THE ARCHAEOLOGY
OF NEW ZEALAND
SHORE WHALING

Nigel Prickett

Department of Conservation
Te Papa Atawhai
The archaeology of New Zealand shore whaling

Nigel Prickett

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Cover photograph: Trypots behind the beach at the historic Te Awaiti whaling station, Tory Channel.

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The archaeology of New Zealand shore whaling

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ABSTRACT

In this report are listed 87 New Zealand shore whaling stations and sites for which there is good archaeological and/or historical evidence. There is also information on 25 unconfirmed stations. Forty-nine stations are recorded in the New Zealand Archaeological Association site recording scheme. Thirteen stations are classed as 'outstanding' in terms of the scale and range of surviving archaeological evidence. Fifteen sites contain 'good' records of the shore whaling industry, 14 are classed as 'poor' with some evidence surviving, and 19 are destroyed. There is no archaeological record of 26 stations, some of which will also have been destroyed. Recommendations are made regarding the management of New Zealand's archaeological resource of shore whaling stations.

Keywords: archaeology, archaeological resource management, whaling, southern right whale, shore stations, New Zealand
1. Introduction

1.1 New Zealand Shore Whaling

New Zealand shore whaling was a small part of the great world-wide whaling industry of the 19th century. In the 'Southern Fishery' of the South-West Pacific, shore whaling began in the first decade of the century in Tasmania, where skills and commercial arrangements were developed that were later taken up by the New Zealand industry. In 1991 Angela McGowan of the Tasmanian Parks and Wildlife Service took me to Maria Island and Adventure Bay, Bruny Island, where I saw for myself the marked similarity of archaeological remains to those of New Zealand whaling sites (Prickett 1993).

Several developments helped in the establishment of the New Zealand shore whaling industry. Importantly, in 1823 British duty on colonial right whale oil was reduced from £8-8-0 to £1 a tun (a 'tun' of oil being reckoned at 252 gallons, approximately one ton in weight). Two years later duty was further reduced to a nominal shilling a tun (Rickard 1965: 50–51). By 1830 the sealing trade had destroyed its own livelihood in the South-West Pacific, thus freeing up capital and labour experienced in local conditions. At the same time, the Greenland right whale fishery collapsed, making the distant Southern Fishery both necessary and economically competitive.

The first whaler to set up in New Zealand was the former sealer John ('Jacky') Guard, who may have been at Te Awaiti, Cook Strait, as early as 1827 (Grady 1978: 40–41). At first Guard was not equipped for taking oil, and whalebone was all he was able to produce. By 1830 or 1831 he was taking both oil and whalebone (Morton 1982: 230). In the south, Peter Williams was shore whaling in Preservation Inlet in 1829, in which year he produced 120 tuns of oil (Shortland 1851: 300). The same year Guard transferred his operation to Kakapo Bay, Port Underwood, having found whales close inshore, thus establishing the great Cloudy Bay industry (Grady 1978: 40–41).

The New Zealand shore whaling industry was based on the right (or 'black') whale, which yielded so-called black oil, and whalebone (baleen). Sperm whales and humpbacks were also sometimes taken. Heaphy (1842: 39) puts 1841 production at 1800 tuns of oil and 70 tons of whalebone, worth not less than £54,800 on the London market. In the 1846 season, 28 stations in the South Island, Cook Strait and on the east coast of the North Island, produced 774 tuns of black oil, 13 tuns of sperm oil, and 31 tuns of humpback oil, the latter being understated as some stations mixed right whale and humpback oil (The New Zealand Spectator and Cook’s Straits Guardian 3 Feb 1847).

Major whaling regions were Foveaux Strait and Otago, Banks Peninsula, Kaikoura, Port Underwood, Tory Channel, Kapiti and Hawke's Bay (Fig. 1). On the North Island East Coast and in the Bay of Plenty, part-time whaling continued in a small way into the 20th century. In the north, there were factory operations at Whangamumu and Whangaparapara. Other stations were scattered about the coasts of both islands, and the Chatham Islands and Campbell Island.
Figure 1. New Zealand, showing the location of detailed maps of the various whaling districts, and stations not covered by the district maps.
The New Zealand whaling season was from late autumn to October. Each year right whales arrived on the coast, as early as April in the south, or May in Cook Strait and further north (Dieffenbach 1843 v.1: 45), having summered in the Southern Ocean (Gaskin 1972: 86-87). Travelling up the east coast of the South Island, a large part of the migration would turn into Cook Strait, where Port Underwood provided an ideal calving area of warm, shallow water. The migration then passed through the strait and between Kapiti Island and the mainland to another calving area in the South Taranaki Bight, known to whalers as 'Motherly Bay' (Wakefield 1845 v.I: 340). Other whales travelled up the east coast of the North Island to Hawke Bay and beyond, a few even reaching the east coast of the Northland peninsula.

Whaling in inshore waters could be undertaken from anchored vessels or from shore stations. In New Zealand, a distinction is made between ‘bay whaling’—that is, whaling from ships anchored in bays—and land-based ‘shore whaling’ (Morton 1982: 230). In 1836 there were 18 vessels bay whaling in Port Underwood, most of them American (Grady 1978: pl. 24). When a whale was spotted, as many as 70 boats from ships and shore stations might set off after it (Morton 1982: 231). In the 1834 season at Otago, the Weller brothers’ station took 310 tuns of black oil, in competition with the American whaler Columbus, which took 200 tuns (Shortland 1851: 301).

1.2 Economics

In the 1830s New Zealand shore whaling operations were financed by Sydney merchants. When the Wellington settlement was founded in 1840, it rapidly took over the servicing of local stations (Dieffenbach 1843 v.1: 52). Edward Jerningham Wakefield describes the fitting out:

'The parties enrolled in Sydney received an advance and spent it there; a brig or schooner then carried the whole “mob,” as the party was sometimes called, to their station in New Zealand, with new boats, tackle, provisions, spirits, goods with which to barter for firewood and fresh food from the natives, clothing, tobacco, and various other necessaries, which were placed under the care of the chief headsman, and charged to him at an immense profit by the owner of the party in Sydney, as an advance on the produce of the season.' (Wakefield 1845 v.I: 319)

Typical shares were as follows: chief headsman 1/18th, other headsmen 1/24th, boatsteerers 1/60th, coopers and carpenters 1/70th or wages, boatmen 1/100th (Shortland 1851: 109-110). The remainder went to the capitalist who financed the station, who also took the oil and whalebone at his own valuation and the profit in selling on the London market. Shortland (1851: 110) gives prices paid for black oil early the early 1840s. In New Zealand it fetched £8 to £12 a tun, paid in rum, goods and cash, and in London it was worth £30 cash. For whalebone, New Zealand and London prices were respectively £50 to £56 (again in rum, goods and cash), and £160 or more, paid in cash. The cost of shipping to London was about £9, and there might be as much as 10% leakage of oil during the voyage.
In the Alexander Turnbull Library the account book for Alexander Fraser's Long Point station, Kapiti Island, 1840-42, gives rare detail on the costs and returns of running a whaling station (Fraser ms). For the 1840 season there are individual slop bills, advances in Sydney and final payments for 25 men, five headsmen, 11 Maori, a cooper, carpenter, clerk, and 'tonguer'. The latter acted as an interpreter, and 'cut-in' the whale, receiving the tongue oil in payment. Fifteen European men received £16 to £21 for the season, nine getting a cash advance in Sydney. Ten received lesser shares of £4 to £8. Maori were paid between £7 and £12 each. Three headsmen took cash advances in Sydney, and were paid out at £48 to £67. Tonguer John Hogan took £58-6-6. The cooper, clerk and carpenter received wages of £60, £48 and £36. There were passages from Sydney for 20 men at £5 each and five headsmen at £10.

Five new boats were purchased at £27 each, and shipped from Sydney for £5 apiece. Provisions are listed as pork (£394-0-11), flour (£436-3-4), sugar (£39-10-0), tea (£76-18-0) and spirits (£152-10-0). Payment to Maori for buildings confirms 1840 as the first season. They received 25 pairs of blankets at 30 shillings, two kegs of tobacco totalling 200 lb. at three shillings a pound, and a 52 gallon hogshead of spirits at 8/- a gallon, to a total value of £88-6-0.

Total costs of £3248-8-4 for the 1840 season were made up of: shares and wages £913-0-4; passages £150; boats £160; provisions £1099-2-3; buildings £88-6-0; and costs incurred with Sydney whaling suppliers and merchants £709-7-0. The remainder is freight, handling and wharfage at Sydney. Oil returns were 44 tuns and 133 gallons, at £15 per tun, giving a return of £668-5-5. Fifty-seven hundredweight and 11 lb. of whalebone at £95 per ton fetched £242-14-3½. These prices were paid in New Zealand, the owner's profit, if any, being made on the London market.

1.3 THE DECLINE

The inshore whaling industry soon destroyed its means of livelihood. Mostly cows and calves were taken, as the females came inshore to calve. Males generally remained out at sea, to be joined there during the summer by cows and calves on the return to the Southern Ocean. As early as 1832 the Under Secretary of the Colonial Office, Mr R.W. Hay, predicted the end of the New Zealand shore whaling industry (Rickard 1965: 109). In 1842 Charles Heaphy (1842: 38-39), who worked for the New Zealand Company and was anxious to promote settlement, claimed that the whaling industry was by no means in decline. He was, however, soon proved wrong. The peak years were the late thirties.

Black oil production figures from the Weller brothers' station at Otago illustrate the industry's brief success and rapid decline. In 1833 the station took 128 tuns of oil. In the following years production was 310, 260, 210, 272, and 213 tuns, followed by 65 tuns in 1839, 14 tuns in 1840, and 10 tuns in 1841, after which the station closed (Shortland 1851: 301). In the 1845 season the two-boat Otago station, now owned by James Davis, took just 100 gallons of humpback oil (The New Zealand Spectator and Cook's Straits Guardian 6 December 1845).
In 1839 in the Kapiti and Mana region, 23 boats at six stations produced 500 tuns of black oil and 30 tons of whalebone (Dieffenbach 1843 v.I: 109). By 1847 there was only one station on Kapiti Island and another at Korohiwa on the mainland near Mana Island, between them employing three boats and taking 29 tuns of black oil (Wakefield 1848: 193). Oil production figures for Wellington-based stations—including much of the South Island, Cook Strait, and the lower North Island—show a marked downward trend in the period 1843 to 1847 (Table 1).

**TABLE 1. PRODUCTION FIGURES (INCLUDING SPERM AND HUMPBACK OIL) FROM STATIONS BASED AT WELLINGTON (WAKEFIELD 1848: 193).**

<table>
<thead>
<tr>
<th>YEAR</th>
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<th>MEN</th>
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<th>WHALEBONE (tons)</th>
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<td>91</td>
<td>768</td>
<td>1289</td>
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<td>85</td>
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<td>1847</td>
<td>51</td>
<td>408</td>
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In the middle of the 19th century New Zealand whaling stations were largely abandoned for lack of right whales. At only a few places whaling continued as a part-time occupation of men mostly engaged in farming and other pursuits. Among these were Maori whalers of the East Coast and Bay of Plenty, the best known of whom were at Te Kaha, where traditional boats and technologies were employed well into the 20th century, taking mostly humpback whales. There was no shore station as such, men lived on scattered farms and villages; whales were brought in and tried out on the beach wherever convenient. Photographs of the operation were published in the *Auckland Weekly News* in 1919.

Tory Channel and Whangamumu whalers worked on the last frontier of hunting for right whales in New Zealand waters, at subantarctic Campbell Island. Tory Channel men were at Northwest Bay from 1909 to 1913, taking only whalebone, as they did not have the gear to take oil (Kerr 1976: 83). On the other side of the island, the Cook family operation at Northeast Harbour had two good years in 1911 and 1912, but closed down after 1914 (Kerr 1976: 84).

In 1927, Tory Channel whalers took the last two right whales captured by New Zealand shore whalers (Gaskin 1968: 15). In the years 1927 to 1963 there are no records even of sightings on the mainland New Zealand coast. The southern right whale was protected by international convention in 1956. The first recorded recent sighting in mainland waters was at Tory Channel, on 15 July 1963 (Gaskin 1964). Since then, whales have turned up rarely in winter on the New Zealand coast, following ancient migration routes. Only at Campbell and Auckland Islands have they continued to come inshore, with a population of between 45 and 60 at Campbell Island in late winter and spring in the early 1960s (Gaskin 1968: 15-18).
Edward Jerningham Wakefield, whose contemporary account of New Zealand shore whaling is the best available, was a 20-year old agent of the New Zealand Company when he visited Kapiti in June and July 1840 during the whaling season. He was a sympathetic observer of whaling men, and greatly admired their active life.

'I was much interested in observing the life of these rough men, and in finding that many generous and noble qualities redeemed their general inclination to vice and lawlessness.' (Wakefield 1845 v.1: 310)

Wakefield identified New Zealand shore whalers as ex-seamen, runaway convicts from New South Wales and Van Diemen's Land, or their descendants who he knew as 'currency lads':

'The frankness and manly courage of the sailor mingle with the cunning and reckless daring of the convict, or "lag," in no common manner. Though prone to drunkenness and its attendant evils, the whaler is hospitable in the extreme, and his rough-built house is a model of cleanliness and order.' (Wakefield 1845 v.1: 311-312)

He adds, 'I of course speak of the general character of this class of men; to which there are some terrible exceptions.'

The same source describes the roles of headsmen, boatsteerers, tonguers, tub oarsmen and pulling hands. Wakefield relishes whalers' slang, and the names by which men are known, 'like the heroes of the Iliad': Long Bob, Geordie Bolts, Flash Bill, Butcher Knot, Gipsey Smith, Fat Jackson, French Jim, Black Peter. Maori chiefs with whom the whalers had to deal were known as: Satan, The Old Sarpent, Bloody Jack, The Bully, The Sneak, The Badger, The Greybeard, and The Wild Fellow (Wakefield 1845 v.1: 318-319). There is a description of the role of Maori 'wives' of the whalers, and of the reciprocal responsibilities of the men. It was a very practical arrangement, from which many New Zealand families—and at least one Prime Minister—are descended.

Bringing together men from the waterfront taverns of Sydney and the bays and Maori settlements of the New Zealand coast was not easy. Wakefield (1845 v.1: 333) tells of a whaleboat making the passage from Wellington to Kaikoura in a gale 'because Black Murray, the chief headsman, thought his men had enjoyed drinking enough on their advances, and because he thought it easier to get them away to the station while they were intoxicated.'

'The preliminary orgies are nearly over; the clerk stops the advances until something has been earned; the headsmen administer a severe personal castigation to some few notorious characters who grumble at this curtailment of their ease; the boats are practised every day in pulling and sailing; when at length, one morning early in May, a whale is signalled from a hill near the bay, where a look-out is constantly kept.' (Wakefield 1845 v.1: 325)

Wakefield also gives a good account of the whaleboat and its organisation for the task ahead, shore works and accommodation, the chase, laws relating to the ownership of whales, relations with Maori, and the role of whalers as early settlers in New Zealand. In many districts the first European settlers were whalers, and shore stations were the first European settlements.
1.5 Whalers and Maori

Maori always played a major role in shore whaling. In the early years at Otago there was an equal number of Maori and European whalers (Shortland 1851: 301). Wakefield (1845 v.1: 334-335) states that at some stations all the 'common men' were Maori. Hawke's Bay stations were heavily dependent on Maori labour. Many Maori went on to become boatsteerers and headsman, and some set up their own stations, especially on the East Coast and in the Bay of Plenty. Throughout New Zealand, whalers lived close to Maori communities, from whom they obtained food, protection from other Maori, and, not least, a willing labour force to crew the boats and man the shore works. Maori gained new skills and access to goods from beyond New Zealand. Whalers and Maori women entered into relationships, some of which were later formalised by marriage. Many Maori men took the opportunity to ship out on whaling vessels for money and adventure.

The relationship between Maori and whaler was marked by equality and reciprocity, since both had much to gain. This contrasts with the situation after 1840 when European settlers flooded into New Zealand, soon pushing Maori to the margins of economic and political life. Nonetheless, the opportunities that Maori so eagerly grasped were based on northern-hemisphere technology, commerce and, ultimately, political power. Thus, while shore whaling offered opportunities to Maori, it was also to play its part in changing the old world for ever.

1.6 Twentieth-Century Factory Whaling

With the loss of the right whale, modern whaling stations, with motorised whale chasers, harpoon and bomb guns, power winches and steam digesters, turned to humpback and sperm whales. Foremost was the operation at Tory Channel, where the Perano family whaled from 1911 to 1964 (Grady 1982). The average annual catch for ten years prior to 1956 was 115 whales (Hauraki Whaling Ltd 1956: 5). Gaskin (1968: 39) records no less than 248 sperm whales taken from April 1963 to December 1964. But sperm whale numbers also were in rapid decline, due in part to the activities of a Russian whaling fleet off the east coast of the South Island.

In the north, the Cook family, at Whangamumu near the Bay of Islands, used steel nets to hold humpbacks for killing with harpoons and lances (Grady 1986: 218-219). The station operated from 1890 to 1931, averaging 70 whales a season (Hauraki Whaling Ltd 1956: 5). A 1901 photograph of Whangamumu whalers shows an old technology, no different to that used in the heyday of New Zealand whaling 60 years previously (see Fig. 103). On the South Island east coast, at Kaikoura, old methods were employed on a part time basis for many years, before harpoon and bomb guns were acquired in 1908 and modern chasers soon after. The last season was 1922 (Sherrard 1966: 74-75).

In 1956 Hauraki Whaling Ltd issued a share prospectus for a shore station based at Whangaparapara, Great Barrier Island. The proposal is full of information on the technology and operation of modern stations, the market for whale oil, and...
on estimated income and expenditure (Hauraki Whaling Ltd 1956). Humpbacks were to be the chief quarry, with blue, fin, sei, and sperm whales also hoped for. The chief engineer, W.A. Balsillie, came from setting up a station at Byron Bay, New South Wales. Whangaparapara was soon in financial trouble and had three owners before closing down after the 1962 season. New Zealand humpback catches declined rapidly from 361 in 1960, 80 in 1961, and 32 in 1962, to 9 in 1963 (Gaskin 1972: 83). The last whale captured by a New Zealand shore station was a bull sperm whale, taken by a Perano chaser off Kaikoura on 21 December 1964 (Grady 1982: 199).

1.7 ARCHAEOLOGICAL INVESTIGATIONS

While some whaling sites have been recorded as part of a general survey of a district, or as casual records of particular sites, the best records in the New Zealand Archaeological Association file are the result of a particular focus on the industry and its remains.

In April 1982 I recorded whaling sites on Kapiti and adjacent islets during an Offshore Islands Research Group trip (Prickett 1983). Another regional survey was carried out in October 1990, by University of Otago graduate student, Matthew Campbell, who recorded sites along the Foveaux Strait and Otago coasts (Campbell 1992, 1993). In the summer of 1989/90 I carried out a survey on the Hawke’s Bay coast, which was focussed partly on whaling stations, and resulted in a number of new records (Prickett 1990). Banks Peninsula whaling sites have been visited by Chris Jacomb (Canterbury Museum) over a number of years, resulting in excellent records of the sites in the files, and a good descriptive account (Jacomb 1998).

In the course of the current project I have visited whaling sites in Southland, Otago, Timaru, Banks Peninsula, Kaikoura, Port Underwood and Tory Channel, the Wellington coast, and Chatharri Island. Districts where surveys, or an upgrade of available information, are needed are Mahia Peninsula, the East Coast and the Bay of Plenty.

There have been few excavations of whaling sites. The first was undertaken by the Wellington Archaeological Society at Korohiwa near Titahi Bay in 1968. Little of interest appears to have turned up (Wellington Archaeological Society ms). The most extensive work was carried out in the early 1970s by Peter Coutts at Taieri Island, south of Dunedin, where he focussed on the living area and published the only plan of a whalers’ hut thus far available (Coutts 1976). In the summer of 1989/90 Chris Jacomb carried out a 3-4 day rescue excavation at Oashore, Banks Peninsula, after bulldozer damage to the site. A 1991 excavation at the Weller brothers’ tryworks on the edge of Otago Harbour (Campbell 1991) resulted in a chemical analysis of ash residues for cetacean fats (Campbell & Smith 1993).
1.8 SCOPE OF THE REPORT

This report is concerned with shore whaling stations. These are locations where whalers set up on shore for the purpose of capturing whales by means of shore-based boats, and where whales were processed on shore for oil and/or whalebone (baleen). They include living quarters for whalers (and often their families as well), and industrial components, of which the most important is a tryworks but which may also include a slipway, cooperage, boatsheds, lookout, etc. Twentieth-century operations at Kaikoura, Tory Channel, Great Barrier Island, and Whangamumu have important industrial remains.

Not included in this report are locations where temporary works were set up on the beach to try out a whale or whales, or whaling operations which were a minor part of the seasonal round of a farming community. Some of these operations may have used a permanent tryworks, but none had the associated living quarters which distinguish the whaling stations of interest here. For this reason part-time whaling by Maori communities on the East Coast, in the Bay of Plenty and in Northland is not covered.

Nor have I included bay-whaling operations, although bay whalers did sometimes set up tryworks on shore. Otago Harbour, the bays of Banks Peninsula, Port Underwood, Kapiti Island, and northern harbours were important for bay whaling, or re-victualling, or both, but these are mentioned only where they throw light on the origins or operation of shore stations. Ports such as the Bay of Islands, Mangonui, and Wellington, which serviced pelagic whaling vessels and sometimes shore stations, are not part of the survey.

Also not included, since they were not shore whaling stations, are whaling bases such as the Hardwicke settlement on Auckland Island (1849-52), and the early 20th century Norwegian bases at Whangaroa in the north, and at Paterson Inlet, on Stewart Island. Shipwrecks associated with whaling operations are not covered except as part of the history of a shore station.

1.9 THE ARCHAEOLOGICAL EVIDENCE

Surviving archaeological remains of a whaling station may include domestic or industrial elements or both. The most important evidence consists of the above ground or sub-surface remains of built structures. Portable items such as bottle glass, ceramics, hoop iron, or whale bone may relate specifically to whaling operations, or generally to the period of operation. Archaeological evidence described here relates to sites of the main period of shore whaling in the 1830s and 1840s.

Domestic aspects of a whaling station site are made up of the remains of whalers' houses. These were mostly small rectangular buildings of one room. Archaeological evidence is almost invariably in the form of a stone-built fireplace, sometimes still standing to a metre or more, but more often marked by a low mound of stones and soil which may be covered in grass or other vegetation. Fireplaces may sit at the end of a terrace or slight depression to indicate the related structure.
Some huts are marked only by terraces or depressions, without obvious fireplace remains. Very occasionally there is other evidence of whalers’ huts, such as a stone step marking the house doorway. Small rectangular hearths of placed stones signal Maori dwellings, which are sometimes part of a shore whaling operation.

Other evidence of living arrangements may include the remains of stone houses, stone revetting, ditches, and garden walls or stone rows. Whalers’ graves may be marked by a gravestone or an arrangement of stones.

The most important industrial evidence relates to the tryworks. This may take the form of the stone remains of the trypot base, including the firebox and flue, and sometimes also a hard black deposit made up of partly burnt fuel and whale oil. Where all that remains is a low mound, it can be distinguished from a domestic chimney by its larger size, its location immediately behind the beach and sometimes by a black tryworks deposit. A cooper’s workshop may be signalled by rusted remains of hoop iron. Slipways for hauling up whaleboats may sometimes be made out at the back of a beach, and should also be looked for where there is a rocky shore in front of the site.

Every whaling station had a lookout on a nearby high point, commanding a good view of the ocean. This is sometimes marked by a terrace or small pit, which provided shelter from the elements during the winter whaling season when a watch was constantly maintained.

1.10 THE INVENTORY

The following inventory deals with each whaling station and site according to location, description and history. The information given varies greatly, depending on what is available.

‘Location information’ describes the geographic location of the whaling station, from archaeological evidence where possible, or from historical references. Site record numbers are given where these are available, as is the source of the site record.

‘Map references’ have been checked by the writer against the relevant NZMS 260 sheet, and some have been corrected from the original record. References qualified by ‘c.’ cover a range of sites, from those that I am confident have been accurately located, but which require confirmation, to those for which there is only a general location from historical accounts. Where no map reference is given the location is too general for a reference to be of any value.

‘Site descriptions’ range from general to detailed accounts of features, depending on available records. Sometimes a lack of experience with archaeological characteristics of whaling sites will have led to difficult evidence being overlooked by field workers. Station histories depend on available information.
2. Foveaux Strait and West Coast

The Southland region can lay claim to one of the first two whaling stations to operate in New Zealand, along with Te Awaiti in Queen Charlotte Sound. The first season at Preservation Inlet was 1829, when the three-boat station took 120 tuns of oil (Shortland 1851: 300). Preservation Inlet was established by Bunn and Company of Sydney, and was managed by Peter Williams.

I have depended on Matthew Campbell (1992) for initial historical and archaeological data on Foveaux Strait whaling stations. Mussel Beach has been added to Campbell's list. Statistics are mostly from Edward Shortland (1851: 300–301), and The New Zealand Spectator and Cook's Straits Guardian. The West Coast sites at Preservation Inlet and Jackson Bay are included here because of their historical links with Foveaux Strait stations.

In the course of this project, Foveaux Strait sites were visited in October 1997, and Mussel Beach and Preservation Inlet in August 1998 (Fig. 2).
2.1 BLUFF — E47/149 543895

2.1.1 Location

Stirling Point, south-east of the town of Bluff. Campbell (1992: 79) depends on historical evidence to locate the whaling station to the site of the later pilot station (Fig. 3).

First recorded by Campbell (1992: 79) after a visit in October 1990. Campbell's map reference is 543896. The central file reference is 544894. The pilot station location is more accurately given above. NZMS 1 S181-182/174

Visited in the course of this project, October 1997.

![Figure 3. Bluff, Southland, October 1997. Whaling station site.](image)

2.1.2 Description

No archaeological evidence relates for certain to the whaling station. There is very little room for shore operations at the location above, with steeply rising ground behind.

2.1.3 History

The first European resident at Bluff was Waterloo veteran James Spencer, who arrived in 1824, and set up a supply depot for ocean whalers (Campbell 1992: 79). In 1836 a whaling station began operations, financed by Johnny Jones and managed by William Stirling. Edward Shortland (1851: 148) remarked that in 1843, Bluff was the, 'best managed and most successful whaling establishment on the coast', and that Maori were an important part of the workforce. One boat was entirely crewed by Maori, under the headsman Patuki, or Topi.

Shortland (1851: 300) gives statistics for 'Awarua' or 'Bluff Harbour' for the years 1838 to 1843 (Table 2). Figures for 1844 to 1846 are from The New Zealand Spectator and Cook's Straits Guardian. Owners of the Bluff station are given as J. Jones (1838-43), and William Stirling (1844-46). Bluff is not included in 1847 statistics in The New Zealand Spectator and Cook's Straits Guardian, which suggests it may have closed down by then.
### TABLE 2: PRODUCTION FIGURES FOR BLUFF.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1838</td>
<td>2</td>
<td>53</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1839</td>
<td>2</td>
<td>80</td>
<td></td>
<td></td>
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<tr>
<td>1840</td>
<td>2</td>
<td>65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1841</td>
<td>2</td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1842</td>
<td>3</td>
<td>67</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1843</td>
<td>5</td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1844</td>
<td>6</td>
<td>50</td>
<td>100</td>
<td>4</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>22</td>
<td>38³</td>
<td>§</td>
</tr>
<tr>
<td>1846</td>
<td>2</td>
<td>18</td>
<td>3</td>
<td>3 cwt</td>
</tr>
</tbody>
</table>

* The 1844 figures give a combined total for Bluff and Riverton.
* The 1845 total includes 26 tuns of black oil and 12 tuns of sperm oil.

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#### 2.2 JACKSON BAY — E37 c. 582834

##### 2.2.1 Location

Jackson Bay, South Westland.

##### 2.2.2 Description

None available. The only report of field evidence is by the Ollivier brothers of Canterbury who visited in August 1862 in search of pasture and gold. Historian Irvine Roxburgh (1976: 15) states:

"They came across an old track which had evidently been used by whalers to bring timber to their camp. Various other signs, such as felled trees, and skids leading down to the water, indicated that Europeans had once worked there."

##### 2.2.3 History

Two pieces of information indicate a whaling station at Jackson Bay. The renowned southern whaler Tommy Chaseland is said to have been whaling there in 1842 (Hall-Jones 1990); and in January 1849 the schooner *Kate* was wrecked, having gone to Open Bay, 'to take in oil and embark the shore party at Captain Salmon's whaling station' (Ingram 1984: 36). Jackson Bay was formerly 'Open Bay' (Roxburgh 1976: 12).

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#### 2.3 MUSSEL BEACH — C46 751282

##### 2.3.1 Location

On the NZMS 260 map sheet C46, 'Mussel Beach' is incorrectly located 500 m north of Port Craig. The above map reference accords with the sheltered anchorage at Port Craig (Fig. 4), and follows information on the location of 'Muscle Beach' from Southland historian John Hall-Jones, based on J.T.
2.3.2 **Description**

After the whaling era, a major timber mill operated for many years from Port Craig. Nothing has been found of the whaling station, and it is most unlikely anything has survived.

2.3.3 **History**

The Weller papers in the Mitchell Library, Sydney, include a copy of the original agreement between George and Edward Weller and James Joss, dated 24 December 1839, for the latter to whale at 'Mussel Beach' (Weller ms). The Wellers were to provide casks, trypots, etc. for a three-boat fishery, in return for the oil and whalebone at an agreed price. 'Instructions for entering Mussel Beach Bay—New Zealand' are attached to the agreement.

