

Gollan's geckos find new home

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Fuelling our love of the outdoors

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Green fingers at Lyttelton Primary School

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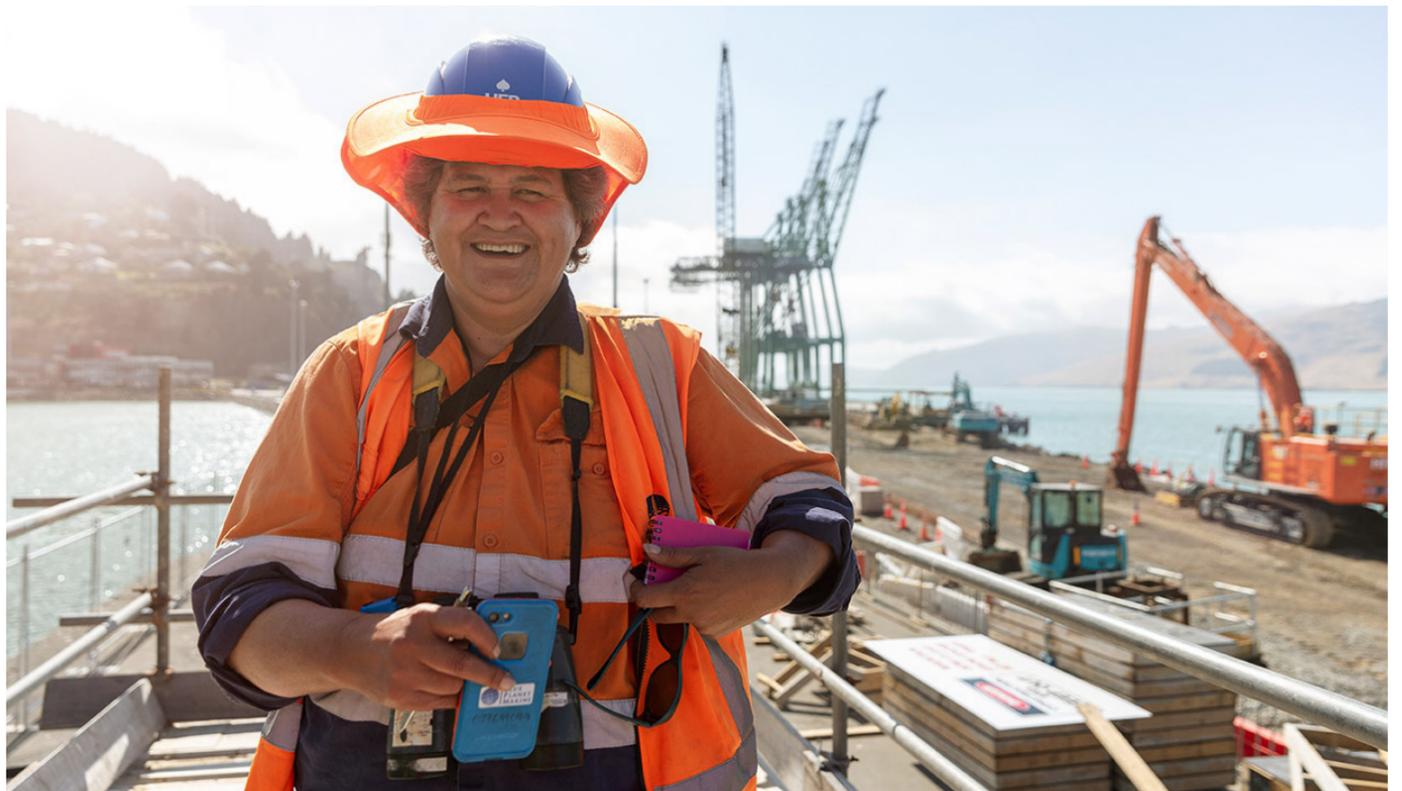
LPC Update

Issue 13 May 2019

Lyttelton Port Company Community Newsletter

Trained eyes on the Hector's dolphins

Marine mammal observer Maryjane Waru describes her first encounter with Hector's dolphins and why it's so important to protect them.



Maryjane Waru stands on a container near the construction of the new cruise ship berth with her trained eyes on the sea.

"You've got the sea, you've got waves, seaweed, birds and everything else, but then something catches your eye. You think you see a bird but it's moving too fast," Maryjane says.

Maryjane is a marine mammal observer with Blue Planet Marine. The sudden movements she is watching for are Hector's dolphins. Armed with binoculars, a clinometer and five different smartphone apps, Maryjane quickly calculates the distance of the dolphin to the piling work. As soon as the animals get within 450 metres

- the mitigation zone - she stops the piling operation immediately with two words.

"Shut down," she calls into the radio strapped to her chest. The piling team reacts immediately and can only resume when Maryjane has seen every last dolphin leave the zone, or after 30 minutes of no sightings.

