

**RAUMATI SOUTH
KAWATIRI**

SOME EARLY MEMORIES

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SUNSET - RAUMATI SOUTH BEACH

THE BEGINNING

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In an auction room in Willis St. the sale took place of “**the township of Paraparaumu and its suburban lands**” by direction of the Wellington and Manawatu Railway Company Ltd. The land sold for an average of **six pounds per acre.**

RAUMATI SOUTH

SOME IMPORTANT DATES

- 1912** Herbert & William Eatwell start farming and named the area **KAWATIRI.**
- 1920s** Sections being sold by Messrs Eatwell & McLennan. Pine trees planted on ridge above Tennis Court Road.
- About 1930** - Kawatiri reserve set aside and tennis courts laid down
Pine Avenue (now Tennis Court Road) built by Bert Eatwell using a horse and scoop
- Lillian Eatwell opened a small shop in their home selling basic food items.
- Early 1930s** - Urwins built a shop on the corner of Renown Road and Poplar Avenue, (now named Valhalla).
- 1930s - 1940s** Eatwell family ran Kawatiri guest house - Bert Eatwell farmed cows and milked them in a dairy shed beside the tennis courts.
- 1934** - Post & telegraph facilities established in Urwins shop. N.Z. Post Office

insisted that the name of the area be changed from Kawatiri, as this name was in use in the Nelson lakes area. Raumati South was chosen as the new name.

1937-38 - Poplar Avenue constructed

1938 - Buckley's bus, connecting the beaches with Paraparaumu and Paekakariki railway stations, taken over by the government and transferred to N.Z. railways road services.

1938 - Traves bought the shop from Urwins and about the same time installed the first petrol pump, a hand operated model selling **BIG TREE** brand of petrol.

A second shop built opposite today's shop and run by Mr. and Mrs. Woods.

1938 - The Crescent created from what had been known as Hobies road.

1939 - Rosetta Road built by Downer & co. immediately after building Paraparaumu airport.

1939 - 4th November - Coast road (named centennial highway), from Paremata to Paekakariki opened, enabling a much shorter trip from Wellington to the Kapiti coast.

1940/41 - Motor-camp opened at southern end of Tennis Court Road

1940 - Mrs. Mitchell bought the shop from the Woods and ran it throughout the war years then sold to the Wakelins. They eventually sold to Loveridges when Wakelins took over running Kawatiri guest house.

1942 - Government commandeered McKenzies and other farms north of Paekakariki for a training ground for United States marines.

1942-43 - U.S. marines and their vehicles very prominent through-out the area.

1943 - Traves sold the comer shop to Mr. & Mrs. Cummins.

Mid 1940s - First tennis club formed in Raumati South

1945 - Jack Leach opened Modern Services store at 121 Rosetta Road

1945 - First stand-alone post-office opened opposite the Presbyterian Church in Poplar Avenue.

1945 - 1st Oct. Money-order and savings bank facilities added to the post-office.

1945 - 18th Oct. Presbyterian church opened on land purchased by Mrs. Cook for that purpose. That building today is a residence named St. Williams-by-the-sea.

1945 - Bowling club opened in Glen Road.

1946- Cummins sold the comer store to the Mark Family.

1947-1949 McKenzie Avenue, Whareroa Road & Jeep Road constructed

1954 - Kneale Mark took over the comer store from his brother

1952 - 1st April-War Memorial Hall opened with a tennis tournament and a ball in the evening.

1952 - 21st Dec. - All Saints Anglican church opened in Glen Road.

1953 - Present block of shops (1st stage) built. First shops were a dairy, chemist and book shop.

1954 - Queen Elizabeth Park established. Farming to carry on in the meantime.

1954-55 - Plunket rooms built in Kawatiri reserve

1955 - Surf club opened

1955-56 - Leinster Avenue constructed

1959 - The second stand-alone post office was built opposite the present shops (now a garden) officially opened by the then postmaster-general.

1961 - Wellington city council built a milk depot at Paraparaumu and then all milk had to be pasteurized and bottled.

1965 - Lawrence Paul bought the comer store and eventually closed it down after over thirty years as the Raumati South general store.

1969 - Coastlands Shopping mall (first stage) built. Patronage of local shops then changed dramatically.

1970s - Some sub-division off Emerald Glen Road and Waterfall Gully road.

1969/1970 - Sea wall (first stage) constructed to hold back erosion, then ongoing over the years.

1970 - Raumati south school opened with Brian Purcell the first headmaster.

