

1 3 Bow St.

The waterways of the Whaingaroa Harbour were the main highway around the harbour for Maoris, and in the late 19th and early 20th century for British settlers. The first recorded visit by a European vessel was by Captain Wing's topsail schooner, 'Fanny' on 20th January 1836 to survey the harbour. Ships visited the harbour regularly from 1842. The area at the corner of Bow and Cliff Sts was the unloading point for boats and developed as the first commercial area. A.R. Langley established a sawmill here in 1894 with a tramline to the water's edge for receiving logs and exporting timber. It is now the site of Hart's Raglan Service Station and the Hong Kong Kitchen.

2 2 Wallis St.

Blandour opened a general store here before 1870. Later Gilmour Bros. purchased it running it till 1886,

General store, corner of Cliff and Wallis Sts, 1897



when J.H. Phillips and then in 1888 James Rendell leased it until 1898. The whole block of buildings burnt down about 1900 and was replaced by the second Royal Hotel which burnt down in 1930. In 1955 the Centennial Milk Bar & Cabaret opened serving fish and chip meals. In the 1970s and 80s it was Seagulls Restaurant. It is now the Orca Restaurant.

3 1st. Wharf- Foreshore Opposite Bow St

The first timber wharf was built in 1874. It was just north of the present stone jetty which was built in the 1880s. The cover photo shows a rowing race finishing at the stone jetty in January 1911 on the day of the annual regatta.

4 7 Cliff St. 5 9 and 10 Cliff St.

In the 1850s and 1860s, this area of Cliff St. had a number of 2 storey wooden buildings housing general stores run by Edwin Davey, George Vause and the Maori Trading Company.

About 1860 the Royal Hotel and the Temperance Hotel were built here. They burnt down in the 1900 fire. No. 7 Cliff St. is a cottage built after the fire. No. 9 is a cottage built around 1920. The oldest building in Cliff St, dating from early in the 1900s, is the Harbourview Flats at number 10.

6 2nd Wharf- Foreshore Opposite James St

As the Bow St wharf could only be used at high tide, work began in 1889 on the long wharf which reached 225 metres out to the channel so ships could dock at any tide. Robert Bruce built the wharf for £898 and it was financed by a Government loan of £700. There were sheds at the land and channel ends. Hand pushed trolleys were used to move goods along the wharf, but sheep were driven to the waiting ships.

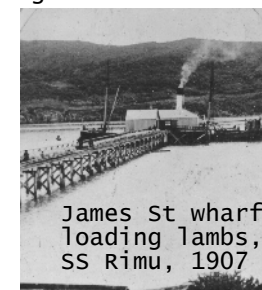


Long wharf, James St, 1910

In the 1890s the Northern Steamship Company's Kaniere and Glenelg linked Raglan with Onehunga, Auckland. Goods for farms around the harbour were taken from the wharf on a punt towed by the 9 metre Vesta, which could get to Waingaro in an hour.

The other main ports of call were Ponganui, Ruakiwi, Takapunui (and then by bullock to Te Mata), Bridle Creek (Kauroa) and Te Uku Landing.

The remains of some piles can be seen at low tide, just below the bank opposite James St.



James St wharf, loading lambs, SS Rimu, 1907

7 Harbour Beacon

The highest of the 3 harbour beacons is in Long St and can be seen from lower James St. Boats line up the 3 beacons for a safe passage over the bar at the harbour mouth. They were installed in 1883 by Captain Fairchild visiting in the SS Hinemoa, the government steamer for servicing lighthouses. Fairchild was the acknowledged expert of the day on the New Zealand coastline. The highest beacon was originally installed at the corner of James and Bow Sts, where the Anglican Church is now, but was moved to Long St when buildings began to obstruct the line of sight.

8 Cnr Wallis and James Sts.

The Raglan Bowling Club was set up in July 1921 when 6 bowlers invested in 18 £5 debentures. After receiving advice on drainage they purchased the first 100 sq. metre block in December 1921 and started work on digging drains. Club rooms were constructed and more land was purchased later. This block of land was part of the first block sold by the Government. Rev. Wallis bought it in 1852. His Wesleyan chapel was built here in 1865 and was the only building in James St through to the 1880s. It was also Raglan's first school until 1881. In 1895, the Congregational Church bought the chapel and services moved to the Union Church in Wainui Rd.