Maryjane is from the Ngati Rahiri hapu in Taranaki. She answered an advertisement for New Zealanders to become marine mammal observers in 2014.

"I've always been a Jacques Cousteau fan from a kid so when I heard about this course I thought, 'this is really cool'."

Maryjane says she didn't realise it was a paid role that could be a career until after she

enrolled in the course.

"I thought, this is crazy. I get to go out and keep an eye on the dolphins and whales and be paid for it."

In 2014, Maryjane and one other became the first Maori marine mammal observers. At that time, most of the work was monitoring overseas oil and gas operations, and many of the observers were brought in from overseas. There are now 18 Maori marine mammal observers, including one of Maryjane's nephews, who she has encouraged into the role. Two other nephews are going through the training now.

Maryjane says her cultural perspective makes the role a natural one. *Continued on p2*

▲ Marine Mammal Observer Maryjane Waru (Ngati Rahiri) became the first Maori observer in 2014. "The advantage that we have is our affinity with Tangaroa and the way we've been raised to protect our environment," she says.



◀ Trained eyes on the sea: Marine Mammal Observer Maryjane Waru is tasked with surveying the water surrounding LPC's new cruise berth construction site and halting all work if a Hector's Dolphin comes into view.

"I think the role really suits us. It's a practical role and we come from a different perspective. The advantage that we have is our affinity with Tangaroa and the way we've been raised to protect our environment. We have to do everything in our power to protect our environment for the next generation and the worse our environment gets, the more important that guardianship role is."

Every summer, Maryjane heads out onto ships to make sure marine mammals are a safe distance from seismic operations.

It might seem like an intimidating place for a woman to be enforcing rules that are sometimes unpopular, but Maryjane says she can be quite scary when she needs to be. "It's my nature. I don't pussy-foot around," she says. "If you are non-compliant, you are going to be accountable. It's not about making friends. Our role is protecting those mammals. Full stop."

This is Maryjane's first land-based job and her first time in Lyttelton.

"My ancestors were brought down to the prison on Ripapa Island from Parihaka in the 1880s so as soon as I got here I was asking to see the prison and to see the roads that my ancestors helped build. Even with all that sadness, it's a beautiful place."

This job was also Maryjane's first encounter with Hector's dolphins.

"We have the Māui dolphin in Taranaki but I have never seen a Māui dolphin because we work way offshore. Here I was in heaven from day one. Every sighting I've had, it's been wonderful."

Maryjane remembers her first sighting. "It was a pod of five. I watched the two juvenile.

They would come towards the piling and then turn back. They were like mischievous kids."

"A lot of people don't realise how many dolphins come in and inhabit the harbour. I've seen on average two sightings a day."

She's had to shut down operations five times and there have been quite a few delayed starts - the area has to be clear of dolphins for 30 minutes before piling begins.

"We had one pod that stayed from 2pm to 4.30 - and the whole operation had to wait. It is frustrating for the crew when you're working in the hot sun and you want to get things going. One guy joked to me and said, 'Can you tell your friends to go home?' And I just said, 'They are home.'"

"I watched one pod for six and a half hours. Others come and go. I keep an eye on them, take distance measurements. All their behaviour is recorded. For me, it's wonderful."

Having observers on-site is part of the requirements built into the project's Marine Mammal Management Plan, which was developed with input from the Department of Conservation.

Blue Planet Marine has been brought in to train five of the LPC and HEB Construction staff to be marine mammal observers on the Cruise Berth construction job in Lyttelton.

LPC's Environment and Planning Manager Kim Kelleher says Maryjane's expertise and wealth of experience means the Port's Cruise Berth job is in capable hands.

"We are incredibly grateful to have someone of Maryjane's calibre as the observer on this project. It's fantastic knowing that if there's a dolphin to be spotted, Maryjane will see it."

Cruise Berth puts Lyttelton on the map

New Zealand's first ever custom-built cruise ship facility is officially set to be opened in November 2020.

Large cruise vessels have been unable to berth at Lyttelton Port since the February 2011 earthquake. With the new cruise berth in place, LPC will be able to welcome the full range of cruise vessels, including ships that cater for over 5,000 passengers and 2,000 staff.

The cruise berth is currently under construction with piling going to plan, meaning the facility will be open by November 2020, in time for the 2020/2021 summer cruise ship season.

LPC chief executive Peter Davie says more than 70 bookings from cruise ship agencies for this season have been received, which he says highlights a real need for this type of facility.

The new berth means Lyttelton will be able to berth a larger cruise vessel on the new Cruise Berth and still have smaller cruise ships in the inner harbour.

"We will be able to say yes to all cruise ships."

Passengers will then be transported by bus from the cruise ships into Lyttelton and Christchurch, where they can explore everything Canterbury has to offer.