Basil Howard (1940: 94) states that Mussel Beach was not established at this time, since, 'through the fault of shipping, or of financial difficulties, the necessary supplies did not arrive in time for the season.' Mussel Beach is not included in southern whaling statistics to 1843 (Shortland 1851: 149).

In *The New Zealand Spectator and Cook's Straits Guardian* whaling statistics for 1845, a two-boat, 14-man 'Foveaux Strait' station, under Henry M'Kay took 23 tuns of black oil and one ton of bone. The station is listed before Riverton in the geographically-ordered table, and so is likely to have been the Mussel Beach operation. The next year 'Muscle Beach' (in the same place in the figures) was owned by Williamson, the two-boat, 18-man station taking 18 tuns of oil and one and a half tons of bone.

2.4 **OMAU1 — E 47/73 c. 46 90 03**

2.4.1 **Location**

The Omaui station was on the south side of the Oreti ('New') River estuary. The central file map reference (490035) wrongly locates it to the opposite side of the harbour (based on the 1977 record by Neville Ritchie from historical accounts). Campbell (1992: 87 and 89) locates the site to the headland east of Mokomoko Inlet (map reference 487007), but found no archaeological evidence. NZMS 1 S181-182/80.
The most important evidence for the station's location is an 1850 map by W.J.W. Hamilton (see Hall-Jones 1979: 50). This marks a 'Tryworks Point' west of Mokomoko Inlet near the Maori settlement of Omaui, which is probably the point at 469003 on the NZMS 260 sheet.

John Hall-Jones has suggested to the writer that the station was seaward of Hamilton's Tryworks Point, inshore of Bombay Rock and north-east of the modern settlement of Omaui. Russell Beck, former director of the Southland Museum and Art Gallery, suggests alternatively that it was in one of two shallow bays east of the point. The precise location awaits archaeological confirmation. The map reference above is to Tryworks Point.

2.4.2 Description

None available.

2.4.3 History

Campbell (1992: 89) states that Omaui was set up in conjunction with the Oue station on the opposite shore of the estuary c. 1836, and that it was managed for Johnny Jones by John Williams. Shortland (1851: 300) gives 'owners or superintendents' as 'Joss and Williams'. In November 1837 the Lynx was wrecked off Omaui, her crew being 'incapacitated through drunkenness' (Ingram 1984: 11).

The only oil production figure we have for this station is for 1838 when Shortland (1851: 300) gives a combined production of 120 tuns for the two Oreti stations. This was the last year of operation as the station equipment was shifted to Riverton for the 1839 season (Carrick 1903: 133).

2.5 OUE—E47/147 c. 490038

2.5.1 Location

West side of the Oreti ('New') River estuary, in a bay north of Sandy Point. The central file map reference 487046, which puts the station in Daffodil Bay, is almost certainly wrong. The station was recorded by Matthew Campbell in October 1990, and located at Coopers Creek at the north end of Whalers Bay after local information (Fig. 5), with the map reference above. NZMS 1 S181-182/172.
A monument commemorates the station in a smaller bay immediately south (492032). According to John Hall-Jones this was erected by his father, Southland historian F.G. Hall-Jones, on the information that there were some, '...old barrel bands in the sandhills at the back of the bay'. John Hall-Jones has not been able to find these and confirm the station location.

Visited in the course of this project, October 1997.

2.5.2 Description

No archaeological remains have been found. Bringing whales into Whalers Bay would have been difficult since the bay is very shallow. This raises a question as to whether it was in fact the station site. John Hall-Jones has pointed out to the writer that a channel comes close inshore to the bay with the monument, adding to the possibility that this and not Whalers Bay was the station site.

2.5.3 History

Campbell (1992: 86) states that the Oue station was set up c. 1836 by Owen McShane who had worked for Johnny Jones as a cooper at Preservation Inlet. McShane also distilled a cabbage tree rum along the banks of Cooper's Creek, the 'Cooper's Schnapps' which was drunk from Riverton to Bluff, and has been blamed for the loss of the Lynx in November 1837.

Shortland (1851: 300) puts oil production for the two New River stations (Oue and Omaui) at 120 tuns for 1838, in which year Oue is said to have been operated by Browne and Carter. This was the last year of operation, as the station equipment was shifted to Riverton for the 1839 season (Carrick 1903: 133).

2.6 PRESERVATION INLET—B45/26 195411

2.6.1 Location


Fiordland National Park, administered by the Department of Conservation.

Visited in the course of this project, August 1998.

2.6.2 Description

The Cuttle Cove whaling station is commemorated by a brass plaque attached to a large rock at the north end of the beach (Fig. 6). Immediately south, eroding from the rear of a steep boulder beach, are the black and greasy remains characteristic of tryworks. In the bush and fern behind are two or three artificial terraces, one of them with a pile of boulders suggestive of a fireplace. Firebricks have been found at the eastern end of the beach (Begg & Begg 1973: 159). At the rear of the beach a few metres north of the stream is some degraded hoop iron.
Remains of the whaling operation are confused by 1895 mining activity when old hut sites, marked, it was said, by 'pungas' and patches of fern were reused by miners (Begg & Begg 1973: 239). The settlement area was behind the beach south of the stream, where scattered stones and boulders and low stone mounds may include evidence of mining activity and the older whalers’ settlement, as well as fossicking which has long been a popular activity in the sounds. In 1969 the Beggs identified levelled house sites and the location of the whalers’ storehouse, of which I could find nothing in my visit. They also found numerous bottles, of which only a few fragments now remain.

Behind the main settlement area a low spur deflects the stream coming down the gully. On it are two fireplaces of large stones. Higher up to the south is a terrace with scattered bricks, broken glass and more boulders, where the Beggs (1973: 160) surmise that the house of station superintendent, Captain Peter Williams, may have stood. Fragments of bottle glass, dating mostly from the late 19th century, were strewn about by recent fossicking. The only early 19th century glass seen was a piece of a square gin bottle found on the settlement area below the spur.

2.6.3 History

The Preservation Inlet (or Rakituma) station is important in the history of New Zealand shore whaling as possibly the first station set up for taking oil. The first season was 1829 (Shortland 1851: 300), although McNab (1913: 84) argues, incorrectly it would seem, for 1830. The station was managed by Peter Williams, on behalf of Sydney merchants Bunn and Company (McNab 1913: 84). There are reports at the time referring to Preservation Inlet as ‘Port Bunn’ (McNab 1913: 93).

Senior partner George Bunn died in early 1834, after which the station’s production was consigned to the Sydney firm of E.B. Mowle (McNab 1913: 91-92). In 1835 the station was taken over by yet another Sydney merchant, Johnny Jones, for whom this was the first of many whaling ventures in southern New Zealand (McNab 1913: 95). In early 1836 Jones reported a work-force of 39 men at Preservation Inlet (Watt 1971: 2). Shortland’s statistics indicate that 1836 was the station’s last season. The Begg brothers (1973: 175) state that in 1837 the renowned southern whaler Thomas Chaseland was chief headsman at Preservation, but do not give their source.

The operation at Cuttle Cove is always described as a whaling station, but Bunn and Co., like many Sydney mercantile firms of the time, were interested in anything that would turn a profit. McNab (1913: 84) suggests the station was first established for sealing and timber cutting. In three trips to Sydney in 1832, the Caroline brought up 80 tons of oil, 12 cwt of whalebone, 685 sealskins, 26 tons of flax and 12,100 feet of timber, all apparently from Preservation Inlet.
In August 1835 Jones' vessel, the *Sydney Packet*, picked up 45 tuns of oil, 30 cwt of whalebone, one cask of sealskins and 5 tons of potatoes (McNab 1913: 95). Shortland's (1851: 300) statistics show an annual average of 143.25 tuns of black oil over the life of the station (Table 3).

### TABLE 3. PRODUCTION FIGURES FOR PRESERVATION INLET.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>WHALES</th>
<th>OIL (tuns)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1829</td>
<td>3</td>
<td></td>
<td>120</td>
</tr>
<tr>
<td>1830</td>
<td>4</td>
<td></td>
<td>145</td>
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<tr>
<td>1831</td>
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<td>152</td>
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<tr>
<td>1832</td>
<td>4</td>
<td></td>
<td>115</td>
</tr>
<tr>
<td>1833</td>
<td>4</td>
<td></td>
<td>156</td>
</tr>
<tr>
<td>1834</td>
<td>3</td>
<td></td>
<td>114</td>
</tr>
<tr>
<td>1835</td>
<td>4</td>
<td>46</td>
<td>176</td>
</tr>
<tr>
<td>1836</td>
<td>5</td>
<td>45</td>
<td>170</td>
</tr>
</tbody>
</table>

The Preservation inlet station was abandoned at the end of the 1836 season when production was holding up well, as the above figures show. The explanation may be due to increased bay whaling. Cuttle Cove is well within the harbour, and so ships had the advantage in intercepting incoming whales. In December 1838 the whaling station at Cuttle Cove was reported 'an old one deserted' (McNab 1913: 465).

But in 1839 Johnny Jones claimed to own a station at Preservation, managed by Simon McKenzie (McNab 1913: 274), and it is possible that shore whaling resumed for a season or two. Bay whaling or shore whaling is indicated by the arrival of the *Success* in Sydney on 30 October 1839 from Preservation Inlet, with a cargo of 52 tuns of black oil and two tons of whalebone (Carrick 1903: 131).

### 2.7 RIVERTON — D 46/172 e. 265161

#### 2.7.1 Location

The Riverton (Jacob's River; Aparima) whaling station was on the south side of the Aparima estuary, near the river mouth, at the point where the Howell monument now stands (Fig. 7). Without good historical or archaeological evidence it is unclear exactly where the tryworks were set up, or where other elements of the station were located. Suitable landing places are north and south of the monument. Whaler George Printz puts the whaling settlement at 'Tails Point' (Richards 1995: 68), 400 m south-east of the monument, according to the NZMS 260 map.

First recorded in October 1990 by Matthew Campbell (1992: 91). The map reference has been altered from 266162 on the site record form, to the site of the Howell monument. NZMS 1 S176/111. Visited in the course of this project, October 1997.
2.7.2 Description

There is no archaeological evidence of this site, but for pieces of clay pipes and other ceramics, bottle glass, hoop iron and animal bone which have been recovered from the foreshore below the monument (Campbell 1992: 94-100).

2.7.3 History

Riverton was the last of the Foveaux Strait stations to be set up (Hall-Jones 1945: 46). Captain John Howell settled at Jacob's River in 1837, but was not at first engaged in shore whaling. This did not begin until 1839, when Johnny Jones bought equipment from the Oreti River stations, and shifted it to the mouth of the Aparima (Carrick 1903: 133). The 1839 date accords with figures available to Shortland.

Statistics for the years from 1839 to 1843 are given by Shortland (1851: 300), and for 1844-46 by The New Zealand Spectator and Cook’s Straits Guardian (Table 4). The 1839-43 owner was J. Jones, thereafter, Howell himself was owner. The station ceased operations about 1850 (Wilson 1990: 206).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1839</td>
<td></td>
<td></td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td></td>
<td>101</td>
<td></td>
</tr>
<tr>
<td>1841</td>
<td></td>
<td></td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>1842</td>
<td></td>
<td></td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>1843</td>
<td></td>
<td></td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>1844</td>
<td>6</td>
<td>50</td>
<td>100</td>
<td>4</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>22</td>
<td>33\textsuperscript{1}</td>
<td>1</td>
</tr>
<tr>
<td>1846</td>
<td>2</td>
<td>22</td>
<td>13\textsuperscript{1}</td>
<td></td>
</tr>
</tbody>
</table>

\textsuperscript{1} The high 1844 figures are combined with Bluff.
\textsuperscript{1} The 1845 whale oil includes 23 tons of black oil and 10 tons of sperm oil.
\textsuperscript{1} The 1846 production was all sperm oil.
Shortland (1851: 149–151) visited Riverton in 1843, and describes, 'a small bar
harbour, capable only of admitting vessels of from twenty to thirty tons.' The
settlement of whitewashed huts was on the south side of the inlet, and near
them were patches of corn and potatoes. One of the headsman was said to be a
member of the Royal College of Surgeons. The population of 48 was made up of
20 'White Men', one white woman, 15 Maori women, two 'White Children', and
12 'Half-cast ditto'.

As at Bluff, the Riverton whaling station subsequently developed as a town, in
d this case serving the fishing and farming, and formerly also the mining and
timber-milling, communities of western Southland.

2.8 TOE-TOES – F47/58 c. 879947

2.8.1 Location

The Toe-Toes station was almost certainly located in the small bay just inside
the bold east head of the Mataura estuary (Fig. 8).

First record by Campbell, October 1990. The map reference 878947 is adjusted
above. NZMS 1 S181–182/177.

Visited in the course of this project, October 1997.

2.8.2 Description

No archaeological evidence has been found (and see Campbell 1992: 75).

2.8.3 History

The Toe-Toes (Toitois; Totois; Mataura) whaling station operated for two years.
Shortland (1851: 300) gives production statistics for 1835 and 1836. It is thus
the second Southland station after Preservation Inlet, and the third south of
Cook Strait. In 1835 there was a famous occasion when Tommy Chaseland and
James Browne took 11 whales in 17 days, but lost the oil as there were no casks
at the station (Shortland 1851: 300). In the following season, 30 tuns of oil were
tried out, after which the station closed.
2.9  TOKANUI—F47/59  c. 905912

2.9.1 Location
Campbell (1992: 73, 76) reports a suggestion by Fortrose historian Joan MacIntosh that the station was slightly up-river, behind the foredune. This may be correct, although stations are usually as close to the sea as was possible for quick access and easy towing of captured whales.

Campbell visited the location in October 1990, but found no archaeological evidence. NZMS 1 S183/103.

2.9.2 Description
None available. Campbell argues that the site might not have survived in the sandy rivermouth environment.

2.9.3 History
Evidence for a whaling station at Tokanui relies on two sources. A son of early Foveaux Strait identity James Wybrow, speaking of his father in a 1909 letter to Herries Beattie, states that Wybrow and Johnny Davis, 'started bay whaling at the Tokanui mouth, at Tautuku Bay and as far North as Timaru and back again to the South' (MacIntosh 1975: 16). According to MacIntosh (1975: 16) the Tokanui whaling party worked for a Hobart firm.

The other evidence is a 'Whaling station' marked at Tokanui on an 1844 sketch map by Captain Wing of the Deborah ('A Sketch of Stewart's Island and Foveaux's Strait', reproduced in Campbell 1992: 73).

TOKANUI is not included in Shortland's list (1851: 300-301) of stations up to 1843, or in 1844-47 statistics published annually in The New Zealand Spectator and Cook's Straits Guardian.

2.10  WA I K A W A — G 4 7 / 1 6  1 4 4 8 8 7

2.10.1 Location
First small bay inside the north head of Waikawa estuary, eastern Southland, known locally as 'Trypot Bay' (Fig. 9).

First recorded March 1976 by Jane Teal and Jill Hamel. Campbell (1992: 64) visited the site in October 1990, and gives the map reference above. NZMS 1 S183/19.

2.10.2 Description
The site, located on a small terrace surrounded on three sides by steep hills and fronted by a boulder beach, is considered by Campbell (1992: 64) to be among the best preserved of southern whaling stations.

Teal and Hamel describe an exposed section at the back of the beach with shell, charcoal, burnt stone, early bottle glass, and iron (Campbell 1992: 64). Campbell (1992: 68-71) reports hoop iron, brick, and heat-fractured stone in an
exposed section at the north-west end of the bay. This may mark the old tryworks, although Campbell does not identify it as such. Forty metres away, where a small creek enters the bay, were found two areas of hoop iron, burnt stone, and eight small pottery sherds.

Campbell's site record plan shows two mounds on the flat behind the beach, which may mark fireplaces. He found no evidence for a lookout on the headland above the station, but suggests a likely location at the present trig (map reference 141887).

Campbell was told by local resident Ian Yorke that there were once two trypots under a cabbage tree 30 m up the stream bed. One broke when they were separated; the other is now at the Walkawa Museum.

### 2.10.3 History

Shortland (1851: 300) gives Walkawa production statistics for three years only: 1838, 50 tuns; 1839, 40 tuns; and 1840, 3½ tuns. He records the 1838 owner as 'Groce (Sydney)', after which the station was taken over by Johnny Jones who abandoned Walkawa after the 1840 season. Nelson settler David Monro described the station in 1844 as uninhabited (Hocken 1898: 250). In early years the station and locality were sometimes known as 'Success River'.

### 2.11 Foveaux Strait Unconfirmed Stations

#### 2.11.1 Centre Island

Among the Weller papers at the Mitchell Library, Sydney, is an agreement between the Weller brothers and Lewis Acker, for the latter to whale out of 'Colchock Bay', Centre Island. It was to be a three-boat station, operated under the same terms as Mussel Beach (see above). The agreement was signed at Stewart Island on 24 December 1839, the same day as the Mussel Beach contract.
2.11.2 Glory Cove—E49/8 c. 424488


A jumbled pile of stones is said to have been a bakehouse (Howard 1940: 94). Ritchie states that a trypot stood on the shore of Glory Cove for many years. The site has not been visited by an archaeologist.

The suggestion that there was a whaling station at Glory Cove depends on the presence there of well-known southern whaler James Joss. But while Joss lived there in the summer, his whaling appears to have been carried out on the northern shore of Foveaux Strait. Howard (1940: 98) states that Stewart Island 'had never been a whaling station'. Dr David Munro, who visited the European settlement at The Neck in 1844, wrote that, 'No whaling is carried on...' (Hall-Jones 1994: 76).

Evidence for a station here comes from Richards (1995: 69), who writes that Howell transferred part of his Riverton operation to Port William for four years from 1847.

2.11.3 Tiwai Point—E47/151 c. 544910

An 1839 letter from Johnny Jones to the Collector of Customs, Sydney, reports three stations in Bluff Harbour owned by him, and managed by Stirling, Spencer and Joss (McNab 1913: 274). John Hall-Jones (1976a: 27) speculates that Joss's station may have been at Tiwai Point where later he owned land.

On Tiwai Point at the east side of Bluff Harbour a small sandy beach inside the harbour entrance offers the only suitable location. No archaeological evidence is reported. Recorded by Matthew Campbell, October 1990, with the map reference above. NZMS 1 S181/176.

Jones' claim to whaling stations at Bluff operated by Joss and Spencer needs confirmation. He also claims a station at Preservation Inlet. Since he was applying for permission to ship alcohol and tobacco to New Zealand, it may have been to his advantage to claim a larger whaling operation than actually existed.
3. Otago

Foveaux Strait and Otago have a common whaling history, with the same whalers and Sydney merchants involved. Southern whalers later moved north to Timaru, and on to Banks Peninsula.

The first and greatest Otago station was Otago (Otakou) where whaling began in 1833. Otago was among the most productive of all New Zealand operations, averaging more than 230 tuns of black oil in each of its first six years before the inevitable decline.

3.1 MOERAKI — J42/136 418365

3.1.1 Location

Moeraki, North Otago. Nothing was visible when Campbell visited in October 1990, and made out the first site record for the whaling station (with the map reference 418367). Campbell was informed by Mr John McLellan that until 1936 old whaleboats and whale bone lay where the boat park is now. The map reference has been adjusted to the site of the present slipway and jetty.

Visited in the course of this project, March 1999.

3.1.2 Description

In 1966, Michael Trotter recorded historic midden material near the location of the old whaling station (Campbell 1992: 22). Just how this relates to the whaling operation is unclear. In 1978 Karl Gillies reported the Trotter site in danger from erosion and refuse dumping. No confirmed archaeological evidence has been found of the whaling station.

One hundred metres west of the boat-launching ramp are two trypots, next to an information panel. Nearby is a 1936 memorial to 100 years of European settlement, consisting of a 3 m-high plinth topped by a Moeraki boulder set in concrete. The inscription is in English and Maori:

```
Moeraki
Christmas Day 1836
Six Europeans and six Maoris
landed on these beaches
to establish a whaling station
at Moeraki
```

The Europeans are listed as William Haberfield, John Knox, John Hughes, John Thomson, Peter Chevett, and Richard Burns. Names of the Maori are unknown.

The tryworks and other parts of the station near the beach appear to have been destroyed, but it is possible that whalers' house sites have survived among the present houses of the small seaside settlement.
3.1.3 History

The Moeraki station began operations in 1837 under John Hughes, and remained under him throughout. Campbell (1992: 21) was unable to ascertain whether Hughes managed Moeraki for Johnny Jones, or if the latter merely had a share in the station or purchase rights to the oil. In July 1837 Jones lost the Sydney Packet at Moeraki in a gale (Ingram 1984: 11).

Shortland (1851: 301) gives production figures for 'Onekakara near Moeraki' for the years 1837–1843. 'Moiraki' statistics for 1844–47 are from The New Zealand Spectator and Cook's Straits Guardian (Table 5). No whales appear to have been caught in 1847.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>WHALES</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1837</td>
<td>2</td>
<td>23</td>
<td>88</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1838</td>
<td>2</td>
<td>27</td>
<td>119</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1839</td>
<td>2</td>
<td>25</td>
<td>108</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1840</td>
<td>19</td>
<td>55</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1841</td>
<td>9</td>
<td>54</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1842</td>
<td>2</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1843</td>
<td>1</td>
<td>870</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1844</td>
<td>2</td>
<td>16</td>
<td>10</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>22</td>
<td>25</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>1846</td>
<td>2</td>
<td>18</td>
<td>7</td>
<td>3 cwt</td>
<td></td>
</tr>
<tr>
<td>1847</td>
<td>2</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Shortland (1851: 127–137) was at Moeraki in November 1843 and describes a well-run station. Hughes was a farmer as well as a whaler, with several acres of wheat, besides potatoes and other vegetables. Other whalers also had vegetable gardens.

3.2 MOLYNEUX — H46/53 c. 627178

3.2.1 Location

Campbell (1992: 57) locates the station to Willsher Bay, south of Kaka Point, South Otago (Fig. 10). This corresponds to an account of an 1843 visit by Shortland (1851: 141–142): 'The master of our schooner knew the bay well, having several times had occasion to call at a whaling station, now abandoned, situated in its SW point, a little to the south of the river's mouth.' South Otago historian Fred Waite (1940) puts the site, 'at the southern end of Willsher Bay'. The station is likely to have been located where the boulders give way to a sandy beach at the south end of the bay.

Recorded by Campbell, October 1990 (NZMS 15179/46).
Figure 10. Molyneux, Otago, November 2000

Willsber Bay from the south. Historical evidence suggests that the 1838 station was at the south end of the bay.

Visited in the course of this project, November 2000.

3.2.2 Description

No archaeological evidence has been located. The site may have been largely destroyed by roadworks.

3.2.3 History

Shortland (1851: 301) gives production statistics for the Molyneux (or Matau) station for the year 1838 only, when 25 tuns of oil were tried out from five whales. Owner William Palmer shifted his operation to Tautuku the following year.

3.3 OTAGO — J 44/5 322875;
J 44/6 4 AND J 44/7 2 31 8871

3.3.1 Location

Wellers Rock and environs, Harwood, Otago Peninsula.

Peter Gathercole first visited the site in July 1961, and later made out the first site record form. Campbell recorded the site in October 1990, and locates his map reference 324873 to the top of Wellers Rock (adjusted above). Two other sites recorded nearby are J44/64 ("Whaling station") and J44/72 ("Whaling workshop"), both with the map reference 318872. The Wellers Rock site (J44/5) is NZMS 1S164/8.

3.3.2 Description

Campbell (1992: 44-47) gives the best description of the Otakou whaling site. In the course of his project, excavations were carried out at the Wellers Rock tryworks (Campbell 1991), followed by a chemical analysis of tryworks ash (Campbell & Smith 1993). Other station buildings were on the nearby sand flat, now buried by dunes.

It is clear from Campbell's work that there were several tryworks set up along the eastern side of Otago Harbour, between the heads and Harrington Point. More survey work is needed at the sites and throughout the district as a whole, which was host to a considerable European population in the whaling era.
3.3.3 History

The story of Otago is told by Robert McNab (1913), Frank Tod (1982) and Campbell (1992: 38-47) and others. In October 1831 Joseph and Edward Weller came ashore to set up a whale fishery. The station was destroyed by fire early the next year so that the 1832 season was lost. In November 1833 the station paid off when the barque *Lucy Ann* arrived in Sydney from Otago with 130 tuns of whale oil and 7 tons of whalebone, along with flax, potatoes, and a cask of seal skins (Tod 1982: 23). In the same year, the Wellers purchased a 49-ton vessel built at Port Pegasus, Stewart Island, which they named *Joseph Weller*, and which was used on the crossing to Sydney (Tod 1982: 22).

Edward Weller remained at Otago throughout the 1830s. Joseph, however, was in poor health, and when he died in September 1835, his body was sent to Sydney in a puncheon of rum for burial. Thereafter, the Otago operation was run by Edward, in conjunction with his brother George, who managed the financial side of the business from Sydney.

According to Edward Shortland (1851: 301), in its first four years the station employed equal numbers of Maori and Europeans, but later only half as many Maori. But George Weller states that in the 1835 season there were 85 men employed, three-quarters of them European (Weller ms, Weller to Collector of Customs, Sydney 22 March 1836). From 1838 to 1840 Europeans numbered 75-80 men.

In 1834 a large party of Maori assaulted Europeans and pillaged houses at Otago, and threatened to take over the *Lucy Ann* (McNab 1913: 103-104). They had returned from Cloudy Bay where Maori settlements were raided and whaling stations plundered. To add to uncertainty for Otago whalers, there were rumours of a Cloudy Bay war party coming south to treat Maori and whalers of Otago in the same way.

Otago Harbour was intensively exploited by bay whaling vessels. As late as February 1846 it was reported that four American, three Dutch, and a Russian whaler, each of 400-600 tons, were in the harbour (*The New Zealand Journal* 21 November 1846). Lieutenant Roquemaurel of the French navy vessel *Astrolabe* describes operations in Otago Harbour in 1840.

‘On the shores of the channel, the English and Americans have set up two or three fishing depots so that any captains who have enough men can get the whale cut up and the fat melted down, while they continue to fish either sailing about or anchored at sea.’ (Wright 1955: 29)

Settlements and the roadstead are pictured by the *Astrolabe* artist, Louis Le Breton (Wright 1955: opp. p. 21). Campbell (1992: 42) suggests that the depots were on Te Rauone Beach and Harrington Point.

Production statistics for the years 1833 to 1841 (Table 6) are given by Shortland (1851: 301). Shortland states that the number of whales may be calculated on the assumption that they yield an average 5½ tuns of oil each.

George Weller gives different 1833-35 production figures in a 22 March 1836 letter to the Sydney Collector of Customs (Weller ms): in 1833, 95 imperial tuns of oil and 4½ tons of whalebone, in 1834, 275 tuns of oil and 13 tons of bone, and in 1835, 430 tuns of oil and 20 tons of whalebone.
TABLE 6. PRODUCTION FIGURES FOR OTAGO.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>OIL (tuns)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1833</td>
<td>4</td>
<td>128</td>
</tr>
<tr>
<td>1834</td>
<td>8</td>
<td>310</td>
</tr>
<tr>
<td>1835</td>
<td>12</td>
<td>260</td>
</tr>
<tr>
<td>1836</td>
<td>12</td>
<td>210</td>
</tr>
<tr>
<td>1837</td>
<td>12</td>
<td>272</td>
</tr>
<tr>
<td>1838</td>
<td>12</td>
<td>213</td>
</tr>
<tr>
<td>1839</td>
<td>12</td>
<td>65</td>
</tr>
<tr>
<td>1840</td>
<td>2</td>
<td>14</td>
</tr>
<tr>
<td>1841</td>
<td>2</td>
<td>10</td>
</tr>
</tbody>
</table>

Figures for 1837 and 1838 include the Purakanui station.

Among the Weller papers at the Mitchell Library, Sydney, is a unique whale by whale account of the 1835 season at Otago (Weller ms). At the time Otago was a ten-boat station, which was probably the largest shore-whaling operation ever in New Zealand, prior to the mechanised stations of the 20th century. The detailed figures are followed by the summary given in Table 7.

TABLE 7. THE 1835 SEASON AT THE WELLER BROTHERS OTAGO STATION, "TOTAL QUANTITY OF WHALES KILLED" (WELLER ms).

<table>
<thead>
<tr>
<th>HEADSMAN*</th>
<th>WHALES</th>
<th>TOTAL</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gregory</td>
<td>14</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Sterling</td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Philpine</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>—in Howe's boat</td>
<td>2</td>
<td>11</td>
<td>One lost</td>
</tr>
<tr>
<td>Skidmore</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thomson</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thomas</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hughes</td>
<td>8</td>
<td>9</td>
<td>Two dryskins1</td>
</tr>
<tr>
<td>—his boatswain</td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Wilson</td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>—in Howe's boat</td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Lewis</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>—formerly Wilson's boat</td>
<td>9</td>
<td>2</td>
<td>Two lost</td>
</tr>
<tr>
<td>Graham</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Howe</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weller</td>
<td>10</td>
<td>11</td>
<td>One lost</td>
</tr>
<tr>
<td>—his boatswain</td>
<td>1</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

| Total whales | 103 | |
| Lost whales   | 4   | |
| Useless whales| 2   | |
| Tried out    | 97 whales | |

* Each headsmen is using his own boat unless otherwise stated.