9 Cnr. Wallis and James Sts.

In 1908, the first Catholic church was built of rimu by Mr. Smith. A Presbytery, bought in 1945 when Raglan became an independent parish, housed many priests over the years. In 1970 the old church was demolished and replaced by the present large cedar-wood building with a basement flat for visiting priests. A crucifix and seating from the 1908 church were retained in the new church.

10 Aro Aro Estuary

Originally a tidal mudflat, the area to the East of the estuary was first linked to Raglan by a footbridge, with a ford for horses and carts. When the new wharf was built in 1921, a causeway gave access to the dairy factory and the new wharf. A control gate controlled the tide to create a bathing pond for the sports grounds. In 1960 this was replaced by a floodgate. The estuary area is now being developed as a wetlands planting and the sports grounds are used for rugby.

The Bathing Pool, Aro Aro Inlet, 1924



11 3rd Wharf- Watkin's Sawmill- 58 Wallis St.

An early survey plan shows an Inn and Store just across Aro Aro estuary. This was Robert Gilmour's first general store. Watkin's steam sawmill and wharf was on this site from 1905 until about 1911. Most timber came from Puketutu and was towed from the Waitetuna estuary by the Parera, a 17 metre steam launch. The wharf allowed the sawn timber to be exported.

Watkin's Sawmill, wharf and footbridge across Aro Aro inlet, 1910



In 1915, the mill was replaced by the Raglan dairy factory. The sign on the end of the factory says, 'Established 1905'. This is the year the co-operative was formed. Cream was brought by launch and wagons and in the 1920s by a Dennis truck. The factory closed in 1939 when farmers switched their supply to the Frankton dairy factory. Since then the old dairy factory building has had many uses and now houses Raglan Joinery and clothing manufacturing for Scintilla, a Raglan based fashion design store.

12 4th Wharf- End of Wallis St.

Initial prosperity when the current wharf opened in 1921, was followed by the 1930s depression, the 1939 closure of the dairy factory, then in the 1940s coastal ships being commandeered for the war effort.

The Northern Steam Ship Co. resumed a coastal service with the SS Hauturu in 1946 to South Island ports. In 1967 the first silo was built by Golden Bay Cement, supplying the Kaimai tunnel project until 1980. A second silo followed, and in 1976 a mooring dolphin was built to allow larger cement vessels to unload. The last waterside workers were paid off in 1973 when Waikato Breweries hop supplies from the South island moved to the rail ferry.

The wharf was a major social centre with the Dixieland Cabaret, Iona Cabaret and Middlemiss' Journey's End restaurant. The longest survivor was Earl's Tudor tearooms. In the 1990s it was an ice cream shop, then the Tudor restaurant & backpackers. The Marlin Bar & Café is now on this site.

The cargo shed on the east side closest to the harbour was built with the wharf in 1919 to 1921. It burnt down in 2010. A boat builder uses the remaining Wharf building on the west side.

Commercial fishing was underway in 1926 when Bill Park's launch was wrecked on the bar. K Snowden's Seddon Park, began trawling in the 1950s. In 1968, the first large trawler, the 16 metre Lady Ruth, skippered by L Hartstone, was built for Hartstone Raglan Ltd. In 1997 the company was purchased by Raukura Moana Seafoods, and in 2000 the trawlers were moved to the Hawkes Bay.

13 34 Lily St.

Now return to the town by walking back along Wallis St, or if you are feeling fit climb the stairway next to the slipway up to Lily St. Hepburn House, a 1913 farmhouse, is on the right at the top of the stairs. Head down Lily St, note the old baches and harbour views. Cross Government Rd and at the end of Lily St turn sharp right and walk through the bush down to the wetlands (site of the old ford for horses and carts) to Park Drive and then return past the beacon on John St to Bow St and then downhill to Raglan.

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Heritage Trail

Whaingaroa Raglan Wharves Walk



Finish of rowing race at the
Raglan jetty in January 1911