From Lyttelton, the passengers can explore the newly-rebuilt Christchurch central city, as well as travel by train to the West Coast.

Cruise Lines International Association (CLIA) Australasia Managing Director Joel Katz congratulated the Lyttelton Port Company on the infrastructure project.

"The investment in port facilities at Lyttelton is a further sign of the Canterbury region's recovery and resurgence following the devastating 2011 earthquake in which the port experienced significant damage," Mr Katz said.

"In addition to highlighting the region's resilience, the facilities provide cruise operators with greater flexibility and choice in itinerary planning for the growing number of cruise visitors to New Zealand."

▼ Artist's impression of the new cruise berth.





New channel ready for use

The project to deepen, widen and lengthen the Harbour's shipping channel is complete and ready for use, ensuring Lyttelton is prepared for the future of larger vessels calling at our Port.

The Fairway Dredge completed the project late last year, and now twenty-two new navigation aids see Lyttelton become one of the country's leading ports with this state-of-the-art system.

LPC Chief Executive Peter Davie says the new system will improve the safety of all commercial shipping movements within the Harbour and allow larger and deeper draught

container ships to call at Lyttelton.

"Container ships have doubled in size over the last 10 years and the trend toward bigger ships continues.

"We have enlarged the existing shipping channel to provide access to larger ships and support Lyttelton's future as the South Island's major international trade gateway."

The container terminal's maximum draught is now 13.3 metres at Cashin Quay 2 and 3 East.

OMC International, world leaders in under-keel clearance technology for ports and harbours, have helped LPC significantly reduce the volume of dredging required to upgrade the port's entrance channel through use of Dynamic Under-Keel Clearance (DUKC®) technology. DUKC is an intelligent software tool that Pilots use to determine whether or not it is safe to transit large vessels in or out of the Port.

OMC's work in Lyttelton earned them

Support Service Provider of the Year at the 2018 Dredging and Port Construction Awards in Amsterdam in November.

The DUKC program links to the Portable Pilot Units (PPU), to calculate and continuously monitor the under keel clearance of large draught vessels as they move through the channel.

A weather buoy and further sensors in the Harbour will analyse swell and wind information to give a unique tidal window for each vessel.

All the Lyttelton Pilots and other key members of the Marine Team have done additional training, including using the ship simulator in Auckland so they can become familiar with the new systems.

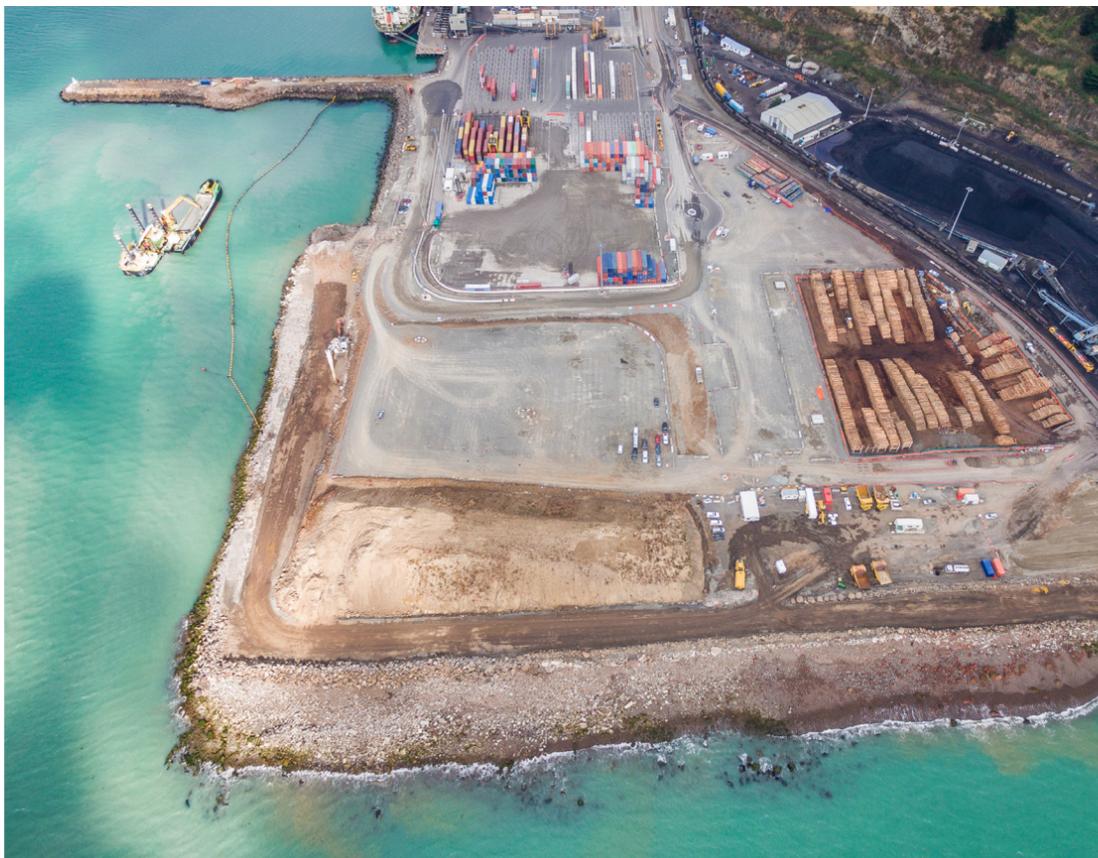
"We are thrilled to be at the cutting edge of modern navigation, and although it has been a steep learning curve for our team, their ability to adapt and embrace this new technology has been fantastic."

