

Te Ana Marina completion soon – providing vibrant community-focused destination



Most berths are already leased in the new Te Ana Marina, which is due for completion in April. There is considerable interest from businesses looking to become part of this vibrant commercial waterfront development.

Te Ana Marina is LPC's first step towards regenerating the Inner Harbour as a vibrant community-focused destination with connections to the Lyttelton township.

LPC Chief Executive Peter Davie says the overwhelming feedback from local residents, boat owners and local businesses has been very positive.

"People are encouraged to contact LPC if they wish to license a berth as there are not many left. We are delighted with the level of interest as it shows growing support for the development of a modern walk-on marina in Lyttelton."

About 120 of the 170 berths for yachts and powerboats that the new marina will offer are already leased. LPC will own and operate the marina and associated facilities.

The first pier was completed before Christmas and was largely filled by the boats which were in the previous marina. The second pier is scheduled for completion

in March and the third in April.

Landside, the existing Wool Store is being refurbished and once complete it will have a marina office and public amenities.

"We have some unique leasing opportunities in stage one of our commercial development at Te Ana, and we are now interested in hearing from people who might like to operate a commercial activity at the marina," Peter said.

Stage one of the commercial development at Te Ana involves the refurbishment of an existing Wool Store, adjacent to the waterfront, for commercial and retail activities. The building will be strengthened and upgraded as part of the marina's redevelopment, and efforts will be made to retain many of the unique features and characteristics of the original building.

"Opportunities are available for a wide range of businesses, including retail,

food and beverage, marine services, offices and community activities. We expect rental rates will be competitive and reflect the value of the location and facility," Peter said.

Accommodation will be provided in the Wool Store for the marina's administration offices, berth-holder amenities and public washroom facilities. This building will accommodate 720 square metres of ground floor space in a range of flexible tenancy sizes, excluding the marina offices and amenities, with up to a maximum of 400 square metres in any one tenancy.

This unique waterfront site has been designed to accommodate additional development stages to meet occupier demand. While LPC will retain ownership of land, opportunities for third party occupiers or developers may arise in future.

Commercial property agents Knight Frank have been appointed by LPC to promote this new opportunity,

Inside this issue:

- Ready for the future
- Waterfront House boosts communication and customer service
- Reclamation at Te Awaparahi Bay
- LPC key facts
- Cruise ship berth update
- Unearthing stories of Gladstone Pier
- Just another day
- 60-year fascination with Lyttelton ships
- Warmer seas tracked by monitoring project
- LPC's new major sponsorship – Māia Health Foundation
- Key fundraising events – how you can help Māia Health Foundation

and engage with potential occupiers, with a view to establishing a Portside commercial precinct.

Knight Frank Director Craig Edwards is excited to be involved with the project.

"This development has been a long time coming," he said. "The new Te Ana Marina, and associated commercial facilities, will be a huge asset for the region.

"There are very few venues in all of Canterbury where you can dine with a view of the sea. The marina itself will provide an attractive and energetic backdrop to the much-anticipated and keenly sought-after public waterfront area."

Peter predicts the regional significance and unique appeal of Te Ana will attract a wide range of business operators.

"Christchurch will finally have what all other major New Zealand cities have and that is a fully serviced, walk-on marina."

Ready for the future

LPC is well positioned to meet the region's forecast freight volume. The Port achieved record container volume of 224,000 TEUs (20 foot containers) in the half year to the end of December 2017 and a strong financial result.

Our purpose is to facilitate trade throughout the South Island and we are efficiently supporting significant freight increases and the region's growth.

Our far reaching shipping services provide unmatched access to worldwide markets for South Island exporters and fundamental to providing the best connectivity is our Inland Port at Rolleston, MidlandPort. It has achieved a 201 percent volume increase compared to the same period the previous year. A second daily train service has started on the route with Lyttelton, providing extra capacity which can take up to 700 truck trips off the road each week.



MidlandPort

At Lyttelton Port we are now able to more regularly load and unload two ships at the same time using four cranes, following our new crane becoming operational in July. This reflects our commitment to continuous customer service improvement.

Our major project investment programme is ensuring we have the best facilities in the South Island for exporters and importers and continue to attract major international shipping lines.

Essential to this are the two resource consents granted by Environment Canterbury. The first is to deepen our harbour's shipping channel to allow safe access for the largest container vessels envisaged in New Zealand ports in the future. The second is to extend our reclamation by 24 hectares to triple our land space for the growing container trade.