1970s - Post office installed an automatic telephone exchange at Paraparaumu and shortly afterwards removed the need for telephone party lines.

1975 - Kapiti borough council took control from Hutt County Council.

Early 80s - Water and sewage reticulation throughout the district.

1984 - K.C.D.C. created to take control from Kapiti Borough Council.

1990s - Mataihuka walkway on the ridge above State Highway 1 and railway line created, giving a walking track from Paraparaumu to Waterfall Gully with wonderful views.

Late 1990s - Raumati Estate created from what had been Harry Shaw's dairy farm in Matai Road.

2003 - 31st January. Light aircraft Z K USA crashed on the front lawn of No 9 Tennis Court road. The pilot died and the aircraft was destroyed.

Some dates may not be accurate.

E. & O.E.

HOLIDAY ACCOMMODATION

KAWATIRI Guest House, Raumati South, for a delightful seaside holiday. Mrs. Eatwell, prop. Tel. 446d Paraparaumu. mwfc

1930s newspaper advertisement for Kawatiri guest house

Parochial District of Paraparaumu

Sub-District of Raumati South

Service for the Dedication of the Church-Room of
All Saints, Raumati South.

SUNDAY, 21st DECEMBER, 1952, at 11 a.m.

The Right Reverend E. J. Rich,

Assistant Bishop to the Archbishop,

officiating, assisted by

the Revd. Owen W. Williams and the Revd. F. C. Long.

The Churchwardens, or other fit persons, shall say at the main entrance: Right Reverend Sir, on behalf of the people of the Sub-District we request you to dedicate this Church-Room to the honour and glory of God and in memory of All Saints.

The Bishop, having declared his readiness to proceed to the Dedication, shall pass, with the clergy, churchwardens and others, towards the Holy Table. Psalm cxxii being meanwhile said or sung.

PSALM CXXII

1 I was glad when they said
unto me : We will go into the
house of the Lord.

2 Our feet shall stand in thy
gates : O Jerusalem.

3 Jerusalem is built as a city :
that is at unity in itself.

4 For thither the tribes go up,
even the tribes of the Lord : to
testify unto Israel, to give thanks
unto the Name of the Lord.

5 For there is the seat of judge-
ment : even the seat of the house
of David.

6 O pray for the peace of Jeru-

salem : they shall prosper that
love thee.

7 Peace be within thy walls :
and plenteousness within thy
palaces.

8 For my brethren and com-
panions' sakes : I will wish thee
prosperity.

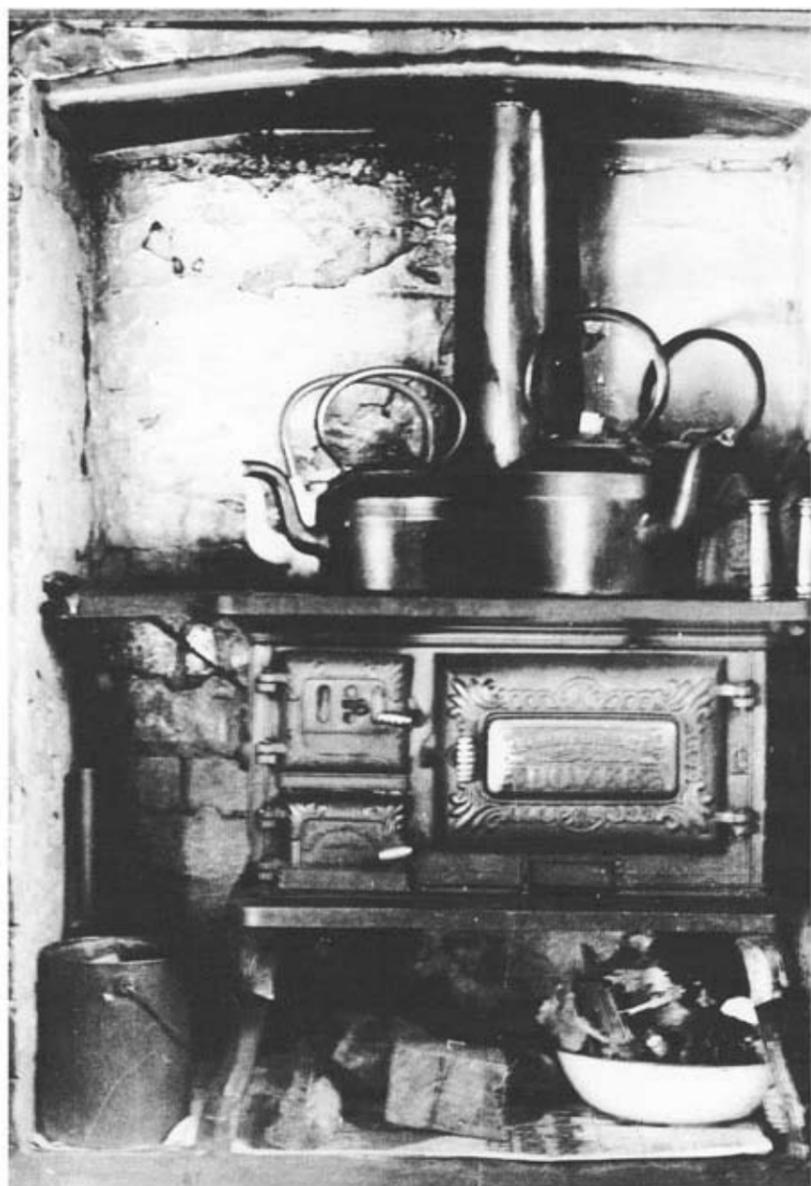
9 Yea, because of the house of
the Lord our God : I will seek to
do thee good.