"Container ships have doubled in size over the last 10 years and the trend toward bigger ships continues."



◀ The Fairway Dredge completed the project late last year, deepening, widening and lengthening the Harbour's shipping channel.

Reclamation at Te Awaparahi Bay



The South Island's growing economy means Lyttelton Port will need more land to handle increasing volumes of export and import trade.

The key to greater freight capacity is an extended container terminal at Te Awaparahi Bay.

LPC's Infrastructure Manager Mike Simmers says not only will this new terminal handle the future growth in container freight volumes, it will also allow some of the general cargo operations to move from the Inner Harbour onto the current Container Terminal at Cashin Quay.

"The first 10ha of the reclamation has already been completed and we are about to embark on the next stage, creating an additional 6ha.

"The work will include quarrying in Gollans Bay, dredging part of the reclamation

footprint, the land reclamation itself and eventually constructing a new wharf."

The reclamation will be created by placing acceptable and suitable fill material in Te Awaparahi Bay until the land reaches the desired level.

Settlement of the new land is a major issue due to the soft seabed in the Harbour. To reduce this settlement time, the softer material from under the edge of the reclamation is being dredged out.

Mike says the Port's quarry at Gollans Bay will provide most of the fill material, with less than five per cent being building demolition rubble.

Fill material will be placed from split hopper barges, or alternatively by 'end-tipping' from land.

"We have to wait about two years for the new land to settle. Once complete, we will start building a new wharf, which will be a similar process to the construction of the Cruise Berth."

For more information on the reclamation project, visit www.lpcharbourwatch.co.nz.

◀ This birds eye view shows the first stage of the reclamation at Te Awaparahi Bay, where 10ha of land has been reclaimed, and the second stage to reclaim 24ha has begun.

Oil berth strengthening and repairs

Repair and strengthening of LPC's Oil Berth is underway, extending the longevity of this vital resource for the South Island.

The oil berth is suitable for vessels up to 225m in length. It is 202 metres long and used for loading and unloading liquid bulk cargoes and bunkering, which is supplying fuel for use by ships. Operated by several oil companies, the berth provides a necessary link for petroleum to many suppliers in the South Island.

Infrastructure Manager Mike Simmers says the berth was badly damaged during the Christchurch earthquakes.

"Fulton Hogan is the contractor undertaking the repair and strengthening work, however they are only able to do this three days a week in order to allow oil companies to continue using the facility.

"We expect the work to be complete by September 2020."

New tug Piaka on the way

LPC has a new harbour tug on the way, and it's just been launched in Singapore. Named after Te Piaka/Adderly Head, the Piaka has been built in Singapore by ASL Shipyard and designed by Robert Allan, Canadian tug experts.

The new tug is expected to join the LPC fleet mid-2019. The Piaka will replace LPC's Purau, which is an older style harbour tug.

LPC's Marine Manager Andrew Van der Bent says the new tug will offer improved power and manoeuvrability, and will be more capable of handling the larger vessels that are expected to call at Lyttelton following the recent upgrade of the navigation channel.

"The modern control systems and winch setup of the Piaka will be similar to the Blackadder, modernising LPC's harbour tug fleet." From next week, the Purau will be located at 3 East at the inner end, so that work can begin to modify the current tug wharf to fit the Piaka.

Tug Master Mike Gibson and Tug Engineer Geoff Campbell have been in Singapore to undertake sea trials on the new tug.



Piaka in numbers:

75T

Bollard Pull

2 x 2200kW

Main Engines 3000hp

11 KNOTS

Top Speed

2019

Vessel Arrives

“They can see much further using their acoustic signals than they can using their eyes. They use echolocation to find out where predators and prey are underwater. If they stop clicking, they are effectively blind.”

Eavesdropping on dolphins builds scientific knowledge

Underwater, ears are more useful than eyes. That’s because sound travels through water much better than light, as marine scientist Dr Matt Pine explains.