Our plan for a thriving Port well-connected to the community includes the Te Ana Marina development. It is our first step toward regenerating

that part of the Inner Harbour as a vibrant community-focused destination. Another important part of our community engagement focus is construction of the new cruise berth, after resource consent is gained. Planning is proceeding with a targeted completion for the 2020 cruise season.

Our Port is the most significant in the South Island and we are ready now to meet its increasing freight demands.

Peter Davie
LPC Chief Executive

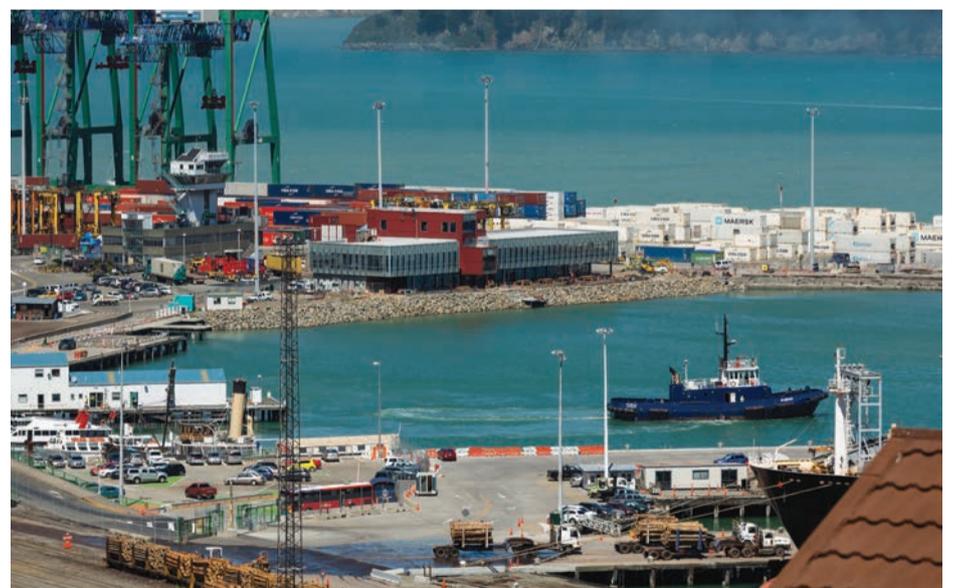
Waterfront House boosts communication and customer service

Staff began moving into Waterfront House, LPC's new Operations and Administration building inside the Port, in late December. All members of the teams were operating in the new purpose-built facility by early February.

For the first time Operations, Administration and Management teams are together under one roof. Communication has been enhanced with staff from different teams getting to know each other better and gaining a greater appreciation and understanding of the services each team provides.

Waterfront House has also created an opportunity to reconfigure the Port entrance gate to create more efficient truck receivals and deliveries.

Included in the new facility is a state-of-the-art Control Room where the Logistics Team plan and direct the container, straddle and crane operations. It features 22 high technology cameras covering



Waterfront House

all areas of the Container Terminal, providing the best such camera facility of any Port in New Zealand.

