

MUSEUM MUSINGS

News from the Okains Bay Maori and Colonial Museum

Issue 3 Jan 2013

Cruise Ship Visitors Enjoy the Experience!

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Our Cruise Ship visitors are really enjoying visiting the special place that is Okains Bay Museum

EDWARD WILLIAM MOREY

We know he built the Okains Bay School and St John the Evangelist Church but what else do we know about this remarkable man?

This issue features Part 1 of a multi part series.

CRUSADERS VISIT

Our Crusaders Rugby Team visited the Museum just prior to Waitangi Day which was great for publicity.

ALL FIRED UP

The Museum's fire appliance roars back into life

READER'S CONTRIBUTIONS

A wedding in Okains and some info about WWI soldiers.

NEW ITEMS

New items recently donated to the Museum.

CRUISE SHIP FEEDBACK

Unfortunately one of our Cruise Ship companies has decided not to feature the Museum on the tour programme this year but those tourists who have made the trip to the Museum were very enthusiastic about the experience...



Chris and Graham from Morley Point in Southern New South Wales, Australia...

'More than we ever expected'



Helene from Newcastle in New South Wales, Australia...

'Fantastic..lots of artefacts to look at'



Portia Davidson - Workforce Policy Advisor to the Commandant at Headquarters, United States Coast Guard in Washington, D.C.

'The Museum is important for the world to see...it has probably been the highlight of my career'

EDWARD MOREY - STONEMASON, BUILDER AND LEADER OF MEN

We know Edward Morey built St John the Evangelist Church and Okains Bay School, but what more do we know of this remarkable man?

(Please note - many works describe the builder of the likes of the Okains Bay Church as an American Whaler. This is a case of mistaken identity with Captain Morey, an American Whaler. His main claim to fame was the establishment of the first direct shipping trade between the Chatham Islands and the West Coast of America. They were unrelated and the Captain certainly never built any churches!)



Edward William Morey was born in Havant, Hampshire on the 8th April 1822. Havant is approximately 10 kms as the crow flies North East of Portsmouth on the Southern coast of England. Edward was the youngest of seven children of one Henry Morey, a stonemason. By all accounts he received a very good education and followed in a similar trade to his father. On his daughter Ellen's birth certificate of 1857, he is described as being a Bricklayer Journeyman. This means he has served his time as an apprentice and is certified to work for another person.

On the 13th of Sept 1841 at the age of 19, he married Charlotte King, aged 17, at Alverstoke in Hampshire, about 15 kms from his birthplace.

In 1858 the New Zealand Authorities undertook a promotional tour of England holding a series of meetings throughout England. They made use of a promotional colour poster which showed the beauty and opportunities of this new land. There is a strong possibility that Morey attended the promotional meeting in Reading, as he was living there at the time and left for New Zealand with his family later that year.

On the 12th October the family sailed on the sailing ship Strathallan from Gravesend, a town considered the gateway to the Thames. It has an extensive dock area east of London and has been a main link for transport and communication for centuries. It must have taken considerable organisation and expense in those days for the family to travel the 100 kms from Reading to Gravesend.

The Strathallan was a fully rigged sailing ship of 162ft in length although it was one of the smallest immigrant ships. Despite being only one year old when it undertook this, its second trip to New Zealand, conditions were very harsh for the 259 souls on board. Space was at a premium as despite regulations regarding the number of passengers that could be carried, the idea was to carry as many as possible at the least cost. Reports of those on the voyage mention the poor food (preserved meat and potatoes) and of Captain Todd, captain of the first trip, being drunk for part of the time. Perhaps this is why Captain Williamson was in command on the second trip. According to the Lyttelton Times of 22nd Jan, 1859, there were 2 births and 7 deaths on the 90 day voyage.

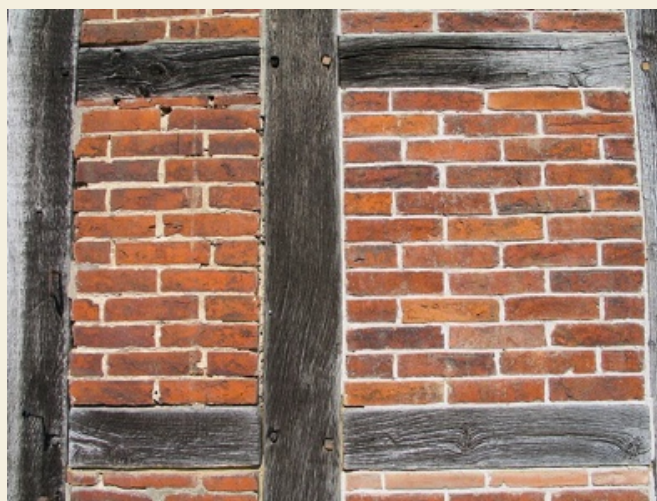
The Strathallan delivered 13 passengers at Otago, 89 at Timaru and arrived in Lyttelton on the 21st of Jan 1859 with 117.5 passengers. Of these, 97 were assisted immigrants which included Edward Morey, his wife and 3 girls - Myra (14), Elizabeth (11) and Helen Ann (9 months). 73 of the passengers were married couples, 17 were single men and 7 were single women.

The total cost of the Morey family's fare was £54 10/-. He paid a cash deposit of £15 with a final payment of £29 10s. The Province of Canterbury Subsidy was £15. The Province of Canterbury Immigration Regulations of 1877 published by John Oliver, Provincial Secretary on December 21st 1857 informs us that the Province would provide assistance to individuals and families but '*only to bona fide labouring men, mechanics and female domestic servants*' who had been approved by the Emigration Agent in England. Suitable applicants had to be less than 40, if a single man, less than 50 if part of a large family and '*no person over 60, under any circumstances, will be allowed assistance.*'

'The Government will afford assistance equal in amount to the Sum paid in cash by the passenger. If shall be any balance, the Government will advance the sum, taking from the passenger promissory notes for the amount advanced, payable to the Treasurer of the Province. Such notes will be made payable on demand, but, unless the passenger disputes the debt, or shall attempt to leave the Province, payment will only be required in lumps of five pounds at periods of six months after landing.'

Morey could not have arrived in Lyttelton at a better time. The Anglican Parish at Lyttelton was in a state of great distress!

On Sept 9th 1851, at a public meeting in that early colony of Lyttelton, the erection of a church building was decided on and inevitably a Building Committee was formed. The Canterbury Association gave £500, leader of the Canterbury Association John Robert Godley himself gave \$100 and a voluntary subscription was set up. Having been appointed the first Provincial Architect, Benjamin Woolfield Mountfort quickly produced a sketch plan for a new Holy Trinity church capable of seating 1000 people! However to save costs, only one third of the plan was ever completed with seating for 500. By the 29th Jan 1852 with £884 in funds, tenders were called and Isaac Luck's tender of £630 was accepted.



Mountfort's grand design was for a great church with high walls built in a style called brick noggin, where the wooden framework supports the brickwork placed inside the rectangular frame. On the Trinity church, the bricks were plastered over. On April 24th, the foundation stone was laid by Godley who's address on the occasion was described as being one of the most eloquent orations they had ever heard. Luck the builder used Totara and Rimu bought especially from Porirua near Wellington at the bottom of the North Island, obviously at considerable cost. Godley in his opening address described this timber as being the best ever cut from this area. Built in 9 months, the church was opened on Jan 6th 1853 with the final cost being £1300.

Unfortunately, more used to the oaks and elms of England, the timber was green and as it dried and shrank, it pulled the whole building out of alignment. In six months, the joints were so bad, fingers could be placed inside the gaps in the joints. Being so tall, it used to suffer greatly in Nor'West and Southerly winds. *"The congregation used to assemble in terror'* as bricks began to fall, and on one occasion, half a dozen bricks fell from the apex of the gable. The building was only used for 9 months and in June, it ceased being used for public worship. It is interesting to note that Mountfort's reputation was ruined for some time by this disaster and it was not until 1857 that he returned to architecture to design some of the South Island's prominent buildings including assisting in the design of the Christchurch Cathedral.

After surviving for a number of years but proving something of an eyesore because of its incomplete state, the first Holy Trinity church was demolished in 1857, ironically Luck winning the the demolition tender with the lowest tender - perhaps he felt a little guilty! The doors, font, stained glass and roofing were saved for a new church. That same year, three designs for a new church were submitted by George Mallinson with one being approved at a public meeting. There were numerous holdups including finding more funds and after the first costly disaster, finding a suitable builder was proving problematical. Just when it looked like the Parish Council would have to give back the Provincial Council's grant money and a less costly wooden church be designed and built, along came Edward William Morey. No doubt the Parish Council went to some length to check his credentials and suitability for working in stone after the earlier disaster.

His tender of £3340 for the new building was accepted on April 11th and Morey didn't waste any time getting started with the corner stone being laid in a ceremony on 20th June. The building was constructed from red porphyry, a volcanic stone quarried from the nearby Sumner Road quarry while Quail Island in Lyttelton Harbour supplied 84 tons of finishing stone. While building the church, Morey was still undertaking other work, advertising regularly in the Lyttelton Times - 'Tombs and Headstones neatly executed'. Nearing the completion of this church and needing more work, Morey tendered for the construction of St Cuthbert's Anglican Church in Governor's Bay, again a Mallinson design and the foundation stone for this was laid on Monday 30th 1860 with a large number of people attending.



The Holy Trinity Church in Lyttelton with seating for 420 people was completed in 11 months and consecrated on 10th April 1860 with something of a public holiday atmosphere prevalent. Church and other Dignatories attended from Christchurch. A Lyttelton Times report states ‘One of the beauties of the building was the font, which was constructed and presented by Mr Morey, the builder’. The report goes on to enthuse about the quality of workmanship stating that ‘Morey has kept more than good faith with the parish, and has left a record of good workmanship, done in a short space of time, in a businesslike way, and with conscientious liberality,

which should teach a practical lesson to the whole building trade.’ No doubt the Parish must have been very pleased to see such a fine structure built after their earlier disaster - **MORE ON EDWARD MOREY IN THE NEXT ISSUE**

I am greatly indebted to the kindness and generosity of two of Edward Morey's descendants - cousins Kaye Gasinec of Nelson and Rose de Boer of Little River who allowed me access to their vast store of background material on Edward Morey. Much of this material comes from work undertaken by the late Jessie Mould who attended the Robinson's Bay School and who's father was baptised in the Okains Bay Church - both Edward Morey buildings.

ALL 'FIRED' UP AGAIN



On Jan 4th, a group of keen truck enthusiasts from Rangiora descended on Okains to work on the Museum's fire appliance which hadn't been going for some years. The appliance is a late 50s Karrier Gamecock based on a Commer 5 ton truck with bodywork and fire equipment by Carmichaels of England.

Hundreds of these were imported into New Zealand as the light duty fire appliance in cities and for rural brigades. A large number of them still survive in Fire Museums and with individuals. While this appliance does not have a link with Banks Peninsula, Little River Volunteer Fire Brigade had one of these appliances for many years.

After replacing all the stale fuel and fixing some minor problems, the Humber Super Snipe based 4.1 litre engine finally roared back into life in a cloud of smoke! A short drive to the beach, much to the amusement of the campers there, removed the rust from the brakes and warmed things up a little.

Thanks to Ken Hawke (in the driving seat) Gary Duncan (under the appliance) and Dave Shepherd who had come all the way from Brandon, Manitoba, Canada to help. Typically there is always a rubber necker hanging around keeping an eye on proceedings!



CRUSADER'S VISIT

On the Monday 28th Jan, just a week away from Waitangi Day, the Museum had a visit from the Canterbury Crusaders. For our overseas readers, the Crusaders are our province's rugby team who play in a 15 team competition against teams from New Zealand, Australia and South Africa. Rugby is our national game and we tend to be as passionate about our Championship winning team as other countries are about their soccer, basketball or ice hockey teams. As part of their preparation for the start of the season, they have camps in various parts of our province and undertake various team bonding activities for community groups which they call their 'Big Give'.



Board member Nigel Hampton Q.C. (left) helps the Crusaders with the painting of the Blacksmiths shop

We had hoped they may have been able to paddle the wakas while they were at the Museum which would have been brilliant publicity in the media, but unfortunately the tide did not cooperate.

After their time spent at the Museum, they did some training including a run up the road to Little Akaloa. Some of you may have seen the great shot on the front page of the Christchurch Press showing a couple of Crusader's players running up the hill, which was great publicity for Waitangi Day.

We have had feedback from the Crusader's management that they really enjoyed the visit and got far more out of it than they expected.

Some of the Crusaders have indicated they will be back with their families and they have not ruled out the possibility that they will be back to paddle the wakas.

WAITANGIDAY

Waitangi Day was another great success with large numbers coming to spend the day with us and enjoy the opening of the Little Akaloa Store and Dynamo Shed. More on this great day in the next edition.

When I heard on the radio they were coming to Akaroa and were looking for community groups to help out with their 'Big Give', I went online and filled out an application form. Fortunately it was successful and a group of around 10 Crusaders spent a morning at the museum

It started with a short powhiri from the children of the school and then they helped out with some painting of the blacksmith shop and other minor work. Then it was all aboard a utility (pickup) for the short ride to Stoney Bay to bring back some rocks for the hangi. Of course with some young testosterone filled men who are used to the heights of competition, it was not long before they were trying to outdo each other to carry the largest stone to the ute.



Holly and Nicholas Boardman with Crusader Dominic Bird

READERS CONTRIBUTIONS



In the last issue, there was a short piece on Vic Pigeon's wedding in the Okains Bay Hall - notice Okains had an apostrophe in the title in those days.

From Sue Knight comes this info from Papers Past - the Akaroa Mail and Banks Peninsula Advertiser on 1 October 1912. Victor Pigeon and Lucy Harris are Sue's cousin's Grandparents. Please keep these contributions coming. They are much appreciated!

PIDGEON—HARRIS.

A wedding of great interest was solemnised in Okain's on Tuesday, September 17th, when Miss Lucy Harris, of Okain's, was married to Mr V. E. Pidgeon, also of Okain's. The bride, who was given away by Mr F. W. Harris, looked charming in a cream radianta wedding gown, and wore the conventional veil and orange blossoms. She carried a most beautiful boquet of spring flowers. Miss Mildred Pidgeon, who acted as brides maid, wore a becoming pale green Irish poplin frock trimmed with silver beading, and also carried a bouquet. The bride was also accompanied by two flower girls—Miss Greta Pidgeon and Miss L. Ware—both of whom looked charming in white embroidered muslins and picture hats trimmed with heliotrope ribbons. Mr Hector Pidgeon acted as best man.

After the ceremony a wedding breakfast was held in the local hall, at which only the closest friends of the families were present.

In the evening a dance was held in the hall, and both the young people being exceedingly popular there was a very large attendance indeed.

The presents were numerous, costly and very useful. The young couple are settling in the Bay on one of Mr J. R. Thacker's farms.

NEW ITEMS

We are very grateful for the following items which are some of the wonderful taonga that has been donated to the Museum recently.



This beautiful English style shepherd's crook was gifted by Andrew Kilgour of Hampden, Otago. It was made from Hazel with the wood coming from the grounds of Lincoln University



The handpiece is formed from the root of the plant and has amazing coloration. It was used for catching lambs and as a walking stick. It has been repaired with an iron bolt inside.

From Jude Hately of Le Bons Bay comes this delightful little PYE record player, probably from the 1950s. It is intended to have this in the old Schoolhouse playing folk dancing records on Waitangi Day. I'm sure songs like the Bridge of Avignon will bring back some childhood memories!



A big thank you to those that have donated items. Please remember the Museum if you are having a clean out or don't know what to do with that family treasure, etc.

Until the next issue...