“Under water, particulate matter and phytoplankton scatter light. On a good day in the Hauraki Gulf, you might get 10m visibility. In busy harbours or estuaries, which Lyttelton is, it’s much less. But sound underwater travels about 4.5 times faster than in air. That’s why ocean mammals have evolved capabilities of generating and perceiving sound.”

Hector’s dolphins are no exception.

“They can see much further using their acoustic signals than they can using their eyes. They use echolocation to find out where predators and prey are underwater. If they stop clicking, they are effectively blind.”

This is good news for Styles Group, who have been using underwater devices to eavesdrop on Hector’s dolphin clicks at eight monitoring sites in Lyttelton Harbour since January 2017.

“It’s unique in its scale - this is the largest monitoring of this kind in the country. Scientifically, it’s great. We can tell when the animals are feeding, or not feeding. We can see seasonal trends, interannual trends and a lot of information we didn’t previously know.”

Matt says although Hector’s dolphins have been well studied with visual surveys, these can only be done in fine weather and at daytime. “These recorders are there 24/7 in good weather and in bad weather,” Matt says. “We are learning where Hector’s go at night. In the past this has largely been unknown.

In addition to the CPODs, which record dolphin clicks, there are also autonomous underwater recorders called SoundTraps, or underwater microphones, which are recording all the underwater noise in the inner harbour and the outer harbour.

These hydrophones pick up all underwater noise - whether it’s caused by piling, dredging, ships, pleasure boats, or even shrimps, wind and rain.

“The Soundtrap device is in four locations and is measuring the ambient soundscape - or the loudness - at each of these locations as activities occur in the inner harbour.”

Each month, the data from the hydrophones and the CPODs are collected by Vision Environment and processed by Styles Group. This information is supplied to independent marine mammal biologists at Cawthron Institute, who will look at these two data sets together to assess the impacts of port noise on Hector’s dolphins.

A full year of baseline data was collected before dredging or piling started and Styles Group will collect data for another year after it’s completed before the scientists will be able to draw any conclusions.

What they’ll be hoping for is to understand the impacts of human activities on Hector’s dolphins.

“Noise can interfere with the dolphin’s

biological signal that they use to find food or avoid dangers. For us, it would be like turning the lights down and then trying to find your marmite sandwich - compared to when all the lights are on. If your marmite sandwich moves, it becomes even harder.”

The data has potential to answer future questions about the dolphins, too.

“It’s a great project academically. We’re picking up seasonal trends, how much time is spent in each location, what they’re doing. We are just information gatherers at the moment, but at a later stage, this information could become valuable in other ways.”

One potential outcome could be nationwide underwater noise standards for Hector’s and Maui dolphins.

“The exciting aspect of this project is the duration and amount of acoustic data that will be generated. This is now the longest running acoustic study in which a port company is proactively collecting the acoustic data necessary to assess noise effects on one of New Zealand’s marine mammals.”

▼ Styles Group have been using underwater devices to eavesdrop on Hector’s dolphin clicks at eight monitoring sites in Lyttelton Harbour since January 2017 – the largest scientific monitoring project of its kind in New Zealand. Photo credit: Department of Conservation.





Creature comforts

Geckos find new leafy home in Riccarton

Native geckos have found a new home in Riccarton Bush as part of a Lyttelton Port Company project supported by the Department of Conservation.

Last month Dr Graham Ussher and his team from RMA Ecology safely captured Waitaha geckos from the Gollans Bay quarry and released them in Riccarton Bush.

The eastern part of the Gollans Bay quarry has not been quarried before, and is being used as part of LPC's Te Awaparahi Bay Reclamation project, creating an expanded

container terminal to keep up with shipping demands.

Some of the area is habitat for New Zealand native Waitaha gecko, and LPC recently gained a Wildlife permit from the Department of Conservation which sets out how the company must manage the effects on geckos.

Dr Ussher says the Waitaha are a small, nocturnal native gecko special to the central and southern South Island.

The Department of Conservation regards the Waitaha geckos as a species that has reduced in numbers and distribution since the arrival of people and pest animals. They can live to be over 50 years old.

"That is why LPC is doing its best to capture and relocate the geckos to a safe place before the quarry is developed," says Dr Ussher.

Dr Ussher and LPC workers placed artificial habitats at key locations around the quarry to safely capture the geckos.

The team aimed to catch all the geckos within the salvage area, which will include young lizards as well as adults which could be over 20 years old. The geckos have been released into tall native forest at Riccarton Bush. It is estimated over 80 have been released.

"Although Riccarton Bush is different to the habitat from which they will be captured, we expect that they will do just fine – they are hard wired to use a range of habitats," says Dr Ussher.

"We are confident they will enjoy their new lodgings."

Riccarton Bush was chosen because it has 7.8 hectares of established forest surrounded by a state-of-the-art pest and mammal-proof fence that keeps out predators such as rats and cats.