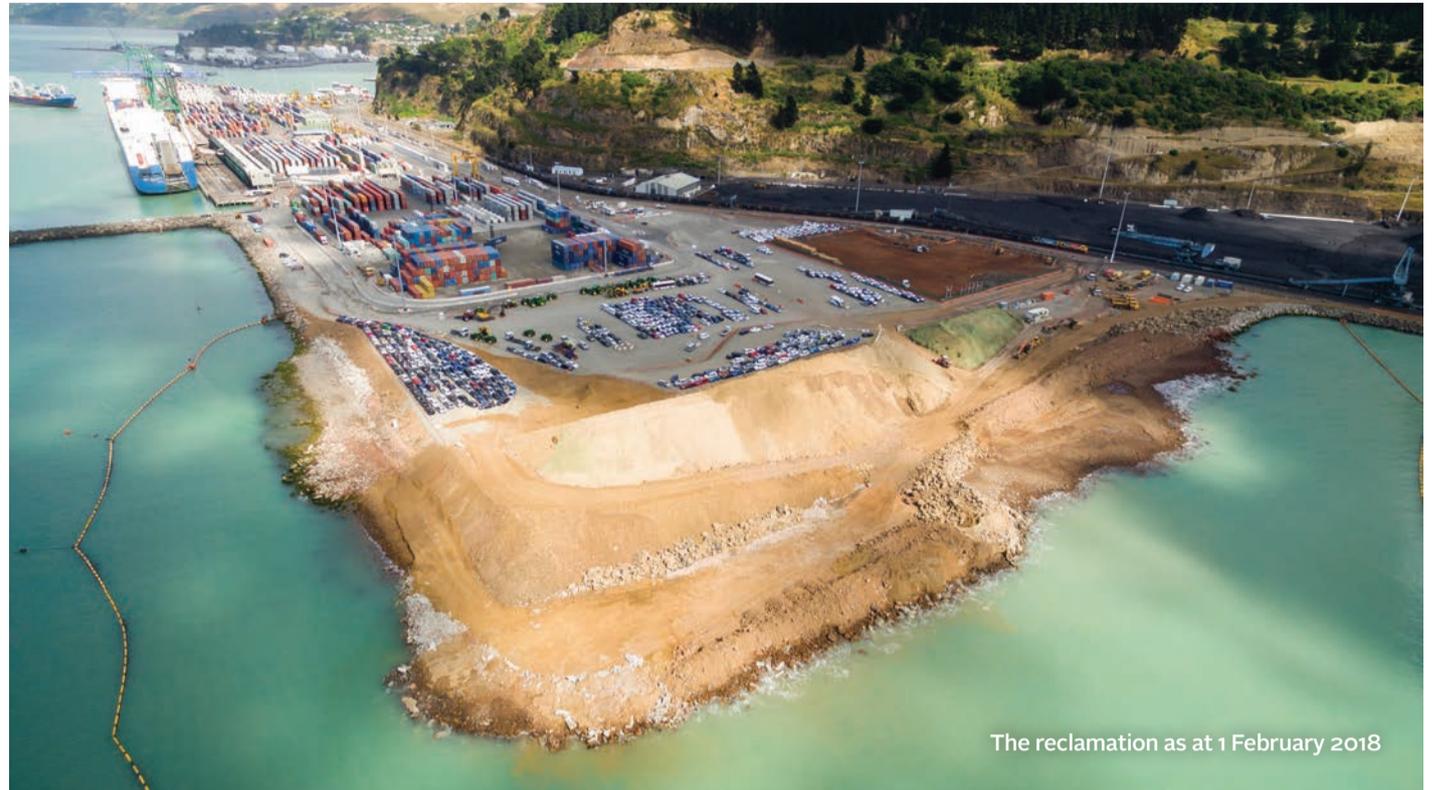
Waterfront House is part of the Company's plan to give all employees better facilities. Already LPC's Civil Maintenance, Dry Dock and MidlandPort staff are in new high quality buildings.

Waterfront House is also part of LPC's committed presence in Lyttelton, as is our Information Centre, Port Talk, in the town's main street.

LPC's former Administration building on Norwich Quay in Lyttelton was demolished after suffering significant earthquake damage.

Reclamation at Te Awaparahi Bay

A key focus of the Port's redevelopment programme is moving operations to the east, away from the local community onto land being reclaimed in Te Awaparahi Bay.



The reclamation as at 1 February 2018

The reclamation at Te Awaparahi Bay hit 10 hectares in June 2017, and plans are underway to increase the total reclaimed area to 34 hectares, following the approval of our resource consent application on 26 January 2018.

Tenders will now be called to complete development of the next 4.75 hectares with onsite works scheduled to commence in the third quarter of 2018.

As with any expansion project, our priority is to ensure we achieve a balance of what is best for the environment, our community and the growing regional economy.

At our resource consent hearing in late September 2017 we outlined the steps we would take to minimise any noise-related effects that piling could have on marine mammals, principally the endangered Hector's

dolphin. In accordance with this, we recently installed four new marine mammal monitoring instruments, designed by Auckland-based Ocean Instruments Ltd, in Lyttelton Harbour. The instruments will detect the sonar

'clicks' that Hector's dolphin use to communicate, find prey and navigate.

This will provide valuable data on Hector's dolphin activity within Lyttelton Harbour.

LPC key facts

Lyttelton is the South Island's largest port and international trade gateway.

