished human friendships to be engendered by mutual needs, one people supplying the needs of another; and the winds blow to make the oceans navigable. Hence, International Laws began.

And then, 33 years later we have Tasman arriving here in his ship "van Heemskirk" just off present day Taranaki Harbour seeking trade with the earlier immigrants. Alas, this was an incompatible activity. Tasman, the *Heemskirk*, the *Zeehaen* and their crews were driven off.

But, the Memorial to Tasman who arrived here under the freedom of the seas promulgated by Hugo Grotius remains.....right above the very harbour that these modern day local sailors are being excluded from by these draconian changes.

Have we got our priorities right? Are we paying proper Homage to those who have given us the cultural freedoms we enjoy today? The waters of Taranaki Harbour by the gifting process of the GBCW should be free from the contrived constraints and pricing methodologies proposed in this "Port Taranaki Development Plan". The local boaties and sailors don't like it. The Dutch certainly won't like it either.....nor would have Tasman, Grotius or van Heemskirk.



Trevor Hugh Riley Milnthorpe

Acknowledgements: "Abel Tasman's Voyage Remembered", by Penny Griffith, as published in the G.B. Weekly; with much appreciation for her work on this subject. The 12 pages are an attachment to this submission with the Author's permission.

13<sup>th</sup> page attached, article for G.B. Weekly by Em Hofstede, with thanks to the Author.

Knight; Frank, Capt. "Stories of Famous Sea fights", Oliver & Boyd Ltd 1963. Pages 57 – 63.



# Remembering 1642 and the <sup>GB Weekly</sup> meeting of two worlds (Part 1) <sub>24/2/12</sub>

The first in a series of monthly columns sponsored by *The GB Weekly*. They will make connections between 1642 (and Tasman's voyage) and 2012, the 370th anniversary of our country and its people being "put on the map".

## The world in 1642:

In the northern hemisphere 1642 was a time of contrasts. Britain embarked on a crippling Civil War that lasted seven years, while the Netherlands and the multinational Dutch East India Company (acronym "VOC" from its name in Dutch) thrived. Established in 1602 to exploit the spice trade, the VOC had wide-ranging powers and territories from the Persian Gulf to Japan, following skilful dealings that saw it supplant its rivals.

In what would become known as New Zealand, canoe-borne settlers from Polynesia had spent about 400 years coming to terms with a huge new land and its different geography, climate and food resources, both animal and vegetable. By 1642 the still mainly coastal population was increasing, along with horticultural activity, development of fortified pa and cultural expressions such as carving.

Neither world knew about the other. The VOC brought them together.

## Feb/March 2012: What's on?

18 February – 1 April: 'Wish you were here: Views from Golden Bay and the Abel Tasman National Park' (Suter Gallery, Bridge Street, Nelson. Cost: Free)

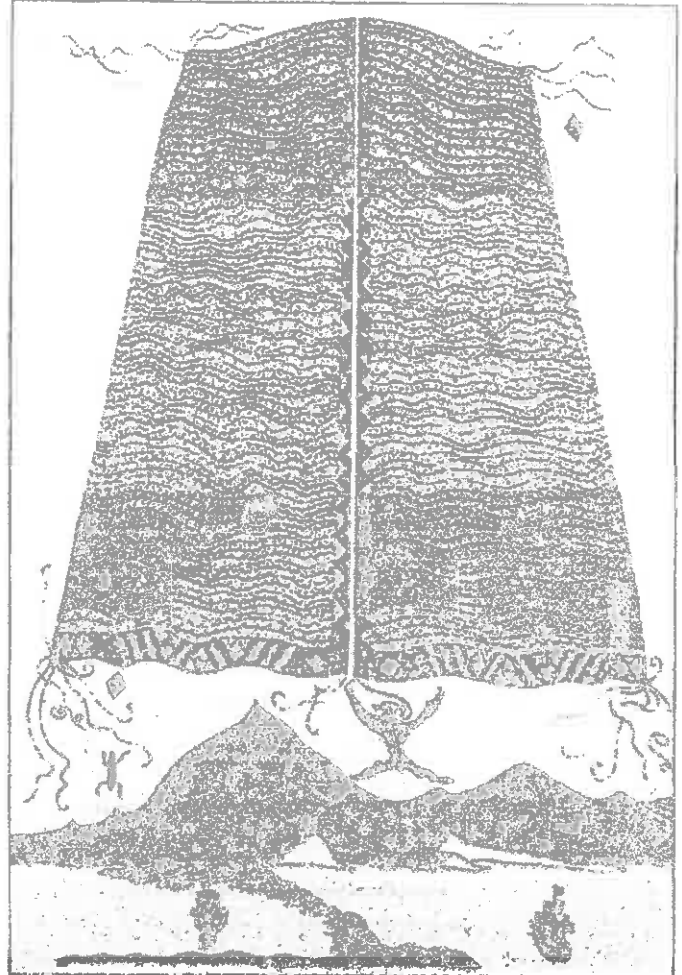
An exhibition of landscape art that revels in the beauty of Abel Tasman National Park and the Golden Bay region, as seen by different generations of artists. It includes works by John Bevan Ford that skillfully combine the 1642 ship drawings in a modern context (illustrated) and a portrait of pioneering New Zealand conservationist and founder of the park, Perrine Moncrieff (1893–1979), by Marjorie Naylor.

7 March, 8pm: Talk - Dr Robin Hodge on Perrine Moncrieff and the creation of Abel Tasman National Park (arranged by the Nelson Institute, Suter Theatre, Suter Gallery. Cost: \$5)

Wellington-based historian Dr Robin Hodge's biography of Moncrieff is awaiting publication. Her illustrated talk will focus on Moncrieff's role in establishing the Abel Tasman National Park during the Second World War, her other conservation projects, and her role at the Nelson Institute. This talk is linked to the exhibition at the The Suter (see above).

Don't forget our local permanent attractions at: the Golden Bay Museum, the Tasman Memorial (Ligar Bay), and the TDC Office. More info on the website: [www.abeltasman370.com](http://www.abeltasman370.com)

Penny Griffith



John Bevan Ford (1930 – 2005). Golden Bay and Tall Men On Hill Tops 1996. Image supplied by the Suter Gallery.



## 1642 & 2012: Abel Tasman's voyage and 370 years on (Part 2)

The second of a series of monthly columns sponsored by *The GBWeekly*: "Remembering 1642 and the meeting of two worlds".

### Navigation in 1642:

Tasman's equipment was a globe, hour glasses, an astrolabe (to determine latitude), a compass (he understood about magnetic and true north), and a cross-staff and back-staff. He almost certainly also had a telescope, Dutch-invented and further developed by Galileo in 1609. (The barometer was not invented until 1642, too late for his voyage.)

Polynesians, without instruments or written documents, had for centuries made long sea voyages based on natural signs: information from ocean swells and currents, bird migrations, and the stars. The late David Lewis documented these skills and was convinced that Polynesian exploration (and safe return home) and discovery was not accidental.

### Navigation in 2012:

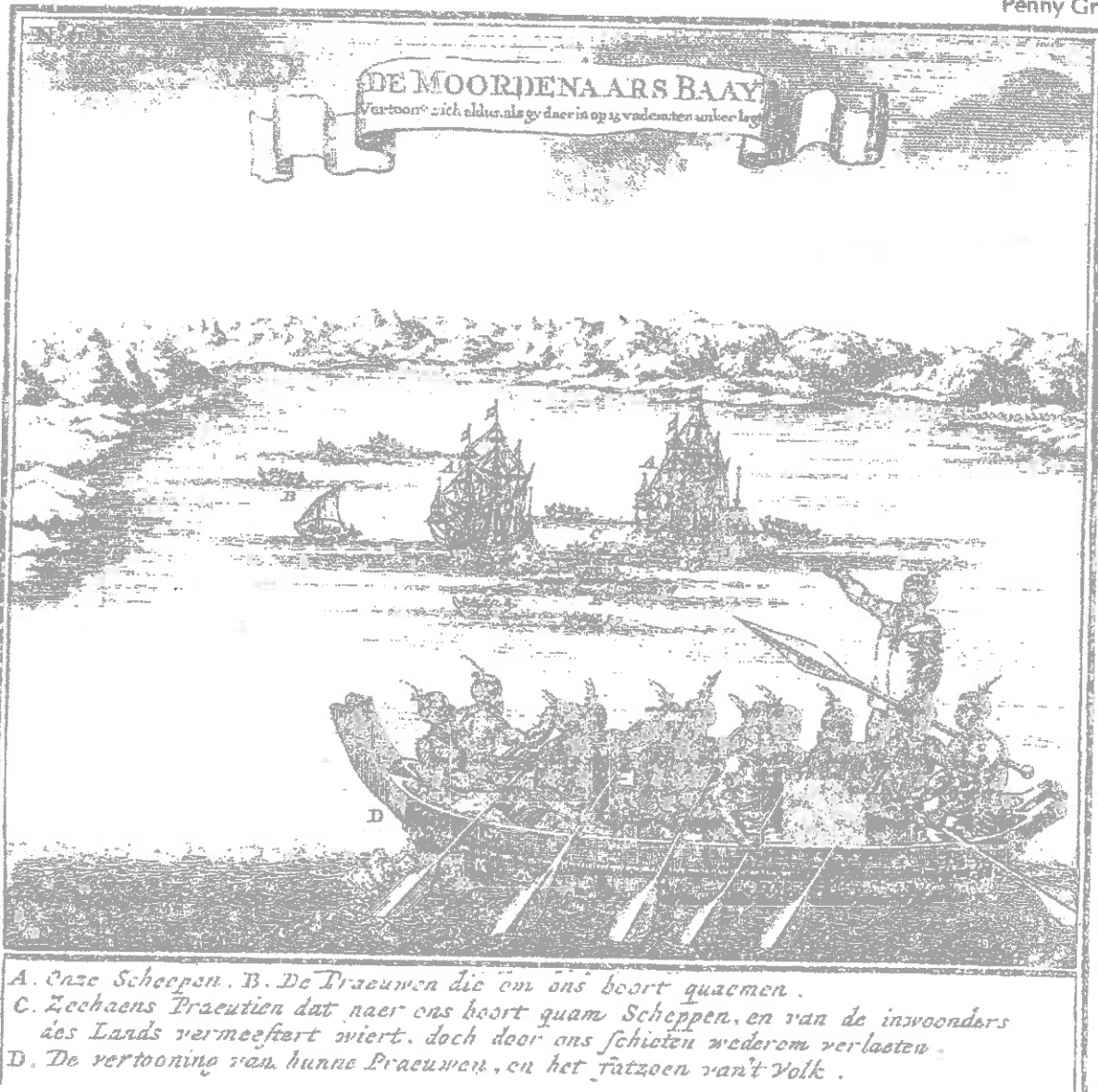
Today's navigators have access to many sophisticated electronic devices: GPS (satellite Global Positioning System), radar, depth-sounders, electronic charts and route-plotting, self-steering systems, coupled with sophisticated radio communication and emergency beacons. Add to this the power of the mechanical engine. Despite this we still see ships run aground!

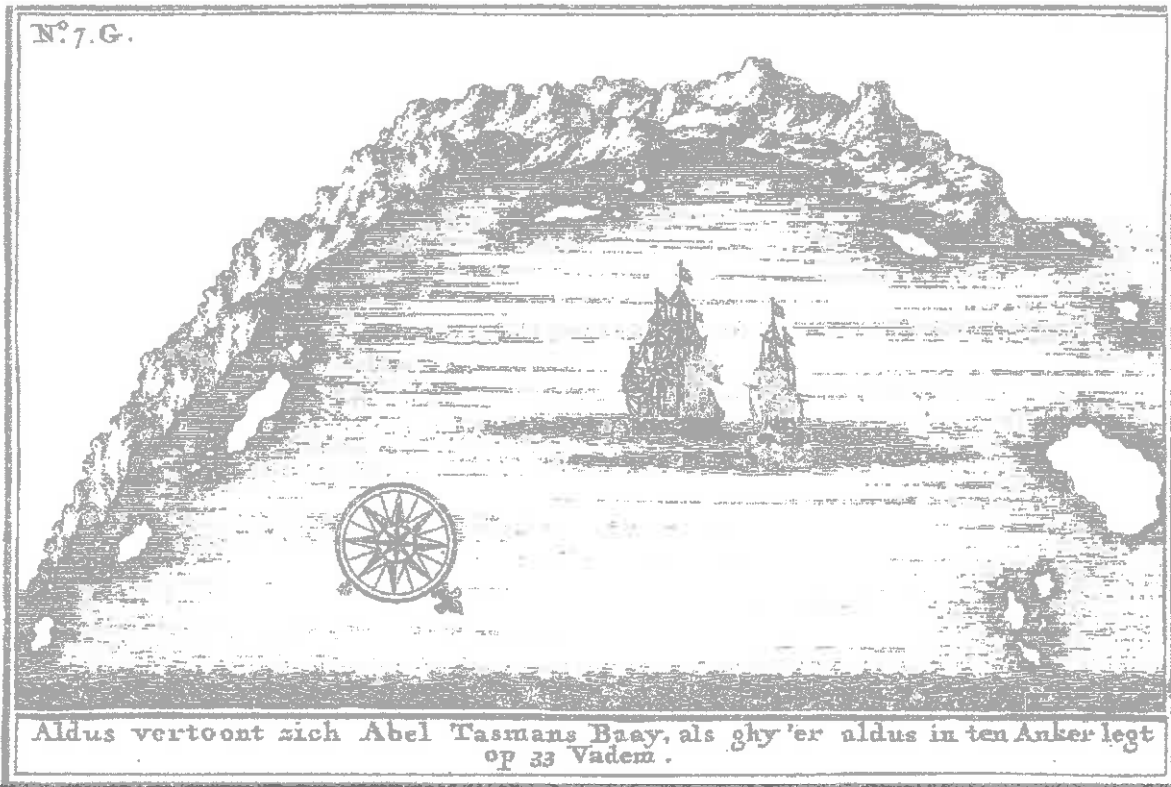
### March/April 2012: What's on?

Until 1 April: 'Wish you were here: Views from Golden Bay and the Abel Tasman National Park' (Suter Gallery, Nelson) Last few days of a lovely exhibition.

Tuesday 17 April, 7.30pm: 'Hartebeest' present their 1642/2012 View on Golden Bay: Dutch graphic designers Gerco and Maaiké are here now, inviting input to their creative and ambitious project, based on the image shown. Check out their website: [www.viewongoldenbay.com](http://www.viewongoldenbay.com). More info (and some things to buy!) on the website: [www.abeltasman370.com](http://www.abeltasman370.com)

Penny Griffith





F. Claes, 20. 20. 1642.

The first recorded meeting between Maori and another race, in what is now Golden Bay, on 18/19 December 1642.  
Image from a manuscript copy of Tasman's journal in the Netherlands State Archives in The Hague.



# 1642 & 2012: Abel Tasman's voyage and 370 years on (Part 3)

GB Weekly 27/4/12

The third of a series of monthly columns sponsored by *The GB Weekly*: "Remembering 1642 and the meeting of two worlds."

### The world in 2012 (or 1642):

An irony in international relations shaped this part. Last week the Prime Minister and a trade delegation went to Indonesia "poised to take advantage of Asia's emerging economic super power" (*The Press*, 14 April 2012). What an about-turn from 1642 when Tasman's voyage set out for the mythical Great South Land, looking for mineral riches. Tasman left from the Dutch trade colony Batavia in Indonesia; John Key, looking for markets, arrived in Jakarta, Indonesia. Same city; different names.

This flipside scenario started me thinking about the big shifts and trends of modern history.

Printing with movable type (in the 1450s) created the earliest IT business, essential for knowledge. Then, in 1543, Copernicus identified the sun as the centre of our planetary system, sparking a scientific revolution.

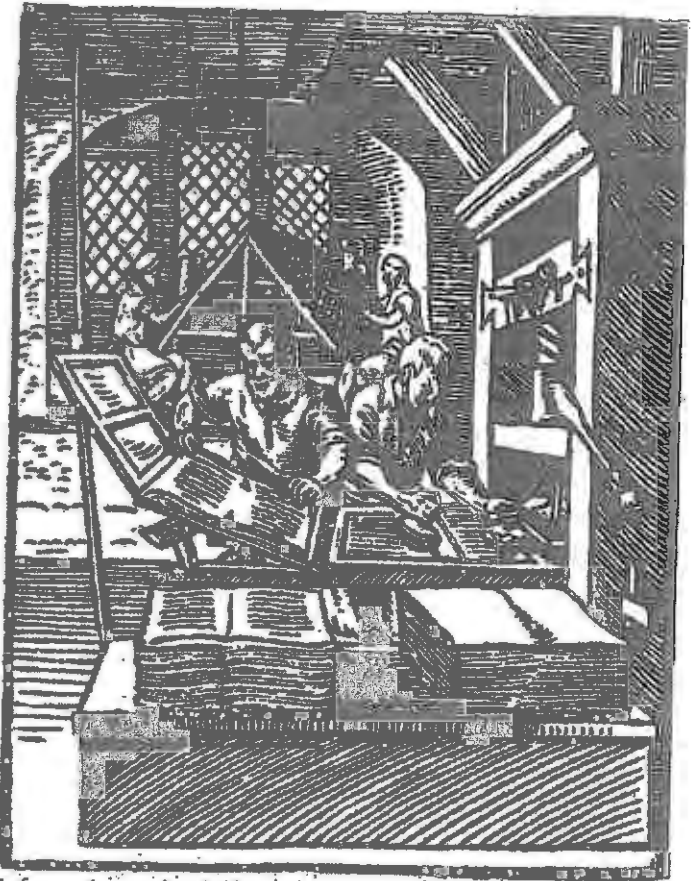
The 1500s also brought the age of discovery, evolving into a long colonial period as Spain, Portugal, Holland, Germany, France and Britain needed to expand economically or house growing populations. Globalisation by exploitation?

The first industrial revolution, from the mid 1700s, introduced a period of major inventions, mechanisation and increasing productivity. Small states developed into nation states with bigger agendas, resulting in world wars, followed by relative peace and efforts at world cooperation. Now international conflicts and challenges are mainly focused on access to resources, trade and finance. The Internet tells us all about it.

Hmmm. Maybe (apart from technology) not all that much has changed since 1642?

### May 2012: What's on?

'What's Project Janszoon?' Tuesday 8 May, 12.15pm, Takaka Memorial Library. Devon McLean introduces us to an exciting new conservation project aimed at reversing ecological decline in Abel Tasman National Park <[www.janszoon.org.nz](http://www.janszoon.org.nz)>. In association with the Dept of Conservation.



Information technology in Tasman's day.

### Also:

Enjoy the manuscript of Tasman's journal and images online at: <http://tinyurl.com/79w8bmy>

More info on the website: [www.abeltasman370.com](http://www.abeltasman370.com);

Penny Griffith

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## 1642 & 2012: Abel Tasman's voyage and 370 years on (Part 4)

GB Weekly 15/6/12

The fourth of a series of monthly columns sponsored by *The GB Weekly*: "Remembering 1642 and the meeting of two worlds."

### Back in 1642:

This part takes us back to 1642, as we move towards the 370th anniversary of the start of Tasman's voyage on 14 August, a voyage we'll then be following.

From a 21st century market-driven perspective, Tasman's employer set an extraordinary record for a corporate giant that seems unlikely to ever be overtaken. The VOC (Vereenigde Oost-Indische Compagnie, or United East India Company) began with efforts in the 1590s to break the Portuguese monopoly on the lucrative trade with Asia. It developed into a powerful alliance of merchants that built its own ships and warehouses, and produced its own charts and navigational instruments.

Over nearly 200 years until it was disbanded in 1795, the VOC paid dividends of 1.8 per cent and undertook almost 4,800 sea voyages to the Far East. These averaged eight months, with a loss of less than four per cent of vessels. For comparison, in the early 1600s England had one-eighth the number of ships of the newly-founded Dutch republic, and the world population was around 550 million.

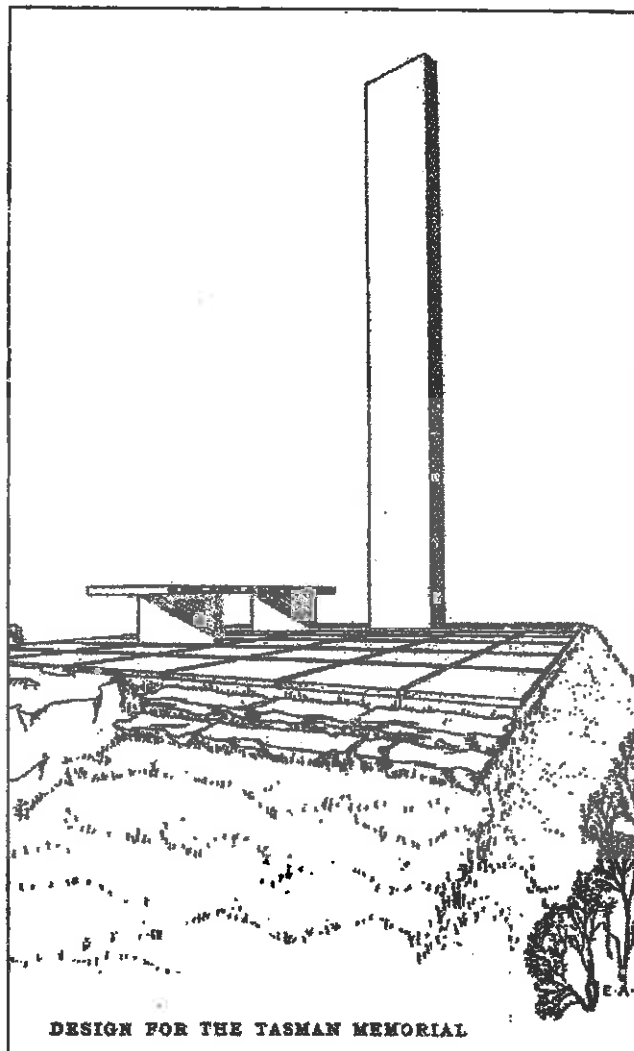
Tasman's career with the VOC began in the early 1630s and continued until his retirement in 1651. More about that next time.

**Family connections in 2012:** Current bloggers on the Timespanner website are talking about New Zealanders with Abel Tasman as a forebear, through descendants of his daughter Claesjen. One of these, Mrs Ivy Ngatai of Morrinsville, was part of official commemorations in 1992.

### June 2012: What's on?

**From Saturday 15 June:** Nelson Provincial Museum, Trafalgar Street, Nelson. A special Abel Tasman display, including the 1726 Ottens engraving donated in March 2012.

**Thursday 28 June, 11am,** Takaka Memorial Library. 'DESIGN & BUILD (1942): Ernst Plischke and the Abel Tasman Memorial'. Tony Richardson, who also makes scale models of this national memorial, talks about his research into the Austrian immigrant architect Ernst Plischke and the



DESIGN FOR THE TASMAN MEMORIAL

Plischke's sketch of the final design for the Abel Tasman Memorial (Official Programme, 1942)

challenges of wartime construction. John Mason talks about DOC's role in caring for it. Bring memories and photographs to share. Hosted by the Golden Bay Museum Society.

More info on the website: [www.abeltasman370.com](http://www.abeltasman370.com);

Penny Griffith



# 1642 & 2012: Abel Tasman's voyage and 370 years on (Part 5)

GB Weekly  
17/8/12

The fifth of a series of monthly columns sponsored by The GB Weekly: "Remembering 1642 and the meeting of two worlds".

## Getting going—14 August 1642

Little is known of Tasman's early life; even his birthdate (in 1602/3) is uncertain, and no confirmed portrait exists. However, he was working for the Dutch East India Company (VOC) in the 1630s, in increasingly responsible shipboard positions (first mate, then captain) before being made commander of voyages in what was a volatile political and trading region.

It may seem surprising that the decision to send Tasman's expedition wasn't made until a fortnight before the voyage departed from Batavia (now Jakarta) on 14 August 1642. However, the mysterious unknown "Southland" had been a major preoccupation for centuries. Competition between the Spanish, Portuguese and Dutch for new territories also meant plans had to be kept secret as long as possible.

As early as January 1642 Frans Jacobszoon Visscher (to be chief pilot on the voyage) had prepared a "memoir", which they followed. This outlined various options for routes and timing, which took into account the seasonal winds.

Spare a thought for the 110 men that set sail from Batavia for the unknown in two small wooden ships, the *Zeehaen* and the *Heemskerck*. It was an eventful start. On the first day the *Zeehaen* went aground, and the next day they had to stop and make urgent repairs as that ship was so "unfit" as to be "impossible to go to sea with her".

Nevertheless the first part of their mission was achieved when three weeks later (5 September) they reached Mauritius. This strategic dot in the SW Indian Ocean has a remarkable history as well as being the only known home of the now-extinct dodo bird. In 1642 it was a Dutch base and Tasman's ships spent a month there before heading south on the real voyage. The next instalment explains what happened during their stay and began the next leg.

## August 2012: What's on?

Until February 2013, Nelson Provincial Museum, Trafalgar Street, Nelson. Special Abel Tasman display, including the 1726 Ottens engraving donated in March 2012.

14 August: Did you toast the 370th anniversary of the start of the voyage?

Don't forget to visit the artworks in the Takaka TDC Office;



Stamps from New Zealand (1940) (and Australia (ca.1970)) use romanticised but unverified images of Tasman. Photo: Submitted.

the Abel Tasman Memorial; and look at the mural on the side of Take Note!

More info (including events in other places) on the website: [www.abeltasman370.com](http://www.abeltasman370.com)

Penny Griffith



# 1642 & 2012: Abel Tasman's voyage and 370 years on (Part 6)



CB Weekly 14/9/12

The sixth of a series of monthly columns sponsored by The CB Weekly: "Remembering 1642 and the meeting of two worlds".

## Mauritius & More—September 1642

In Part 5 we left Tasman's crew and ships (the Zeehaen and the Heemskerck) in Mauritius, their last port of call before heading further south than anyone had gone before. However, the intended brief stop for supplies extended into a month. The half-rotten upperwork of the Zeehaen needed to be repaired, and the resident Commander Van der Stel ordered new rigging and mastwork on both ships.

The journal for this period is a lively pastiche of activities: details of work done, including felling timber to make the repairs; decisions as to how much arrack (a strong distilled alcohol) should be served while in port. A half-portion was agreed for all crew, in order to keep the peace and minimise "discontent, ill-will and envy". This contravened local practice, where arrack was served only to the "cold, wet and dirty".

Provisioning in a pre-refrigeration era was a major task. Day after day large amounts of firewood and water were loaded, as well as "cattle" - a term used for goats and pigs. Shared between the two ships were 66 goats (a few females, presumably for breeding and milk) and 17 hogs and pigs. What on earth did they feed them on, and how did they deal with the sewage? How did the animals cope with rolling around in heavy seas?

In port, however, the crew enjoyed fresh fish, caught with dragnets, and game captured ashore, including 13 "wild birds". Thousands of kilometres away, Ngati Tumatakokiri would have been enjoying a similar diet, but a very different lifestyle. The differences would be tested three months later.

The next instalment follows the ships as they voyage into the unknown. On 8 October 1642 they left Mauritius, when the winds finally allowed them to head south-east, "for which God be praised and thanked", the journal notes.



A shining cuckoo has flown in from Moana Lee's "Romance of Birds" installation at Takaka Memorial Library. Image: supplied.

## What's on?—September 2012:

If you're in Wellington, Nelson or Dunedin, check out displays (see website). Our local events are:

**Saturday 15 September, 10.30am, Takaka Library: Unveiling of Moana Lee's creation "The Romance of Birds", inspired by Pemine Moncrieff and the Abel Tasman National Park.**

**Thursday 20 September, 7.30pm, Mussel Inn: BayLit awards, including a special AT370 section with prizes from the Netherlands Embassy.**

**Saturday 22 September: Coastal Classic Run (Awaroa to Marahau) with prizes from the Netherlands Embassy.**

Don't forget the artworks in the Takaka TDC Office; the Abel Tasman Memorial; the mural on the side of Take Note. Plus more info on the website: [www.abeltasman370.com](http://www.abeltasman370.com)

Penny Griffith

G.B Weekly 16/11/12

# 1642 & 2012: Abel Tasman's voyage & 370 years on (Part 7)

The seventh of a series of monthly columns sponsored by the GBWeekly: "Remembering 1642 and the meeting of two worlds".

When the Going Gets Tough: October-November 1642

After leaving Mauritius on 8 October, Tasman's instructions were to sail the Heemskerck and the Zeehaen southeast until [you] "encounter the unknown Southland, or as far as the latitudes of 52 to 54 degrees", and then turn to sail due east until reaching land. The Council in Batavia had spelt out elaborate details of what they were to record and the course to be followed when land was discovered.

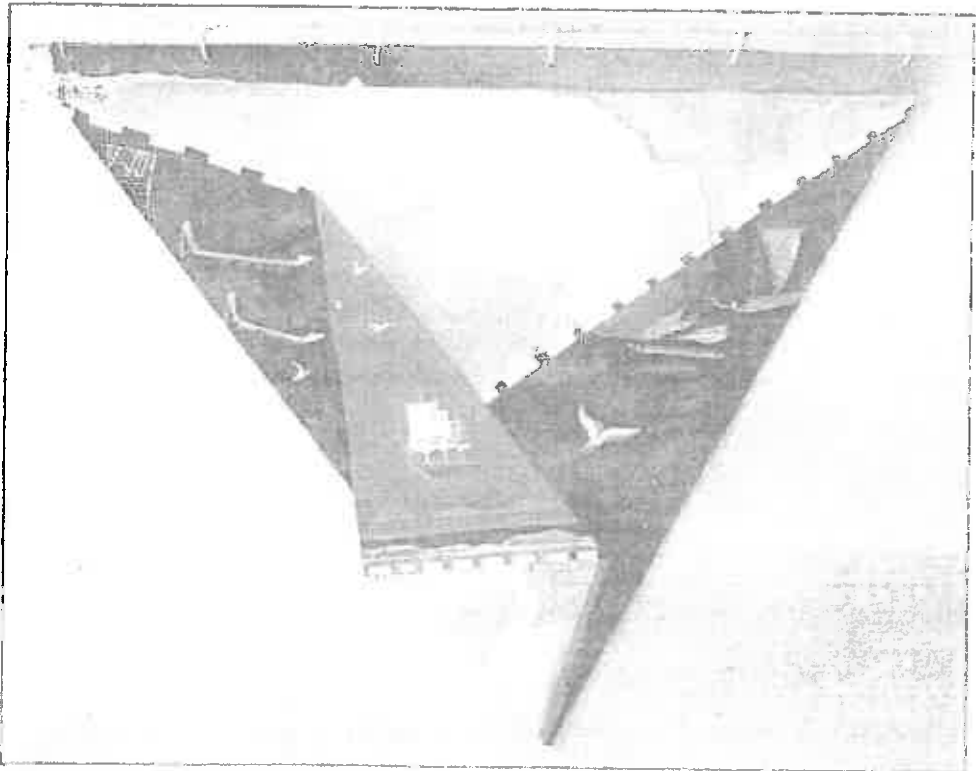
In the following weeks they experienced "hard" winds and storms, hail and snow, broken gear and a death on the Zeehaen. The often dark misty weather and much kelp ("rockweed")

meant a constant lookout was required at the topmast; imagine the sway up there. The reward for identifying shoals or blind rocks would be three "reals of eight" (silver coins, about 75g total) and 1.5 litres of arack wine.

After a month's struggle in "violent" seas they had reached nearly 50 degrees south, but eventually the extreme danger and cold caused a rethink. A message was sent to the Zeehaen in a waxed and tarred wooden box streamed on a rope from the Heemskerck; the obligatory joint meeting had to wait for calmer seas. On 8 November the decision was made to set a course about five degrees further north.

Not only did that make shipboard life more comfortable, it was a decision that almost certainly created the opportunity for their first land discoveries. If they had stayed further south, they would probably have missed both Tasmania and New Zealand!

On 24 November the voyagers came across "the first land in the South Sea that is met by us, and is still known to No European Peoples, so we have given this land the name of Antonij van Diemens land ...". They went ashore and saw smoke and other signs of people living there, but met none.



Margaret Maloney's painting "Arrivals". It combines images and paths of the arrivals of whales, Pacific & Maori voyagers, as well as those of Tasman and Cook, together with familiar horizons. Margaret is beginning a new series on this theme. Photo: Supplied.

Yet another storm meant they left "Tasmania" on 5 December, to keep heading east, and their next landfall. Our country, and (after several days) our bay.

## What's on?—November 2012

Retrospectively, warm acknowledgements to both Moana Lee and Margaret Maloney for their skilful Tasman-related creations in the recent Bay Arts display. As we come towards the end of our AT370 year, look forward to:

**Tuesday 20 November**, Masonic Hall, 107 Nile Street, Nelson, 7.30pm: "The Seaward View" presentation: Five speakers show and tell about our region's coastal history and charting: Maori, Tasman, Cook, d'Urville and Acheron. More details on [www.museumnp.org.nz](http://www.museumnp.org.nz) — please register to go.

**Tuesday 18 December**: Planning is underway for a special walk from Pohara Boating Club to the Abel Tasman Memorial on this, the exact 370th anniversary of the date of Tasman's arrival in Golden Bay. More details to follow.

A series of three greetings cards with images from Tasman's journal is now available; details at [www.abeltasman370.com](http://www.abeltasman370.com)

Penny Griffith

GB Weekly 7/12/12



# 1642 & 2012: Abel Tasman's voyage & 370 years on (Part 8)

The eighth of a series of monthly columns sponsored by the GBWeekly: "Remembering 1642 and the meeting of two worlds".

### Landfall - In Unknown Seas

Next Thursday brings the 370th anniversary of Tasman's landfall, now generally agreed to be off the coast near Punakaiki.

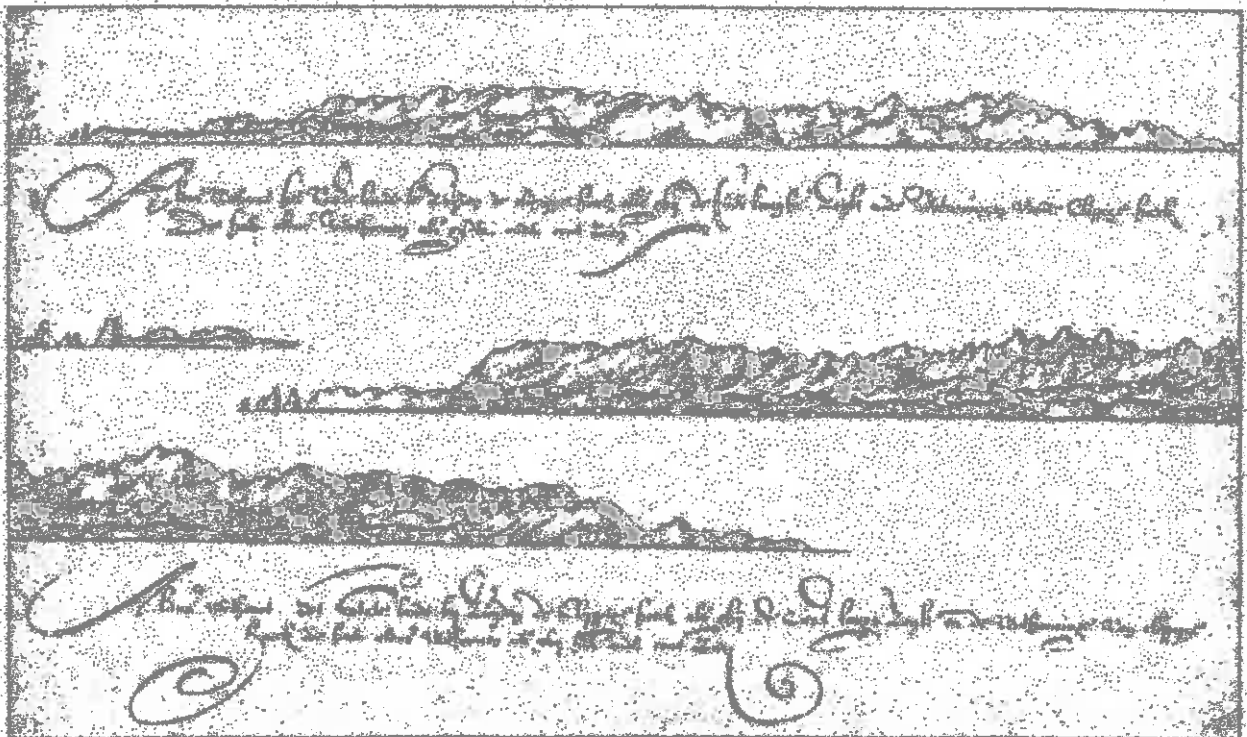
After leaving Tasmania on 5 December, for once the Heemskerck and Zeehaen had a good run and, only 5 days later, on 13 December, saw "a large high land". Miraculously

it was a day with a light breeze and calm seas, so the necessary joint meeting was held. They resolved "to make for the above-mentioned land the sooner the better", though the great swell indicated approaching this land from the west was unwise, unless some "inclosed bays" were found. How true.

Nevertheless, they anchored overnight (14/15 December) off Cape Foulwind, drawing the first image of this land (State Archives, The Netherlands). Over the following days they would travel up the coast to our bay, and that first meeting.

See separate advertisement for coming events.

Penny Griffith

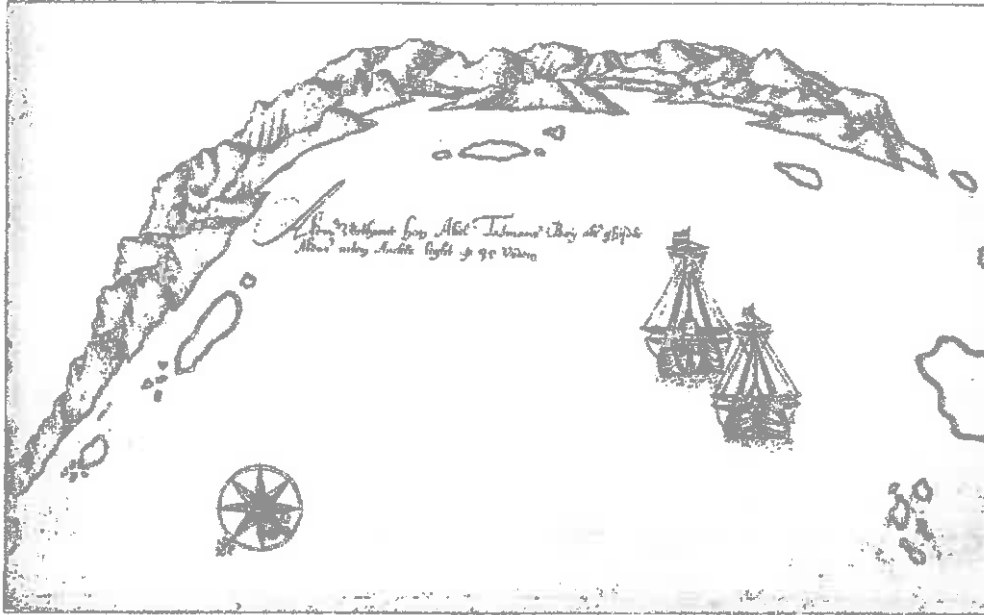


The first image of New Zealand: Cape Foulwind. Image: Stamped.

GBWeekly 2/12/12



## 1642 & 2012: Abel Tasman's voyage & 370 years on (Part 9)



The ships are shown in bad weather, with their top masts lowered, off the coast of Rangitoto / d'Urville Island, where they observed New Zealand's first Christmas. The curved view has been identified as covering from Stephens Island (right) to Cape Jackson (left).

# 1642 & 2012: Abel Tasman's voyage <sup>6</sup>BiWeekly and 370 years on (Part 10 and final) 11/1/13

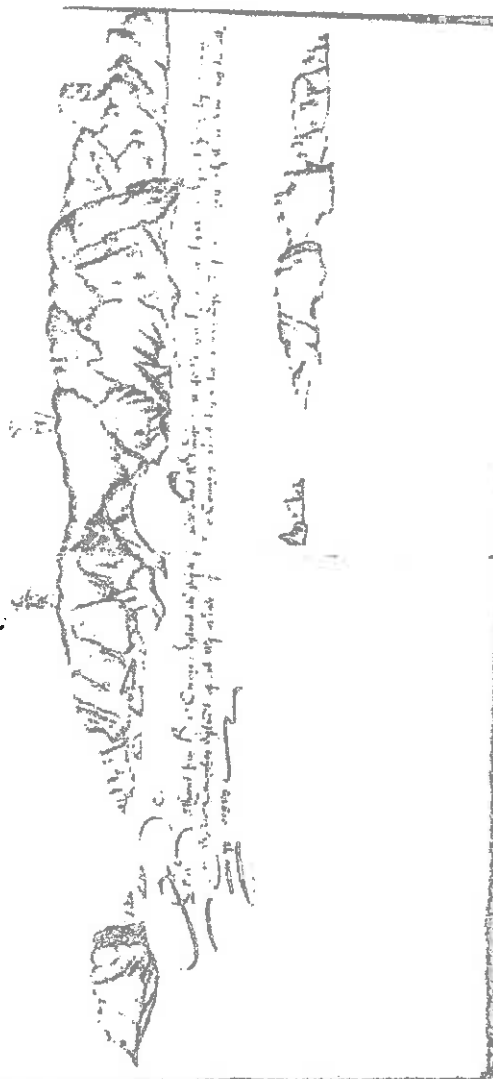


The final in a series of columns sponsored by The CB Weekly: "Remembering 1642 and the meeting of two worlds".

### Epiphany and Farewell

I'm writing this on 6 January 2013, the 370th anniversary of Tasman's final day in New Zealand waters. In the Christian calendar this day is Epiphany, when the three wise men reached the newborn Christ child, and explains why the voyagers gave the name "Eijlant Drie Coninghen" (Three Kings Islands) to the northernmost part of our country. In 2005 officially named Manawatāwhi/Three Kings Islands.

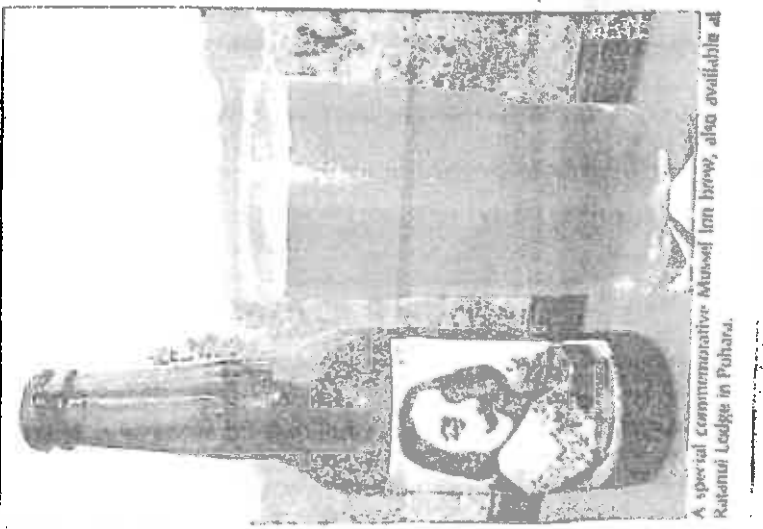
Between the dramatic Golden Bay events of 18/19 December and their farewell, the voyagers continued to explore the coast, partly influenced by the bad weather that kept them sheltering east of Rangitoto/Urville Island for several days, including Christmas. Their charts show zig-zag routes in "Zeehaens Bocht" (the South Taranaki Bight), and big tidal flows led them to believe there was an opening (shown



Eijlant Drie Coninghen (Three Kings Islands), the final of seven images that accompany Tasman's account of their New Zealand experiences. Photo: State Archives, The Hague

in some versions) between the two coasts. However, easterly winds made further investigation impossible, and their route for the final ten days followed the west coast of the North Island, often in calm conditions.

Their final anchorage (5 January) was off Three Kings Islands, described in some detail, together with their efforts to obtain water. They saw "30-35 people of tall stature... with staffs or clubs who called out to them with rough loud voice... [and] made mighty large great steps and strides". Strong currents and the rocky coastline made landing impossible, and they could not afford to take risks. Maybe the distorted size of the people in the image reflects their fears? Just two weeks later they would be in warm and welcoming Tongatapu



A special commemorative Mussel Inn brew, also available at Rakama Lodge in Pohara.

(which they called Eijlant Amsterdam, about the new world for the world map.

Our shared voyage is complete. However, I do hope we will continue to mark in some way each Dec. either the 1642 meeting of two worlds. That meeting is a significant moment in our national history, but especially for Golden Bay.

What's on: Firstly, enjoy some last "Six o' 1642" Alused Inn beer - Cheers!

And don't forget the displays and the new "Discover game" at the Golden Bay Museum (aka) More details on the A170 website (www.abl-tasman.co.nz) which will continue to the end of 2013. Happy new year

Penny Gentry

GB Weekly 18/1/13

# Honouring serious history: The meeting of two cultures

On 18 December, 2012, a morning tea was held at the Pohara Boat Club to commemorate the anniversary of the meeting of Maori and Europeans for the first time.

Penny Griffith, local historian and organiser of Abel Tasman 370, said "It's been 135,000 days since the two ships (the *Zeehaen* and the *Heemskerck*) sailed along Farewell Spit and came into Golden Bay, where they met with local whenua."

Penny added that this was serious history and it was important to respect the past.

Her efforts this year to mark the 370th anniversary of the event have attracted attention from scholars, heritage groups and history buffs from both New Zealand and the Netherlands interested in the technical and social aspects of Abel Tasman's time here.

The information gathered and debated regarding both his voyage and the encounter between the Europeans and Maori have furthered understanding of this critical point in New Zealand's history.

Members of the New Zealand Underwater Heritage Group were present at the morning tea, and explained how they took time to look around the coastline from Farewell Spit to Taupo Point. They also measured the rock harbour at Taupo Point. Rudi Mack, a member of the group, explained the importance of the historical documentation of the area in light of the landslips and earthquakes that may alter the geography and cause the loss of important landmarks.

Keith Gordon, another member of the group, said that with improved sophistication in technology it may be possible to find evidence of cannonballs or even shot that could add to the story of the encounter.

Murray Petterson, of Stoke, attended the unveiling of the Abel Tasman monument 70 years ago when he was eight, and asked for information regarding the whereabouts of muskets said to have been found near Wainui, which may have



From left, Tui Kraal, Rudi Mack, Penny Griffith, and Helen Young with some Motupipi School students, celebrating A Meeting of Two Worlds and the voyage of Abel Tasman.  
Photo: Em Hofstede.

belonged to Tasman's crew. If you have information on those muskets, please let the Nelson Provincial Museum know.

He also asked about the structural hardness of the stele, or monument. Neil Murray, programme manager for visitor assets for the Department of Conservation in Takaka, asked that same question three years ago and the stele was checked out by experts.

"The Ministry for Culture and Heritage are responsible for the monument," said Neil. "It's heavily reinforced. The concrete is of great quality. It's in very good condition with little salt penetration. It's earthquake-proof and will last many years."

Penny thanked her long-suffering husband, Peter, for asking no serious questions or commenting on whether she was embarking on a sane project, which has now concluded. She acknowledged the efforts of the Dutch Embassy for furthering understanding between iwi and other cultural groups, as well as the support of *The GB Weekly* and *The Nelson Mail*.

The website [www.abeltasman370](http://www.abeltasman370) will be maintained until the end of 2013.

Em Hofstede

*This is the final article by Em Hofstede for The GB Weekly.*

# Website Submission - Draft Port Taroahe Development Plan

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**Position**

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**Your Feedback****Your comments \***

We would like to submit on the Port Taroahe proposal. Our submission will follow in due course and we request an opportunity to be heard on our submission.