1 Dryskins are whales with insufficient blubber for trying out.
The detailed boat figures give further information. The first whale of the season was taken on 21 April, and the last on 20 October. Sterling took 10 whales at Otago, then shifted to Port Cooper where he took one more. One of Thomas's whales also was taken at Port Cooper at the end of the season. Two whales were disputed by other headsman. There were three occasions when a boat took two whales in a day. The 'Useless' whales in the table were 'dryskins', both taken by Hughes's boat. Edward Weller only arrived from Sydney at the end of July, but went on to take four whales in August, five in September and one in October. Excluding the whales taken at Port Cooper, monthly figures are: April, 7; May, 18; June, 15; July, 7; August, 21; September, 23; and October, 10.

Owners were the Weller brothers for 1833–39, and J. Hoare, 1840–41. In *The New Zealand Spectator and Cook's Straits Guardian* 'Otakou' is listed only in 1845, when a two-boat, 14-man, station owned by James Davis took just 100 gallons of humpback oil.

3.4 **PURAKANUI—14 4/216 c. 25 2 9 2 9**

*3.4.1 Location*

West side of the Purakanui Inlet channel entrance, north of Dunedin (Campbell 1992: 37).

First recorded October 1990 by Matthew Campbell. The map reference has been altered from 254929.

*3.4.2 Description*

Campbell found only fragments of 19th century glass, which may relate to the whaling site. Part of the sand spit has been blown over with sand and is now eroding along the shore. The spit is now planted in pines.

*3.4.3 History*

Purakanui was worked for two years as an out-station of the Weller brothers' Otakou operation. Shortland (1851: 301) includes 'Purakaunui' in his 1837 and 1838 Otakou figures. Octavius Harwood, who was the Wellers' storekeeper at Otakou, refers to 'Brokenewy'. In Weller letters it is sometimes 'Broken Bay', after the mispronunciation of Purakanui (Tod 1982: 66).

Charles Brown was in charge, for the 1838 season at least (Tod 1982: 35). In 1839 the entire operation—men, whaleboats, and gear—was shifted to Timaru.

3.5 **TAIERI—145/62 94 4 5 7 4**

*3.5.1 Location*

West side of Taieri Island (Moturata) at the mouth of Taieri River, south of Dunedin.

First recorded by Jill Hamel following a visit in November 1985. NZMS 1 S172/18.
3.5.2 Description

Two parts of the Taieri station are the tryworks area at the rear of a small cove, and the settlement above on the western slope of the island. At the cove three pits may mark the location of the tryworks (Campbell 1992: 50). The settlement area was the subject of a 1972 excavation by Peter Coutts (1976). Hut sites were identified from beach pebbles brought up from below, stone chimney remains and domestic rubbish.

When Campbell visited the island in October 1990 there was rapid erosion of the settlement area through loss of vegetation, wind, and the nesting of seabirds (Campbell 1992: 53). Since then work has been carried out to revegetate the island and prevent further erosion by the Moturata Whanau, Kai Tahu, in partnership with the local community and Department of Conservation (Palmer 1997).

3.5.3 History

The Weller brothers' Taieri (Taiari; Tyree) station commenced operations in 1839. The first manager was a man by the name of Cureton, who appears to have been setting up on the island early in 1839 (Tod 1982: 70). Edward Weller was not pleased with the first year's output, reporting that 'Cureton has made a very bad season, and there are many complaints about him some of which I am convinced of so gave the Fishery to Mr King' (Weller ms, Edward Weller to George Weller 15 January 1840). Cureton's production was put at 52 tuns of oil and 3 tons, 6 cwt, one quarter, and 14 lbs. of whalebone. The discrepancy with the 1839 figure in the list below may be accounted for if King took over before the end of the season.

In the 1844 season Tommy Chaseland managed the station for Johnny Jones. Shortland (1851: 301) gives production figures for the years 1839-41 (Table 8). The 1844 statistics are from The New Zealand Spectator and Cook's Straits Guardian.

In June 1839 the Weller brothers' Dublin Packet was lost in heavy seas while servicing the station (Ingram 1984: 13).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>WHALES</th>
<th>OIL (tuns)</th>
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</table>

3.6 TAUTUKU — G47/86 366949

3.6.1 Location

Sheltered north side of the Tautuku peninsula at the south end of Tautuku Bay, Catlins district, South Otago (Fig. 11).
First reported by Jane Teal and Jill Hamel in 1977. Visited by Campbell in 1990. NZMS 1 S184/82.

3.6.2 Description

Matthew Campbell (1992: 61-62) identified the site of a whalers' village and whaling station, and quotes a report of a trypot at the latter in 1892. Today, cribs have been built over the site although some 19th century glass and ceramics has been found. The village area may have been entirely destroyed by a later flax mill on the site.

3.6.3 History

Shortland (1851: 301) gives production statistics for the years 1839-45 (Table 9). Statistics for 1844-46 (but not 1847) are from The New Zealand Spectator and Cook's Straits Guardian, where the station name is given as 'Toutook'. Owners were William Palmer (1839-45) and Jones (1846).

<table>
<thead>
<tr>
<th>YEAR</th>
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</table>
3.7 WAIKOUAITI—143/66 280050; 143/52 274246

3.7.1 Location

The Waikouaiti 'Whalers' Village' and 'Sheers' are shown on an 1843 map (Shortland 1851: opp. p. 139). In his 1844 survey fieldbook William Davison locates the sheers and headland signal mast (Campbell 1992: 104-105).

First recorded by Campbell, November 1990. Site number 143/66 refers to the tryworks part of the station. The village area (143/52) lies beneath houses of the Karitane beach settlement. The lookout and signal mast was probably at the site of the trig station 'G', at the high point of the peninsula (42 m above sea level; map reference 282049).

Visited in the course of this project, March 1999.

3.7.2 Description

Campbell (1992: 30-35) reports the tryworks site located on a c. 50 x 15 m terrace above a sandy beach and below a slumping hillside. Rocks outlining the tryworks are at the north-east end of the terrace, and a flat raised area 3 x 1.5 m marks the remainder of the works. The tryworks themselves were 1.5 m from the low beach section, which was actively eroding at the time of Campbell's visit.

At the south-west end of the terrace were two further terraces. Other pits, terraces and ditches may also mark whaling activities. Campbell reports no stratigraphy in the eroding beach section. Today's trig at the high point of the peninsula may have destroyed the site of the old whalers' lookout and signal mast.

3.7.3 History

The Waikouaiti whaling station is associated with Sydney merchant and pioneer New Zealand farmer, Johnny Jones. In the 1830s he owned the Preservation Inlet station, and later took up a controlling interest in a number of southern stations, at one time employing 280 men at seven different locations (Tapp 1990: 212-213). In 1838 he purchased Waikouaiti for £225 from Wright and Long, who were insolvent (Tapp 1990: 212). Dr Joseph Crocombe was lured from the Otago station to take charge of Jones's interests at Waikouaiti. Edwin Palmer is said to have been in charge at the station, and John Foreman and Stephen Murphy were the headsmen (Brett 1928: 91-93).

Shortland (1851: 301) gives production figures for the station in the years 1838-43 (Table 10). Statistics for 1844-47 are from The New Zealand Spectator and Cook's Straits Guardian, where the name is given as 'Waikowait'. Owners are given as: Wright and Long, 1837 (without production figures); J. Jones, 1838-42; J. Jones and others, 1843; and Jones, 1844-47.
<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
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4. Timaru

At Timaru (Fig. 12), the Weller brothers' 'Timaru' station started up in 1839. There is evidence that Mutumutu also was operating in the early 1840s. Patiti may date from the 1860s. O.A. Gillespie's South Canterbury (1958) has been a basic resource for historical data. Timaru stations were visited in the course of this project in March 1999.

4.1 MUTUMUTU — K39 c. 712403

4.1.1 Location

Evidence for this station includes a detailed 1855 survey by Samuel Hewlings of the coastline south of Timaru, on which is marked a station and try pots on the low cliff at what is now Scarborough (Gillespie 1958: 39), north of Mutumutu Point. An October 1848 sketch of the whaling station by Walter Mantell also indicates a location north of the point, with the station below a cliff at the rear of the beach (Gillespie 1958: 34). An 1848 reference to Caroline Bay being the site of 'Weller's old try works (North Station)' (Gillespie 1958: 36), indicates that there was also a 'south station', which presumably was at Mutumutu.

The likely station site is north of a small valley, which is in turn 200 m north of Mutumutu Point (Fig 13). A reef extending out from the point to the south gives some shelter to the landing place. The beach consists of steeply shelving sand and pebbles. Above the beach are a railway line and dead-end road. The headland provides an excellent lookout.

Visited in the course of this project, March 1999.
4.1.2 Description

No archaeological evidence of the former whaling station was found.

4.1.3 History

On 20 March 1839 the Wellers' storekeeper at Otago wrote in his journal: 'Sent Woodham to Motumotu to take and keep possession as a fishery four miles south of Temurdu' (Gillespie 1958: 33). After Edward Weller visited Timaru at the end of the 1839 season, a man named Sutton appears to have taken charge of a second Timaru station, probably at Mutumutu. Just how much whaling was carried out from Mutumutu is unclear. Gillespie (1958: 38) suggests whales may have been brought ashore on the coast south of Timaru where convenient and temporary tryworks set up, as on the east coast of the North Island. Tryworks are not shown on the Mantell sketch, which shows three or four deserted station buildings.

4.2 PATITI — K39 c. 716426

4.2.1 Location

The likely location of the Patiti station is the bay 100–200 m north of Patiti Point (Fig. 14). Visited in the course of this project, March 1999.

Figure 14. Patiti, Timaru, March 1999. View north, showing the likely location of the whaling station between the vantage point and the car in the middle distance.

4.2.2 Description

A reef extends 1 km south-east from Patiti Point, providing good shelter for the likely landing place for the station, which is behind a sand and pebble beach. Behind the bay, roadworks and bulldozing have probably destroyed most, or all, of the site. An artificial terrace below the Patiti Point Reserve gate, and above the shore, may relate to the whaling era, but also has later material (such as a crown-cap bottle top) eroding from the front section.

A trypot has been set up on a plinth on top of the headland in the reserve (Fig. 15). The plaque states that it was taken from Patiti by A.J. Sutherland, more than 100 years earlier, before being returned to its present position in 1990.
4.2.3 History

Johannes Anderson (1916: 47) gives a picture of ‘The old main whaling station at Patiti Point, in 1861’, described as being ‘From a sketch by J.T. Morris’. Whether the Morris sketch is contemporary or a reconstruction is not clear.

It is not known if there was any whaling at Patiti in the 1840s. The Lyttelton Times of 14 May 1862 reports the setting up of a whaling station at Patiti Point by a Mr Le Cren of Timaru (Gillespie 1958: 40). The only reported success is the taking of a humpback whale in July. The station lasted only one season.

4.3 Timaru — K39 702452

4.3.1 Location

In his history of South Canterbury, O.A. Gillespie (1958: 29) shows clearly the location of the Timaru whaling station, where Pohatukoko Stream is now confined in pipes and culverts to reach the sea, ‘approximately under the present railway viaduct’ (Fig. 16). The ‘Old Whaling Station’ is marked on an 1860 map (Gillespie 1858: 43), and also on an 1848 sketch map by Alfred Wills, copied and published by Anderson (1916: 51). The above map reference is to the railway bridge mentioned by Gillespie, where Pohatukoko Stream once...
entered the sea, but now 100 m from the shore. Gillespie (1958: 29, 36) also attributes the names 'Whaling Station' and 'Whale's Creek' to the stream.

Visited in the course of this project, March 1999.

4.3.2 Description

The site of the Timaru station has been greatly modified, and almost certainly nothing has survived. Few stations have been so completely destroyed.

4.3.3 History

Information here comes largely from Tod (1982) and Gillespie (1958), both of whom rely on the journal of Otago storekeeper, Octavius Harwood.

The Weller brothers' operation at Purakanui shifted to Timaru ('Temurdu' according to Harwood), following the 1838 season. On 28 March 1839 the Dublin Packet left Otago with 13 European and two Maori whalers, under Thomas Brown who had been headsman at Purakanui (Gillespie 1958: 32).

On 31 August 1839 Brown reported 70 tuns of oil at Timaru. At the start of the next season, in May 1840, there were 18 men at the two-boat station. By 23 September that year 65 tuns of oil were taken. The whalers were at Timaru early in 1841, presumably readying themselves for another season, but the station was abandoned when news of the failure of the Weller firm reached Otago in February. The station was deserted when Bishop Selwyn visited in January 1844 (Gillespie 1958: 37).

'Timuoru' is listed in The New Zealand Spectator and Cook's Straits Guardian 1846 figures only, when a two-boat, 18-man, station under 'Chesland' (Tommy Chaseland?) took 43 tuns of oil and 2½ tons of whalebone. This seems likely to have been the old Caroline Bay station.
5. Banks Peninsula and Motunau

Before shore operations began on Banks Peninsula, whaling vessels worked Port Cooper and other harbours (Fig. 17). This led to tryworks being set up on shore at Little Port Cooper in 1836, at first operated in conjunction with bay whalers. The first season at Hempleman’s Peraki station was 1837. Oashore and Ikoraki followed in 1840, and Island Bay in 1842. Important resources have been Hempleman’s journal, published as *The Piraki Log* (Anson 1910), Gordon Ogilvie’s 1990 history of Banks Peninsula, and Jacomb’s 1998 archaeology of peninsula whaling stations. In North Canterbury, Motunau appears to date from 1842-44.

I am indebted to Chris Jacomb for taking me to Oashore and Ikoraki in October 1997, and Peraki and Island Bay in March 1999, and also for his permission to use his excellent site plans. Motunau was visited in March 1999.

Figure 17. Whaling station locations on Banks Peninsula.
5.1 IKORAKI — M37/163 894076

5.1.1 Location

Bay at the south-west corner of Banks Peninsula, 3 km from Birdlings Flat (Fig. 18). The small bay is unusual for the peninsula in facing to the west. The site is south of the stream which runs into the north-east corner of the bay, extending along the shore and onto the slope behind.

First recorded April 1994, by Chris Jacomb, Canterbury Museum.

Visited in the course of this project, 1 October 1997.

Figure 18. Ikoraki, Banks Peninsula, October 1997. Terraces and other archaeological evidence of the whaling station are at the right end of the beach in this view.

5.1.2 Description

Tryworks remains are at the south end of the beach, buried by later erosion beneath a steeply sloping hillside (Fig. 19). Visible in the back beach section are the iron grid of a firebox, and rivetted iron holding tanks for whale oil, suggesting a period later than the 1840s and 1850s, when barrels would have been used.

To the north along the bottom of the hill slope above the beach are as many as 15 terraces for houses and other buildings, all or most of which will relate to the whaling era (see Fig. 20, next page). Eroding from banks are fragmentary ceramics and bottle glass, whale bone and rusting iron. A small stone-walled graveyard of the whaling period (see below) is in good order.

Figure 19. Ikoraki, Banks Peninsula, October 1997. Tryworks remains are revealed in the eroding bank at the back of the beach, at the south corner of the bay.

5.1.3 History

The history of the Ikoraki station given here is based on Ogilvie (1990: 209–213). The first whaler to set up was Joseph Price, who was financed by the Wellers, and who equipped himself at Sydney before sailing for Ikoraki on the Lucy Ann in November 1839. By this time the Otago fishery was collapsing and a number of men went north to Ikoraki, which was for a time the largest European settlement in what was to become the province of Canterbury.
In its first season (1840) the station took 70 tuns of oil and 3½ tons of whalebone, but when the Wellers went bankrupt in 1840 Price lost his first year's production to their creditors. The 1841 production was lost in the same way, to help pay the debts of Price's new financier, Johnny Jones, who was also bankrupt in the fallout from the Sydney 'crash' of the early 1840s. In 1841 Ikoraki was a four-boat, 30-man station.

In August 1841 the brigs Transfer and Speculator were wrecked at Ikoraki. Two crewmen from the Speculator were drowned as well as six whalers from the station who attempted their rescue. The dead men are buried in a stone-walled cemetery behind the bay. The brig Jewess was wrecked at Ikoraki in September the same year (Ingram 1984: 19–20).

In the 1842 season Price took 90 tuns of oil and four tons of bone, which he sold on the Wellington market, finally putting his operation on a financial footing. In September 1844 the Magnet was wrecked at Ikoraki, with the loss of one life (Ingram 1984: 26).

The statistics in Table 11 come from Ogilvie (1990: 210–211) and, for the years 1844–47, from The New Zealand Spectator and Cook's Straits Guardian — where the station name is 'Ekolaki' in 1844, and later 'Akolaki'.

Price continued whaling until 1852, but with increasingly poor results. In 1857 the bay was purchased by Hugh Buchanan, who leased the operation to Maori whalers. That year production was 35 tuns of oil and 1 ton of bone. In 1858 four
TABLE 11. PRODUCTION FIGURES FOR IKORAKI.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
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<td>1846</td>
<td>3</td>
<td>27</td>
<td>65</td>
<td>2</td>
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</tbody>
</table>

whales were taken, and thereafter two or three a season, mostly humpbacks. The station was still looking out for whales as late as 1876.

In 1907 a fire destroyed the remaining whalers' cottages and sheds at Ikoraki. In 1913 three trypots were removed; one is now in Christchurch and the other two at Akaroa.

5.2 ISLAND BAY — N 37°16’ 996024

5.2.1 Location

Island Bay (Whakaki), 6–7 km west of Akaroa Harbour on the south coast of Banks Peninsula (Fig. 21). The whaling station was east of the stream at the head of the bay, with some archaeological evidence that may relate to whaling 100 m further up the valley.

First recorded in April 1972 by Brian Allingham, who included it on a site record of the older Maori occupation in the bay. A site map was prepared in 1997 by Chris Jacomb and Kelvin Day.

Visited in the course of this project, March 1999.
Figure 22. Island Bay, Banks Peninsula. Site plan (Chris Jacomb).
5.2.2 Description

Chris Jacomb (1998: 73) describes Island Bay as the most isolated and best preserved of Banks Peninsula stations. In 1999 there was a boulder beach with pronounced storm ridge below the site at the inner end of a narrow inlet. Cliffs flank the inlet to the open sea 300 m away. The site is now under grass and scattered low scrub. There are two areas of archaeological evidence: above the beach east of the stream, and on the other side of the valley 100 m upstream (Fig. 22).

Behind the beach the moderate slope is cut by at least 15 terraces. Several of them have fireplace mounds and there is one partly-standing fireplace. There are also stone facings or alignments. Two parallel stone lines, which descend the steep hill to the hut terraces of the whalers, may be older Maori work.

On a 10 x 6 m terrace behind the beach is a rectangular area of fire-cracked rocks and clay mortar c. 2 x 1.5 m, representing the tryworks (Fig. 23). A 1900 photograph shows two trypots still in position in a mortared stone structure (Fig. 24). Other photographs taken at the same time show a capstan, a boat-shed apparently built largely from barrel-staves, and ground littered with whale bones (Jacomb 1998: 74).

Ogilvie (1990: 203) states that the capstan, numerous barrel staves, hoop iron, and even the remains of blubber strips, were still present in 1940. Three trypots from Island Bay are now in Canterbury and Okain’s Bay museums, and on the waterfront at Akaroa. Recent fossicking on the site with the aid of a metal-detector has unearthed a telescope and harpoon and other iron material.

West of the stream, 120 m from the beach, is a second area of archaeological evidence. It includes two pits, one c. 3 m in diameter and of raised rim form, and the other a rectangular pit 2.5 x 1.5 m in plan. Nearby is a 1.5 m diameter circle of large stones, and higher up the slope is a stone-faced terrace. All may be Maori rather than whalers’ work, and whether they pre-date or are contemporary with the whaling station is not clear.

5.2.3 History

The following history of whaling at Island Bay is based on Ogilvie (1990: 201-203). The station was first set up in 1842 by William Green, Charles Brown and Mathew Hall. Brown had whaled for the Weller brothers at Purakanui, and in 1841 was headsman at Oashore. The station appears to have continued under
this management until 6 June 1845 when Hall's boat and crew of seven was lost off the heads, bringing the season to an abrupt end.

John Moles and Samuel Williams then carried on whaling for new owners, the Greenwoods of Purau. According to The New Zealand Spectator and Cook's Straits Guardian, in 1846 the two-boat, 20-man, station took 18 tuns of black oil and one ton of whalebone for the owners, Greenwood and Rhodes.

In May 1847 Greenwood sold out to George Rhodes. In that year the station took 30 tuns of oil and 15 cwt of bone according to The New Zealand Spectator and Cook's Straits Guardian. Rhodes appears to have abandoned Island Bay in 1851. James Wright then took over the plant, and continued whaling with a mostly Maori workforce until about 1870 (Ogilvie 1990: 201). Statistics are not available for the later years, but whale numbers were by now greatly reduced and catches will have been small.

5.3 LITTLE PORT COOPER—N36/125 951322

5.3.1 Location

Little Port Cooper is the first bay within the entrance of Port Lyttleton, on the east side of the harbour. The whaling station was the only one on the north side of Banks Peninsula, and has been located by Chris Jacomb on 2-3 ha of flat land at the head of the bay, mostly on the east side of the stream.

First visited by Jacomb in 1991, and subsequently recorded by him.

5.3.2 Description

Archaeological evidence of whaling operations is confused by earlier and also contemporary Maori occupation, and by subsequent housing for the Adderley Head Signal Station.

Shell midden with fire-cracked rock, iron, and some whale bone is exposed in the beach section. According to Jacomb, 'an area of heat-stained and fire-cracked rock just east of the stream mouth may relate to a tryworks' (Jacomb 1998: 68). The stream bank is revetted with small boulders.

5.3.3 History

Little Port Cooper was the site of the first shore works set up on Banks Peninsula. The Bee under George Hempleman entered the harbour in February 1836 and by the middle of July had set up a tryworks and men’s accommodation on shore. A second shore works operated by another bay whaler may date from about the same time. Hempleman quit Little Port Cooper for Peraki in early 1837.

For a short time from 1839 a shore station was operated by Captain Swift of the Favourite. Whaling statistics in The New Zealand Spectator and Cook’s Straits Guardian for the years 1844-47 list Port Cooper only in 1844 and 1845 (Table 12). The station owner was James Ames.

Whalers and Maori at Little Port Cooper and neighbouring Port Levy are described in the journal of French whaling surgeon Felix Maynard (Maynard & Dumas 1937: 173-175).
TABLE 12. PRODUCTION FIGURES FOR LITTLE PORT COOPER.

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<th>MEN</th>
<th>OIL (tuns)</th>
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<tr>
<td>1845</td>
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<td>14</td>
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</tr>
</tbody>
</table>

5.4 MOTUNAU—N34 c. 163952

5.4.1 Location

In February 1844 Edward Shortland, on a passage to Wellington, called in at Motunau Island. "We anchored under its shelter, opposite to the small bar river Waipara, where there was a whaling station" (Shortland 1851: 276). As the Waipara River is 25 km south of Motunau Island, we may presume Shortland was mistaken concerning the river's name, and that the vessel was anchored near the mouth of the Motunau River at 'Double Corner'. The whaler James Ames was a passenger on the boat, which went on to Wellington. Unfortunately, it is not clear where he boarded. Ames is said to have whaled from Motunau at the time of Shortland's visit (see below).

The map reference puts the Motunau station at the south side of the Motunau River mouth (Fig. 25). Visited in the course of this project, March 1999.

Figure 25. Motunau, North Canterbury, March 1999. View to the north showing the likely location of the whaling station on the south side of the river mouth.

5.4.2 Description

At the river mouth a sandy beach is given some protection to the south by a boulder bank, extending out to sea and standing out of the water at low tide. Behind the beach is a 60-100 m deep flat, providing ample space for a whaling settlement and tryworks, etc. Any site here is now buried under road and carpark, children's playground, and nearby baches. To the south, a 20 m cliff would have provided a good lookout point.
Plan of whaling station at Oashore, Banks Peninsula, showing archaeological features.

Figure 26. Oashore, Banks Peninsula. Site plan (Chris Jacomb).
5.4.3 History

D.N. Hawkins (1957: 10) writes that there was a station on Motunau Island, operated by Ames between 1842 and 1844. But Shortland makes no mention of a station on the island, and it seems likely Ames' station was the one on the mainland. The New Zealand Spectator and Cook's Straits Guardian gives James Ames as owner of Little Port Cooper in 1844 and 1845, and Rangi-Inu-Wai at Kaikoura in 1846 and 1847.

Hawkins (1957: 10) indicates the possibility of three stations: one on Motunau Island itself; one at 'Double Corner, a promontory almost opposite the island'; and 'signs of an old anchorage in the mouth of the Waipara.' My own conclusion is that there was just one station in the district, that confirmed by Shortland on the mainland opposite Motunau Island in early 1844.

5.5 OASHORE — M37/162 882089

5.5.1 Location

Oashore Bay is the westernmost bay on the south side of Banks Peninsula (see Fig. 17). The site was first recorded by Chris Jacomb in October 1990. The above map reference is adjusted from the site record form (883089).

Visited in the course of this project, October 1997.

5.5.2 Description

Elements include the remains of the tryworks, a stone-built hut, stone chimneys and walls, a pit, and levelled areas and scarps (Fig. 26). A stream, which runs down the centre of the narrow valley, may have been dammed above the old whaling station. Despite recent damage, Oashore is an outstanding shore whaling site.

Remains of the tryworks, behind the boulder beach west of the stream mouth, are made up of large stones, some iron, and fragments of burnt whale bone. A 1924 photograph shows three trypots, two still in a mortared stone structure (Fig. 27). Whatever survived was largely destroyed in 1989 when access was bulldozed to the beach. On the other side of the stream are alignments and other structures of stone, and, in 1997, a trypot fragment (Fig. 28). An 1849 plan by the surveyor Octavius Carrington (see Ogilvie 1990: 215) shows a 'Landing Place' at the western corner of the bay.

The station's accommodation was up the gully behind the tryworks. The 1849 plan shows the location of buildings at that date. Outstanding archaeological remains are low stone walls of a two-roomed building, 7 x 5 m (Fig. 29). Nearby are two stone chimneys, still intact to over a metre high.

Between the two-roomed house and the stream is a stone-walled enclosure—or exclosure—to protect a garden from pigs. Also on the Carrington map is a large 'Store and Boat Shed', where today there is an extensive terrace. The rear scarp is faced with stones in places.

5.5.3 History

The following history depends largely on Ogilvie (1990: 214-218). The Oashore station was founded by the Weller brothers at the same time as Ikoraki, at a time...
when Otago catches were greatly reduced and the firm was looking for new whaling opportunities.

The Weller men who went to Oashore were led by Thomas Brown, Samuel Brown, and William Woods. The first season was 1840. William Woods appears to have taken over sole management, and possibly ownership as well, at the end of 1840. A French map drawn in 1845 gives the name 'Woods' at Oashore (Maling 1996: 231).
The figures in Table 13 come from Ogilvie (1990: 215-216), and The New Zealand Spectator and Cook's Strait Guardian (1844-1847), where the station is called 'Goashore'.

Woods sold out to George Rhodes, probably in 1848, and the whaling station was incorporated in the latter's 10,000 ha Kaituna run. In the 1849 season Samuel Williams was headsman for Rhodes at Oashore. For some years Kaituna station hands whaled at Oashore in the winter. It is not known when the operation closed down.

**Table 13. Production figures for Oashore.**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1842</td>
<td></td>
<td></td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>1843</td>
<td></td>
<td></td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>1844</td>
<td>4</td>
<td>35</td>
<td>85</td>
<td>4</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>30</td>
<td>28</td>
<td>1</td>
</tr>
<tr>
<td>1846</td>
<td>2</td>
<td>19</td>
<td>45</td>
<td>2 tons 2 cwt</td>
</tr>
<tr>
<td>1847</td>
<td>2</td>
<td>18</td>
<td>53</td>
<td></td>
</tr>
</tbody>
</table>

5.6 PERAKI — N37 18 958051

5.6.1 Location

Peraki Bay, south side of Banks Peninsula, 12 km west of Akaroa Harbour (Fig. 30). The station was on the east side of the stream at the head of the bay.

First reported by Rob Ferris, September 1971, and filed under NZMS 1 S94/67. The above map reference is adjusted from the site record form (958055), to refer to archaeological remains at the rear of the beach.

Visited in the course of this project, March 1999.

![Figure 30. Peraki, Banks Peninsula, March 1999. The station was on the low ground behind the beach. At right are memorials to the whaler George Hempleman, and the Notabank, which sank near the bay in 1963.](image-url)
5.6.2 Description

The whaling site extends 200 m along the flat shore behind the sandy beach at the head of Peraki Bay (Fig. 31). At the centre of the bay are two memorials. A trypot is set up as a memorial to the whaler George Hempleman. The plaque reads:

Erected to commemorate the centenary of the first white settler in Canterbury N.Z., Captain George Hempelman, who established a whaling station at Peraki — in 1835.

The date is wrong (see below). Five metres away are two anchors from the Holmbank, which sank in 1963.

Ten metres west of the Hempleman monument are two hut sites, one marked by a collapsed fireplace. The other comprises a level platform, slightly above wet ground inland, with the edge marked in places by deliberately placed horizontal whale bones. Elsewhere on the flat are stone alignments, mounds, and other features, which are not easy to interpret, but which do show that this area im-
mediately behind the beach has not suffered from ploughing. This is in contrast to the area beyond (from 30-40 m behind the beach), which in March 1999 was under a planting of chou moellier, in which fragments of whale bone, black glass, and brick were to be seen.