Before the arrival of humans, geckos would have been abundant and lived in a range of habitats from the sea shore to the forest canopy.

Department of Conservation's Community Ranger Rachel Brown says a similar release of geckos was done in 2012 as part of the Sumner Road recovery project.

"Those geckos have been regularly seen by visitors and the Riccarton Bush Trust Ranger, so it is fantastic to see more of these native creatures safely relocated."

All New Zealand geckos are fully protected, meaning they may only be handled under permit. It is illegal to deliberately harm them.

Ngāti Wheke are supporting the relocation of the geckos and attended the release to perform a karakia.

"Although Riccarton Bush is different to the habitat from which they will be captured, we expect that they will do just fine..." says Dr Ussher.



◀ Dr Ussher from RMA Ecology and LPC's Environmental Advisor Crystal Lenky locating geckos in the Gollans Bay Quarry for their safe relocation to Riccarton Bush.



LPC Key to Kathmandu Supply Chain

Since 1987 Kathmandu has been engineering outdoor gear for adventurers all over the world, and Lyttelton Port Company plays a vital role in ensuring the gear kiwis love gets to their doorstep.

All Kathmandu's range of expertly crafted outdoor clothing, equipment and accessories destined for the New Zealand market comes through Lyttelton Port, with over 1232 containers arriving in the last 12 months.

All Kathmandu products are manufactured in Asia before being delivered by Container Vessels to Lyttelton Port. The gear is then transported via trucks to Kathmandu's Distribution Centre in Heathcote, before being transported to the company's 47 stores across New Zealand, and to its online customers.

Asked why the brand has become so synonymous with the great outdoors, Kathmandu's Sustainability Specialist

Oliver Milner says for 30 years, the company has designed gear to take on the rugged landscapes of New Zealand.

"Our people live and breathe the great outdoors, which means what we make reflects what Kiwi's need to explore."

Oliver says being a company focused on sustainability and ethical production means they closely monitor all aspects of their supply train – from manufacturing overseas, right through to delivering goods to a customer's door.

Both Kathmandu and LPC are part of the CEMARS (Certified Emissions Measurement and Reduction Scheme) programme enabling efficient and credible carbon footprint calculation, reporting and reduction.

"Kathmandu is proud to work with the Lyttelton Port Company who is also focused on mitigating environmental risks and forward-thinking with its efforts around sustainability."

"At Kathmandu, sustainability isn't just a department, it is a way of doing things."

Kathmandu is Fair Labour Accredited, and recently scored an 'A' in the Tear Fund Ethical Fashion Report.

"Our people live and breathe the great outdoors, which means what we make reflects what Kiwi's need to explore."

Kathmandu in numbers:

1,232

Containers of Kathmandu gear arriving through Lyttelton Port in 12 months

47

Stores nationwide

1987

Company founded



◀ Ben and his classmates at Lyttelton Primary School have been busy planting and harvesting crops in their vege garden, built by LPC staff from recycled wharf timber.

Green fingers at Lyttelton Primary School

Wearing his Lyttelton Rugby jersey, Lyttelton Primary School student Ben walks triumphantly to the vegetable garden, and hauls up a pumpkin twice as big as his head.

“We’ve definitely grown bigger ones,” he calls as he wrestles the pumpkin free from its vines.

Ben is part of the Gardening Club at Lyttelton Primary School and it is easy to see why – Ben has green fingers and he’s caught the gardening bug.

“I really like watering the gardens and seeing all the plants go from seeds to vegetables you can pick and eat,” says Ben.

The purpose-built vegetable garden structures were built by our Civil Maintenance Foreman Ivan Grooby and his team using recycled wharf timber late last year.

The team from Marine Tech and Stark Bros Ltd helped with construction and filling the garden beds with soil.

Ivan says it is great to see the kids enjoying the garden and making the most

of learning outdoors.

“It’s great to see, and also good to see the old timber going to good use.”

Teacher and head gardener Dinah Wallis says it has been a pleasure to watch the students learn about gardening and growing their own food.

“A parent brought in a pumpkin for our Matariki celebrations last year and we kept the seeds which the students planted – so they have absolutely loved watching it grow.”

The pumpkin plants have grown so tall they are climbing over the fence into the Lyttelton Police Station.

The school is also having an inter-class competition to grow salad ingredients and create salad sandwiches.

“There are a group of boys in the Gardening Club who absolutely love watering the vegetables – but really I think they love watering each other,” laughs Ms Wallis as she describes the boys coming back into class soaking wet.

Protective gear to City Mission

One of our key priorities is to find ways we can reduce our carbon footprint – and even a small idea can turn into a great solution.