We provide services for the fishing industry, fertiliser, gypsum, cement, non-containerised cargo and imported vehicles



We manage more than half the South Island's container volume including 70% of imports



We have over **500** staff

Resilient and committed **24/7**

We have two Inland Ports - MidlandPort (Rolleston) and CityDepot (Woolston)



We keep businesses running with supply of aviation fuel, diesel and other petroleum products

We service ships from 94 international ports and 39 countries and are connected to 14 container shipping lines and 9 shipping services



We are New Zealand's largest coal facility



We load and unload more than **400,000** TEUs of container cargo each year

We provide tugboats to manoeuvre vessels in and out of berths



We provide pilots to guide ships, staff to assist with berthing, casting off and security



We provide cargo handling and stevedoring services for refrigerated containers (reefers)



Cruise ship berth update

Conceptual design of the proposed international cruise berth is progressing. LPC's Project Management team intend to confirm the final design and development plan for the cruise berth early this year, with the aim for construction to start as soon as resource consent for the new berth is granted.

The resource consent was lodged at the end of December 2017 and we expect to be holding public information events so people can understand what we will be building. An updated timeline for construction of the berth will be provided.

The new cruise berth will be located between Cashin Quay and the entrance to the Inner Harbour. It will be the first custom-built cruise ship facility in New Zealand which has been designed to accommodate the world's largest cruise vessels.

Unearthing stories of Gladstone Pier

During Gladstone Pier's demolition, archeologists unearthed stories of its role in the settlement of Lyttelton and Christchurch.

The demolition of Gladstone Pier started in late November and is expected to be completed in March. Megan Hickey of Underground Overground Archaeology is working closely with LPC's Project Management teams while documenting the structure and unearthing the stories it holds.

She says that when Gladstone Pier opened in 1874, it was an important step in the development of Lyttelton and Christchurch.

"Ernest Shackleton chose to come to Lyttelton because it was closest to Antarctica. If there wasn't a facility like Gladstone Pier, that decision wouldn't have been made," Megan said.

"It's something you don't think of when you look at an old pier – you think: 'People tied up old boats to it, so what?' But these boats bring

people, they bring ideas, they bring things that make people's lives better and they make the town different."

The Lyttelton train tunnel, which opened in 1867, and the construction of Gladstone Pier allowed people and goods to more easily reach Lyttelton and Christchurch. This meant more people could settle and establish businesses.

Gladstone Pier was named after the first ship to tie up, *The Gladstone*, in February 1874. The 400 metre timber structure would have been quite an undertaking in those times. There is some suggestion that the pier used hard labour gangs from the Lyttelton Gaol. Megan will investigate these details further as part of her full archaeological report on the pier.

"I'd like to find out a bit more about the people involved in the construction. For me, they're the most interesting parts of the story," Megan said. "I'd like to know whether or not they used the hard labour gang, the length of time it took them and the conditions they were working in. There would have been a lot of people required."

The structure itself holds a few clues. Megan has found the piles are attached to the beams using a traditional mortice and tenon joint, which has been used to join wood for thousands of years.

"Today we would get a pile and a beam and knock in a bolt. I find it particularly interesting that they've gone to that length to secure the elements together," Megan said. "It makes me wonder if there were specialist carpenters involved."

Gladstone Pier has not been used by LPC since the 1980s. In the 2011 earthquakes it slipped from the breakwater and was severely damaged. It's been deemed to be so dangerous that no one is allowed on top or



Example of a traditional mortice and tenon joint. Photo by Megan Hickey



Gladstone Pier in the 1930s, with a coal ship alongside



Megan Hickey recording and measuring timbers as they are removed from Gladstone Pier

underneath the structure. This means the demolition had to be done from the breakwater or from a floating barge.

Gerome Mangalus is managing the demolition project for HEB Construction. He says running the demolition from a barge was HEB's solution for keeping people off the wharf.

"Since the earthquakes, there are a lot of piles not connected anymore. Once you take a section away, the adjacent area can just fall in. We couldn't take that risk," Gerome said.

Despite the tricky health and safety requirements, Gerome said one of the project's other biggest challenges is environmental.

"We don't want to drop anything into the harbour if it is possible to avoid."

The solution was an excavator working from a barge next to the wharf and a floating skip below. A floating debris boom wrapped around the job to catch silt and retain any floating timber to be removed from the shore.

Timber from the pier will be re-used, as LPC Construction Environmental Manager Felicity Blackmore explained.