Fifty metres from the east end of the beach is an area of black soil and fire-cracked rocks, probably marking the tryworks site. At the west end of the beach, near the stream, pieces of whale bone, black glass, brick fragments, and charcoal are eroding from a beach section, from 300 mm to 1 m high. An unusual feature, 200 m behind the beach, is a short section of drain where the sides are revetted by vertical sections of whale rib (Fig. 32).

5.6.3 History

Shore whaling at Peraki will always be associated with the name of George Hempleman. His manuscript journal, now in Canterbury Museum, and published as *The Piraki Log* (Anson 1910), is a unique daily record of a New Zealand whaling station, as well as an outstanding contribution to regional history in the decade prior to the Canterbury settlement. A history of European settlement at Peraki is given by Ogilvie (1990: 204-208).

Hempleman arrived at Peraki aboard the *Dublin Packet* in March 1837, financed by the Sydney firm Clayton and Duke. His best season was 1839 when he took 29 whales, amounting to 77 tuns of oil and 2 tons 16 cwt of whalebone. At the end of the 1840 season there were 22 European men and two women, plus Maori, living at Peraki in nine houses.

Production statistics for 1844, 1845, and 1847 (Table 14) are from *The New Zealand Spectator and Cook's Straits Guardian*. Hempleman is given as station owner in 1844, and Lawrence Wetherall (or Wetherell) in 1845 and 1847. No figures are given for 1846.

Hempleman's four dwelling houses, cooperage, tryworks, boat sheds, and gear were auctioned by writ of execution in September 1843, and were purchased by Joseph Price of Ikoraki for £53 (Ogilvie 1990: 205).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>1</td>
<td>8</td>
<td>9</td>
<td>1/2</td>
</tr>
<tr>
<td>1845</td>
<td>2</td>
<td>14</td>
<td>28</td>
<td>1</td>
</tr>
<tr>
<td>1847</td>
<td>1</td>
<td>7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 32. Peraki, Banks Peninsula, March 1999. Whalebone has been used to channel a drain behind the beach.
6. Kaikoura

When whale numbers collapsed in Cloudy Bay and Queen Charlotte Sound, attention was turned to Kaikoura, where the peninsula jutted out into the whale migration route (Fig. 33). Whaling at 'The Kaikoura' began with Robert Fyffe's first season at Waiopuka in 1843. Stations at Kaikoura were serviced by small coastal vessels from Wellington, thus overcoming the lack of a safe anchorage in the district (Sherrard 1949: 19). In 1844 stations were set up at South Bay, Waipapa, and Amuri Bluff. Operations at Rangi-inu-wai commenced in 1846. In the early 20th century, South Bay was developed into a mechanised operation. Kaikoura whaling ended with the closure of the South Bay station in 1922.

Kaikoura sites were visited in the course of this project, May 2000.

![Figure 33. Whaling stations of the Kaikoura region.](image-url)
6.1 AMURI BLUFF—O32/49 511515

6.1.1 Location

Mikonui Bay (Sherrard 1949:23), on the Kaikoura coast, 3 km south of Oaro by way of the service road (not shown on the O32 map sheet) which runs alongside the railway line. The whaling station was 2 km north-west of the prominent Spy Glass Point, or 'Piri-paua' (Elvy 1949: 90). 'Amuri' is a mispronunciation of 'Haumuri'.

The site was first recorded in August 1999 by Michael Trotter and Allan Cragg, with the map reference 512516 (altered above). Visited in the course of this project, May 2000.

Land-ownership: Tranz Rail.

6.1.2 Description

What remains of the site is under secondary bush (ngaio, five-finger, karaka, taupata, etc.) and metre-high grass and bracken over the northern part. A road servicing the railway line runs across the hill behind, 20-50 m from the beach. At some stage a bulldozed track has been pushed down from this, and along the 5-8 m-wide strip of level ground at the back of the beach. This has probably destroyed much of the site not taken by sea erosion. Most of the section at the back of the beach is now obscured by vegetation.

A piece of whale bone was found in the beach section, and three or four others were in the debris of a fishermen's camp above the shore. In the bush below the road, 30 m from the shore, is a 20 x 5 m terrace, which may have been modified and used by whalers.

There is a good channel for small craft through the reefs, which extend 300-400 m out from the shore in front of the site. The reefs serve to protect the landing place from heavy seas. A prominent high point, 200 m north of the whaling station and seaward of the railway line (512517), may have served as a lookout.

When Elvy (1949: 88) knew the site in the 1940s, 'rows of whale vertebrae ... apparently marked out the garden plots', and there were ribs and jaw bones on the rocks in front.

6.1.3 History

Whaling operations financed by Wellington merchant John Wade began in the 1844 season. Wade claims to have produced oil and whalebone to a value of £3450 and to have employed 30 to 40 men at Amuri in two seasons (Sherrard 1966: 61). In 1846 and 1847 the station was owned by William Fitzherbert and Charles Perry (Sherrard 1966: 63), with J. Bell in charge (Sherrard 1966: 60).

In The New Zealand Spectator and Cook's Straits Guardian the station is listed as 'Amouri' in 1844 figures (Table 15), first published 12 October 1844. The 1845 figures may include Wade's two stations at Amuri and South Bay, except that three boats suggest only one station. The 1846 and 1847 figures under 'Fitzherbert' presumably refer just to Amuri Bluff.
Table 15. Production Figures from Amuri

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN (tuns)</th>
<th>OIL (tons)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>3</td>
<td>30</td>
<td>62</td>
<td>214</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>30</td>
<td>70</td>
<td>3</td>
</tr>
<tr>
<td>1846</td>
<td>4</td>
<td>37</td>
<td>56</td>
<td>2</td>
</tr>
<tr>
<td>1847</td>
<td>3</td>
<td>30</td>
<td>23</td>
<td>12 cwt</td>
</tr>
</tbody>
</table>

Fitzherbert was still at Amuri Bluff in 1848, and according to Sherrard (1966: 65) there was a party there as late as 1855, this despite pioneer runholder Frederick Weld finding the station deserted in 1851 (Sherrard 1949: 23).

6.2 Rangi-inu-wai — O31/76 547604

6.2.1 Location

The Rangi-inu-wai station was on the Kaikoura coast, 15 km south of Kaikoura by road, 500 m south of the Raramai road tunnel where there is a small peninsula on the south side of a shallow bay. The name of the station depends on Elvy (1949: 76-77). The Nelson Provincial Gazette of 1855 gives the name ‘Te Raninui’ (Sherrard 1949: 22).

Rangi-inu-wai was first recorded in April 1998 by Michael Trotter and Beverley McCulloch. Visited in the course of this project, May 2000.

Most of the site is on land owned by Transit New Zealand and Tranz Rail. Above the railway line, surviving archaeological remains may be on a Scenic Reserve (DP 5763), or what is left of a 10-acre block of land once owned by the whaler Barney Riley (DP 1671).

6.2.2 Description

The Rangi-inu-wai site has been almost entirely destroyed by road and rail development along the narrow coastal strip (Sherrard 1966: 71). The seaward side of the road is now made up largely of fill, pushed over existing ground and then levelled off. The graves of whaler James Riley and the wife of Barney Riley were once on a 20 ft (6 m) high mound on the point, but were exhumed and removed to Kaikoura when the rail went through. Elvy (1949: 77) states that a capstan and trypots remained until a few years before 1949.

Figure 34. Rangi-inu-wai, Kaikoura, May 2000. Stone chimney of a hut on the hillside above the railway.
A hut site, with a c. 4 x 4 m platform and stone revetting at the rear, is located on steeply sloping ground in the bush 10 m above the railway line (Fig. 34). The stone hearth is characteristic of whalers' work—but might relate to some other subsequent activity. The boat-launching place will have been on the north side of the small peninsula—perhaps at the site of the present shed and launching ramp.

'Rileys Lookout' (Panau Island) is said to have been used as a lookout for whales (Elvy 1949: 76), but this is unlikely as there are more accessible and better views from the steep hill behind the station.

### 6.2.3 History

James Ames shifted from Port Cooper and Motunau Island to commence operations at Rangi-inu-wai in 1846 (Sherrard 1966: 63). *The New Zealand Spectator and Cook's Straits Guardian* whaling statistics are in Table 16.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1846</td>
<td>2</td>
<td>20</td>
<td>28</td>
<td>1</td>
</tr>
<tr>
<td>1847</td>
<td>2</td>
<td>20</td>
<td>45</td>
<td>1 ton 7 cwt</td>
</tr>
</tbody>
</table>

Ames may have had a third season at Rangi-inu-wai before quitting (Sherrard 1966: 69). The Riley brothers, James and Barney, then started up in 1851. They traded each summer in small coastal craft, and whaled in winter with a mixed Maori and European workforce until James died in 1870.

In 1872 a Maori by the name of William Gray advertised for hands to work two boats owned by Barney Riley, but the two fell out early in the season. There is no record of further whaling at Rangi-inu-wai.

The Riley brothers were notorious in the Kaikoura district for their wild festivities (see Elvy 1949: 77). This led to the wreck of the *Hannah*, driven ashore in 1857 with all hands drunk (Sherrard 1966: 70; but not listed in Ingram 1984). In 1872, Riley advertised for a wife in the *Kaikoura Herald and East Coast Advertiser* (Sherrard 1949: 23):

NOTICE TO LADIES
Wanted a wife.
A widow preferred. A good home and a loving husband. Apply to B. Riley, Riley's Fishery.

A few years earlier, Barney and his brother had been brought before a J.P. charged with the murder of his previous wife during a brawl at his residence. It was said that she had been beaten to death with a tea-tray, but there was insufficient evidence for a conviction.
6.3 SOUTHBAY—O31/67 661643

6.3.1 Location

Te Hiku o te Waeroa (Moa Point), South Bay, Kaikoura Peninsula, at the present South Bay settlement. On the east side of the point are a concrete water tank and foundations of the industrial-era whaling operation (Fig. 35).

The site was recorded by Michael Trotter and Beverley McCulloch in 1999. Visited in the course of this project, 28 May 2000.

Land-ownership: Recreation Reserve, Kaikoura District Council.

6.3.2 Description

Archaeological excavations were carried out in October 1993 by a team led by Michael Trotter and Beverley McCulloch. The following description depends on their report (Trotter & McCulloch 1993c). The work was aimed mostly at clearing and interpreting the industrial remains. An unsuccessful search was made for the 19th century tryworks.

The floor and foundations were left exposed for public interpretation, and were still open in May 2000 when seen by the writer. The 9 x 9 m processing factory building included a blubber floor, boiler room, winch block, digester, and oil storage pit. Outside the north-west wall of the building was a concrete water tank, and on the south-west side was a lean-to.

On a rock adjacent to the old factory is a plaque commemorating Thomas Norton and other early whalers who operated from South Bay in the late 19th and early 20th centuries (Fig. 36). Nothing is known of any remains of the initial whaling era.
6.3.3 History

John Murray who set up at Waiopuka with Robert Fyffe for the 1843 season is not subsequently mentioned in reports of that station, but reappears to head an operation at South Bay the next year, financed by Wellington merchant John Wade.

In *The New Zealand Spectator and Cook's Straits Guardian*, Wade's 'Kaikoura' 2-boat, 23-man station is shown as producing 23 tuns of oil and ½ a ton of whalebone in 1844. The 1845 figures may combine South Bay with Amuri (see Table 15). In 1846 and 1847 South Bay is not listed.

Before the end of the 1845 season Robert Fyffe bought South Bay and contracted with Fitzherbert to provide supplies and services (Sherrard 1966: 76-78). The two fell out before the 1846 season (Sherrard 1966: 63).

Sherrard (1966: 71) states that after George Fyffe's death in 1864 Charles Brunel tried to maintain a fishery at South Bay, but without success. In August 1869 the establishment was offered for sale. From the 1870s, Tory Channel whalers Tom Norton and Tom Jackson worked from South Bay (Sherrard 1966: 72). In 1875 oil production was six and two-thirds tuns. In the eight years after 1895 just nine whales were taken. In this period the famous whaleboats *Alabama* and *Swiftsure* were used, of which the latter is now on display at Canterbury Museum.

In 1908 A.D. Goodall and W. Kinley had a boat built in Wellington fitted with a muzzle-loading harpoon gun and a bomb gun. The boat was rowed after whales in the old manner and the season was unsuccessful. Launches were introduced from about 1911 but lacked the power to chase passing whales (Sherrard 1966: 72-73).

In 1917 two launches were purchased by Arthur Jackson and James Johnston, designed and built in Picton, with speeds of 16 and 20 knots. A factory was built to process the catch (Fig. 37). Six humpbacks and 3 right whales were caught in the first season, 9 humpbacks in the second season, and 11 in the third. Jackson ceased operations at South Bay after the 1922 season, bringing to an end 80 years of whaling at Kaikoura (Sherrard 1966: 73-75).
6.4 **WAIOPUKA—O31/77 681651**

6.4.1 **Location**

The Waiopuka whaling station was situated on the north side of Kaikoura Peninsula, from the point of land in front of Fyffe House to Armer's Beach (Fig. 38).

The site was first recorded in 1991 by Michael Trotter and Beverley McCulloch, with the map reference 681652. The altered map reference is to the vicinity of Armer's Beach. Visited in the course of this project, May 2000.

Land-ownership: M. Symes; Department of Conservation; Kaikoura District Council (recreation reserve); New Zealand Historic Places Trust.
6.4.2 Description

An 1852 plan of the station marks a cooper's house, boat ways, boat house, blubber stage, windlass ('crab'), Fyffe's house, two tryworks, and ten whalers' 'whares' (Trotter & McCulloch 1993a: 75). Also dating from 1852 is a sketch by Edmund Norman (Trotter & McCulloch 1993a: 76). Trotter & McCulloch (1993b: 108) have published a similar 1863 view of the settlement by R.H. Codrington. For a summary of the archaeology of the whaling station locality see Trotter & McCulloch (1999).

Lindsay Buick (1900: 388-389) states that in the 1860s
'... everything was bone. The shearing shed was built of whales' ribs placed in upright rows round the walls, with a thatch of toe-toe, and the sheep yards were made of various shorter bones set in upright positions in the ground.'

Trotter & McCulloch (1993b) describe the floor of a woolshed formed of whale vertebrae. Fyffe House, now owned by the New Zealand Historic Places Trust, has whale vertebrae piles (Harris 1994, Fig. 39). Still standing nearby is a whale bone gatepost (Fig. 40).

6.4.3 History

The Waiopuka fishery was the first in the Kaikoura district when, according to Sherrard (1966: 57), 'Robert Fyffe and John Murray, disgusted with poor results of their Cloudy Bay fishery, looked about for a more profitable site'. The venture was financed by Wellington merchant John Wade, and in the event was operated solely by Fyffe. The clash at Wairau in June 1843, in the middle of the first season, caused alarm, with rumours of a fighting force descending on the
A whaleboat went to Banks Peninsula to warn people there.

In *The New Zealand Spectator and Cook's Straits Guardian*, Fyffe is the only Kaikoura whaler listed throughout the 1844–47 period. As well as black oil, in 1847 seven tuns of sperm whale oil were tried out (Table 17). The 1843 figures are from Sherrard (1966: 58–59).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1843</td>
<td>4</td>
<td>40</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>1844</td>
<td>4</td>
<td>35</td>
<td>72</td>
<td>3</td>
</tr>
<tr>
<td>1845</td>
<td>4</td>
<td>35</td>
<td>110</td>
<td>4,6</td>
</tr>
<tr>
<td>1846</td>
<td>3</td>
<td>28</td>
<td>119</td>
<td>4 tons 4 cwt</td>
</tr>
<tr>
<td>1847</td>
<td>3</td>
<td>30</td>
<td>35</td>
<td>1,3</td>
</tr>
</tbody>
</table>

From the late 1840s Fyffe had less success, and he turned increasingly to farming. When he drowned in 1854, his assets included a whaling station valued at £310, with two seven-oared and two five-oared whaleboats and whaling gear (Harris 1994: 19). Robert's cousin George Fyffe continued whaling at Waiopuka until 1866, with rare good seasons as in 1857 (Sherrard 1966: 68–69). When George died in 1867 the station closed for several seasons. A whaling party under W.H. Keenan was based at Waiopuka from 1874 to 1878. In 1877 the catch amounted to one small whale. In March 1879 Captain Davidson bought Keenan's three boats and gear for £83-14-0 (Sherrard 1966: 71–72), thus bringing to an end whaling at Waiopuka.

**6.5** **WAIAPA — P31/27 820878**

**6.5.1 Location**

Waipapa Bay is 30 km north of Kaikoura by road, 6 km south of the Clarence River mouth. Archaeological remains are on the south side of the bay, about 200 m from the main road, on the north side of the flat peninsula, 30-40 m from the shore, behind the vehicle track and old beach ridge.

Visited and recorded in the course of this project, May 2000.

Landownership: Waipapa Point Scenic Reserve; the coastal strip may be Queen's Chain or paper road.

**6.5.2 Description**

Archaeological evidence, probably of the whalers' living quarters, is now under waist-high grass. What remains may be in good order and under no immediate threat.
6.5.3 History

In 1844 John Guard shifted operations to Waipapa from Cloudy Bay where there were now few whales in the fishery he pioneered 14 years previously. The New Zealand Spectator and Cook's Straits Guardian lists Guard's Waipapa station for the years 1844–47 (Table 18).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>2</td>
<td>16</td>
<td>28</td>
<td>1/4</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>26</td>
<td>24</td>
<td>1</td>
</tr>
<tr>
<td>1846</td>
<td>2</td>
<td>16</td>
<td>18 (humpback oil)</td>
<td></td>
</tr>
<tr>
<td>1847</td>
<td>2</td>
<td>14</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

After 1847 Guard went back to Port Underwood. Some men stayed on at Waipapa, working for run-holders on the coast in summer and whaling in winter. The Royal Navy hydrographic survey map ‘Sheet VII Cape Campbell to Banks Peninsula’ dated 1849–51 marks a ‘Fishery’ at Waipapa (Maling 1996: 239). The operation may have ended in 1851 when a whaleboat overturned in the bay with the loss of three men (Sherrard 1966: 65).
7. Port Underwood

Port Underwood was the 'Cloudy Bay' of the whalers (McIntosh 1940: 19; Figs 41 and 42). Shore whaling commenced in 1830 with one or two Sydney parties, one of which was presumably the Guard operation at Kakapo Bay (McNab 1913: 3). The peak years of the fishery were 1834 and 1835. In 1836 six shore stations and as many as 18 whaling vessels—mostly American—competed for whales. It is reported that 70 or 80 boats might set out after a single whale (McNab 1913: 155). In 1838, only 300 tuns were reported taken by shore parties and American vessels (McNab 1913: 230). The reason given was that many whales which normally would come into the bay were taken by ships at sea.

Figure 41. Port Underwood whaling station locations.

Four stations are marked on 'A Sketch of the Harbour of Cloudy Bay Middle Island New Zealand', by New Zealand Company surveyor William Mein Smith, 21 September 1842 (Manson 1974: endpaper). These are at Ocean Bay, Kakapo Bay, and 'Tom Kain's Bay' on the west side of the harbour, and Cutters Bay on the opposite shore. The New Zealand Spectator and Cook's Straits Guardian statistics for 1844-47 lists Cloudy Bay stations under four owners. Two of these I am not able to assign to particular stations. These were Toms' two-boat, 15-man station which took 17 tuns of oil and half a ton of whalebone in 1844, and
At the height of the whaling boom there were six shore operations and as many as 18 whaling vessels in the harbour. Cutters Bay and The Neck stations were on the north side, in the two bays at the left of this picture.

Hickson’s two-boat, 20-man operation which took 31 tuns of black oil and one ton of whalebone the following year. In 1846 there is reference to ‘Dorothy’s station’ at Cloudy Bay, which struck two whales but could not bring them in (The New Zealand Journal 30 January 1847 p. 37).

Don Grady (1982: 42) tells of the Baldick brothers, Ben, Darcy, and Herman, whaling at Port Underwood with launches, prior to shifting to Te Awaiti in 1915.

Port Underwood sites were visited in the course of the project in March 2000, with the assistance of Steve Bagley and Robin Cox of the Department of Conservation.

7.1 CUTTERS BAY — P 27/101 048840

7.1.1 Location

The Cutters Bay site is at the rear of the second bay within the eastern headland of Port Underwood, and extending 150 m up the valley behind (Figs 43 and 44).

The site was first recorded in February 1975 by Michael Trotter and Neville Matthews (NZMS 1 S22/40; and see also Trotter 1975: 18). The map reference above is to the area immediately behind the beach, and has been adjusted from the present site record. Visited in the course of this project, March 2000.

Land-ownership: mostly private; a small strip along the shore is Sounds Foreshore Reserve, administered by the Department of Conservation.
7.1.2 Description

Cutters Bay has the best surviving archaeological remains of an early-period whaling station in the Marlborough Sounds region.

The 1975 site-record form lists 'Five definite European house sites, plus three probable, one ? boiling down site, two ? fireplaces, a stone cairn and other remains of an early whaling station.' Cutters Bay was visited in the early 1980s by Kevin Jones (1982), who dug a line of five test pits at right angles to the shore to show cultural deposits overlain by later erosion debris.

Remains are to be found behind the beach in the lower valley, under gorse, scrub and long grass. South of the stream, 5 m from the beach, a platform fronted by a line of stones may mark the tryworks. Twenty metres behind, beneath the steep side of the valley, are two stone fireplace mounds on a 5 x 5 m terrace. Two more fireplace mounds are across the valley.

Another part of the site is c. 100 m up the gully behind the bay, now mostly under rank grass (Fig. 44). Four hut terraces are cut into rising ground on the south side of the valley. Two have fireplaces, including a well-preserved example still standing to 700-800 mm. Close by, a shallow well or soak-hole has been dug into the seasonal watercourse in the small valley.

7.1.3 History

Daniel Dougherty first visited Cloudy Bay in 1836 with the American whaler James Steward, which set up shore works at Cutters Bay (Manson 1974: 38-51). James ('Worser') Heberley was at Cutters Bay that year, helping operate the shore works for bay whalers (MacDonald 1933: 108). The nature of this establishment and its history between 1836 and 1842 are not known.

Dougherty returned to New Zealand in May 1842, and took up residence at Cutters Bay prior to the 1843 season (Manson 1974). His station is the only Cloudy Bay station listed every year in The New Zealand Spectator and Cook's Straits Guardian production statistics for 1844-47, and the only Cloudy Bay station listed in 1846 and 1847 (Table 19).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
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<tr>
<td>1844</td>
<td>3</td>
<td>26</td>
<td>60</td>
<td>2⁴</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>25</td>
<td>57</td>
<td>2⁴</td>
</tr>
<tr>
<td>1846</td>
<td>3</td>
<td>28</td>
<td>45</td>
<td>1⁴</td>
</tr>
<tr>
<td>1847</td>
<td>3</td>
<td>28</td>
<td>4 tuns 60 gals</td>
<td>2 cwt</td>
</tr>
</tbody>
</table>

Table 19. Production Figures for Cutters Bay.
7.2 KAKAPO BAY — P27/144 027860

7.2.1 Location

Kakapo Bay, west side of Port Underwood, at the rear and south side of the bay (Fig. 45).

First recorded in February 1975 by Trotter and Matthews, as a 'mixed site', including Maori and whaling evidence (NZMS 1522/16; metric number P27/177). Visited 23 March 2000 in the course of this project, and a separate site record prepared for the whaling site.

Land-ownership: John and Narelle Guard; a strip along the shore is Sounds Foreshore Reserve, administered by the Department of Conservation.

7.2.2 Description

On a low flat at the south side of the bay is a stone tryworks base, 3 x 1.5 m, on which stands a single large trypot (Fig. 46). Inside the pot are rocks (evidently once part of the foundation), and pieces of fired clay mortar. Trotter (1975: 11) suggests that the stone base dates from after a nearby brick floor, then partly covered by soil (but not seen in March 2000). Also seen in 1975 were middens dating from the whaling period.

Low-lying ground at the head of bay was long used as a garden, thus damaging or destroying much of the whaling settlement site.
Above the road at the rear of the bay is a memorial with a New Zealand Historic Places Trust plaque (Fig. 47), and a small cemetery with graves of the New Zealand shore whaling pioneer, John ('Jacky') Guard (1792-1857), his wife Betty (1814-70), and other members of the Guard family. Guard's gravestone inscription reads:

Sacred
To
The memory of
John Guard
Who departed this life on the
9th November 1857
Aged 65 years

7.2.3 History

Historical data on the Kakapo station depends largely on Don Grady's 1978 Guards of the Sea. In August 1829, or shortly before, John Guard shifted his whaling operation from Te Awaiti to Kakapo Bay. His first season was 1830. He was fitted out by Campbell and Company of Sydney.

In 1832 Guard purchased land at Kakapo Bay. The 1833 season began well, Heberley reporting 300 tons of oil and seven tons of bone (McDonald 1933: 106). The Waterloo was sent to Sydney, for, amongst other things, more casks, as the station had run out and oil was being stored in pits. On the return voyage the Waterloo was wrecked at Waikanae and so the oil was lost.

Early in 1834 Cloudy Bay stations were plundered and destroyed by a Ngai Tahu raiding party, and later the same year Guard lost the Harriet on the Taranaki coast with consequences which are well known, including the first action by British troops in New Zealand.

In 1836 Guard resumed whaling at Cloudy Bay, this time financed by Sydney merchant Robert Duke. In the 1840s Guard was at Waipapa on the Kaikoura coast. He returned to Kakapo Bay in 1847, but whether he continued whaling is not known.

7.3 Ocean Bay — P27/143 019855

7.3.1 Location

The above map reference is to a point near the centre of Ocean Bay, Port Underwood, where there is archaeological evidence for a tryworks (Fig. 48). It is not clear how this relates to an 1839 report by Ernest Dieffenbach (1843 v.1)
Figures 48. Ocean Bay, Port Underwood, March 2000. In 1839 two stations operated from the bay. Archaeological evidence of one of these has been found, with indications of the tryworks and living quarters under the road, trees, and woolshed at the centre of the picture.

7.3.2 Description

A pan of hard black whale-oil residue is hidden under beach stones south of a culvert which drains swampy ground at the middle of the bay. The material undoubtedly extends under the adjacent road. This marks a tryworks, likely to be one of two stations reported to operating in the bay in 1839.

The associated settlement appears to have extended south from the tryworks as far as the main stream into the bay, where a trypot is now set up as a memorial to whaling in the bay (Fig. 49). Fragments of ceramic, glass and clay pipes are scattered beneath macrocarpa and gum trees and in stockyards next to the woolshed, all immediately adjacent to the road. Parts of the living quarters may survive in the paddock behind.

The recorded tryworks is in the middle of the bay. The location of the second station reported by Dieffenbach is not clear. The southern corner of the bay would appear to be the most likely site of the second operation, and some early European material was found there.

7.3.3 History

McNab (1913: 230) reported Ferguson's six-boat party at Ocean Beach taking 70 tons of oil in 1838. In the same year McGa's four-boat station took 60 tons. When the New Zealand Company vessel, the Tory, entered Port Underwood in November 1839 there were two whaling stations in Ocean Bay, with 30 Europeans and about 100 Maori (Dieffenbach 1843 v.I: 62). McIntosh (1940: 28) states that both stations belonged to Sydney merchants, Duke and Company. In charge at one was 'Old Man' Ferguson, 'who, amongst a community that was always drinking, had earned the reputation of never being sober'. In charge at the other was a man named Oliver.
7.4 THE NECK—P27/142 041834

7.4.1 Location

Port Underwood, in the first small bay inside the east headland (Robertson Point, see Fig. 42). The existence of this station is reported by Wakefield (1845 v.1: 107-108). The name comes from William Mein Smith's 21 September 1842 map of Port Underwood (Manson 1974: endpaper).

The site was recorded in 1975 by Trotter & Matthews (S22/41), but not identified as a whaling station. Visited and recorded as a whaling station, in the course of this project, March 2000.

Land ownership: the whalers' lookout, and most (or all?) of the whaling station site are within the Sounds Foreshore Reserve, administered by the Department of Conservation.

7.4.2 Description

A comparatively small station, occupying a confined site (Fig. 50). Three or four terraces are scattered over steeply rising ground above a narrow beach; the lowest now taken up by a dilapidated hut. Above are two distinct terraces, c. 15 x 3-6 m and 8 x 4 m. There is another possible terrace further up the slope. The tryworks may have been on the hut terrace, or were perhaps set up on the beach when a whale was caught.

There is no definite archaeological evidence of a lookout; although its situation on top of the nearby headland is quite clear (Fig. 51).
7.4.3 **History**

Wakefield (1845 v.1: 107-108) in November 1839 reports: 'One party, conducted by a Portuguese, were established in a cove just inside the eastern head, and enjoyed a good look-out over to the White Bluff from the high neck of land above the houses.' He gives the station owner's name as 'Mr John', which McIntosh (1940: 29) clarifies as John Madiera, adding that the station was managed for a Sydney firm.

7.5 **TOM CANES BAY — P27 c. 028870**

7.5.1 **Location**

Tom Canes Bay, west side of Port Underwood (Fig. 52). Visited in the course of this project, March 2000.

Land-ownership: Sounds Foreshore Reserve administered by the Department of Conservation, and various private owners in sub-division.

7.5.2 **Description**

The flat foreshore at the rear and on the south side of the bay would have suited whalers. Baches and foreshore development may have destroyed any remains. No archaeological evidence of whaling operations or settlement has been found.

Further from the sea than other Port Underwood stations, Tom Canes Bay is the least desirable location for access to incoming whales. The flat at the rear of the bay gets little winter sun.

7.5.3 **History**

The New Zealand Company surgeon and naturalist Ernst Dieffenbach (1843 v.1: 65) reported a whaling station at 'Tom King's Bay', Port Underwood, in September 1839. 'Tom Kain's Bay Fishery' is marked on 'A Sketch of the Harbour of Cloudy Bay Middle Island New Zealand' by William Mein Smith, 21 September 1842 (Manson 1974: endpaper).

C.A. MacDonald (1933: 63) gives a brief account of 'Cloudy Bay' Williams who was a cooper at Te Awaiti before being fitted out by a Sydney merchant, 'as head of a whaling establishment adjoining Guard's at Kakapo Bay'. Since the Ocean Bay stations were—in 1839 at least—run by Ferguson and Oliver, Williams may have been at Tom Canes Bay.

*The New Zealand Spectator and Cook's Straits Guardian* reports Williams' three-boat, 24-man Cloudy Bay station taking 25 tuns of oil and 1 ton of bone in 1844.

Figure 52. Tom Canes Bay, Port Underwood, March 2000. No archaeological remains of this whaling station have been found.
8. Queen Charlotte Sound

Tory Channel—then known as 'Queen Charlotte Sound'—was the scene of one of the first whaling operations in New Zealand when John Guard set up at Te Awaiti in the late 1820s (Fig. 53). The exact year is uncertain. Guard said that he first arrived there in 1827 (McNab 1913: 2), but this may not tell us the year he commenced whaling, as it may have been after the whaling season, or he may not have been organised in the first year. At first Guard took only whalebone, as he was not equipped to try out oil.

![Figure 53. Tory Channel whaling station locations.](image)

Tory Channel also saw the end of New Zealand shore whaling when the Perano station at Fishing Bay processed its last whale in December 1964 (see Grady 1982).

Tory Channel sites were visited in the course of this project in March 2000, with the assistance of Steve Bagley and Robin Cox of the Department of Conservation.
8.1 FISHING BAY – Q27/116 187991

8.1.1 Location

Fishing Bay (Whckenui), Tory Channel. Site recorded by Tony Walton, June 1997. Visited in the course of this project, March 2000.

Land-ownership: the industrial part of the site is Department of Conservation land, either as Sounds Foreshore Reserve, or as unauthorised reclamation subsequently acquired by the Department. Living quarters were in the nearby gully, now mostly private land.

8.1.2 Description

An important industrial site with outstanding interpretation by the Department of Conservation. An account of the remains is beyond the scope of this report (Figs 54 and 55).

8.1.3 History

Whaling at the most productive and long-lasting modern station in New Zealand began in 1924 under Joe Perano. From the 1928 season Fishing Bay was the only Cook Strait whaling station, following the closure of the rival operation at Tipi Bay. Joe Perano was succeeded by his sons, Gil and Joe. The Peranos employed powerful whalechasers and mother ships to range far out into Cook Strait for whales.

The Perano operation at Fishing Bay took mostly humpbacks and occasional blue and sperm whales. The best seasons were at the end of the 1950s when from 1957, catches were 153, 183, 207, and 226 in 1960. In the early 1960s the catch...
8.1.4 **Perano's West Head Lookout—Q27/152 200984**

The lookout for the Fishing Bay station was located on the other side of Tory Channel, 50-55 m above sea level and c. 100 m west of the West Head shipping beacon (Fig. 56). From here the lookout commands an immense area of the station's Cook Strait whaling ground.

A 5 x 6 m terrace has been dug into the seaward (south) side of the high point of the ridge, at its eastern end. The terrace is now entirely taken up by the broken-down remains of the old lookout building, including timber boards, corrugated iron and an iron stove and chimney. Concrete slabs indicate two doorways. On top of the ridge, 10 m to the west, is a 5 m diameter concrete water tank, apparently put up by the army during World War 2 as part of a defence lookout, and later used by whalers to house a generator. A notched board may denote whale sightings. A second terrace, 10 m from the lookout building, just below the ridge top on the south side, may date from the army period.

The lookout site itself is largely covered in low windblown scrub and exotic grasses. The benched track up to the lookout from Tory Channel is still in good order, under vegetation that includes coastal flax and speargrass.

8.2 **Jacksons Bay—Q27 c. 173989**

8.2.1 **Location**

Jacksons Bay (Onapopoti), Tory Channel; two bays west of Te Awaiti. The station is marked on an 1839 chart of Tory Channel (Grady 1978: plate 17). Unlike Te Awaiti, Jacksons Bay looks directly out to the entrance of Tory Channel (Fig. 57).

Visited in the course of this project, March 2000.

8.2.2 **Description**

No definite remains of the whaling operation have been found. Steve Bagley reports that the present owners have seen a black deposit in the north corner of the bay where there are now stockyards. It is reported that nothing was seen when the present large boat-building shed was built in the centre of the bay. In the front
garden of the house is a collection of whale bones (scapulae, vertebrae, ribs, etc.). The ground behind the beach appears to have been reclaimed or raised as much as 1 m for most of its length, perhaps burying any remains of the whaling era.

A few metres from the house on the hillside is the grave of pioneer whaler James Jackson (died 1877) and his wife Eliza (née Roil, died 1910; Fig. 57). It bears the inscription:

```
Sacred
To the memory
Of
James Jackson
who departed this life
August 2nd 1877
Aged 77 years.

The old man sleeps in his narrow bed
His trials on earth o'er
The winter blast may shriek overhead
And mountain torrent roar
Yet he sweetly sleeps through the tempest rave
And the stormclouds gather o'er grandpa's grave
```

There is a possibility that Jackson's tryworks were actually in Sawyers Bay, between Jacksons Bay and Te Awaiti, and that only the station's living quarters were in Jacksons Bay (see section 8.6.2).

8.2.3 History

Jimmy Jackson was whaling from the bay which now has his name when the New Zealand Company vessel, the Tory, visited in September 1839 (Dieffenbach 1843 v.1: 40; Wakefield 1845 v.1: 46). Jackson was among the first whalers to arrive in Tory Channel with John Guard in the late 1820s (Grady 1990: 210–211).
8.3 Te Awaiti — Q27/111 179990

8.3.1 Location

Te Awaiti Bay, Tory Channel. First recorded by Steve Bagley, May 1993. The map reference has been adjusted from the site record (179991), to refer to the trypots and nearby tryworks debris near the west end of the beach. Other remains of whaling operations can be found throughout the bay. Visited in the course of this project, 21 March 2000.

Land-ownership: most surviving whaling station remains are on Sounds Foreshore Reserve administered by the Department of Conservation; various other owners share sub-divided land.

8.3.2 Description

Te Awaiti has a complex archaeological landscape, which includes Maori occupation, several phases of whaling from the late 1820s until the First World War, associated living quarters and gardening, some farming operations and holiday homes. Just what relates to the whaling history of the site is not always clear.

Near the west end of the beach, five trypots are set up on a modern concrete base, with a New Zealand Historic Places Trust plaque (Fig. 58 and front cover). Three appear to have been set up together and may sit on their original stone foundation. All have spouts; one is marked ‘BLYTH/ LONDON/ No 14’. The other two are larger, and have tipping handles and flat sides.

Eroding from the 0.3-1 m high beach section 5 m away, is as much as 700 mm depth of black, tarry soil, characteristic of whale oil debris, with fired rock, and brick which includes small flat bricks from ships’ tryworks. An area of flat paving stones is currently breaking away as the sea erodes the site.

A hundred metres east, 20 m from the beach on the east bank of the stream, is the remains of another tryworks (Fig. 59). There is a rock base, and one remaining corner of the trypot support to 1 m high, made of beach stones and a clay mortar. The curved inner side fitted the trypot, three indentations marking the encircling ribs. A late 19th century photograph shows this tryworks in use (see Fig. 61). In the stream bank below these remains, c. 500 mm below the ground.
A tryworks foundation at the east end of the beach is made of boulders and a clay mortar.

Parts of the Te Awaiti site may be in good condition under pasture. There are, however, no characteristic whalers' fireplace mounds, suggesting these have been destroyed or removed to make way for cultivation. Foreshore erosion is taking place. The complex occupation and whaling history of the bay reduces the potential of the site for describing the early whaling period in New Zealand.

8.3.3 History

Ex-sealer John (Jacky) Guard may have begun whaling from Te Awaiti as early as 1827 (Wakefield 1845 v.1: 47). Marlborough historian A.D. McIntosh (1940: 21) states that he had set up by the end of May that year. Other historians argue for 1829 being his first year (for example, Grady 1978). At first Guard took only whalebone, as he was not equipped for taking oil. By August 1829 he had shifted his whaling operation to Kakapo Bay, Port Underwood (Grady 1978: 40).

Until 1831 or 1832 Guard lived at Te Awaiti in summer, but whaled in Cloudy Bay over the winter season. In 1832 Guard abandoned Te Awaiti to refugees from Taranaki including Dicky Barrett and Jacky Love (McIntosh 1940: 23). In 1838 there were two stations at Te Awaiti, one under George Toms, and a total of 12 boats were employed (McNab 1913, 225). When the Tory visited in September 1839 the stations were operated by Toms and Dicky Barrett (Dieffenbach 1843 v.1: 36; Wakefield 1845 v.1: 44-45).

The New Zealand Spectator and Cook's Straits Guardian production statistics for the years 1844-47 (Table 20) list two stations at 'Queen Charlotte's Sound'. 'Toms' station is listed all four years, the following figures including 12 tuns of humpback oil in 1846.
TABLE 20. PRODUCTION FIGURES FOR TE AWAUTI.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL</th>
<th>WHALEBONE</th>
</tr>
</thead>
<tbody>
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<td>½</td>
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<td>2</td>
<td>14</td>
<td>22</td>
<td>10 cwt</td>
</tr>
</tbody>
</table>

The other Queen Charlotte Sound station listed in *The New Zealand Spectator and Cook's Straits Guardian* was owned by a man named McDonald. The two-boat, 16-man operation took 10 tuns of oil and a quarter of a ton of whalebone in 1845. This operation may have shared Te Awaunt with 'Toms' station.

A much-used photograph of two whaleboats and crews in front of the Te Awaunt settlement is dated to about 1890 and shows whaling to have continued to that time (Grady 1978: plate 14). Figure 61 probably dates from about the same time. Grady (1982: 28) states that one of the boats—the *Swiftsure*, now in the Canterbury Museum—was still being used for whaling out of Te Awaunt in 1911. Before this the *Swiftsure* had been at South Bay, Kaikoura, with the Tory Channel men there. By this time Joe Perano was using motor launches and hand-held bomb lances from his first station at Yellerton.

The Baldick brothers whaled from Te Awaunt with launches in 1915 and 1916, but caught only 2 and 5 whales in their two seasons before pulling out (Grady

Figure 61. Te Awaunt trialworks in operation, probably late 19th century. At the centre is the trialworks shown in Fig. 59. Feeney photograph. Canterbury Museum, Christchurch. Ref. 2639
1982: 42-43). They were the last to use the old trypots at the eastern end of the Te Awaiti beach.

8.4 **TIPI BAY — Q27/115 178968**

8.4.1 **Location**

Tipi Bay, on the south side of Tory Channel, 3 km from the entrance (Fig. 62). First recorded by Matthew Lombard, February 1995. Visited in the course of this project, 21 March 2000.

Land-ownership: 20 m width of foreshore is Esplanade Reserve vested in the Marlborough District Council; the remainder of the site is private land.

8.4.2 **Description**

A modern whaling station dating from 1912 to 1928. Equipment was partly salvaged and removed to Fishing Bay when Tipi Bay closed. Remains at Tipi Bay include parts of a steam engine (Fig. 63), boiler, and 400-gallon water tanks. Wave action is actively eroding the reclamation at the front of the site. Whale bones and pieces of iron are on the beach. The site is now under dense scrub and other vegetation.
8.4.3 History

Joe Perano shifted his operation to Tipi Bay from Yellerton for the 1912 season. Don Grady (1982) describes whaling from Tipi Bay over 17 seasons to 1928 (Figs 64 and 65). There was a gradual development of technology: faster whalechasers had harpoon guns mounted on the foredeck, and oil extraction was improved by use of a steam-driven mincer and digesters. Forty whales were caught in 1918, seven of them sinking after being harpooned.

In 1923 Joe Perano withdrew from the partnership, and in 1924 began whaling from a new station at Whakemui (Fishing Bay), near Te Awaiti on the other side of the channel. Tipi Bay was left under the control of his brother Charlie.
For a few years there was fierce rivalry between the two Perano operations, ending in 1927 in a collision between rival chasers in Cook Strait. The subsequent court case found against Charlie Perano's operation, the award and costs proving too much for the Tipi Bay station, which closed after the 1928 season. Much of the equipment was shifted across to Fishing Bay, which thereafter had the field to itself.

8.5 YELLE RTON—Q27/151 169950

8.5.1 Location

At the south-east extremity of Te Rua Bay, on the east side of Tory Channel. The name is said to derive from Yelverton, near Plymouth in England, which was the home of a member of the Kenny whaling family.

Visited and recorded in the course of this project, 22 March 2000.

Land-ownership: several private owners with riparian rights occupy the bay; there is no crown foreshore reserve.

8.5.2 Description

Reclaimed land at the end of the present jetty probably dates from the whaling era (Fig. 66). The flat area $10 \times 8\ m$ is fronted by a $7\ m$ long concrete wall with the remains of a slipway or ramp at the south end. The steep adjacent hillside has been cut away, presumably to provide fill for the reclamation.

Elsewhere in the bay it is not clear just what relates to the brief whaling era. A low $4 \times 3\ m$ mound incorporating boulders and poor quality concrete is beside the small stream, c. $30\ m$ from the jetty. Behind the north side of the bay is a $10 \times 10\ m$ platform partly fronted by large stones. Residents Helen and Len Dunwoodie said there used to be whale bone and old iron on the beach.
8.5.3 History

In *The Perano Whalers of Cook Strait*, Grady (1982: 26–31) describes the start of Perano family whaling in 1911 from the station at Yellerton, with Joe Perano in charge. In 1911 six humpbacks taken between May and September. But the station was a long way from Cook Strait and whales; and next season the Perano operation shifted to Tipi Bay.

8.6 TORY CHANNEL UNCONFIRMED STATIONS

8.6.1 Okukari—Q27 c. 197998

Okukari Bay is the first bay on the north side of Tory Channel, 1 km from East Head. Visited 22 March 2000.

Biographical notes on Augustus Adolphus Alexander Hood, held in the Picton Museum (Anon. n.d.), state that: 'In 1853, he founded a whale factory at Okukari, Tory Channel ...'. With the notes is the transcription of a 28 April 1853 letter to his mother, in which he says he had just arrived in Wellington 'from Queen Charlottes Sound where I am carrying on a whale fishery.'

Hood certainly lived for a time at Okukari, where his 16-month-old daughter was drowned (and buried) in March 1863. Charlie Heberley, of the well-known Sounds whaling family, who farmed at Okukari for many years on a property now run by his son, has stated to the writer that there never was a shore station in the bay. If whaleboats did operate from there, he suggested any catch must have been towed to Te Awaiti, 2 km further up Tory Channel, for trying out.

8.6.2 Sawyers Bay—Q27 c. 176990

In the Picton Museum are three trypots, said to have been used by Jimmy Jackson at his Sawyers Bay whaling station. Sawyers Bay is between Te Awaiti and Jackson's Bay on the north side of Tory Channel. It is named after the Sawyer family, including Carolina Bertha Sawyer who married Augustus Hood of Okukari in January 1858.

If Jackson's tryworks were at Sawyers Bay, then this should be taken as the location of the whaling station. Jackson's Bay itself may have been the site only of the station's living quarters. Whether there was ever a tryworks in Sawyers Bay is open to question. Jackson himself appears no longer to have been whaling in the 1840s, when he is not listed in *The New Zealand Spectator and Cook's Straits Guardian* whaling statistics. It is possible that his tryworks—or pots from Jackson's Bay—were re-used in Sawyers Bay by someone else. Was this the location of Hood's operation?
9. Kapiti

The region dealt with here includes stations on Kapiti Island and its offshore islets, on the mainland shore from Korohiwa to Waikanae, Mana Island, and the Te Kopi station in Palliser Bay (Figs 67 and 68). The archaeological descriptions depend on my 1982 survey of Kapiti and its offshore islets (Prickett 1983), and a visit to the Korohiwa and Paremata sites in September 2000 as part of the current project.

Less is known of the start of shore whaling at Kapiti than for any other whaling district. In 1830 the *William Stoveld* and *Hind* were bay whaling at Kapiti, with the latter apparently putting a party on shore, perhaps engaged in trying out

![Diagram of whaling station locations](image_url)
(McNab 1913: 5). In 1839 six stations with 23 boats produced 466 tuns of black oil, not counting tonguers' oil (Dieffenbach 1843 v.I: 109). In 1844 there were seven boats at two stations (Wakefield 1845 v.I: 339). In 1847 there were still two stations, which employed three boats and took 29 tuns of oil (Wakefield 1848: 193). In 1839 the most productive station was Tokomapuna, followed in 1841 by Long Point, after which Waiorua took over as top producer before the collapse of the Kapiti industry.

The outstanding contemporary account of New Zealand shore whaling by Edward Jerningham Wakefield (1845) is based largely on his experiences among whalers of the Kapiti coast. Another important resource is Alexander Fraser's 1840-42 account book for the Long Point station (Fraser ms).

9.1 KOROHIWA—R27/147 625093

9.1.1 Location

On the mainland opposite Mana Island, 1.5 km west of Titahi Bay, in a small north-facing bay east of Round Point (Fig. 69). Recorded by Tony Walton, September 1984.

Visited in the course of this project, September 2000.
9.1.2 Description

The Korohiwa site is behind a small, north-facing bay, on an area of sloping ground, which extends 50-60 m back from the beach and is hemmed in all round by steep slopes or low cliffs from 10 to 30 m high. Immediately behind the beach the low ground is 50 m across. The site is covered in long grass, with some taupata, boxthorn, and muehlenbeckia. In front is a steep boulder beach, with a gap of 10 m between rock platforms on both sides of the bay providing a 30 m-long channel out to sea.

Elsdon Best (1914) visited the site early last century and noted 'the site of what was probably the whalers' hut, of about some 28 ft in length, with the remains of an old stone fireplace.' Excavations were carried out in 1968 by members of the Wellington Archaeological Society (ms), but with little result in terms of whaling evidence.

Archaeological evidence now visible is confined to the west side of the low ground behind the beach. A 5 x 3 m terrace has a collapsed chimney at one end, made of boulders and brick pieces set in a coarse concrete. The chimney is not whalers' work, although the building it was part of may have made use of an older whalers' terrace. Five metres from the concrete chimney is the 3 m-diameter mound of a collapsed fireplace, typical of whalers' work. There is black soil behind the beach at the centre of the bay. Terraces on the point immediately above and west of the bay are Maori in origin.

9.1.3 History

Korohiwa (Te Korohiwa, Koroheva, Koroiva or 'Coalheaver') whaling station is known to have been operating as early as 1840. In June 1840 it was visited by Wakefield (1845 v.1: 509), shortly after the headsman drowned while coming in through heavy surf. In 1842, Wellington merchant John Wade offered the station to John Guard, who was running out of whales at Port Underwood (Sherrard 1966: 57). Presumably Korohiwa was without a whaling party at that time.

The New Zealand Spectator and Cook's Straits Guardian whaling statistics include 'Koroeva (near Mana)' for the year 1847 only. The station owner was Wilson. The one-boat 8-man station took 10 tuns of black oil and 8 cwt of whalebone.
9.2 LONG POINT—R26 c. 730375

9.2.1 Location

Rangatira Point is a triangular flat, slightly above sea-level, which extends out from the east side of Kapiti Island. The name ‘Long Point’ is given on an 1839 coastal profile by New Zealand Company draughtsman Charles Heaphy (1839–40). Visited April 1982 (Prickett 1983: 49).

9.2.2 Description

James Cowan, who visited Kapiti in 1905, reported, ‘the remains of one of the old whaling stations’ at Rangatira Point (Cowan 1907: 3). What these remains consisted of he does not say. Two trypots set up near the north corner of the flat may be those removed from Tokomapuna (Simcox 1952: 135).

Rangatira Point is covered in long grass and dense thickets of muehlenbeckia, making difficult any search for archaeological remains. About ten pits, including a large raised-rim pit, are evidence of Maori occupation. The location may repay a further search for whaling remains.

9.2.3 History

On his 1839 coastal profile, Heaphy (1839–40) notes a whaling station on nearby Tokomapuna, but not on Long Point, indicating that there was no whaling station there at the time. The account book for Alexander Fraser’s Long Point station in the 1840–42 seasons is a unique record of what is probably the entire life of a New Zealand whaling operation (Fraser ms). There is an immense amount of detail on setting up, shipping costs to and from Sydney, sources and costs of stores and equipment, and payments to named headsmen, pulling hands, tonguers, coopers, carpenters, and clerks.

In the first season, the five-boat Long Point station produced 44 tuns of oil and 57 cwt of whalebone. In 1841, however, there are a number of new headsmen, including Thomas Evans, which probably signals the end of operations at Evans’ Tokomapuna station. Thus the accounts cast light on other whaling operations at Kapiti in the early forties. Without the competition, and with a top workforce, the six-boat Long Point station produced 172 tuns of oil and 8 tons of whalebone in the 1841 season. In 1842, however, all three headsmen are new. Departures included Robert ‘Jellit’, who may have taken all the top men with him to Waiorua where he was running the foremost Kapiti station in the mid 1840s. In 1842 Long Point produced just 7 tuns of oil and 7 cwt of whalebone. Fraser was subsequently at Mana Island.

9.3 MANA—R26 c. 599111

9.3.1 Location

Mana Island, off Porirua Harbour. The whaling station was at the small bay and landing place on the east side of the island. A hydrographic map, ‘Porirua Harbour and Mana Island’ dating from 1849 work by the survey ship H.M.S. Acheron, marks buildings at an ‘Old whaling establishment’ at the mouth of a small stream.
9.3.2 **Description**

None available. In a 1985 survey, Kevin Jones (1985) saw no archaeological evidence of the whaling station. The whaling station site is the same location as older and contemporary Maori settlement on the island and subsequent farming operations. A specific search will be needed to find any evidence of whaling.

9.3.3 **History**

It is not known when whaling commenced at Mana Island. When Wakefield visited in October 1839, a 'sort of half-farm, half whaling-station', shared the small bay with Te Rangihaeata's pa (Wakefield 1845 v.1: 133-134).

Production figures for 1844–46 are listed in *The New Zealand Spectator and Cook's Straits Guardian* (Table 21). In 1846 humpback oil only was taken. The station owner throughout was Fraser, probably the same Alexander Fraser who was at Long Point in the early forties.

**Table 21. Production figures for Mana.**

<table>
<thead>
<tr>
<th>YEAR</th>
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<th>OIL (tuns)</th>
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</tr>
<tr>
<td>1846</td>
<td>2</td>
<td>17</td>
<td>1 ton 126 gals</td>
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</table>

9.4 **MOTUNGARARA — R26/27 701337**

9.4.1 **Location**

Motungarara is the innermost of three small islets off the south-east end of Kapiti Island (Figs 70 and 71). The whaling station took up the greater part of the 15-30 m wide shore platform on the east side of the island. First recorded in January 1975 by L.W. Bruce of Wellington Archaeological Society as ‘Stone walls’. NZMS 1 N156/31.

9.4.2 Description

In April 1982, at the north end of the island, several baches and associated paths and barbecue area had damaged or destroyed part of the whaling site. Under second-growth bush on the shore platform to the south, were the remains of at least four dry-stone walls characteristic of whalers' work, none more than 1.2 m high (Fig. 72). These were probably the walls of accommodation huts or other buildings. The raw material is phyllonite, a schistose rock which outcrops on Motungarara and nearby Tahoramanuera Island.

Figure 72: Motungarara, Kapiti, April 1982. Stone wall from the whaling era, under secondary coastal forest.

9.4.3 History

In the whaling era Motungarara was referred to as 'Hiko's' (Dieffenbach 1843 v.I: 99), or 'Lewis' Island (Morton 1982: 160).

In December 1839, Dieffenbach (1843 v.I: 111) reports 'the homes of the Europeans employed in whaling, and several huts of the natives'. The whalers are described as 'Americans' (Dieffenbach 1843 v.I: 99), under the command of Captain 'Horse' Lewis (Wakefield 1845 v.I: 138). Ngati Toa chief Te Hiko-oterangi was whaling from Motungarara with one boat about 1840. Te Hiko left the island in the early 1840s (Wakefield 1845 v.II: 65).

When whaling began and ended at Motungarara is not known. The station is not listed in 1844-47 whaling statistics in The New Zealand Spectator and Cook's Straits Guardian, indicating that operations ceased prior to 1844. The whaling station is shown in contemporary drawings by William Swainson and J.A. Gilfillan (Prickett 1983: 55).

9.5 PAREMATA - R26 c. 667102

9.5.1 Location

Ngati Toa Domain, Mana, Porirua Harbour. The whaling station site is probably under the present 'T.S. Taupo' and the adjacent building and parade ground of the Ngati Toa Sea Scouts.

Visited in the course of this project, September 2000.

9.5.2 Description

No archaeological remains of the whaling station have been identified. Subsequent use of the site, starting with the 1840s occupation by the British Army, is likely to have damaged or destroyed any evidence of the whaling operation.
9.5.3 **History**

The Paremata whaling station is associated with the whaler George Toms, otherwise known as 'Geordie Bolts'. It was operating as early as 1840. Production figures for 1844 and 1845 are listed in annual whaling statistics published in *The New Zealand Spectator and Cook's Straits Guardian* (Table 22). Station owners are given as 'Thoms' (1844) and Bolton (1845).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tons)</th>
<th>WHALEBONE (tons)</th>
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<td>1845</td>
<td>2</td>
<td>18</td>
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<td>41</td>
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</tbody>
</table>

9.6 **Tahoramaurea — R26/28 and R26/29 702335; R26/185 703334**

9.6.1 **Location**

Tahoramaurea is one of three islets south-east of Kapiti Island, all of which had whaling stations on them. It is little more than 100 m from Motungarara (see Fig. 70). First recorded in 1972 by the Wellington Archaeological Society. NZMS 1 N156/32, 33 and 34. Visited April 1982 (Prickett 1983: 55-58).

9.6.2 **Description**

The island of Tahoramaurea is c. 200 × 140 m in size. Archaeological evidence is present on raised beaches at the north-west and south-east sides of the island, above which are steep scarp to the top of the island 35 m above sea level (Fig. 73).

Major evidence is on the north side of the island, where there is a raised beach 100 m long and as much as 30 m wide. Remains of stone buildings extend for 40 m along the north part of this area (R26/29). At the north-east end a massive hearth is at the end of a 5 × 5 m hut platform, next to and only 1 m above the shore (Fig. 74). The hearth walls are of unmortared construction, 1 m thick and 1.2 m high in 1982, and the interior is 1.5 m across; two arms are 1.8 and 1.5 m long. To the south are the remains of at least three more stone-walled huts, and one other hearth. All the stone work is of the schist-like phyllonite available on Tahoramaurea and Motungarara islands.

In 1982, no evidence was found under dense vegetation over the southern half of this raised beach area. On the steep hillside above is a 6 × 3 m terrace.

On the south side of the island, archaeological evidence includes a hearth and adjacent stone revetting at the foot of the steep slope to the island summit (R26/185; Fig. 75). Fifty metres away is a 1.5 × 1.5 m pit, and a pile of boulders indicative of
Another hearth. Near the top of the steep slope above these features are four terraces, likely to be Maori work. All that could be seen under dense bracken on the plateau top of the island was a single possible pit.

Figure 74 (Left) Tahoramaurea, Kapiti, April 1982. Stone wall from the whaling era on the stone platform, north side of the island.

Figure 75 (Right) Tahoramaurea, Kapiti, April 1982. Stone wall from the whaling era, on the south side of the island.
9.6.3 History

Tahoromaurea was known by a variety of names, including ‘Rauparaha’ (Dieffenbach 1843 v.I: 98), ‘Stubbs’ (Heaphy 1839–40), and ‘Mayhew’s’ Island (Dieffenbach 1843 v.I: 99). The famous Ngati Toa fighting chief, Te Rauparaha, was living on the north side of the island when the Tory anchored in the roadstead in October 1839 (Dieffenbach 1843 v.I: 111). At the same time an American whaler, William Mayhew, was operating a two-boat station from the shore platform at the south side of the island (Dieffenbach 1843 v.I: 109 and 111).

Several sketches by William Swainson dated April 1849 depict Tahoromaurea. ‘Brown’s deserted whaling station, Kapiti Island’ is reproduced in my report (Prickett 1983: 58). Five buildings can be seen on the northerly shore platform. These are also shown in an 1844 sketch by J.A. Gillilan, held in the Hocken Library. The pictures confirm the archaeological evidence, suggesting that when Te Rauparaha left, the whalers shifted operations to the sheltered northern side of the island.

9.7 TE KAHUOTERANGI - R26/6 735389

9.7.1 Location

East side of Kapiti Island, 800 m south of Waiorua at the north end of the island, at the mouth of Te Kahuoterangi Stream (Fig. 76). First recorded in January 1972 by a Wellington Archaeological Society party (Barton 1974: 117). NZMS 1 N156/9. Visited April 1982 and 1996 (Prickett 1983: 46-49).

Figure 76. Te Kahuoterangi, Kapiti Island, April 1982. Archaeological evidence of the whaling station extends along the narrow shore platform under secondary coastal forest.

9.7.2 Description

The site extends 200 m along a 20 m-wide shore platform, beneath steep hills on both sides of Te Kahuoterangi Stream, and 100 m up the stream gorge (Fig. 77). It is now under secondary coastal forest, with a boulder beach in front.

In 1910 Simcox (1952: 136) counted 20 stone hearths. There are now the distinct remains of only nine, some in good order and others just mounds of stones (Fig. 78). Close to the beach are the remains of a trypot stand of well-finished stonework held together by a clay mortar (Fig. 79). In 1982 the remains were 1 m high, with two semi-circular bays 900 and 1200 mm in diameter to hold trypots of those diameters.
Figure 77. Te Kahuoterangi, Kapiti Island, April 1982. Site plan.

Figure 78. Te Kahuoterangi, Kapiti Island, April 1982. A stone fireplace marks a whalers' living hut.
Figure 79. Te Kahuoterangi, Kapiti Island, April 1982. Remains of the tryworks.

Scattered about the edge of the site are 12 or more terraces. Three occupy rising ground at the north end, others are cut into the toe of the slope, and three more are 10 m up a steep spur south of the stream. In the course of a 1996 visit to the site a Maori stone-lined hearth was found inland of the walking track halfway between the tryworks and the northern terraces.

There is a grave close to the foot of the hill. Thirty metres south of the stream is a 6 × 3 m depression lined with large boulders.

9.7.3 History

It is not known when Te Kahuoterangi was first occupied. It was undoubtedly one of two stations reported at the north end of Kapiti in late 1839 (Wakefield 1845 v.1: 123), and was apparently a station of several boats in 1843 (Wakefield 1845 v.1: 334). The station is not listed in The New Zealand Spectator and Cook's Straits Guardian statistics for 1844 or subsequent years, so we may conclude that 1843 was its final year.

9.8 TE KOPI (WAIRARAPA) — S28 c. 953694

9.8.1 Location

The Te Kopi whaling station, sometimes called 'Wyderop' (Wairarapa) or Palliser Bay, was situated in south Wairarapa, at the north-east corner of Palliser Bay (known locally as 'Ning Nong Bay') at the mouth of the 'Twin Creeks' (Te Ika Pakeke and Te Kopi).

9.8.2 Description

The locality is now a bach settlement and has suffered active shore erosion in recent years. Occasional searches over many years have revealed nothing of the whaling period.

9.8.3 History

Sherrard (1966: 87–88) states that John Stenton Workman shifted to Te Kopi in 1843, where he set up a whaling operation and in the off-season transported goods between Wairarapa sheep runs and Wellington. The station was financed by Wellington merchant John Wade (Sherrard 1966: 61). There was a three-boat station at Te Kopi in the 1844 season (Wakefield 1845 v.1: 339).
9.9  TOKOMAPUNA—R26/236 723344

9.9.1 Location

A whaling station took up virtually the whole of the small island of Tokomapuna, which lies 1.5 km off Kapiti Island between Kapiti and the mainland (Fig. 80). On Heaphy’s coastal profile ‘View of Kapiti or Entry Island’ Tokomapuna is marked ‘Evans’s Island English Whaling Establishment’ (Heaphy 1839-40). NZMS 1 N156/40.

Visited April 1982 (Prickett 1983: 58-60)

9.9.2 Description

Tokomapuna is c. 175 x 150 m in size, and is mostly flat and 2-5 m above sea-level (Fig. 81). At the south end a high point, 10-12 m above sea-level, may have provided a lookout. A low ridge rising to the north extends part-way along the west side of the island. In 1982 thorough searching was made difficult by dense taupata, ngaio, pohutukawa and mahoe, boxthorn, and blackberry.

Archaeological evidence includes the remains of at least seven stone fireplaces. More will be under dense vegetation. Three small terraces are on the west side of the ridge. The beach at the north-east end, protected to the south-east by a chain of large rocks, would have provided the whalers with a place for launching their boats and bringing in whales. A large mound of boulders behind the beach marks the former tryworks. In Wilkinson & Wilkinson (1952: pl. 4) is a picture of a trypot on the beach. Other surface evidence consists of a possible whaler’s grave, and some revetting of the western edge of a level area below the hut terraces west of the ridge.

Tokomapuna has outstanding archaeological remains of what was an historically important whaling station.

9.9.3 History

Tokomapuna is associated with Tommy Evans, one of the most successful of Kapiti whalers. It is not known when the station started up. In 1839 23 boats at six Kapiti and Mana whaling stations produced 466 tons of whale oil, half of it from the six-boat Tokomapuna station (Dieffenbach 1843 v I: 109).
The station is not listed in 1844-47 whaling statistics in The New Zealand Spectator and Cook's Straits Guardian, showing that operations ceased prior to 1844. It seems likely that Tommy Evans of Tokomapuna is the 'Thomas Evans' at Long Point in 1841 (Fraser ms), where he was the outstanding headsman, receiving the top lay of £201-19-11¾ that year. Thus, 1840 may have been the last year at Tokomapuna. This is all the more likely as Long Point took 172 tuns of black oil in 1840, after only 44 tuns the year before, suggesting there was no longer the competition of Tommy Evans' station nearby.

9.10 WAIORUA - R26/4 738397

9.10.1 Location

North-east end of Kapiti Island (Fig 82). First recorded (as a trypot only) in January 1972 by a party from the Wellington Archaeological Society (Barton 1974: 116-117). NZMS 1 site numbers N156/6 and N156/7.

9.10.2 Description

Farming operations for many years, and now holiday baches at the heart of the old whaling station, have destroyed and obscured much of the site.

The station was a large one with buildings over much of the flat behind the bay when depicted by J.A. Gilfillan in 1844 (Fig. 83). The drawing shows the settlement extending 200 m along the shore, and on both sides of the stream to 150 m inland. As many as 35 dwelling huts and other buildings can be seen. Sheerlegs are on the beach at the south end of the settlement.

When James Cowan visited Kapii in December 1905 he noted, 'one of the whalers' large Try-pots, about 4 ft in diameter, is still to be seen intact at the Waiorua landing, with its stone furnace, &c., all complete.' (Cowan 1907: 3). A trypot now stands by the front door of one of the baches. Along the foreshore are old iron, stone revetting, boat slipways and other remains, some of which may date from the whaling era, but 150 years of subsequent activity has rendered it difficult to interpret. At least some of the sub-surface evidence is likely to have suffered from ploughing.
9.10.3 History

It is not known when shore whaling began. Phil Barton (1974: 116) records a claim for the purchase of land at Waiohura by Samuel Ashmore as early as 5 September 1831. This may relate to whaling, or more likely marks the establishment of a trading post since Ashmore was later trading in the Hauraki district. In the 1840s Waiohura was the largest station on Kapiti.

Production figures for 1844-47 are listed in annual statistics published in *The New Zealand Spectator and Cook's Straits Guardian* (Table 23). The station owner throughout is given as Gillett. 'Robert Jellit' was a headsman at Long Point in 1840 and 1841 (Fraser ms), but not in 1842 when all headsman at that station were new, suggesting wholesale defections after the 1841 season, perhaps to a new station at Waiohura.

<table>
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<th>OIL (tons)</th>
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In August 1846 there were 50 or 60 Europeans at the Waiohura station, 'now the largest in New Zealand' (Power 1849: 10). A year later oil production was down to 19 tuns. When the station closed down is not known.

9.11 Kapiti and Wairarapa Unconfirmed Stations

9.11.1 Castlepoint (Wairarapa)

Wilson (1939: 135) mentions a whaling station at Castlepoint.

9.11.2 Taepiro—R26/14 715358

In my 1983 report on Kapiti shore stations, a whaling operation is identified at the mouth of Taepiro Stream, east coast of Kapiti Island, 2 km south of Rangatira Point (Prickett 1983: 49-52). Since then I have been unable to find any historical evidence, and now include the location among unconfirmed stations. The site is on a 50 m-wide raised shore platform where the Taepiro Stream emerges from a narrow gorge. Archaeological remains suggest Maori and European occupation.

Most European evidence is north of the stream. There is a massive 30 m-long wall of beach boulders, 600-800 mm wide and up to 1.2 m high. Two depressions suggestive of houses are near the stream. Nearby is a 2 m diameter pit. At the foot of the hill behind is a well-built 5 x 5 m stone platform, with
more boulder-faced terraces extending some 40 m to the north. A stone hearth with clay mortar, still a metre high, is 8 m from the platform corner. At least two more terraces are on the steep hillside above the shore platform.

South of the stream is a 6.8 × 5.5 m terrace with one course of boulders revetting the lower side. Here was found the remains of a mid 19th century black glass beer bottle. Barton (1974: 121-122) reports a 2 × 1.2 m excavated terrace which might be a whalers' lookout, on the spur to the right of the gorge.

At Otehōu, 600 m north of Kaepiro (R26/13, 720363), there is more stonework of European origin, although it is now in poor condition and includes Maori features such as pits.

An 1837 map shows settlement north of the stream, in accordance with archaeological evidence (Prickett 1983: 50). An 1844 pencil sketch by J.A. Gilfillan shows barrels being rafted from Taepiro to a vessel anchored in the lee of Motungarara and Tahoramaurea, shown in the background (see Prickett 1983: 52). There are inscriptions in three different hands, including 'Whaling station at Kapiti'. Initially this suggested that Taepiro was the station, but it may refer to the station on Tahoramaurea. On Captain Stokes' 1850 hydrographic survey map 'Entry Anchorage', of part of Kapiti Island and the offshore islets, the stream at Taepiro is labelled 'Watering Gully'; thus, there may be water and not oil in the barrels in Gilfillan's drawing.

9.11.3 Te Uruhi (1)— R26 c. 768332
Paraparaumu Beach, north of Tikotu Stream. See above.

9.11.4 Te Uruhi (2)— R26 c. 768330
Paraparaumu Beach, south of Tikotu Stream. See above. The station south of Tikotu Stream is said to have been established by William Jenkins (Carkeek 1966: 46).

9.11.5 Wharekohu— R26 c. 687336
Evidence for a whaling station at Wharekohu Bay at the south end of Kapiti Island depends on statements by Simcox (1952: 136) and others. Three buildings are shown on the 'Entry Anchorage' map from Captain Stokes' survey, where the bay is titled 'Brown Cove'. Simcox (1952: 138) refers to 'Brown's Bay'.

There is no archaeological or historical evidence of whaling actually taking place at Wharekohu. In 1839 Maori owners sold 617 acres there to Captain Mayhew who ran a whaling station on nearby Tahoramaurea Island (Wilkinson & Wilkinson 1952: 20-23). Andrew Brown, who managed a store for Mayhew, and who was connected to him by marriage, later took over the title, which was confirmed in 1851. In 1849 William Swainson pictured two huts behind a low fence on the beach ridge, with what may be a whaleboat on the beach in front (Wilkinson & Wilkinson 1952: pl. 3). Brown farmed at Wharekohu in the 1850s and 1860s (Simcox 1952: 138).
Raumati Beach, south of Wharemauku Stream. W.C. Carkeek (1966: 46) describes a New Zealand Company map dated August 1842, on which are marked three whaling stations on the mainland coast opposite Kapiti Island.

'One is situated a little to the south of Wharemauku pa [sic: Wharemauku]. The other two are on each side of Te Uruhi; one to the north and the other slightly south.'

Carkeek (1966: 173, 175) marks Wharemauku and Te Uruhi on maps which accompany his gazetteer of place names. This allows location of the possible stations on the relevant NZMS 260 map.

The three Paraparaumu stations receive no mention in Dieffenbach's (1843 v.1: 109) summary of whaling in the Kapiti region in 1839, and are not included in *The New Zealand Spectator and Cook's Straits Guardian* statistics for the years 1844–47. It is possible they operated for a few seasons in the early 1840s—if they existed at all as fully set up whaling stations, rather than temporary tryworks.
10. North Island west coast

Whaling stations on the North Island west coast are located on Fig. 1. Whaling did not commence in the region until after organised European settlement, which followed signing of the Treaty of Waitangi in 1840. This was after the heyday of the New Zealand shore whaling industry, in an area which had never attracted more than a few whales.

10.1 NGAMOTU — P19 c. 995378

10.1.1 Location

Ngamotu Beach, New Plymouth. Two whaling operations were located on the beach east of Paritutu, beneath the present Port Taranaki. An inset on the Royal Navy hydrographic map 'Sheet VI Manukau Harbour to Cape Egmont' dated 1849-54, shows a 'Whalers' landing place' through a rocky reef just east of the outlet of Mangaotuku Stream, and four buildings on the nearby beach labelled 'Whaling Station' (see Maling 1996: 149). This was presumably Richard Brown's operation (see below).

Also in the site record file is a 'Whaling Lookout' on nearby Moturoa Island, recorded as P19/12 at 990390. NZMS 1 N108/13.

10.1.2 Description

None available. Archaeological remains are unlikely to have survived.

10.1.3 History

There were two whaling operations at Ngamotu in the 1840s, belonging to Richard Barrett and Richard Brown.

Richard Barrett was trading—but not whaling—at Ngamotu as early as 1828, leaving in 1832 after the defence of Otaka against a Waikato raiding party. He then took up whaling at Te Awaiti, in Cook Strait. When the New Zealand Company founded Wellington in 1840 Barrett established a well-known hotel there, which, however, whaling losses at Te Awaiti soon forced him to sell. In 1841 he returned to Ngamotu to commence whaling (Bremner 1990; Burgess 1997: 4-5).

In 1841 Barrett ran a two-boat operation, taking his first whales, a cow and calf, in July (Chilman ms). In February 1842 Barrett advertised for whalers in a Wellington newspaper, but in the season that followed, the first whale was not taken until 7 August and the station ran into financial difficulties (McLean 1994: 156). Richard Rundle was then taken on as a business partner.

The 1842 and 1843 seasons were unsuccessful (Burgess 1997). In 1844 Barrett enjoyed a better year, his station taking 28 tons of oil and 1¼ tons of whalebone (The New Zealand Spectator and Cook's Straits Guardian 22 February 1845). The two Taranaki stations are listed together in 1845 statistics. Barrett died in
February 1847, apparently as a result of a whaling accident. Rundle continued for one more season, but failed to catch any whales (McLean 1994: 158-159).

Richard Brown first set up in 1841 on the beach at New Plymouth (c. 027382), but protests by townspeople at the smell of the tryworks and the drunken behaviour of whalers soon caused him to shift operations to Ngamotu. The headsmen at the station was Robert Sinclair (Wells 1878: 205–206).

The New Zealand Spectator and Cook's Strait Guardian whaling statistics for the two Ngamotu stations are given in Table 24.

### Table 24. Production Figures for Ngamotu Stations.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>STATION</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>Barrett</td>
<td>2</td>
<td>15</td>
<td>28</td>
<td>1/4</td>
</tr>
<tr>
<td>1845</td>
<td>combined</td>
<td>4</td>
<td>33</td>
<td>27</td>
<td>1/4</td>
</tr>
<tr>
<td>1846</td>
<td>Barrett</td>
<td>1</td>
<td>7</td>
<td>5</td>
<td>8 cwt</td>
</tr>
<tr>
<td>1846</td>
<td>Brown</td>
<td>2</td>
<td>17</td>
<td>37</td>
<td>1/4</td>
</tr>
<tr>
<td>1847</td>
<td>Brown</td>
<td>2</td>
<td>15</td>
<td>8</td>
<td>8 cwt</td>
</tr>
</tbody>
</table>

### 10.2 Wanganui—R22 c. 821362

#### 10.2.1 Location

On the beach, south of the Wanganui River.

#### 10.2.2 Description

None available.

#### 10.2.3 History

A whaling station at South Beach, Wanganui, is mentioned in the diary of the Rev. Richard Taylor in August 1844 (Taylor ms., vol. 4, pp. 16–17). It had two boats and employed Europeans and local Maori. There is some evidence that the station operated in the years 1844–45 and possibly also 1846 (Burgess 1997: 7). Nothing is known of its ownership, management, or success.

### 10.3 North Island West Coast Unconfirmed Stations

#### 10.3.1 Albatross Point—R15 c. 585414

In his King Country history, *South of the Aukati Line*, Dick Craig (1962: 37) writes concerning the period about 1840: ‘Whalers had been frequent visitors to Kawhia by this time—as evidenced by the tripots which have been found inside the sweep of Albatross Point ...’ Craig’s source of information is not known.
Owen Wilkes, DOC, Waikato, enquired of a local informant, Barney Anderson, who replied (7 March 1998) as follows. ‘Discussed Albatross and the possibility of a whaling station at the Point with my uncle Dan Kingi (86 years old—from Albatross), he states that he has not heard of whalers or sealers working along that area of the coast. I asked him about the discovery of a large pot, he is unaware of this. He has seen some pots but they were very small, not much bigger than the pots that are currently being used for cooking food in.’

If it existed, the likely location of a whaling station is on Arohaki Bay, at or near the above map reference.

10.3.2 Mowhanau—R22 c. 721451

Wanganui DOC officer Robyn Burgess (1997: 7-8) has an unconfirmed report of whaling pots seen about 1953, against the base of the cliff on the north side of Kai Iwi Stream at Mowhanau, 15 km north of Wanganui. However, Wanganui historian Randal Springer has stated to the writer that there is no reference to a whaling station here in the journals of missionaries Richard Taylor and William Woon, who regularly travelled this way to south Taranaki from 1843.

10.3.3 Pukearuhe—Q18 c. 415557

Robyn Burgess (1997: 8) reports anecdotal evidence of a whaling station at Pukearuhe, north Taranaki. It was said to have been raided by Maori who stole two trypots, one of which was taken to Mokau and one hidden in a cave. This story was backed up by an old Maori man, since dead, who related in the late 1970s that the second pot was hidden between Parininihi and Tongaporutu.

Pukearuhe is one of few bays on the Taranaki coast to offer some shelter for launching whaleboats and bringing in whales.
11. Hawke’s Bay

The first shore stations in Hawke’s Bay were Mahia and Waikokopu, both of which probably commenced operations in 1837 (Figs 84 and 85). In 1847 there were 17 five-oared boats operating out of Hawke’s Bay stations, the region producing £3000 worth of oil and £700 of whalebone (Brett 1928: 96). In 1863 there were still two stations at Mahia: on 4 July 1863 the Hawke’s Bay Herald reported that Bartlett’s four-boat station and Campbell’s two-boat operation had so far that season taken one humpback each.

At Mahia, as on the East Coast and in the eastern Bay of Plenty, whaling continued on a part-time basis into the 20th century. As whales became scarce, and investment in permanent stations and tryworks uneconomic, temporary works were set up on the beach when required. While there may be historical records of this activity, there will be few archaeological remains, if any. The locations of such occasional operations are not included in this review.

Site information given here depends largely on my summer 1989/90 Hawke’s Bay coastal survey (Prickett 1990).
11.1  **LONG POINT—X20 c.277163**

11.1.1  **Location**

North of Long Point (Taramahiti), west coast of Mahia Peninsula, 8 km south of the township of Mahia Beach. An 1857 Admiralty chart, 'Ahuriri Road and Port Napier', which is based on an 1855 survey, has an inset of the 'Long Point anchorage', showing buildings and a boat ramp at Kini Kini, where I believe the station to have been, and to which the map reference refers.

The site has not been visited by an archaeologist; there is no site record.

11.1.2  **Description**

None available.

11.1.3  **History**

It is not known when the Long Point (or 'Kini Kini') station started up. Dinwiddie (1916: 35) states that the first owner, who was whaling there in the 1842 season, was an American named Ellis, presumably William Ellis who was at Mahia in the late thirties. He is said to have been bought out the following year, by another American, named Perry, who owned a number of stations in the district. It is possible he left Ellis in charge at Long Point.

The *New Zealand Spectator and Cook's Straits Guardian* lists the station in annual whaling statistics for the years 1845-47 (Table 25), and names Ellis as owner. The 1845 oil figure includes 4 tuns of sperm whale oil.

**TABLE 25. PRODUCTION FIGURES FOR LONG POINT**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1845</td>
<td>3</td>
<td>26</td>
<td>34*</td>
<td>1/2</td>
</tr>
<tr>
<td>1846</td>
<td>3</td>
<td>25</td>
<td>35</td>
<td>1</td>
</tr>
<tr>
<td>1847</td>
<td>3</td>
<td>20</td>
<td>38</td>
<td>18 cwt</td>
</tr>
</tbody>
</table>

*Includes 4 tuns of sperm whale oil.

Dinwiddie (1921: 12) states that Perry's Long Point station in the 1848 season took 32 tuns of oil. In August 1949 the schooner *Neptune* was wrecked off Long Point (Ingram 1984: 37). The vessel was owned by Wairoa whaler George 'Morrison, and hence it may have been servicing a Long Point station at the height of the season.

11.2  **MAHIA—Y19/81 308233**

11.2.1  **Location**

Taylor's Bay, Mahia Beach, on the inner side of Mahia Peninsula (Fig. 86). This is the sheltered north-east corner of the bight which lies behind Mahia Peninsula. What remains of the site is west of the road, below the prominent hill, Mokotahi or Maota. The famous whale mau...
Figure 86. Mahia whaling station, Taylor’s Bay, Mahia Peninsula, February 1990. View from the south. The tryworks and other archaeological evidence are beyond the stream at the centre of the bay.

north side, telling of the long relationship Maori people of the district had enjoyed with whales that came into the bay (Phillipps 1948).

First recorded by the writer, February 1990. NZMS 1 N116/26.

11.2.2 Description

The site is eroding from a 70 m length of low cliff at the back of the beach, 6 m high at the west end below the hill, and 2 m at the east end where a shallow gully drains the swamp behind. A brick and stone tryworks foundation is revealed in the eroding section (Fig. 87). Terraces and hollows on the sloping ground almost certainly relate to the whaling era. The lookout was probably on top of Mokotahi.

Beach houses are now built over ground likely to have been the accommodation area of the station.

11.2.3 History

A problem arises with historical references to the ‘Mahia’ whaling station, since these may refer to a particular establishment, to one of a number of stations on Mahia Peninsula, or to Mahia stations as a group. It seems likely that the Mahia (or ‘Te Mahia’) station usually referred to is the one for which there is good archaeological evidence at Taylor’s Bay.

Figure 87. Mahia whaling station, Taylor’s Bay, Mahia Peninsula, February 1990. The brick and stone tryworks foundation is eroding from the back beach section.
11.3 MOEANGIANGI—W20 c. 572099

11.3.1 Location

Moeangiangi River mouth is 28 km north of Bluff Hill, Napier. When Donald McLean visited in January 1851, his party camped 'a quarter of a mile south of the settlement where a whaling station was once established' (Wilson 1951: 14). The station was probably 200 m north of the river mouth, beneath a high cliff.

Visited 1990.

Figure 88. Moeangiangi, Hawke’s Bay, February 1990. View to the north. The whaling station was about where low scrub extends to the shore under the cliff in the distance. The site was buried by a landslide sometime before 1921.

11.3.2 Description

In 1921, Hawke’s Bay historian W. Dinwiddie (1921: 12), states that 'The trypot near Moeangiangi was buried years ago by a landslip.' A visit by the writer in early 1990 confirmed that the likely station site, north of the river mouth, has indeed been buried by a slip (Fig. 88).

11.3.3 History

Nothing known.

Dinwiddie (1916: 34) states that the Mahia station was first set up by William Ellis in 1837, and that between them Waikokopu and Mahia employed eight or nine boats. Mackay (1966: 146-148) relies on an 1868 account in the Hawke’s Bay Herald, in which ‘An Old Colonist’ gives 1837 as the first year of whaling at ‘Te Mahia’. Mahia is not in The New Zealand Spectator and Cook’s Straits Guardian whaling statistics for 1844-47, so would appear to have ceased operations by then.
11.4 MOEMUTU — X20  c. 283176

11.4.1 Location
At Moemoto Bay, on the west coast of Mahia Peninsula, 2 km north of Long Point (and 1 km north of the Long Point whaling station). Historical records favour 'Moemuti' over the spelling given on the NZMS 260 map sheet (X20).

An 1857 Admiralty chart 'Ahuriri Road and Port Napier', based on an 1855 survey, has an inset of the 'Long Point anchorage' showing buildings at Moemoto Bay, at the probable site of the station, on which the map reference is based.

11.4.2 Description
None available.

11.4.3 History
The history of Moemuti is obscure. There are a number of historical references, including Lambert (1925: 370), who names George Robinson and William Simmonds as having whaled at 'Moimutu'. Thus it joins the list of confirmed stations.

11.5 MOHAKA — W19  c. 730227

11.5.1 Location
A November 1852 manuscript map in the Hawke's Bay Museum, which shows land purchase blocks in Hawke's Bay, marks 'Mohaka whaling station' north of the river. The map reference accords with this, putting the station beneath the cliffs at the north side of the Mohaka River mouth.

11.5.2 Description
No archaeological remains were found when the writer searched the above location in early 1990.

11.5.3 History
Little is known of the history of the Mohaka station. Early references show that it first dates from the 1840s, when whaling activity in Hawke Bay was at its height.

An outstanding image of shore whaling in New Zealand is the watercolour 'Cutting the blubber of a whale on Mohaka Beach', by Mohaka settler-artist Alfred John Cooper (see, for example, Blackley 1990). This dates from after 1855 when Cooper took up land nearby. The picture may show operations at a temporary works where a whale has been brought ashore on the beach.
11.6 PORTLAND ISLAND — X20 c. 297020

11.6.1 Location

According to Mr Paul Ramsay of Waikokopu, who serviced the Portland Island lighthouse from 1952 to 1971, the whaling station was located at the present landing place, where there is a gap in the rocky reef which encircles the island. The site has not been recorded, and has not been visited by the writer.

11.6.2 Description

None available, except for Mr Ramsay's statement that two trypots were removed in the late 1960s, one going with a man from Tokomaru Bay who gave a stock trough in return.

11.6.3 History

Production figures for 1845–47 are given in The New Zealand Spectator and Cook's Straits Guardian (Table 26). In 1845 the station was owned by 'Natives'; thereafter it is Mansfield (misspelled 'Maxfield' in 1846).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1845</td>
<td>3</td>
<td>26</td>
<td>8*</td>
<td></td>
</tr>
<tr>
<td>1846</td>
<td>6</td>
<td>25</td>
<td>30</td>
<td>1</td>
</tr>
<tr>
<td>1847</td>
<td>6</td>
<td>20</td>
<td>26</td>
<td>13 cwt</td>
</tr>
</tbody>
</table>

* Includes 3 tuns of sperm whale oil.

An elderly Maori lady living at Waikokopu in 1990, who lived on Portland Island as a child, recalled to the writer a whaleboat manned by Maori pulling into the island possibly in the early 1920s. The men stayed a while, caught no whales, then left. The same source told of her father boiling down a whale that was washed up near the landing place, probably in the late 1920s.

11.7 POURERERE — V23 400135

11.7.1 Location

Tuingara Cove, 2.5 km south of the mouth of Pourerere Stream, 13 km north of Blackhead (Fig. 89). The location and above map reference depend on Wilson (1939: 138): 'The late Charles Nairn, of Pourerere, showed the writer of these notes the spot at Tuingara Cove where two sheds for sheltering whalers' boats stood about 1880, the exact spot being at the back of the two south end cottages.'

Visited 1990.
11.7.2 **Description**

Wilson (1951: 138) writes that he "dug up scores of small pigs' vertebrae and fragments of cups and plates of old-fashioned pattern." The present writer searched the area in early 1990, but was unable to assign the fragmentary glass, earthenware and iron found to the whaling era with certainty. Pits on the ridge above the whaling station are not the remains of a lookout. The writer was told by Mr Peter Wilson, of Netherby, Waipukurau, that they were dug by him and his brothers during the Second World War, in case of a landing by the Japanese. An extensive rock platform protects Tuigara Cove to the south.

11.7.3 **History**

Pourerere was the first sheep station in Hawke's Bay, Northwood and Tiffen driving 3,000 sheep from the Wairarapa in 1849. The whaling operation appears to have begun after this. According to Peter Wilson, a black American known as 'Black Jack' organised whaling operations in winter and worked on the sheep-run in the off-season.

11.8 **PUTOTARANUI — W 22 c. 531515**

11.8.1 **Location**

Halfway between Ocean Beach and Waimarama—at or about 'Pututaranui' on the 1982 NZMS 260 map. Evidence for the location comes from historical references (e.g. Cottrell 1925), and from Mr Charles Mohi of Hastings who has related to the writer that when he farmed there in the early 1950s there were still trypots in place on the foreshore.

Visited 1990.

11.8.2 **Description**

When the writer visited in early 1990, there was no sign of a whaling site or of European remains at the location described above. J.G. Wilson (1939: 139)
reports the trypots partly buried in 1938. This part of the coast has suffered from massive slumping of the steep hillside behind. Any small flat sufficient for a settlement has been buried or carried away by sea erosion.

11.8.3 History

In October 1844 it was reported that a whaling station was to be set up at Putotaranui the next year (Grant 1977: 24). Grant (1977: 21) says the station was abandoned after an unsuccessful season in 1846. The whaling and trading operation at Putotaranui was run by William Edwards. Dinwiddie (1916: 28) states that Edwards' house was burnt down in January 1847, which suggests that Edwards shifted from Putotaranui at this time.

11.9 RANGAIKA—W21/164 598629

11.9.1 Location

Rangaiika is 3 km south of Cape Kidnappers, behind a north-east facing bay which is protected by a rocky reef from southerly weather (Fig. 90). Visited and recorded by the writer, January 1990.

11.9.2 Description

Horace Cottrell (1925), who visited Rangaiika in the 1920s, reported trypots half buried by sand and 'the remains of various stone structures, probably chimneys for the whalers' huts.' A 1958 photograph shows trypots almost buried in long grass. In 1971 they were taken to Summerlee Station homestead, where they are said now to be in the garden.

Behind the beach an exposed occupation surface on a sand flat has Maori remains and fragmentary European items. A short row of placed boulders may relate to former tryworks.

The whalers' settlement is 100 m behind the beach, at the foot of a steep hill which rises more than 100 m directly up from the sand flat and beach. At least
six stone mounds mark collapsed fireplaces. Nearby is a possible well. At the time of my visit this part of the site was covered in dense thistles which prevented more thorough searching. A terrace measuring 10–12 × 3–5 m, 30–40 m above sea level on a steep spur north of the settlement area, may have been a whalers' lookout.

### 11.9.3 History

The first season at Rangaiika ('Kidnappers' or 'The Cape') was probably 1845 when William Morris shifted there from Whakaari. Production figures for the Morris years are given in *The New Zealand Spectator and Cook's Straits Guardian* (Table 27).

In 1850 the station was owned by Lewis, one of three American brothers who began their New Zealand whaling careers at Kapiti in the thirties. There is evidence that whaling continued at Rangaiika to the end of the 1851 season.

#### TABLE 27. PRODUCTION FIGURES FOR RANGAIKA.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1845</td>
<td>3</td>
<td>26</td>
<td>50</td>
<td>2</td>
</tr>
<tr>
<td>1846</td>
<td>3</td>
<td>25</td>
<td>20</td>
<td>7 cwt</td>
</tr>
<tr>
<td>1847</td>
<td>3</td>
<td>20</td>
<td>18</td>
<td>12 cwt</td>
</tr>
</tbody>
</table>

### 11.10 TE HOE - Y19/82 301210

#### 11.10.1 Location

Te Hoe, west coast of Mahia Peninsula, in a small bay 2 km south of Taylor's Bay, Mahia Beach (Fig. 91). The location is marked on the NZMS 260 map ('Former whaling station').

First recorded by the writer, February 1990. NZMS 1 N116/27.
**11.10.2 Description**

Archaeological evidence of the Te Hoe whaling station is among the most outstanding I have seen anywhere. Remains are on both sides of a stream in a small flat-bottomed gully beneath steep hills.

Fireplace mounds mark at least seven whalers' huts. One hut may be measured out from the 1.5 m high remains of the stone-built fireplace to a line of four large flat stones 5 m away marking the hut door. Other fireplace mounds still have lower courses of flat boulders in place.

The tryworks remains are below the hill at the south-west corner of the valley floor (Fig. 92). A stone foundation with flue underneath once supported two trypots. Nearby are two pits, various lengths of stone revetting and other stone structures. A ramp to the beach would have been used for launching whaleboats and taking off filled casks. Two terraces on the steep hills-side 10-20 m above the tryworks may have originated from natural slumping, but have been modified to provide living space. Shells and black soil are eroding from the lower terrace. Maori may have been living here alongside European whalers on the flat below.

**11.10.3 History**

Little is recorded of the history of the Te Hoe station, which probably dates from the early 1840s. Among the personalities is Irishman Joseph Carroll, a blacksmith by trade and said to be one-time owner of the station. His grandson was to become the first New Zealand Prime Minister of Maori descent.

**11.11 WAIKOKOPU — X19 c. 275257**

**11.11.1 Location**

Waikokopu, near the northern corner of Hawke Bay. A gap in the coastline and the shelter of Mahia Peninsula make for one of the most secure small harbours on the North Island east coast.

The most likely location for the station is the low flat on the south side of the harbour mouth (map reference above). Here is the easiest access from the sea, without having to tow whales up the estuary. Another possibility is based on local reports of whale bone deposits 200-300 m up the harbour, again on the south side (c. 274256).

**11.11.2 Description**

In 1990 I found no archaeological evidence of the whaling station. If it was located as suggested above, it would have been destroyed by the railway, port and other development on the low ground south of the harbour entrance.
11.11.3 **History**

The best summary of the establishment of the Waikokopu station is by Mackay (1966: 146-148), who relies on an 1868 account in the *Hawke's Bay Herald*. In the paper 'An Old Colonist' gives 1837 as the first year of whaling at Waikokopu and 'Te Mahia', with the Ward brothers at Waikokopu and William Ellis over the bay. Dinwiddie (1916: 35) states that the Wards quit after one season, whereupon Ellis took over at Waikokopu.

Production figures for 1844-47 are given in *The New Zealand Spectator and Cook's Straits Guardian* (Table 28), where 'Waikokabu' station owners are listed as Ellis (1844), Perry (1845 and 1846), and Morrison (1847). According to Mackay (1966: 151) William Morrison owned the station in the years 1852-56.

There are 4 tuns of sperm whale oil in the 1845 figures, and 1 tun in 1847.

**TABLE 28. PRODUCTION FIGURES FOR WAIKOKOPU**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>3</td>
<td>30</td>
<td>93</td>
<td>4</td>
</tr>
<tr>
<td>1845</td>
<td>4</td>
<td>34</td>
<td>21</td>
<td>½</td>
</tr>
<tr>
<td>1846</td>
<td>3</td>
<td>25</td>
<td>25</td>
<td>½</td>
</tr>
<tr>
<td>1847</td>
<td>3</td>
<td>20</td>
<td>28</td>
<td>1 ton 9 cwt</td>
</tr>
</tbody>
</table>

11.11.4 **Waikokopu Lookout—X19/293 272252**

The Waikokopu station lookout is located 75 m above sea level at the south end of ridge south of the Waikokopu (Fig. 93). Recorded by the writer, February 1990. NZMS 1 N116/25.

The lookout site commands a wide view of northern Hawke Bay. It consists of a 2.5 x 1.5 m pit, 800 mm deep. A well-defined entry at the north-west corner of the pit leads directly from the ridge leading from the whaling station.

![Figure 93: Waikokopu whalers' lookout, Hawke's Bay, February 1990.](image)

11.12 **WAIROA—W19 c. 894279**

11.12.1 **Location**

The Wairoa whaling station was probably located at Whakamahi, at the mouth of the Waipaoa Stream south of the Wairoa River mouth (Fig. 94). The station is sometimes referred to as 'Whakamahia' (Dinwiddie 1921: 12, Morton 1982: 236). The exact location is uncertain.
11.12.2 Description

It is probably at Whakamahi that Lambert (1936: 73) reports the remains of a whaling station in 1876. No remains were visible when I visited the place in early 1990.

11.12.3 History

According to Dinwiddie (1916: 34) whalers first lived at Kaimango on the south bank of the Wairoa River. He does not say whether they whaled from there; it seems unlikely because of the difficulty of towing whales into the river. He goes on, '... for the purpose of being close to the fishery many shifted to a place near the mouth of the Waipaoa Stream.' This was Whakamahi.

Wairoa historian Thomas Lambert (1925: 366) states that George Morrison first set up at Wairoa in the 1844 season. Production figures are given in The New Zealand Spectator and Cook's Straits Guardian (Table 29). Station owners are listed as Morrison (1844-45) and Lewis (1846-47).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>3</td>
<td>20</td>
<td>27</td>
<td>1</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>28</td>
<td>40</td>
<td>14</td>
</tr>
<tr>
<td>1846</td>
<td>3</td>
<td>25</td>
<td>30</td>
<td>1</td>
</tr>
<tr>
<td>1847</td>
<td>2</td>
<td>18</td>
<td>24</td>
<td>18 cwt</td>
</tr>
</tbody>
</table>

11.13 WHAKAARI — V20/27 491999

11.13.1 Location

Whakaari, behind the prominent headland at the north end of the beach, 15 km north of Bluff Hill, Napier (Fig. 95). The greater part of the site is on a low-lying tombolo which connects the headland with the mainland. First recorded by the writer in June 1990. NZMS 1 N125/1.
11.13.2 Description

The Whakaari site ranks with Te Hoe and Rangatika as one of Hawke’s Bay’s most outstanding whaling sites in terms of the quality of archaeological evidence.

On the low-lying tombolo are at least five fireplace mounds (Fig. 96). Other huts are represented by nearby terraces and platforms. Another fireplace is situated on a 13 x 9 m terrace up the gully which divides the headland in two (Fig. 97). Next to it are two sharply defined pits. A stone row on the terrace may be whalers’ work or may date from previous Maori occupation.

I was not able to locate any tryworks remains. Wilson (1939: 139-140) writes that a trypot sat on a limestone foundation until 1916, when the foundation was demolished by vandals. The trypot was rolled into the sea, but was recovered almost buried in sand—which locates it to the northern (sandy) beach—and taken to Napier, where it is now mounted by the ‘Iron Pot’ boat harbour.

On the steep inner slope of the headland are scattered 25-30 Maori terraces. Some may predate the whaling era. Those that are contemporary provide archaeological evidence of the close working relationship between whalers and the Maori community. Fireplace mounds suggest that some are whalers’ work, or were re-used by them (Fig. 97). On the high north-east corner of the headland is a possible whalers’ lookout, comprising a small pit which is now falling away over the sea cliff.
11.13.3 History
Little is known of the history of the Whakaari station. The New Zealand Spectator and Cook's Straits Guardian gives production figures for 1844 only, when the four-boat, 30-man station ('Waikardi'), owned by William Morris, produced 20 tons of oil and 1 ton of whale bone. Morris shifted to Rangaiika in the 1845 season, which seems to mark the end of whaling from Whakaari.

11.14 WHANGAWEHI — Y19 c. 380224

11.14.1 Location
Whangawehi, north coast of Mahia Peninsula. Precise location not known.

11.14.2 Description
None available.

11.14.3 History
Whangawehi is located but spelled 'Wangawai' on an early map, 'Provincial District of Auckland New Zealand', held in the Auckland Museum library. 'Wangawi' in The New Zealand Spectator and Cook's Straits Guardian list of whaling stations is almost certainly the same place. It is listed in 1844 only, when the three-boat, 20-man station took 8 tons of oil and a quarter ton of whalebone. The owner is given as Brown, who may have been Bob Brown who left Papawhariki station for Mahia in 1840 (Mackay 1966: 146), or Billy Brown who also whaled on the East Coast in the 1840s.

11.15 HAWKE'S BAY UNCONFIRMED STATIONS
Hawke's Bay has several unconfirmed whaling sites. These may be the result of alternative station names, wishful thinking, or temporary works set up where a whale was brought ashore, and subsequently promoted by popular accounts into permanent stations. Among the stations given below, Opoutama, Table Cape and possibly Ocean Beach and Waimarama, seem likely.

11.15.1 Clifton—W21
Wilson (1939: 135) mentions a Clifton station. If it exists, may be the same as a Te Awanga station, also mentioned by Wilson.

11.15.2 Ocean Beach—W22 c. 536547
Hawke's Bay archaeologist J.D.H. Buchanan (1973: 71) writes of Ocean Beach: 'The southern end of the beach is Haupouri, (the dark wind). There was a whaling station here too, owned by a Frenchman named Felix, who had a Maori wife ...' The Frenchman was Felix Goullet, who by 1863 had a European wife, suggesting that the station dated from before then.
11.15.3 Opoutama—X19  c. 281269

Mackay (1966: 147) states that 'Thomas Bateman, of the Bay of Islands, claimed that, in December 1837, he bought land called 'Waicocoboo' adjoining the station which was being carried on by William and James Ward, and that he fitted it out as a whaling station.' The station was apparently destroyed by fire in 1839, soon after G.E. Clayton took possession.

This suggests that the Ward brothers and Ellis station was indeed at Waikokopu, as 1840s production figures indicate, and that the Bateman and Clayton station operated at Opoutama for one or two seasons only (1838–39). This has some confirmation from local informants today, who insist that the station was not at Waikokopu at all, but at Opoutama, a kilometre north. There was clearly a station at Waikokopu, and very likely a second at Opoutama, possibly also called 'Waikokopu' to add to the confusion.

11.15.4 Table Cape—Y19/Y20

Archaeological site surveyors Mary and Mick Jeal who worked on Mahia Peninsula in the late 1980s were told by locals that the remains of piles, sticking out of intertidal rock three-quarters of a mile (1.2 km) south of Table Cape, belonged to the whaling station. The exposed situation south of the cape seems unlikely; there are sheltered locations north of the cape. I know of no jetties at other early New Zealand stations.

On 9 October 1844 H.S. Harrison and J. Thomas set out from Wellington to walk to the whaling station at Table Cape (Wilson 1939: 154). They appear to have reached Table Cape station, but Wilson is not specific about this. There are other historical references to a Table Cape station, but it is possible, Table Cape being a prominent landmark, that the name was used for a station nearby.

11.15.5 Taingamata—W22

There are reports of a whaling station, possibly temporary, at a beach south of Taingamata (see Grant 1977: 20). Taingamata is marked on the NZMS 260 sheet as a point of land 3 km south of Waimarama. Recent unconfirmed reports tell of the discovery of trypots by divers off the coast north of Kairakau, which may have been from the Taingamata site.

11.15.6 Te Awanga—W21

Wilson (1939: 135) mentions a Te Awanga station. If it exists may be the same as a Clifton station, also mentioned by Wilson.

11.15.7 Waimarama—W22  c. 517470

In October 1844 it was reported that a whaling station was to be established at Waimarama the next year (Wilson 1939: 156). Whether this happened is unclear.
12. East Coast North Island

Whaling on the North Island East Coast north of Mahia Peninsula is part of the Hawke’s Bay industry in terms of its history and participants. The first station was Turanganui, Poverty Bay, where whaling began in 1837. Maori communities continued whaling until well into the 20th century, using the old technology of whaleboats, hand-thrown harpoons and lances, and trypots on the beach. Much of the whaling was only part-time, and did not involve the establishment of a permanent whaling station. This was especially so in the Bay of Plenty, where Maori farmers took their places in whaleboats in the winter season, and tryworks were set up where whales were brought into a convenient beach (see Dawbin 1954). Stations and the reported sites of whaling operations are located on Figs 98 and 99 (Motiti and Moutohora are shown on Fig. 1). The region was not visited during this project, and little is recorded of the archaeological remains of whaling sites.

Figure 98. East Coast and eastern Bay of Plenty whaling stations.
Figure 99. (Inset) Poverty Bay whaling station locations.
12.1 CAPE RUNAWAY — Y14 c. 505924

12.1.1 Location
The Cape Runaway station is presumably the ‘Old Whaling Station’, marked on the inch-to-the-mile sheet, N62, ‘Runaway’, at Kapongatahi Bay, 2.5 km south of Cape Runaway.

12.1.2 Description
None available.

12.1.3 History
Production figures for the years 1844 and 1845 are given in *The New Zealand Spectator and Cook’s Straits Guardian* (Table 30). The station owner was Webster.

Eruera Stirling (1980: 99) includes Cape Runaway among locations of later, Maori, whaling operations in the western Bay of Plenty. Whether this was in the same place as Webster’s 1840s station is unclear.

**TABLE 30. PRODUCTION FIGURES FOR CAPE RUNAWAY.**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>4</td>
<td>10</td>
<td>5</td>
<td>½</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>26</td>
<td>10</td>
<td>½</td>
</tr>
</tbody>
</table>

12.2 KAWAKAWA — Z14 c. 840824

12.2.1 Location
Te Araroa, near East Cape. ‘Hick’s Bay’ in *The New Zealand Spectator and Cook’s Straits Guardian* whaling statistics for 1846, but more likely at or near James Peachey’s trading station at Kawakawa, now Te Araroa. Precise location not known.

12.2.2 Description
None available.

12.2.3 History
Statistics for 1846 are published in *The New Zealand Spectator and Cook’s Straits Guardian*. The two-boat, 17-man station owned by ‘Peachy’ took 18 tuns of oil and half a ton of whalebone. The trader James Peachey arrived at Kawakawa in 1843, and subsequently appears to have taken up whaling (McConnell 1995: 140).
12.3 MAWHAI—Z16/141 790222

12.3.1 Location

Between Anaura and Tokomaru Bay. Mackay (1966: 146) gives the location of the Mawhai whaling station as a sheltered cove on the south side of Mawhai Point. 'St Patrick's Cove' is shown on early maps. First recorded by Debbie Foster, February 1989.

12.3.2 Description

Foster reports European artefacts and whalebone, along with Maori shell midden and stone material, for 20 m along the cliff top west of the stream, and 2-3 m on the east side.

12.3.3 History

The following history depends on Mackay (1966: 146, 149-150). Robert Espie claimed to have purchased 100 acres at 'St Patrick's Cove' in 1838. Missionaries William Williams and Richard Taylor called in at Espie's whaling station (called 'Motukaroro' by Williams and 'Marphi' by Taylor) in April 1839. George Babbington was first employed at and later took over the Mawhai station, with three boats and 20 men in 1847 (Mackay 1966: 154). The station was used later by Henare Pōtē (Mackay 1966: 155).

Production figures for 'Mawhai' for the years 1844-47 are listed in annual whaling statistics published in The New Zealand Spectator and Cook's Straits Guardian (Table 31). Station owners are given as Lewis (1844), Brown (1845), and Babbington (1846 and 1847).

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tuns)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>2</td>
<td>15</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>26</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>1846</td>
<td>2</td>
<td>25</td>
<td>27</td>
<td>5/6</td>
</tr>
<tr>
<td>1847</td>
<td>3</td>
<td>20</td>
<td>12</td>
<td>4/6</td>
</tr>
</tbody>
</table>

* Humpback oil.

12.4 OPEN BAY—Z15/Z16

12.4.1 Location

Waipiro Bay—the 'Open Bay' of the whalers. Precise location not known.

12.4.2 Description

None available.
12.4.3 History

Statistics for 1845 and 1846 are published in *The New Zealand Spectator and Cook's Straits Guardian* (Table 32). The station owner is listed as Baker.

**TABLE 32. PRODUCTION FIGURES FOR OPEN BAY.**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1845</td>
<td>2</td>
<td>14</td>
<td>[no figures given]</td>
<td></td>
</tr>
<tr>
<td>1846</td>
<td>2</td>
<td>17</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

12.5 PAPAWHARIKI—Y18 c. 498658

12.5.1 Location

According to Mackay (1966: 145) this station was at Papawhariki opposite Tuamotu Island. The name 'Sponge Bay' is given on the current NZMS 260 map, west of Tuheni Point, which marks the northern end of Poverty Bay.

12.5.2 Description

None available.

12.5.3 History

The following history depends on Mackay (1966: 145-146). J.W. Harris's whaling operation at Waikuha shifted to Papawhariki in November 1838. Whalers at Papawhariki included Robert Espie, and William Morris who was later a major figure in Hawke's Bay whaling. Morris went to Mahia in 1840, but returned to Papawhariki in 1843, before shifting to Whakaari the next year.

12.6 PORT AWANUI—Z15 c. 894605

12.6.1 Location

Port Awanui, 6 km south of the Waiapu River mouth. Precise location not known.

12.6.2 Description

None available.

12.6.3 History

In their history of Port Awanui, Stephanie and Ivan Hughes (Hughes & Hughes 1988: 9) state that Port Awanui was originally a whaling station, and that there have been finds there of harpoons, lances, try pots, and pieces of whalebone. Whaling appears to have been an important activity in the 1840s, and in 1857 whale oil was still among the foremost exports of the little East Coast port (Hughes & Hughes 1988: 12).
12.7 Tokomaru — Z16

12.7.1 Location
Tokomaru Bay. Precise location not known.

12.7.2 Description
None available.

12.7.3 History
'Toka moro' (or 'Toko Moro') production figures for 1844 and 1845 are given in *The New Zealand Spectator and Cook's Straits Guardian* (Table 33). Station owner is listed as George Babbington, who was whaling from Mawhai in 1846.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>BOATS</th>
<th>MEN</th>
<th>OIL (tuns)</th>
<th>WHALEBONE (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1844</td>
<td>3</td>
<td>21</td>
<td>12</td>
<td>1/2</td>
</tr>
<tr>
<td>1845</td>
<td>3</td>
<td>26</td>
<td>17</td>
<td>1/2</td>
</tr>
</tbody>
</table>

12.8 Turanganui — Y18

12.8.1 Location
On the south bank of the Turanganui River.

12.8.2 Description
None available. Likely to have been destroyed.

12.8.3 History
Mackay (1966: 145) writes that J.W. Harris
'... established his first whaling station alongside his trading post within the Turanganui River in 1837. Previously, he had obtained some oil and bone from a cetacean cast up on shore.'

In March 1837 Harris returned from Sydney to Poverty Bay on the *Currency Lass* with a cargo which included gear for setting up a whaling station. There is contradictory evidence as to whether Harris was equipped for taking oil in his first (1837) season. Prior to the 1838 season he shifted operations to Waikuha to be closer to the whaling ground.

12.9 Waikuha — Y18 c. 470685

12.9.1 Location
Gisborne, on the east bank of Turanganui River mouth, at Waikahua, 'adjacent to the spot where the Cook Memorial now stands' (Mackay 1966: 145).
12.9.2 **Description**

None available. Almost certainly destroyed.

12.9.3 **History**

According to Poverty Bay historian J.A. Mackay (1966: 145), J.W. Harris's first whaling station proved too far up the river and he shifted his operation to Waikahua for the 1838 season. In January 1838 there were 18 Europeans employed setting up the new operation (Mackay 1966: 145). Prior to the 1839 season the station was shifted again, to Papawhariki.

Mackay (1966: 146) states that Billy Brown whaled at Waikuha after Harris retired from whaling in 1842, and that William Morris was there following his return to Poverty Bay in 1848.

12.10 **EAST COAST UNCONFIRMED STATIONS**

12.10.1 **‘Mahai’**

‘Mahai’ is listed among Hawke’s Bay and East Coast stations in *The New Zealand Spectator and Cook's Straits Guardian* in the 1845 season. Owned by Roberts, the three-boat, 26-man station took 17 tuns of oil and half a ton of whalebone.

12.10.2 **Motiti**

A.H. Matheson (1979: 82–83) gives a good account of whaling from Motiti Island in the Bay of Plenty. Whales had often been seen near the island, encouraging a first attempt at whaling in 1872. Three whales were caught in spring, one of which was lost. The next attempt appears to have been in 1882, involving experienced Te Kaha whalers. Again the operation was largely unsuccessful, except for one calf taken in late November. It is not known when whaling operations ceased at Motiti Island.

12.10.3 **Moutohora**

Anton van der Wouden (1994: 5) states that in the 1830s a whaling station was set up on Moutohora (Whale Island), off Whakatane, by Bay of Islands trader Gilbert Mair. He goes on to relate that no whales were ever caught. No source is given for this information. If it existed, the station is likely to have dated from the 1840s.

12.10.4 **Te Kaha—X14**

In the eastern Bay of Plenty, part-time Maori whalers continued to take humpbacks and some right whales as late as 1926 (Grady 1986: 198–210). Boats and crews are said to have been based at Maungaroa, Omaio, Maraenui, and Te Kaha. Eruera Stirling (1980: 99) adds further localities: Raukokore, Oreti, Waihau Bay, and Cape Runaway. There were lookouts at Oruaiti and Raukokore. Whales were brought ashore wherever convenient and tried out in a temporary works set up on the beach, or at tryworks at Te Kaha which appear to have been set up on a semi-permanent basis (Fig. 100). Stirling (1980: 99) also mentions a ‘whaling station’ set up with trypots at Moutara.
The small farming communities co-operated in catching the whale, towing it in, and in the work of cutting-in and boiling down. The money earned often went to community projects, such as the Te Kaha hall (Grady 1986: 199). Whaleboats were built at Omaio by two men named Ta and Savage (Stirling 1980: 99). Oil storage tanks were supplied by Auckland merchants, who paid £70 a ton for oil in the first decades of the 20th century.

12.10.5 'Wanonga'

The New Zealand Spectator and Cook's Stratt's Guardian gives 1844 production figures for a 'Wanonga' station. The two-boat, 15-man operation owned by Mansfield, took 11 tuns of oil and half a ton of bone. The list is organised geographically (south to north), which puts the station between 'Wangawi' and 'Mawai'. Allowing for errors in pronunciation and transcription, it is possible the station was at Whangara.
13. Coromandel and Northland

Shore whaling at the north of the North Island included early period stations at Kennedy Bay, Great Mercury Island, and Whangamumu, and 20th century factory operations at Whangamumu and Whangaparapara. Locations are given in Fig. 101.

Figure 101. Whaling station locations in the northern North Island.

13.1 GREAT MERCURY ISLAND — T10/390 603030

13.1.1 Location

South end of Great Mercury Island, in the lee of Motukaha Point (Fig. 102). The NZMS 260 map gives the name 'Whaler Cove' to the adjacent bay to the east.

First recorded by Steve Edson, March/April 1973. The above map reference has been changed from the central file reference of 602030. NZMS 1 N40/251.

13.1.2 Description

The following description depends on a visit to the site by the writer in June 1997. Archaeological remains are in two places.

At the back of the beach two flues 1.5 m apart are cut into soft rock to the top of the cliff, 5-6 m above. Both are said to have held trypots until recent years. One
pot was put on a raft for towing to the homestead at Huruhhi Harbour (possibly in the 1960s), but tipped up and sank and was never recovered. A large section of pot remained until the last year or two, when it was souvenired, or shifted by big seas and buried further down the beach.

Up the gully, 150 m behind the beach are two well-formed house terraces, on one of which is a collapsed fireplace typical of whalers' work. Nearby is a 5 m section of made track which may relate to the whaling era. A flat-topped spur between the house terraces and the bay also has indications of occupation.

13.1.3 History
Not known. Archaeological evidence suggests a mid 19th century date.

13.2 KENNEDY BAY – T10/509 c. 403004

13.2.1 Location
The NZMS 260 sheet marks an 'Old Whaling Station' on the north side of Kennedy Bay, 1 km west of Tokangawha Point at the entrance to the bay. First recorded in February 1977 by Gerry Barton, after information from local resident George Hovell.

The NZMS 260 map marks the station on a spur at the west side of the bay. It is more likely to have been in the valley, probably near the stream. The map reference has been adjusted accordingly. The central file reference 401002 is out in the bay. NZMS 1 N40/374.

13.2.2 Description
Barton states on his site record form that he saw no evidence of the whaling site. He recorded a shell midden east of the stream mouth. According to George Hovell, 'pots and other equipment' were at the site in the early 20th century.

13.2.3 History
Not known.
13.3 OUTU — Q05  c. 296640

13.3.1 Location
Outu Bay, 6 km south of Cape Brett, Bay of Islands.

13.3.2 Description
Not available.

13.3.3 History
When the Cook brothers began whaling prior to 1890, they operated first from ‘the nor'west corner of a deep bay between Whangamumu whaling station and Cape Brett, probably Outu Bay’, until prolonged bad weather drove them out (Boese 1977: 372). According to Boese they also worked from other places along the coast, including Bland Bay. Such locations may have been temporary tryworks only, set up where convenient after the capture of a whale.

13.4 WHANGAMUMU — Q05  287605

13.4.1 Location
Whangamumu Harbour, 8 km south of Cape Brett, Bay of Islands.

13.4.2 Description
Industrial remains.

13.4.3 History
The following account comes from Tides of History by Kay Boese (1977: 372-382):

'A whaling station was first set up at Whangamumu in 1844, by Andrew Gibson and John Johnson. Its exact location is not known, nor is its success if any. There are no known archaeological remains.'

The better known whaling history of Whangamumu began in 1893 when brothers George, Herbert, and William Cook shifted operations from Outu. In 1892 they had patented a net with a six-foot mesh by which the humpback whales were captured on their migration route close inshore. The historians of 20th century whaling, Tonnessen & Johnsen (1982: 221), state that apart from the Cook operation, only the Japanese used nets.

An article in an Australian magazine (Walker 1910) describes and illustrates the whaling operation and shore station (Fig. 103). One end of the net was attached to an outlying rock, the other to a buoy ‘several hundred feet out.’ The net was laid every morning when the weather was favourable. When a whale became entangled, a whaleboat went out, with a crew of five rowers, a ‘harpoonist’ and a steer-oarsman. The whale was harpooned to make sure it did not escape, and then killed with the lance, in the traditional way.
Once it was dead, the whale was pulled close to the boat, the ‘crutch’ of the harpoon was removed from the iron, and the whale towed to the factory. Humpback whales had a tendency to sink, which made for a hard tow before the use of motor boats. If a whale could not be kept from sinking a buoy was attached, and after three days it would resurface for towing in.

In 1910, if the whale could not be approached with the hand-lance, it was tackled by a small steamboat, and killed by a ‘bomb gun’ fitted at the bow. For towing, a hole was cut through the nose. The trying-out works were signalled to get up steam, and the whale hauled up a slipway on arrival. Unlike 19th century whaling, the Whangamumu operation made use of every part of the whale. The blubber was boiled down, bone crushed into bonedust, choice meat tinned for human consumption, and what was left turned into manure.

By 1899 catches amounted to about 20 whales each season. Apart from the novel technique of using nets to hold the whales, an old technology was employed; whaleboats were rowed out to the trapped whales, which were despatched by hand-thrown lances. The first steam launch began work in 1901, followed by a change to harpoon guns and explosive heads, and subsequently, fast whale-chasers.

Seventy humpbacks were taken in 1915. Annual statistics for 1913-1931 are published in Boese (1977: 380). The best catch was in 1927 when 74 humpbacks produced 388 tons (sic) of oil and 70 tons of ‘bonedust’. Low oil prices resulted in operations being suspended in 1932. The last attempt at whaling from Whangamumu was in the war years, but the whales had gone—put off, it is said, by oil leaking from the wreck of the Niagara.
13.5 WHANGAPARAPARA — S09/117 253477; S09/150 252478; S09/1 254476

13.5.1 Location

West side of Whangaparapara Harbour, Great Barrier Island (Figs 104 and 105). Recorded November 1992 by Brenda Sewell. A site record was made out also for the station’s accommodation block, again by Sewell—S09/150 252478. The headland pa, now levelled off for the station manager’s house, was recorded by Wynne Spring-Rice in January 1962: S09/1 254476.