Since the end of last year, we have been driving a new initiative to recycle used Personal Protective Equipment (PPE) and we are thrilled with the amount of PPE items that staff have helped recycle.

Around 250 items of PPE, including shirts, jackets and boots, were handed in and we’ve donated them to the Christchurch City Mission to put to good use.

Environmental Assistant, Francesca Coleman spearheaded the initiative and says it’s great to see the old PPE items reused instead of ending up in landfill.

“When I put a piece of plastic in the bin, I am aware how that contributes to landfill,” Francesca said, “however with clothing, that effect is easy to overlook.”

Francesca looked into textile recycling, but found that a fitting solution was to donate the PPE to charity for reuse.

All PPE was washed and de-branded before being handed over, and will go to people who need clothing for work in construction.

A City Mission programme helps people in need to join the construction workforce, including social training, education in construction and permanent housing. However, the cost of PPE is an added expense, one many of these people can’t afford.

Christchurch City Missioner Matthew Mark says the organisation is incredibly grateful for LPC’s donation, accepting almost everything we collected.

“One of the barriers that has been very real is the ability for our whanau (or for the City Mission) to provide basic safety and workwear for individuals as they enter in to the work experience opportunity through a voluntary or trial basis.

“The connection with LPC to provide good functional PPE for our whanau has removed this barrier and has enabled them to take that first step in to their future.”



“Feedback from the audience was overwhelmingly positive – just under \$7,000 was raised for the new museum.”

Reeling in the years: old Lyttelton in film

Black and white reels of film tugged at the heart strings of Lyttelton locals as they were transported to a London Street of yesteryear at a special Lyttelton Museum film event.

Lyttelton resident Hamish Fairbairn proposed the idea of a historic film night using footage from Ngā Taonga Sound & Vision, New Zealand's audiovisual treasure trove.

The result was 70 minutes of footage which showed Lyttelton as a port town with a long and rich history.

The two-night event was held at the Lyttelton Art Factory theatre, with all proceeds going towards the development of a new museum for Lyttelton.

The first half of the film was silent footage accompanied by live music composed and performed by Motte. New Zealand television personality and Lyttelton local Gary McCormick hosted the event.

Highlights of the film included a newly scanned and never screened before version of film from the 'Departure of the British Antarctic Expedition from Lyttelton New Zealand, 1908' and footage following the MV

Breeze from Wellington to Lyttelton, with verse by Dennis Glover, narrated by Selwyn Toogood.

The Lyttelton Museum's Lizzie Meek says the objective of the project was to encourage community engagement with Lyttelton history.

“Feedback from the audience was overwhelmingly positive – just under \$7,000 was raised for the new museum, and locals had a chance to connect with our rich history.”

Lizzie also wanted to extend a special thank you to the Pitama whānau for permission to show a karakia featuring Rāpaki elder Riki Te Mairaki Pitama in the film.

The Lyttelton Port Company was a major sponsor for the project. The Lyttelton Museum would also like to thank sponsor Lyttelton Supervalu, as well as Gail Anderson Creative, and Printable Solutions for making the event possible.



◀ The Reeling in the Years team at the event in March.

Anyone interested in being involved in the Our Stories Project can contact Kris@ourstoriesproject.org

Our Stories Project

LPC has given its support to a local storytelling project that aims to connect people and put the stories of everyday people on the streets. Our Stories Project was founded, with LPC support, in 2016.

The pilot project has come to life in Lyttelton over the last three years with Lyttelton Primary School children interviewing people who spent their childhoods here. Children asked questions like, "What was your favourite fish and chip shop?" and "What was the naughtiest thing you did at school?"

They also asked about memories of specific events. The participants - aged 25-98 - remembered many port-related events, from farewelling the Wellington ferry to the day the crane fell over.

Many of the people interviewed were children of port workers and they had fond memories of running wild in the port and even swimming in the dry dock, which was used for Christchurch schools swimming sports in its early years.

Project founder Kris Herbert says the interview process is an important part of the project.

"Sharing stories is a really powerful thing. The kids are learning to listen and connect. They are learning empathy for other people and understanding what life was like in their town in the past. The participants benefit, too. They always leave grateful for the experience."

For each interview, the audio is recorded and then the Our Stories team edits the stories and matches them to places. These location-specific stories are uploaded to the Our Stories App so that anyone can discover them and experience them.

"It's interesting to hear about the legend of the goat man that scared kids in the 70s, 80s and 90s. But when you listen in the cemetery that he was thought to 'haunt' - that's a whole different experience," Kris says.

"This magic of bringing stories and places together is what really drives this part of the project."

LPC has supported Our Stories this year so that the non-profit project can make the experience available for free.

"Our first model was to charge a small amount for the downloads, but that wasn't ideal. With LPC support, we can make this free for everyone, which is much more in line with the aims of Our Stories."