"It's another positive aspect of this project that all suitable timbers from the structure will be re-purposed by a landscaping company in Oxford and be used for landscaping and garden features."

Megan documented the structure during the demolition progress and will undertake extensive research to see what else she can uncover about the pier.

Her report, which will be finished in spring, will be lodged with Heritage NZ and a central historical file keeper. LPC will also receive a copy and intends to make this report available on the LPC website.

If you have any information about the construction or history of Gladstone Pier, we'd love to hear from you.

Please email megan.hickey@underoverarch.co.nz

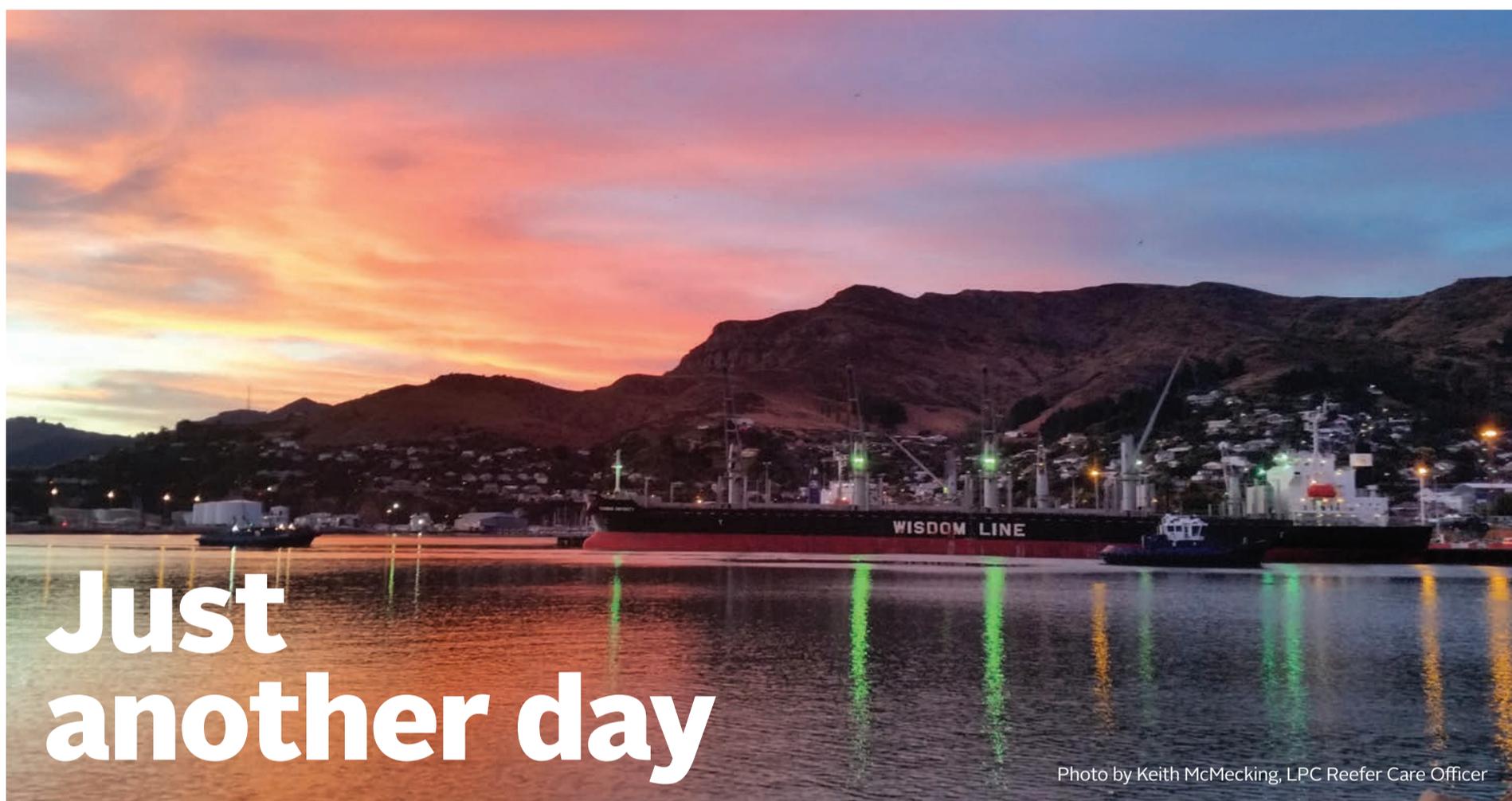


Crowd on Lyttelton wharf as *The Nimrod* left

It's 1908 and Gladstone Pier is full of people in their Sunday best. They have taken the train to Lyttelton with their parasols and white gloves to farewell the famous explorer Ernest Shackleton and his ship, *The Nimrod*, as it sails south.