Glory be to the Father, and to
the Son : and to the Holy Ghost.

As it was in the beginning, is
now, and ever shall be : world
without end. Amen.

Service sheet for the dedication of Raumati South anglican church room

A DOVER WOOD-BURNING STOVE USED IN MANY BACHES FOR COOKING AND HEATING



1940s
RAUMATI SOUTH MOTOR CAMP
Southern end of Tennis Court road.
THE ROAD BUILT FOR CAMPBELL'S SAWMILL SHOWING
JUST BELOW THE RIGHT HAND SKYLINE



1943
U.S. JEEPS AT MCKAYS CROSSING

RAUMATI SOUTH

THE EARLY YEARS - MY FAMILY'S STORY

In late 1929, my family was introduced to Kawatiri, south of Paraparaumu beach, where Bert Eatwell, a farmer and Mr. A.J. McLennan an accountant, were sub-dividing some land. Bert Eatwell was a relative of a family friend in Hataitai in Wellington. The area appealed to us for a holiday destination. The beach was wide, even at high tide and the sea, very safe for swimming, partly sheltered by Kapiti Island. My family decided to buy two adjoining sections on a ridge, recently close planted in Pinus insignis trees. Messrs Eatwell and McLennan had originally planted Douglas Firs, but these had not established themselves very well, though a few did survive amongst the pines. The sections cost us fifty five pounds each, (\$110) with an initial deposit of five pounds. Rates were 4/- (40c) per year. Bert Eatwell was constructing a road at the base of the ridge using a horse and scoop, he named it Pine Avenue. Some years later the name was changed to Tennis Court Road.

As the sections were sold, baches slowly appeared, many using asbestos sheets for their exterior covering. Some originated from surplus public works or army huts and were in most cases fairly basic. Some baches had previously been Wellington trams or buses. There were few utilities such as power and no water supply. Rain water was collected for resident's own supply. Over the ensuing years many residents put down their own wells to tap the very good underground water that was fairly easily pumped up. Water tanks were usually round corrugated iron or square steel, these having started life as containers for crockery being shipped from the U.K. We built a garage on one section and for the next year or two this was our family holiday accommodation, with bunks and camp stretchers for sleeping. We brought water out from Wellington in 4 gallon tins on the running-board of the family car, a 1926 model Dodge tourer. Behind the garage, for our cooking, we cut a fireplace into the bank and erected a corrugated-iron roof and burnt pine wood for fuel. Our lighting was provided by two brass kerosene burning ship's lanterns. In about 1934 we were connected to the recently reticulated electricity. Our accommodation was indeed moving with the times. Californian quail and rabbits were very prolific then, and any thing we planted had to have a rabbit fence protecting it. The pines were planted so closely that for anything to be built we had to first fell some trees.