Our Stories Project plans to continue with another round of interviews at Lyttelton Primary School this year so that more stories can be added to the app. The project is also looking at expanding to other communities. The stories and app links are available www.ourstoriesproject.org

"This magic of bringing stories and places together is what really drives this part of the project."



Different times: Locals talked about swimming in the dry dock at the port, and having to time your swim carefully to get in between the ship exiting and the water draining out.

11 ANTARCTICA

“This connection between Lyttelton and the Ross Sea has a history going back more than 100 years, to the days of Scott and Shackleton, and the reasons for coming back to Lyttelton remain the same for the “Antarctic Explorers” of today – friendly people delivering exceptional service.”

Antarctic season success



More than 100 years on, Lyttelton Port remains a logistics hub connecting Antarctic explorers from across the world to the wonders of the Ross Sea.

This Antarctic Season (November 2018 to March 2019) the Lyttelton Port Company welcomed 10 visits from five Antarctic vessels, a pit stop on their way to and from the ice.

Modern Antarctic exploration focuses on gaining scientific knowledge about the world's climate and ocean systems and the ecology of the vast continent and surrounding ocean.

Antarctica is also used as an analogue of future space exploration with similar extreme conditions and challenges requiring expertise and technical innovation.

Head of the Antarctic Office David Kennedy says the Port is a key logistics hub for several National Antarctic Programmes, moving people and equipment South.

“This connection between Lyttelton and the Ross Sea has a history going back more than 100 years, to the days of Scott and Shackleton, and the reasons for coming back to Lyttelton remain the same for the “Antarctic Explorers” of today – friendly people delivering exceptional service.”

Mr Kennedy says the latest Antarctic sector economic impact report estimates the current total economic impact of all Antarctic related activities to the Canterbury region at \$235 million. It also contributes around 3,500 jobs within the local region.

A highlight of this season was when the South Korean Icebreaker Araon held an open day and tour for local Christchurch schools and Antarctic scientists.

“Everyone was impressed by the engineering of the ship itself, from its icebreaking technology to its engines.

“It was also great to get an insight into the range of scientific research that is undertaken on the various laboratories on board.”

The future of Antarctic exploration is looking even busier with a major rebuild of McMurdo Station, says Mr Kennedy, which is a United States Antarctic research centre on the south tip of Ross Island.

2018/2019 Antarctic Vessels at Lyttelton Port Company:

OCEAN GIANT
USA / 2 calls

HAPPY DELTA
Italy / 2 calls

ARAON
South Korea / 4 calls

PROFESSOR KHROMOV
Russia / 1 call

XUE LONG
China / 1 call





◀ The Whaka-Ora /Healthy Harbour Governance Committee at the New Zealand Planning Institute awards ceremony in Napier last month.

Healthy Harbour Project recognised with National Award

A unique partnership that aims to restore the ecological and cultural health of Lyttelton Harbour has been recognised with a national award.

The Whaka-Ora/Healthy Harbour Project received the New Zealand Planning Institute's 'Best Practice Consultation and Participation Strategies and/or Processes' award at a ceremony in Napier last month.

Lyttelton Port Company Chief Executive Peter Davie says he is thrilled the Whaka Ora plan has been acknowledged with this award, a plan recognises the only way to restore the health of the harbour effectively is working together in partnership.

"We are extremely proud of the special connection we have as a company to the

natural environment of Lyttelton Harbour. Lyttelton Port Company is committed to being a responsible and active participant in maintaining this unique space.

"The partnership has seen five organisations collaborate for a vitally important common goal – restoring the health of our Harbour. This award recognises the effort of the teams behind the partnership to plan and implement an ambitious but necessary objective, and it is fantastic to see the fruits of this work recognised in initiatives across the community."

The Project is a joint venture between Te Hapū o Ngāti Wheke Inc, Te Rūnanga o Ngāi Tahu, Environment Canterbury, Christchurch City Council and LPC.

Courtney Bennett the planner behind Whaka-Ora also won the Lance Leikis NZPI Young Planner Award at the event.

For more information on the project and ways to get involved, visit www.healthyharbour.org.nz.

Deep into blue

Governors Bay School wins Environment Canterbury Seaweed Poetry Competition 2019

*Oceans glow at night.
Up go the waves
Roaring and rocking
Or just being calm, gentle and flat.
Clever little creatures,
Eating seaweed and fish
And now – Splash!
Nets come to catch the fish
Sinking deep into blue.*

By Creative Writing Class, Year 3-4
Governors Bay School

Governors Bay School students have been Nature Agents gathering data about the health of Zephyr Stream in Governors Bay.

"We worked with three environmental scientists from EOS Ecology and learned about water quality, habitat and invertebrates and how important it is that we have healthy streams feeding into our harbour," says School Principal Judy Cooke.

Their environmental work has inspired their poetry.