The Evening Post described the send-off as 'the greatest yet accorded to any vessel leaving a New Zealand port.'

See the video of Shackleton's departure from Lyttelton to Antarctica on *The Nimrod*: <https://www.nzhistory.govt.nz/media/video/departure-shackletons-antarctic-expedition-lyttelton-1908>



Just another day

Photo by Keith McMecking, LPC Reefer Care Officer

In each issue of LPC Update we share some of the wonderful photos taken by our staff. Many of them have a great eye for capturing how special our Port can be and sometimes get a 'truly magic' shot.

The photo above was recently taken by LPC Reefer Care Officer Keith McMecking. He also had another of his great shots feature in a previous issue. He has a real passion for photography and takes amazing photos of the environment he works in.

Former LPC Cargo Handler Stu Bola also captured some wonderful moments

at the Port. We sent one of the series of his sunrise photos to TVNZ's One News and it featured in the weather segment late last year. Take a look below.

Many LPC staff enjoy taking shots of the Port. Their photos capture times when just another day at work turns into something quite special.



Photo by Stu Bola, former Lyttelton Port Cargo Handler

60-year fascination with Lyttelton ships

For Christmas 1960, David Stemmer asked his mum for a Whitcombe's N.Z. Diary. On January 1, 1961, the 10-year-old creased open the first pages of the palm-sized book and wrote: "Arrivals: Hinemoa, Wellington. Kaimai, Auckland." There were no departures.

David has continued this ritual every day since. The entries are still by hand, though he now uses a laptop rather than the newspaper to find the information.

David keeps the diary as well as a separate log holding details of ships and another one that tracks ship movements around the country. He follows the cargo and occasionally wrote *Ship Watch*, a newsletter that reports statistics and trends.

"I follow the ships all around the coast. I know what's going where and what it's got," David said.

"I suppose because I'm single, I've got lots of time," David explains. "Everyone's different. You don't always know why you do something, it's just what interests you."

David grew up in Redcliffs. His father was one of the few from over the hill that worked in Lyttelton – first at the Dry Dock, then the Harbour Board and eventually on the wharves.

In the early days he would bike to Heathcote and catch the train. "On Saturday if I didn't have sport, Dad would bring me to the Port and I would just wander around. He would tell me what time to be back," David recalled.

David's hand-written books have recorded a lot of changes over the years.

Containerisation has been huge – allowing 20 tonne to be loaded in one lift, as opposed to less than a tonne in the early days of manual loading.

The ships have changed too.

"The first container ships replaced seven conventional ships and they carried about 2000 containers," David explained. "Coming up, there's one, the E.R. Los Angeles, which has 5762 containers at 277 metres long. That will break the record here."

LPC invited David into the Port to share his stories and have a look around.



David Stemmer of Governor's Bay

When he met Foreman Timekeeper Les Thurlow, they realised that their fathers were close friends on the wharf.

"Those two were a couple of old identities in the Port," Les remembers.

David and Les both reached an age where they wanted to head out to sea. Both their parents said no. "I suppose they wanted something better for us," Les said.

Les defied his parents and ran away to join a ship. He lived that life for about five years, until he met a girl and moved back to Lyttelton where he has worked on the Port ever since.

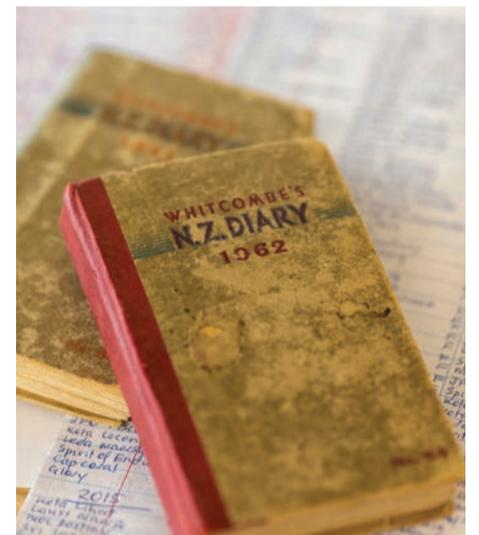
David found another path as a government employee and valuer. He never married. "I guess while the others were chasing girls, I was chasing ships," he said.