Shortly after completing the subdivision Bert Eatwell laid down two tennis courts and set aside the area that today is the Kawatiri Reserve including the Raumati South Memorial Hall. The water supply for the Eatwell home on the ridge behind the reserve, came from a bore and pump in the reserve, driven by a windmill, for some years a Raumati south landmark. In those first years we would often go to Raumati just for a Sunday from Wellington, a long arduous journey on mainly unsealed and narrow roads. Ngauranga Gorge was very steep, narrow and just two lanes as were all roads in those days. From Johnsonville the road wound down to Glenside then through Tawa Flat to Porirua and followed every small bay from there to Paremata. Then following the south side of the inlet to Pauhatanui and up through the Horokiwi Gorge to emerge at the summit of the Paekakariki Hill and that spectacular view of sweeping coastline, occasionally with Mt. Ruapehu showing in the distance. I have very

vivid memories of always looking forward to emerging from the final cutting, then seeing that great vista before us. Just below the road at the summit was the Kaka Tearoom operated by Mrs Cynthia O' Ath. That same spectacular view was enjoyed by anyone partaking of her refreshments. From there, the winding road descended steeply to Paekakariki. On one hairpin bend there was a tank that gathered spring water for motorists whose radiators had boiled on the uphill journey, a frequent occurrence with cars in those days. At Paekakariki railway station, right alongside the road, there was always railway activity. Steam railway engines would be puffing and steaming, being prepared for their next journey.

While train passengers consumed railway refreshments or hired a pillow for the overnight journey north, steam locomotives were re-stocked with coal and their water tanks were replenished. This was the age of steam. Railway electrification from Wellington to Paekakariki came only in 1940. To the north, close to Lynch's crossing was a relief camp for unemployed men working on the road, as this was during the great depression and there was much unemployment.

At Raumati Road the route headed west towards the beach then south along Matai road. Farms were the only buildings or activity on Matai Road then. Poplar Avenue was not built until 1937/8 and Rosetta Road shortly afterwards.

About 1931 Mrs. Eatwell opened a small store in her house to supply basic grocery items. A year or two later, Mr & Mrs Irwin opened a store on the corner of Renown Road & Poplar Avenue, all called Renown Road then. That building still stands there today, and is named Valhalla. It has been extended and altered many times over the years. A post office was established within the shop where we all collected and sent mail and made occasional phone calls. There were very few telephones in the area then. Eatwell's had one, a manual telephone connected to the old Paraparaumu telephone exchange - Number 4460. In the early 1930's the Post Office insisted that the name of the settlement be changed from Kawatiri, (the name brought by the Eatwells) as this was duplicated in the Nelson lakes region, and the name Raumati South, was chosen. For some years that shop on the corner was the only store and when Urwins left, the Trayes then took over. In about 1937 a shop was opened on the corner of Renown Road & Tiromoana Road but after a short time was closed and converted into a house and for a while a Sunday school. The remnants of the shop verandah remains to this day. The tennis courts were becoming ever more popular and bookings were often needed. The Eatwells handled these for a while, then Trayes at the store bought the courts and handled the bookings. The Eatwells also owned a horse named Judy that could be hired for riding.

In about 1938 a second shop was built opposite the present block of shops and run by Mr and Mrs Woods, then after a short time Mrs. Mitchell took over. The building is still there in 2008, but no longer a shop. A petrol pump was installed at Trayes store. This hand operated pump on the footpath dispensed Big Tree brand of petrol. For more extensive shopping than the local stores, we would drive to Paraparaumu where there were three or four shops. These, together with the shop attached to the local dairy factory, The Dairy Co-Op provided the area with a reasonable selection of goods. During the war years (1939-45) the dairy co-op shop, over the railway line and away from the main road was a treasure trove of otherwise scarce merchandise. The dairy factory produced cheese using milk collected from local dairy farmers.

Our milk and cream were delivered in the evenings by Mr. Dave Cudby, whose farm was on Matai Road just north of Poplar Avenue. His delivery vehicle was a two-wheeled horse drawn cart. Milk and cream were in cans on the cart and dispensed by ladle into resident's billys. A hand operated Alfa-Laval separator in his milking shed was used to separate cream and skim milk. The milk when delivered would often still be warm, as he had milked his cows just before heading off on the evening round. He would sometimes produce butter, marketed as dairy butter for selling in the local shops. It had a very distinctive taste that I remember liking very much. During the war years, with butter being rationed, farmers were prohibited from producing their own, so that was the end of dairy butter. Dave Cudby was also the local supplier of cut Manuka, used by many residents for brushwood fences or to hold back loose sand banks. In about 1939 Harry Shaw, who also grazed cows on a property further north in Matai Road started delivering milk and cream. His cart had rubber tyres so was very quiet, but a cow bell on his horse announced that the milkman was close. What was his farm now bears the name Raumati Estate. On one occasion when most residents knew that the Shaws were expecting a baby, on the day after its arrival Harry displayed a large sign on his cart announcing "IT'S A GIRL". This saved him answering the same question from everyone, has the baby arrived yet?

Our meat supply in those days was from Mr. Deacon, a butcher from Waikanae who once a week drove his van to our area, stopping at various strategic sites tooting his horn to announce his presence. Later, a Mr. Killick ran a similar operation.

The local fish supply was the Kapiti fish shop, run by members of the Webber family on the main highway, where McDonald's restaurant now stands. A mounted sword-fish on the shop wall was a very distinct feature of that shop. Another option for fish was a local identity, Mr. Pert, who fished from a clinker-built sailing dinghy that he kept amongst manuka and flax in the sand hills close to the end of Poplar Avenue. Seeing his distinctive sail out at sea, but heading for the shore, announced to us that shortly there may be fish for sale. Mr. Pert had a very definite routine once he had beached his boat. Fish that he had caught were out of view under a sack. The boat then had to be cleaned out, the fish had to be gutted and scaled, the sail, oars and rudder stowed away, only then would he discuss what fish species he had and what price he would ask for them, usually two shillings for a schnapper. He would walk up the beach, in gumboots, and cut some flax, so each fish then had a sliver of flax threaded through its mouth and gill for carrying. A trolley made with wooden rollers and wheels was then used to transport his boat up the beach to its home in the sand hills. He lived a simple existence in a garage on the corner of Poplar Avenue and The Esplanade and was renowned as an accomplished artist.

We bought our own flounder net and dragging this through shallow water would usually yield our family a good catch of flounder or sole and the occasional kahawai.

In the late 1930's the journey out from Wellington was being changed by various major roading projects. Construction of the Centennial Highway from Paremata to Paekakariki, eliminating the long Paekakariki Hill Road was in progress, also major reconstruction of Ngauranga gorge, and construction of Poplar Avenue through peat country, linking Raumati South directly to the main road. We all looked forward to the completion of these projects and the promise of a shorter trip from Wellington. During construction of Centennial Highway,

(named because the year 1940 was New Zealand's centennial), we would often stop at the Paekakariki Hill summit and look down on the new highway, working its way along the foreshore beyond the railway line. Bulldozers, having very recently appeared in New Zealand, were being used for one of the first times in this country. Parts of the concrete sea-wall built then in the 1930s still protects our state highway in 2008, over sixty years later! After Centennial Highway was opened most patronage for the Kaka tearooms at the Paekakariki hill summit ceased. Mrs. D'Ath approached the minister of works for a solution to her problem. The government then built a replacement building alongside the new highway and the Centennial Tearooms opened. That building today houses the Fishermans table.

Often, especially at Christmas time, there would be peat fires burning north of McKays Crossing, giving off a very distinctive smell and sometimes seriously restricting motorists visibility. Many years earlier, the area between the hills and the sea had been covered in native forest, which once rotted had slowly turned to peat.

About 1938, Tennis Court Road was extended from the junction of Kainui and Forest Roads almost to the present southern limit. Shortly after that, a motor camp was developed where Rainbow Court is now. Jeep Road, McKenzie Avenue and Whareroa Road were not built until after the 2nd World War.

The Raumati South motor camp, with large communal cook-house, plenty of tent sites and cabins plus its own shop, was a very popular holiday destination for many Wellington families, especially during the war when petrol rationing prevented long distance travel by car. A track to the beach was cut from the camp through the scrub, mainly Manuka, Five fingers and flax. The camp cookhouse was often used for concerts and sing-songs, with many of us locals partaking.

In 1939 there was much earthmoving activity as Rosetta Road was being constructed. This direct link between Raumati and Raumati South opened up many sections, previously inaccessible by road. Some batches had already been built between Renown Road and the sea, but their access was along the beach or through the scrub from Renown Road. Sections on the western side of Rosetta Road were all very long, being the full distance from road to beach. In recent times most of these have been subdivided, in many cases, providing two or three sections.

At number 121 Rosetta Road, Mr Jack Leach built a shop on the road frontage surrounded by pine trees. He called it MODERN SERVICES SUPER STORE. He would sometimes hire a feature film and movie projector and usually on a Friday evening, show the film outside his shop with the picture screen hung from pine trees. A notice in the shop beforehand announced the forthcoming event and the film title. On the appointed evening, residents would arrive, everyone carrying their own folding chair. Of course, at halftime and straight after the film, his shop would be opened for selling ice creams etc. That building today houses the Cafe Rosetta.

After the war had started, with Paraparaumu airport having been opened in 1939 there was always aircraft activity in the sky. Rongotai aerodrome was an air-force training base, and many trainee pilots from there would practice landings at Paraparaumu. In about June 1942, after the war in the Pacific had started, the government took over the farms between

Paekakariki and Raumati South for a training area for United States marines, shortly to arrive in NZ. Three large camps were built: Paekakariki, just north of the town and camps McKay and Russell built either side of the road at McKays crossing. McKenzie's farm house was used as accommodation for American officers. By late in 1942 there were U.S. marines in large numbers in those camps and of course all around the Kapiti area. Their jeeps, trucks, armoured cars and tanks were a very familiar sight on all our roads. Another vehicle, unknown to us before, was the station wagon, often built with wooden side panels and doors. Station wagons were always used for officer transport.

One evening during our dinner, a loud rumbling noise coming from the farmland just to the east of us aroused everyone's curiosity. On the hills to the east of Dell Road we had our first sight ever of military tanks moving about over the farmland. For over a year then, the sight and sound of tanks became very familiar and offered great entertainment for us locals. Halftrack armoured cars and Jeeps were also frequently involved in those manoeuvres. Marines on manoeuvres, would often set up an overnight camp in a park or just amongst the trees off Dell Road or Tennis Court Road. For communication, although they had good radios, they often strung phone wires on our power poles and used their field telephones between the different units. Radios in those days were far larger and heavier than today, as neither the transistor nor any of today's miniature electronics had yet been developed.

Mrs. Mitchell who ran the shop in Poplar Avenue opposite the present shops, made and sold fruit cake to which the marines were particularly partial. We would often be asked by marines on manoeuvres to buy some of this and always some ice-creams. Our two-wheeled cart was used both for collecting scrap metal and carting the items we had bought for them from the shop. Meals for these troops came in "the chow wagon", usually a Jeep towing a trailer from one of their camps.

On one occasion they were trying a modification to the caterpillar tracks of one tank by fitting extra grousers. On a hillside the tank lost traction and rolled into a shallow pond injuring two of the crew. They managed to climb out through the turret but the tank was well stuck. A radio call back to base at Camp McKay had a large bulldozer being sent up the beach to the rescue.

Inflatable landing craft were often being used in landing practices on our beach. These were often kept in the sand hills where Hyde's Cutting meets the beach. The boats were powered by Evinrude outboard motors. Unfortunately, on one occasion a wave capsized one boat and some marines were drowned. That sad event cast an atmosphere of gloom for some time, with everyone feeling great sympathy for the families and survivors.

The Paekakariki Hotel owned by Mr. Jack Shelly of Wellington was the only supplier of liquor in the area, so the marines were good patrons of that establishment. The long building beside the highway at the northern end of Paekakariki railway station was built in 1942 to house supplies arriving by train for the marine camps.

Marines were taken into many of our homes for meals or just an evening in a family environment. Throughout 1942 and 1943 the presence of the U.S. marines touched nearly every family in the district. The sound of gunfire or mortar bombs exploding were constantly

a part of the experience there in those days as their training continued amongst the rolling hills of what had been McKenzie's farm.

As children, we would collect used cartridge cases (made of solid brass) from their rifles and machine guns and mortar bomb tail-fins, to sell as scrap metal. This gave us all some good pocket money. Another item left lying around over the paddocks were small tins of instant coffee. These formed part of a field ration pack but seemed not to be wanted by the marines. We collected many of these and gave our parents their first introduction to instant coffee. American cigarettes; Lucky-strike, Camel, etc. were in plentiful supply and were handed out with great generosity to local families. The marines were very generous in all things and many families received items of clothing, or silk stockings or U.S.M.C. badges etc. as gifts. Their presence here in 1942 and 1943 had a big impact on life for everyone on the Kapiti coast. It also had the addition of giving us all added security in the event of a Japanese invasion believed by the government to be very likely.

Because of the invasion threat we were prohibited from having any lights showing out to sea. Houses on the waterfront had to have all west facing windows blacked out. Occasionally, the ranger on Kapiti Island would radio to Paraparaumu that a light was showing and a local E.P.S. person would be sent to remedy the problem. During the war, all cars had their headlights permanently dipped for the same reason. Military vehicles all had their headlights shielded to give just a narrow beam of light. On the north side of the Pukerua Bay Hill Road, a tank trap was built to hinder the movement of enemy vehicles should they land in this area and try to drive south. The inland part of that structure remains there still in 2008.

The sounds of rifle fire, machine-gun fire and mortar bomb explosions on their training ground were something that we became used to in those days. Also, the sight of fox holes dug into the paddocks, often with some camouflage netting over the top were frequent sights. From McKays Crossing north and all along Poplar Avenue there were signs announcing WARNING - GUNFIRE AT ANY TIME! - KEEP OUT - U.S.M.C.

Marines on manoeuvres were always prevalent in the district. On one occasion, we were walking down Waterfall Gully Road returning and passed a troop of marines walking up hill. We had noticed the odd machine-gun nest, mortar set-up or communication post being established amongst the trees as we walked. The troop going uphill were on an observation exercise, hoping to spot these. I'm sure we helped their exercise along that day by telling where we had spotted each one. On another occasion, we had walked down the beach for a picnic at the Whareroa stream. During lunch we were entertained by tracer machine gun fire going over our heads and landing in the sea. This was surely the best addition to a family picnic one could ever hope for. Before very long, a marine officer came running along the beach shouting "you're in the firing range- GET OUT!" We reluctantly but hurriedly gathered our gear and headed north out of the firing range.

One weekend in 1943 we drove to Raumati but all was empty and quiet at the three marine camps. The U.S. marines had sailed from Wellington to the Pacific Islands to engage in what they had been training for. The place seemed very different with no jeeps or tanks or trucks, no sound of gunfire, no Americans to buy Mrs. Mitchell's fruit cake and generally fewer people around.

That short but very interesting time in our history had ended, but there was still to be two years of war ahead of us but without the United States marines on the Kapiti coast.

In 1979, wrought-iron gates were installed at the McKays entrance to QE II Park as a memorial to the marines. They had left a huge legacy of their time here during that very tense period in our history. Over the years contingents of ex marines have come to New Zealand and always visited Queen Elizabeth Park.

Towards the end of the war, another sound of explosives was being heard, as Gould's Contractors from Paraparaumu built a road for Campbell's sawmill along the escarpment above Waterfall Road. A sawmill was being established at Paraparaumu and a road pushed through into native bush in the headwaters of the Whakatikei River (a tributary of the Akatarawa River) close to the base of Mt. Wainui. This road branched off the Maungakotukutuku Road. The sawmill which operated at Paraparaumu, used logs from there for some years until the supply of native timber was exhausted and the mill became uneconomic then closed. The remnants of that road are still visible from Raumati South.

One item needed to make medicinal drugs during the war was ergot, a small black fungal growth that could be found on both marram grass and tall fescue. Both of these grasses could be found growing on the sandhills of the Kapiti coast, so children could often be seen with a paper bag scouring the coastal areas for this item. We were paid a small amount for this, so a great deal of it was needed to produce a modest sum.

On the announcement of the war's end in August 1945, the Eatwell family decided that a dance in one of their rooms would be appropriate. Raumati South residents enjoyed a great evening of dancing, singing and partying that night, everyone very happy to help celebrate the most wonderful event to happen in over five years.

After the war, the government arranged for the marine camps to be dismantled and the buildings sold. Many of the huts were bought to be used as baches, or used to extend existing baches. Building materials had been extremely scarce during the war and for the first few years afterwards, so this ready source of timber was very welcome. What had been army huts or other camp buildings soon appeared on many properties on the Kapiti Coast. There had been no new vehicles imported during the war years, so a shortage of all cars, trucks and tractors existed for the first few years afterwards. The armed forces sold all manner of vehicles and equipment no longer needed with hostilities ended. One vehicle that was bought by many farmers was the New Zealand built bren-gun carrier, which ran on catapillar tracks. On occasions I would see one of these, (minus the bren-gun) driving over the hills of McKenzie's farm, being used in lieu of a farm tractor.

The farmers returned to their farms and carried on once again as peacetime operators. In 1954, the government together with the Wellington City Council decided to purchase the three farms north of Paekakariki, to create a park for the future. As Queen Elizabeth II had only recently ascended the throne, her name was chosen as a fitting tribute. The area was named QUEEN ELIZABETH II Park, which quickly became shortened to QUEEN ELIZABETH Park. The whole area would not be needed for a park for some years, so

farming carried on much as before, but with new operators. The idea was to carry on farming and cease that activity only when an area was wanted for the park.

Over the years since then, ammunition, pieces of military equipment, thousands of used cartridge cases etc. have on occasions appeared when any earthmoving activity was carried out. Some of these will keep appearing for many years to come. Throughout the war years there was always aircraft activity overhead. The various R.N.Z.A.F. planes were common sights in our skies and at Paraparaumu airfield.

After the war a Paraparaumu resident Jack Gould, bought some surplus planes and brought some of these to Paraparaumu. One morning in 1947, word went around that an amphibious bi-plane was parked on Raumati beach. He had bought two Walrus amphibian aircraft at Woodburn in Blenheim and taxied one across Cook Strait at night. Apparently there was no certificate of airworthiness, so flying them home was a definite no no!

On Christmas Eve 1947 we were all watching some spectacular aerobatics being undertaken in a Tiger Moth. Unfortunately, later that day the plane crashed into a power-pole at Paraparaumu beach, setting fire to an adjacent house and killing the pilot Jack Gould.

Many community organisations and clubs were formed in the post-war years, as the Kapiti coast area became ever more popular, especially once wartime petrol rationing ended finally in 1949. In those days, the only picture theatre in our area was in Kapiti Road close to the Blue Moon dance hall.

In the late 1940s a tennis club was formed and soon became a popular part of weekend life at Raumati South as was the bowling club, formed in 1945. There was no public hall in the district, nor any facilities close to the tennis courts. Shortly after the war ended, there was strong feeling that a war memorial should be erected. A public hall was decided on, and very soon planning and fund raising began. A Queen carnival throughout the district brought in the majority of the money. Raumati South residents rallied around this ambitious project. In late 1951, foundations were laid and construction begun for the Raumati South War Memorial Hall. As construction progressed, a grand opening was planned. On the day, Saturday 12th April 1952 a tennis tournament took place, the official opening was in the afternoon, then a ball in the hall in the evening ensured that our hall was well and truly opened.

A surf life-saving club was formed, although Raumati South beach was generally very safe for swimming. That enthusiastic group set about raising money for a club-room to be built at the seaward end of Hydes Cutting. That worthwhile amenity was operational there from 1955 until 1968. The club rooms were used by sea scouts after the demise of the surf club and were finally demolished in the 1990s.

The motor camp in Tennis Court Road closed in about 1947 and shortly afterwards the subdivision that produced Jeep Road, McKenzie Avenue and Whareroa Road was established and the Esplanade extended to the south. At that time the Esplanade tea-room was opened at 54 The Esplanade and became a very popular refreshment spot in Raumati South. About the same time a general store opened in Menin Road, Raumati South then had five general stores. The post office being in a corner of the main shop was proving to be very inconvenient. A

new post office was built in Poplar Avenue opposite the Presbyterian Church with Miss Mciver as the first postmistress. At about that same time, a block of shops was built in Renown Road immediately to the north of the original corner shop. This contained a dairy, a butcher, haberdashery and a gift shop.

The opening of Coastlands and Copperfield shopping centres very much changed the pattern of shopping at Raumati South, eventually leading to the closure of many of these shops.

Raumati South in recent years has become more a place of residence than a seaside resort as in those early years.

My memories are of wonderful holidays, swimming every day during summer, picnics to the Whareroa stream, Waterfall Gully and behind Paraparaumu where Riwai Street is now, and to the Maungakotukutuku Valley, picking blackberries along the roadside and knowing most of the families in the area. When the local shop, complete with post-office was the hub of the area. These are some of my wonderful memories of the early years in Raumati South.

RAUMATI SOUTH IDENTITIES

The Eatwell family - Herbert (Bert) and Lillian, Joannette, Florence, Joyce, Jack and Margaret.

Farmers - Norm McKenzie, Ossian Lynch.

Dairy Farmers/Milk Vendors - Dave Cudby, Harry Shaw, Peggie and Ray Johnson.

Store Keepers - Mr and Mrs Urwin, Mr and Mrs Trayes, Mr and Mrs Cummins.

Mark Family, Lawrence Paul, Mr. and Mrs. Wood, Mrs. Mitchell, The Wakelin Family, the Loveridges, Jack Leach.

Florence Peach (Peachy, an Eatwell relative) who lived on Rosetta Road, for much of her life fostered orphaned children.

Fisherman - Jack Pert.

Two elderly Wingate sisters, built identical houses in Renown Road, were frequently seen out walking wearing ornate hats. They had been milliners in a well known department store in Wellington before retiring to Raumati South.

MAURICE PERRY- 2008

EARLY 1930s VIEW OF NORTHERN END OF THE TENNIS COURTS WITH THE GARAGE BUILT FOR Mrs. ALICE MANTHEL AT 17 TENNIS COURT ROAD.



THE EASTERN SIDE OF TENNIS COURT ROAD CLOSE PLANTED WITH PINUS INSIGNUS TREES.



1950s aerial view showing
The Esplanade, Kainui road, Tennis Court road, Poplar Avenue.