Figure 104. Whangaparapara, Great Barrier Island. The flensing floor and winch. Photo: New Zealand Herald, Auckland Museum. Ref C17,909.

Figure 105. Whangaparapara, Great Barrier Island. A humpback whale is near the ramp up to the flensing floor. Photo: New Zealand Herald, Auckland Museum. Ref C17,898.
13.5.2 Description

Sewell's S09/117 site record form states: 'Remains of whaling station consisting of concrete pad and ramp for hauling out whales ... Buildings now removed ...'

13.5.3 History

In January 1956 Hauraki Whaling Limited issued a share prospectus for a shore operation based at Whangaparapara, Great Barrier Island (Hauraki Whaling Company 1956). Humpbacks were to be the chief quarry, and blue, fin, sei, and sperm whales were also hoped for. The chief engineer, W.A. Balsillie, came from setting up a station at Byron Bay, New South Wales.

Whangaparapara was soon in financial trouble and had three owners before closing down after the 1962 season. Whangaparapara catches declined from 1960 when 135 whales were taken, to 25 whales in 1961 and only 8 in 1962. This was an important industrial enterprise. Whangaparapara and the Perano station in Tory Channel were the last two shore whaling operations in New Zealand.

13.6 WHANGARINO — 004/451 647953

13.6.1 Location

Whangarino Bay, north-east of Mangonui, Northland. The whaling station was located behind the beach, at the seaward end of a spur which rises to the north-east.

First recorded (but not visited) by Leigh Johnston in 1988, confirmed by local informants Mr Langridge and Sandra Heihei. James Robertson visited in September 1996 and is responsible for the description and map reference.

13.6.2 Description

Behind the beach is a 10 x 6 m terrace at the foot of the spur. On the spur above are two smaller terraces, one of them with a raised rim at one end. Just how the recorded earthworks relate to the whaling operation is unclear. Trypots and whalebone are said to have been present in the 1960s. The site is now covered in gorse and kikuyu grass, and is suffering from pig damage.

13.6.3 History

Not known.
14. Chatham Islands and subantarctic islands

14.1 CHATHAM ISLANDS

Chatham Islands shore operations began after the New Zealand industry peaked at the end of the 1830s (Fig. 106). The first stations were Waikeri and Owenga, both of which started up in 1840. There is also evidence for a station at Whalers' Bay, Southeast Island. Stations at Kaingaroa and Whangaroa (Port Hutt) are unconfirmed; other sites are suggested in secondary sources only (King 1989: 89; Richards 1982: 21). A famous whaling locality is said to have been within sight of 'The Pyramid', a 174 m-high rock south of Pitt Island, where the whaler Josephine saw 15 vessels on one day in January 1862 (Richards 1982: 37).
14.2 OWENGA — CHATHAM ISLANDS SHEET 1

608471

14.2.1 Location

Owenga is at the south end of Hanson Bay, on the east side of Chatham Island. According to Owenga Harbourmaster Nigel Ryan the whaling station was in the more easterly of two small, north-facing bays, where Hawaiiki Stream flows into the bay (Fig. 107).

Visited in the course of this project, June 2000.

Figure 107. Owenga, Chatham Island, June 2000
Location of 1840s whaling station

14.2.2 Description

No shore whaling remains were found during a visit to the site, 1 June 2000. It is likely the tryworks and boat shed(s) were on the small flat behind the beach, with whalers' accommodation on the terrace above. Nigel Ryan recalls a man named 'McNeil', who was factory manager for Hopkins and Yovich during the 1960s crayfishing boom, taking a number of whale vertebrae from the bay. Whale teeth have been found in the stream.

14.2.3 History

Rhys Richards (1982: 20) tells of the origins of the Owenga station. In December 1839 Captain Brown of the Sydney brig Emma left a sealing boat and crew at Owenga to carry on sealing, while other islands were investigated further south. When he returned, a man named Rolles, left in charge of the sealing party, refused to give up the boat, boarded the Emma with an armed party, and plundered it for whatever was useful. Rolles had meanwhile acquired two other boats, probably from Captain Richards who was wrecked on Chatham Island in May 1839. Richards returned to Sydney in March 1840, and in May returned to Owenga with men and supplies necessary for a whaling operation. In 1840 the Owenga station took approximately 15 tuns of oil (Heaphy 1842: 121).

In January 1844 an agreement was signed by Wellington merchant Richard Hanson and William McClatchie of Okawa to purchase the Owenga station, and
the two entered into a partnership with George Hempleman of Peraki, Banks Peninsula, to carry on whaling at the Chatham Islands (Richards 1982: 21). There is, however, no reference to the partnership in Hempleman's journals (Anson 1910), so that whether it ever actually operated is unclear. One Chathams station is listed among whaling statistics for the 1844 season in The New Zealand Spectator and Cook's Straits Guardian (22 February 1845): 'Johnson's' two-boat, 10-man station, produced 7 tons of oil and \( \frac{1}{2} \) ton of whalebone. It is likely this was Owenga, since in 1844 there was a dispute over oil between McClatchie and the station's former owners, Johnson and Moore (Richards 1982: 24).

McClatchie whaled from Owenga until his death in 1855, making-up his income by provisioning whaling vessels and trading pork and potatoes to Wellington (Richards 1982: 21). The station was briefly, but unsuccessfully, revived in 1861.

14.3 WAIKERI — CHATHAM ISLANDS SHEET 1
CH/737 704754

14.3.1 Location

The Waikeri (or Okawa) site is behind the beach and rocky shore, on the south side of Okawa Point, at the north end of Hanson Bay, Chatham Island (Fig. 108). It is currently at the eastern end of the fenced-off coastal strip, which runs along the north corner of the bay.

Richards (1982: 89) published an 1841 map, 'Warekauri [sic] or Chatham Islands to illustrate Dr Dieffenbach's paper', from the Journal of the Royal Geographic Society, Volume 11, 1841, which marks a 'Boat Harbr & Whaling establishment' at the Waikeri whaling site. In Canterbury Museum is a manuscript map, 'The Chatham Islands, Surveyed by S.P. Smith and H.G. Ford 1868', which shows 'Old Whaling Stn' closer to Okawa Point than it actually was.

Visited in the course of this project, May 2000.
14.3.2 Description

The site consists of several elements scattered over an area of low-lying level ground 100 × 60 m. Two or three collapsed fireplace mounds (Fig. 109) include one which may have been the tryworks foundation. A well-formed hearth is made of stones set in the ground in a u-shape, measuring 1.5 m across and 1.2 m deep externally. There are four well-defined depressions, and two lengths of black soil in the back beach section. A whale tooth in one of the latter indicates the processing of toothed whales as well as right whales (and may be from the beached sperm whale of 1843, see below).

The shore is fringed by extensive reefs, through which there are occasional gaps, such as in front of the site where a narrow channel would allow a whale to be brought in, at or about high tide (Fig. 110). The reefs protect the landing place which is remarkably sheltered, even on the day I visited, when there was a moderate sea running. The peninsula here is quite flat, so there is no handy location for a lookout.

Sub-surface remains are probably in good order. The reefs protecting the shore may have prevented sea erosion.

14.3.3 History

The Waikeri whaling station commenced operations in June 1840, under the ownership of Wellington merchant the Rev. Richard Hanson, and operated under the management of William McClatchie (Richards 1982: 21). The necessary equipment was purchased from the wreck of the American whaler Eria, which went ashore at Waitangi in May 1840. The station took c. 15 tuns of oil in its first season, and in 1841, 30–40 tuns, plus 'a considerable quantity of bone' (Heaphy 1842: 121). In 1845 the three-boat, 27-man, station took 15 tuns of oil, including a sperm whale which washed up on the beach (Richards 1982: 22). At some stage, McClatchie may have gone into partnership with Hanson, because in January 1844 they jointly purchased the station at Owenga (Richards 1982: 21). In 1844 McClatchie was whaling out of Owenga, this apparently spelling the end of the Okawa station.
14.4 WHALERS BAY—CHATHAM ISLANDS SHEET 2
c. 760121

14.4.1 Location
South East Island. In Canterbury Museum is a manuscript map, ‘The Chatham Islands, Surveyed by S. P. Smith and H. G. Ford 1868’, on which the more easterly of two bays at the north end of South East (Rangatira) Island is marked ‘Old Whaling Stn’. The bay is now known as ‘Whalers Bay’, although the name is not given on the current Chatham Islands NZMS 260 map sheet.
Reserve managed by the Department of Conservation.

14.4.2 Description
No record.

14.4.3 History
No record.

14.5 CHATHAM ISLANDS UNCONFIRMED STATIONS

14.5.1 Kaingaroa c. 693792
New Zealand Company surveyor Charles Heaphy visited Chatham Island on board the company vessel the Cuba in 1840. Writing in 1842, he refers to the ‘Oinga’ and ‘Waikerri’ stations. He goes on:

‘A third fishery has been established this year; it is located at Kaingaroa Bay, on the north side of the island; the site appears well chosen, and the whalers are confident of its success.’ (Heaphy 1842: 123)

As Heaphy worked for the New Zealand Company, he was concerned to advertise New Zealand’s future prospects in order to encourage British settlement. Whether a whaling station ever actually operated at Kaingaroa is unclear. A trypot is set up as part of a memorial to the first encounter between Moriori and Europeans in 1790 (Fig. 111).

Figure 111 Kaingaroa, Chatham Island, May 2000. It is not clear if there was a whaling station at Kaingaroa where a trypot marks the first encounter between Moriori and Europeans in 1790.
14.5.2 Whangaroa (Port Hutt) c. 330705

Rhys Richards (1982: 20) quotes Alexander Shand, who refers to Maori encountering ‘a shore party of sealers and whalers’ at Whangaroa in November 1835. But James Coffee, who lived there from 1833 makes no mention of whaling from the place. Whangaroa is north of Petre Bay on the west side of Chatham Island, and is now commonly known as Port Hutt.

14.6 Campbell Island

In the first two decades of the 20th century, subantarctic Campbell Island was the last frontier of hunting for right whales in the New Zealand region. Two stations were established. The following notes depend on Ian Kerr’s 1976 history of Campbell Island, and Norman Judd’s 1994 and 1997 observations and record of the physical remains.

14.7 Northeast Harbour — NZMS 272/3 774796

14.7.1 Location

At the end of a small promontory which divides the head of Northeast Harbour (see Judd 1994: 20-22).

14.7.2 Description

A map by Judd (1994: opp. p. 22) locates the tryworks, cooper’s shed, wharf, concrete bases, and rock retaining walls. Three trypots were still at the site in 1993.

14.7.3 History

In January 1911, the firm Jagger and Cook from the Cook family operation at Whangamumu, south of the Bay of Islands, arrived at Campbell Island (Kerr 1976: 84). They had two vessels: Hananui II, a 28 m whale-chaser capable of 11.5 knots, and a 59 ton schooner, the Huanui, and were equipped for trying out oil, as well as taking whalebone. They took 13 whales in the first season, and 17 (16 right whales and 1 fin whale) in 1912. The next two seasons were not successful, and the Cook operation did not return after 1914.

14.8 Northwest Bay — NZMS 272/3 696765

14.8.1 Location

The station was located at Sandy Bay, the sheltered western corner of Northwest Bay, in the valley of the Norton Stream (named after a well-known Marlborough whaling family). To the west is Capstan Cove, where whales were brought ashore for processing.
14.8.2 **Description**

Three sleeping huts and a cookhouse were about 200 yards from the sea on the right of the stream. At the beach was a storage shed and workshop (Kerr & Judd 1978: 17-18). There was no tryworks since no oil was taken, the operation being concerned only with whalebone.

14.8.3 **History**

The following history depends on Kerr (1976: 82-85). In 1908 W.H. Tucker, who was running sheep on Campbell Island, took on Te Awaiti whalers to look after the sheep and carry out shearing in summer, and to hunt whales in winter. Early in 1909, 11 Te Awaiti men sailed to Campbell Island, led by Jack Norton. Among them were several Norton brothers, and other men whose surnames went back to the earliest years of whaling in Tory Channel—Toms, Heberley, and Jackson.

They established themselves in the western corner of Northwest Bay, with a capstan to haul whales on to the beach in nearby Capstan Cove. The operation took right whales for whalebone only. In three seasons from 1909 they took 13, 10, and 8 whales. In 1912 they took only one or two whales. In May 1913 their launch was destroyed in a storm. In 1916 the Te Awaiti men took a right whale cow and calf in Perseverance Harbour, which turned out to be their last (Kerr & Judd 1978: 55-57). In 1917, one further attempt was made to capture whales, but it ended with the loss of the launch *Komuri* (Kerr 1976: 89-90).

14.9 **Auckland Islands**

To promote British whaling in the South Pacific a settlement was established at Port Ross in the Auckland Islands in the years 1849-52 by the Southern Whale Fishery Company, promoted by the London whaling house of Samuel Enderby and Sons. An 1849 pamphlet by Charles Enderby, which encloses the company prospectus, makes it clear that the settlement was to be a base for British whaling vessels in the Pacific and not a shore station (Enderby 1849).

Whaleboats gave chase whenever whales were sighted either in Port Ross or outside the harbour, but only two whale catches are reported during the settlement period. On 7 January 1851, 60 blackfish yielded nearly 5 tuns of oil (Dingwall et al. 1999: 63). Most were processed on board the *Samuel Enderby* anchored in the harbour, but some were cut in on shore, this being the only reported shore work on a catch in the history of the settlement. On 23 June 1852 a 60-barrel whale was taken in the harbour by ship and shore whaleboats (Dingwall et al. 1999: 147-148), and was tried out on the *Fancy*.

The Southern Whale Fishery Company's 'Hardwicke' settlement was at Erebus Cove, on the western shore of Port Ross. Archaeological surveys report no evidence of tryworks or trying-out deposit, or any whale bone, barrel iron, etc. which might confirm shore operations (Thorpe 1975; Hurst 1986).
15. Conclusions and recommendations

The first shore whaling stations in New Zealand were at Preservation Inlet and Te Awaiti, both possibly set up in 1829. In the mid to late 1830s whaling was New Zealand’s major commercial industry in terms of value generated and men employed. Production peaked in the late 1830s. Thereafter the decline was rapid. By the mid-1840s most stations were closed; by 1850 shore whaling for right whales was virtually at an end.

At the end of the 19th century the industry was revived at Whangamumu, and later at Tory Channel, Kaikoura, and Great Barrier Island. Now the quarry was mostly humpback whales. Motor chasers, harpoon guns, and explosive heads were employed. Shore stations were sophisticated industrial plants, with steam and machinery taking over from human muscle and trypots.

The New Zealand shore whaling industry played a major role in early cultural contact between Maori and European. In many districts most early European settlers in what was still a Maori land were shore whalers. Whalers depended on Maori for food, wives, boat crews, and protection from other Maori. For their part, Maori gained access to goods from the outside world, and also to new commercial opportunities relating to the Northern Hemisphere industrial economies.

The archaeological remains of shore whaling stations are important for several reasons:

- As early European settlement sites in New Zealand, they contain information on the first European settlement of this country.
- They contribute to description of the material culture of the period, often in contexts where material is securely dated to the few years of the station’s life.
- They tell of the whaling operation itself and the arrangement of shore works and accommodation.
- As places where Maori and European first came together for a common end, many stations can throw light on the process of early contact between European and Maori. The period and its outcomes were critical in our history.

15.1 DISCUSSION

The whaling stations and sites covered in this report are listed in Table 34 according to the regions they are in, and the chapter order in which they appear.

The full list of these 87 New Zealand shore whaling sites (see Appendix 1) includes all sites for which there is strong historical and/or archaeological evidence.
TABLE 34. WHALING STATIONS AND SITES COVERED IN THIS REPORT.

<table>
<thead>
<tr>
<th>REGION</th>
<th>NO. OF SITES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foveaux Strait and South Island West Coast</td>
<td>10</td>
</tr>
<tr>
<td>Otago</td>
<td>7</td>
</tr>
<tr>
<td>Timaru</td>
<td>3</td>
</tr>
<tr>
<td>Banks Peninsula and Motumau</td>
<td>6</td>
</tr>
<tr>
<td>Kaikoura</td>
<td>5</td>
</tr>
<tr>
<td>Port Underwood</td>
<td>5</td>
</tr>
<tr>
<td>Tory Channel</td>
<td>5</td>
</tr>
<tr>
<td>Kapiti, Mana and Palliser Bay</td>
<td>10</td>
</tr>
<tr>
<td>North Island west coast</td>
<td>2</td>
</tr>
<tr>
<td>Hawke's Bay</td>
<td>14</td>
</tr>
<tr>
<td>East Coast and Bay of Plenty</td>
<td>9</td>
</tr>
<tr>
<td>Coromandel and Northland</td>
<td>6</td>
</tr>
<tr>
<td>Chatham Islands and Campbell Island</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>87</strong></td>
</tr>
</tbody>
</table>

The actual number of whaling stations is greater than the 87 sites listed in Appendix 1. Several localities given one entry only, were home to more than one station, for part of their history at least. Johnny Jones claimed to be operating three stations at Bluff in 1839 (Hall-Jones 1945: 45), and at Otago there are accounts of three 'fisheries' set up along the harbour—two of them probably shore works for bay whalers. At Ocean Bay (Port Underwood) and Te Awaiti (Tory Channel) there were two operations in the late 1930s, and at Ngamotu (New Plymouth), in the following decade, there were also two competing stations. An 1840s station is reported at Whangamumu, Northland, in addition to the later Cook family operation.

Other stations may yet be confirmed, such as Taepiro, on Kapiti Island, and several unconfirmed Hawke's Bay and East Coast stations. There are also listed stations that may yet prove never to have operated. These include Tokanui, Southland, about which I remain doubtful, the Mahia Peninsula station of Moemutu, which may be confused in historical records with nearby Long Point; and Port Awanui, which may simply have been a base for temporary tryworks. The temporary works set up along the East Coast and Bay of Plenty are not part of this survey: little or nothing will remain to mark their locations, and they lack the accommodation element characteristic of listed stations.

Of 87 listed whaling station sites, 49 (56%) have a site record. Four sites have more than one record, so that there are altogether 56 site record forms for whaling sites or parts of sites. Lookouts are recorded for Fishing Bay (Tory Channel), Ngamotu, and Waikokopu (Hawke's Bay), as discussed in the relevant sections above. Districts vary considerably in their coverage. All Otago, Banks Peninsula, and Kaikoura stations have been recorded, as have most Southland, Port Underwood, Tory Channel, and northern North Island stations. In contrast, few Hawke's Bay sites and only one on the East Coast have been recorded. There are no site records for Timaru or west coast North Island stations.

The quality of site records varies greatly. Except for Kapiti and Banks Peninsula few site plans are available. In the south, site record forms have been made out.
for Oue, Omaui, Toe-Toes, and Tokanui in Foveaux Strait, and Molyneux and Purakanui in Otago, without any site inspection or proper location on the ground. Other such records have been confirmed in the course of this project. Many regions need more fieldwork.

Forty-nine sites (56% of the total) I am confident have been accurately located, either through archaeological observation or from specific historic information. The location of another 16 sites (18%) needs confirmation, although geographic constraints and/or historical data make their location fairly certain. For the remaining 22 stations (25%) we have general locality information only—they are somewhere within a bay or along a stretch of coast. Some sites will never be located, having being destroyed by natural or human agencies, and all records and memory of their location having been lost.

In the last column of Appendix 1 I have attempted to assess the value of the archaeological remains. This depends partly on the size of the site, partly on the variety of its elements which relate to the whaling era, and partly on the degree to which it has remained intact. Clearly survival is critical to a site’s value. The results are:

- Outstanding archaeological sites—13 sites
- Good—15
- Poor—14
- Destroyed—19
- Unknown—26

Outstanding whaling sites are on Banks Peninsula (3), Tory Channel (2, including the only modern whaling site in the group), Kapiti (3), Hawke’s Bay (3), Port Underwood (1), and the Chatham Islands (1). These are important sites, which deserve careful protection for their potential to throw light on the whaling era.

The 15 sites in good condition are also an important resource. Among them will be sites with sub-surface archaeological remains that are more important than is indicated by the surface evidence. Poor sites, where the full range of station elements is certainly absent, may also include valuable archaeological data.

At the other end of the scale are the 19 sites listed as destroyed. Few of these will have surviving archaeological evidence. Nonetheless, development work involving earthworks at any such sites should be monitored in case locational or general archaeological evidence is exposed. Many of the 26 sites of unknown archaeological significance will also prove to have been destroyed. In the Foveaux Strait and Otago districts in particular, losses have been considerable. This is because whaling stations are often followed on the same site by small towns or seaside crib settlements. Remaining sites in regions that have already lost many of their whaling stations deserve special protection for the regional character of their archaeological and historical evidence.

Districts where fieldwork needs to be carried out are identified by high proportions of unknown sites, and sites that lack an adequate record. There are few districts where useful work could not be done. In the south a careful search may yet reveal remains of the stations at Jackson Bay, Omaui, Oue, Toe-Toes, and Molyneux. Long Point on Kapiti Island, Wanganui, several Hawke’s Bay, and most East Coast stations all require further work for location and confirmation.
of what can be difficult archaeological evidence. There may also be archaeological remains of the station on Southeast Island, Chatham Islands.

The identification of whaling-station remains is often not straightforward. Historical data is not always clear about the location of stations. Return visits may be needed to work through evidence provided by newly acquired historical records, and to confirm difficult field evidence.

15.2  RECOMMENDATIONS

Recommendations fall into three areas:
- General recommendations relating to the further development of knowledge regarding whaling sites
- Recommendations concerning sites on land administered by Department of Conservation
- Recommendations concerning particular issues, sites, or groups of sites

15.2.1  General recommendations

- Further survey work is needed to locate whaling sites. The districts and sites requiring more work on basic location and site recording are clear from the inventory in Appendix 1 and the summary presented above.
- Many recorded sites need further fieldwork to upgrade site record forms. Mapping is a priority.
- Sites listed in Appendix 1 as 'Outstanding' or 'Good' should be registered by the New Zealand Historic Places Trust as historic places, as a matter of urgency.
- The results of the present project need to be made widely available through popular publication. This would require further research on the technological, social, economic, and historical contexts of the New Zealand shore whaling industry, and reworking of the present report for a wider audience.
- Excavation is urgently needed on a site or sites of outstanding or good archaeological values, to create a body of basic data for whaling station sites. This should also serve to improve the quality of observations in the recording and mapping of other whaling sites.
- The results of excavations should be published for a wide audience. A productive excavation would add enormously to the value and impact of any popular publication on the archaeology of shore whaling that might come out of the present project.

15.2.2  Sites on land administered by Department of Conservation

Sites on land administered by the Department of Conservation include Preservation Inlet, Taieri and Waipapa, Long Point and Te Kahuoterangi on Kapiti Island, Mana, Whangaparapara and Whangamumu in the north, and Whaler's Bay in the Chatham Islands. Many sites in Port Underwood and Tory Channel are partly on Department land in the area covered by Sounds Foreshore Reserve.
• Shore whaling sites on land administered by Department of Conservation should be managed for their historical values, ahead of other management considerations.

• Sites should be monitored regularly. Even passively managed sites need careful monitoring for any ill-effects of natural or human-induced change.

• Active management of Te Kahuoterangi, Kapiti Island, should continue, with the aim of maintaining the historic stone structures of this outstanding site.

• The Preservation Inlet site appears to be subject to ongoing fossicking, in a remote area where there is little control over such activities. A solution to the problem is beyond the scope of this report. Departmental officers have more experience than the writer in such matters. As a minor matter, however, I suggest that all surface bottle glass and other artefacts (brick pieces, etc.) be removed, as they alert visitors to the site and encourage further fossicking.

15.2.3 Particular issues, sites, or groups of sites

• Contact needs to be maintained with landowners as part of a programme of monitoring site condition. Landowner co-operation is needed to ensure the long-term survival of many sites. In rural situations many sites will survive well under present land use, except for casual destruction in the course of various farming activities, which often have non-destructive alternatives. Changes in land use threaten sites.

• Whaling sites in areas of urban or seaside development need active monitoring to ensure the protection of surviving remains. In particular, any development earthworks should be monitored to learn more about the sites from subsurface remains. Sites in such situations include Bluff, Riverton, Moeraki, Otago, Tautuku, Molyneux, Waikouaiti, Patiti, Timaru, Waiopuka, South Bay, Tom Cane’s Bay, and Mahia.

• The outstanding site of Cutters Bay, Port Underwood, is in imminent danger of destruction when pine trees on the steep surrounding slopes are felled, since the operation may require the use of the bay and the ground behind. The landowner needs to be approached regarding this as a matter of urgency, to ensure protection of the site.

• The historically important site of Mahia has suffered in recent years through development undertaken without any archaeological assessment or monitoring. It is recommended that a thorough survey be carried out, including subsurface work if necessary, to locate surviving parts of the site. This will enable informed decisions regarding future development proposals.

• Discussions should be held regarding site management with the owners of Tokomapuna, Tahoramaurea, and Motungarara, off Kapiti Island, which have whaling sites of outstanding or good archaeological values. The survival of standing stone structures is especially important. Management guidelines are also desirable for the Waiorua site, on private land at the north end of Kapiti, where there may be significant whaling remains despite the long history of farming and holiday baches.

• A management plan for the Te Awaiti site should be developed, including the whole site (in Sounds Foreshore Reserve and private ownership). Te Awaiti might also benefit from excavation to help interpret the complex whaling and occupational history.
16. Acknowledgements

I would like to thank the following Department of Conservation staff for assistance with this project (DOC investigation no. 2357): Steve Bagley and Robin Cox, Nelson-Marlborough Conservancy; Adrian Couchman, Chatham Islands; Rachel Egerton, Bob Walker, and Wayne Costello, Southland; Owen Wilkes, Waikato; Pam Bain, East Coast; Robyn Burgess, Wanganui; James Robinson, Northland; Brenda Sewell, formerly of Auckland Conservancy; Elizabeth Pishief, formerly of Hawke's Bay; and Ann Williams, Tony Walton, and Mark Stephen, Science & Research Unit, Wellington. Jaap Jasperse and Ian Mackenzie of DOC Science Publishing, an anonymous referee, and copy-editor Janet Hughes have greatly improved the final report.

Chris Jacomb, Canterbury Museum, took me to the outstanding Banks Peninsula sites, and allowed me to include his plans in this report. Pat Stodart showed me Korohiwa and Paremata, and Rachel Palmer took me to Willsher Bay. Michael Trotter provided me with the results of his Kaikoura researches, and Alan Cragg put me right about the location of Rangi-inu-wai. John Hall-Jones has kindly reviewed and corrected the Southland entries, and Alan Cragg has performed the same service for Kaikoura. Sir Michael Fay gave me an opportunity to visit the site at Great Mercury Island. Alan Perano showed me the tryworks deposit beneath the road at Ocean Bay, Port Underwood. Winton Rigby provided information regarding his ancestor, the whaler Felix Goullet.

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*The New Zealand Journal*


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Maps and drawings


Appendix 1

**LIST OF NEW ZEALAND SHORE WHALING SITES**

Includes all 87 sites for which there is strong historical and/or archaeological evidence. The significance of the information given under the various column headings is as follows:

- **Station name**—mostly the historical name used in the whaling era, or a later place name when the former is unknown
- **Dates of operation**
- **Site record no. (or numbers)—as recorded in the New Zealand Archaeological Association Site Recording Scheme**
- **Location**—identifies the quality of location information
  - Confirmed: usually by archaeological evidence, less often by precise historical data without an archaeological record
  - Not confirmed: known from historical information but not confirmed by archaeology or precise historical data
  - Locality only: available historical data gives no more than a general location
- **Archaeological remains**—(quality depends on the scale and variety of surviving archaeological evidence)
  - Outstanding: a large site and range of evidence, all or mostly in good order
  - Good: limited archaeological evidence, which may have suffered damage
  - Poor: badly damaged and/or very limited evidence
  - Destroyed: nothing known to have survived
  - Unknown: no archaeological description or record

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>DATES</th>
<th>SITE RECORD NO.</th>
<th>LOCATION</th>
<th>ARCHAEOLOGICAL REMAINS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foveaux Strait and West Coast</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bluff</td>
<td>1838-46</td>
<td>E47/149</td>
<td>Confirmed</td>
<td>Destroyed</td>
</tr>
<tr>
<td>Jackson Bay</td>
<td>1840s</td>
<td></td>
<td>Locality only</td>
<td>Unknown</td>
</tr>
<tr>
<td>Mussel Beach</td>
<td>1845-46</td>
<td></td>
<td>Confirmed</td>
<td>Destroyed</td>
</tr>
<tr>
<td>Omaui</td>
<td>1830s</td>
<td>E47/73</td>
<td>Locality only</td>
<td>Unknown</td>
</tr>
<tr>
<td>Oue</td>
<td>1830s</td>
<td>E47/147</td>
<td>Locality only</td>
<td>Poor</td>
</tr>
<tr>
<td>Preservation Inlet</td>
<td>1829-30</td>
<td>E45/26</td>
<td>Confirmed</td>
<td>Poor</td>
</tr>
<tr>
<td>Riverton</td>
<td>1839-40s</td>
<td>D46/172</td>
<td>Not confirmed</td>
<td>Destroyed</td>
</tr>
<tr>
<td>Tokai-Tosu</td>
<td>1835-36</td>
<td>F47/58</td>
<td>Not confirmed</td>
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