Catching up this month, the pair discussed some of the changes they've seen since they were kids – increased security and volume of exports, speed of loading and 24-hour Port operations. A lot of change, but the pair agree it is progress.

David's half a century of accumulated shipping knowledge – and his remarkable memory – make him a walking encyclopedia of shipping.

He can recall the first cruise ships, the *Oriana* and *Stratheden*, in 1961. He remembers details from the day the *Wahine* made its fateful voyage from Lyttelton. He logged the 1000th coal ship to visit the Port in January. He knows the Port will welcome its 500th log ship sometime from late November 2018.

His records also tell the story of the economic development of New Zealand from live cattle exports to the rise and fall of coal exporting



David's diary when he was 11 years old, recording Lyttelton shipping in 1962

(primarily due to loss of Indian trade). The records tell the story of an increase in urea imports since the start of the dairy boom and the growth of log exports as New Zealand's sawmilling decreased.

David's favourite ships these days are cruise ships, which he says still have nice lines like the old ships.

"I think the most interesting ship you'll get this year has already been and it will be coming back – the *Joides Resolution* a research ship that was going to the Ross Sea. That's something different – and it's an old ship, too. It dates from 1978."

Environmental Manager Kim Kelleher took David for a tour of the Port. "David's records are fascinating," she said. "When you look at all this, it's more than notes on a page – it actually charts the changes in the Port, shipping and Canterbury region for the past six decades. Lyttelton has such a rich past and this really brings it to life."



David's shipping records charting Lyttelton Port trade

Warmer seas tracked by monitoring project

If you've been feeling like the sea is warmer than usual, you're right. LPC has 14 monitoring buoys around Lyttelton Harbour and the wider coastal area, measuring water clarity, currents, wave height, salinity, dissolved oxygen and temperature. The data showed December water temperatures were about five degrees warmer than the same time last year.

Dr Leonie Andersen from Vision Environment installed the buoys in September 2016 to provide baseline data on the Harbour's natural fluctuations before channel deepening dredging begins this year.

Dr Andersen said the inshore sites are always warmer and fluctuate more than the offshore sites, which are in deeper water and exposed to oceanic currents. The buoys send data via 3G networks every 30 minutes. The real time data is publicly available on the LPC website.



Dr Leonie Andersen



One of the 14 monitoring buoys

"The water temperatures within the Harbour itself strongly respond to air temperatures and it was a pretty hot December. We can see the water temperature cycling during the day – heating during the day and cooling at night. Sometimes it can vary up to five degrees in 24 hours," Dr Andersen said.

She says this variation is more radical than other harbours she has studied because Lyttelton is relatively shallow in the inner and upper Harbour. The shallow areas are easily heated during the day and cooled at night.

The monitoring system will help Dr Andersen and other scientists understand more about the harbour's natural variations.

"The system was commissioned so that LPC can manage its dredging in real-time, but what we're learning about the Harbour is amazing for science. Prior to this, the Harbour had only a few data points, but we've been gathering so much information on currents, water chemistry and sedimentation."

The buoys have been custom-designed by Dr Andersen's company and are manufactured in England. They have solar panels on the outside, a bundle of electronic "brains" inside and sensors below the water.

"These little buoys are just amazing," she said. "Imagine someone trying to physically collect this amount of information. It would be impossible, and the times when we learn the most – like during a storm – it would be impossible to send people out onto the Harbour."

The data has also proven to be a resource for divers (who can check water clarity), surfers (who can check wave heights and direction) and also swimmers looking for balmy temperatures for a swim at Corsair Bay.

LPC Environmental Manager Kim Kelleher hopes that giving the public access to the data will stimulate interest in the local marine environment.

"We're learning a lot about how the Harbour functions and what the natural variations look like. Data is able to be viewed by the public in real-time on a custom-built viewing platform at the same time as LPC, without a delay. It's really interesting when there's some sort of event going on, such as a big southerly or a pumping swell."

Take a look at the real time monitoring data:
www.lpc.co.nz/port-development/dredging/

LPC's new major sponsorship – Māia Health Foundation

LPC recently announced a three-year partnership with the Māia Health Foundation to help improve health services in the region.



From left: Māia Health Foundation Chief Executive Michael Flatman and LPC Chief Executive Peter Davie

Māia Health Foundation is an independent non-profit charity committed to raising funds to help enhance Canterbury Health services and provide world-class care within the community for Christchurch Hospital.

The charity is currently generating funding for two vital projects: a new rooftop helipad and a range of enhancements to Christchurch Hospital's child health care facilities which include the installation of 60 parent beds and development of new shared family spaces.

LPC Chief Executive Peter Davie says the Māia Health Foundation's projects are critical to growing the region's health services.

"We are pleased to support the Māia Health Foundation to make children's time in Christchurch Hospital as comfortable as possible, and to futureproof its helipad operation," he said.

Māia Health Foundation Chief Executive Michael Flatman says LPC is the Foundation's newest Founding Business Partner.

"Every new addition of a Founding Business Partner means we're that much closer to reaching our goal of bringing essential enhancements to Christchurch Hospital," he said.

"We're fundraising a total of \$5.2 million, so our goal is an ambitious one. The support of organisations such as Lyttelton Port Company makes an

immediate and meaningful impact."

As a flagship sponsor of the Māia Health Foundation, LPC's financial contributions will be used to help fund a larger rooftop helipad at Christchurch Hospital along with a purpose-built clinical support unit so trauma patients can receive lifesaving treatment upon touchdown.

LPC is committed to engaging with, and supporting, the Harbour Basin and Rolleston communities in which it operates, and wider Canterbury region.

The Māia Health Foundation is one of LPC's largest sponsorships.

For more information, go to: www.maiahealth.org.nz

Key fundraising events – how you can help Māia Health

Event: 13 Minute Campaign
Date: 3 March – 14 April 2018
Target: \$500,000

This March, Māia Health Foundation will embark on a bold campaign to raise \$500,000 in just six weeks to futureproof the rooftop helipad for New Zealand's busiest trauma unit. People will share their stories about how eliminating the current transfer time of 13 minutes from Hagley Park, where the chopper currently lands, to Christchurch Hospital could make a difference.

Event: North Canterbury Wine and Food Festival
Date: Sunday, 11 March 2018

When purchasing tickets to this year's North Canterbury Wine and Food Festival, simply add a donation to the event's charity partner, Māia Health Foundation. Anyone who makes a donation (big or small) will go into the draw to win a helicopter ride from Christchurch for two people to attend this year's festival. The prize includes a private chauffeur at the end of the event.

Event: Foundation Feast
Date: Saturday, 11 August 2018

Māia Health Foundation is hosting its second charity black tie dinner, the Foundation Feast, on Saturday, August 11. All proceeds from the event will support Māia's key project for 2018: a larger helipad on top of the new acute services building at Christchurch Hospital. Dinner will consist of a banquet created by White Tie Catering, and Māia's own ambassador Bic Runga will be performing live. Ticket price includes all food, beverages and entertainment.

Event: The Garden Party at Riccarton Park
Date: Saturday, 17 November 2018

The Māia Garden Party will be held during NZ Cup and Show Week. Guests will enjoy a day of wine, food, friendships and top-class racing. The exclusive Tea House venue includes VIP parking and is perfect for socialising with its manicured lawn and gardens. Lunch and refreshments are included. To have a flutter, a live screen and tote will be available onsite.

Free Port Tours

LPC runs a free Port Tour by boat on the last Sunday of each month. The 90 minute tour departs from the Lyttelton Ferry Terminal at 1.30pm and includes the Inner Harbour, Te Ana Marina, Container Terminal operations and Te Awaparahi Bay reclamation.

If you'd like to take a free tour please book by calling LPC reception on (03) 328 8198.

Pop into Port Talk

Our Information Centre 'Port Talk' on the corner of London and Oxford Streets in Lyttelton is open 11am to 1pm Fridays.

Have LPC Update emailed

If you'd like future issues of LPC Update emailed to you please let us know. There's a new edition every four months.

Just email us at communications@lpc.co.nz and we'll add you to our subscriber list to receive your free copy by email.

For more information about LPC see our website: www.lpc.co.nz

Follow us on:

