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LPC Update

Issue 14 October 2019

Lyttelton Port Company Community Newsletter

Woolstore developer announced

Hospitality and retail establishments will soon be seen on Lyttelton's west side waterfront, following the commitment of successful Christchurch investors Peebles Group to the Woolstore development at Te Ana Marina.

Peebles Group is headed by Richard Peebles and has played a major role in the revitalisation of Christchurch's city centre. The Group will bring its trademark innovation to The Woolstore development.

The Woolstore's rustic character offers 720 square metres of ground floor space and features expansive views over the marina, plentiful onsite car parking as well as a pedestrian link connecting Te Ana Marina to Lyttelton.

Some of Peebles Group's city developments undertaken with partners Mike Percasky and Kris Inglis include the vibrant Little High restaurant complex and the soon to



be opened Riverside farmers' market and Riverside retail complex.

Richard Peebles says he is looking forward to bringing central-city style hospitality and retail vibrancy to the unique waterfront site.

"I just love this building, and the waterfront position overlooking the amazing new marina is incredible. Where else in

Christchurch do you get a view like this? Lyttelton has so much history and potential. You look out over this world class marina and you can almost see the shadow of the first four ships lying at anchor out there.

"LPC have done a great job with the new marina and the precinct development. The potential here is huge." *Continued on page 2*

▲ The Peebles Group's vision for The Woolstore includes small diverse retail activities, a local bar and restaurant, as well as small offices with unrivalled views.



LPC Chief Executive Peter Davie says The Woolstore development will once again open up Lyttelton's Harbourside for public use.

"Te Ana Marina has already started this process, and The Woolstore is the next stage of making the harbour a place where people can connect and enjoy the waterfront.

"We're excited to see the buzz of restaurants and retail in Lyttelton. Almost all of the 170 floating berths at Te Ana Marina are leased, meaning The Woolstore will already benefit from a captive audience of marina users.

"We are delighted to work with Richard who is a well-respected investor and known for his creative approach to his developments," says Peter.

Richard Peebles sees The Woolstore as an exciting opportunity for a multi-

use waterfront retail and hospitality development. "We have opportunities available for hospitality, small office and retail tenants with amazing marina views and waterfront location. Achieving a diverse tenant mix will make The Woolstore an all-day vibrant destination, which will become a popular spot for tourists, the Lyttelton residents and our local Christchurch visitors to gather and enjoy."

The Peebles Group's vision for The Woolstore includes small diverse retail activities, a local bar and restaurant, as well as small offices with unrivalled views.

"Our plans are being finalised and we are looking forward to engaging with prospective tenants over the coming weeks. We will be commencing building work very shortly," says Richard.

◀ Peebles Group sees The Woolstore as an exciting opportunity for a multi-use waterfront retail and hospitality development.

Vehicle booking system

LPC has delivered on its commitment to support the Greater Christchurch Transport Statement Freight Action Plan, successfully implementing an online vehicle booking system (VBS) at the Lyttelton Container Terminal (LCT).

VBS is an online booking tool that allows trucking companies to reserve time slots to bring in and pick up containers at LPC sites. The system was successfully implemented at LPC's CityDepot in February 2018, and in March 2019, VBS was extended to the LCT.

LPC's Terminal Development Manager Paul Williams says VBS is a win-win for customers, the community and the Port.

By booking an arrival time slot online, trucking companies now avoid queuing when they reach the LCT, saving time and costs, says Paul.

"More containers are now brought to and from Lyttelton in the evenings, early morning and weekends, which reduces the pressure on key city transport routes like Brougham Street during peak hour traffic."

Since its implementation, truck turnaround time in Lyttelton has improved from 33 minutes per visit to around 23 minutes per visit.

"On a typical week, LCT receives visits from over 2,000 container trucks. With VBS, each truck is saving 10 minutes, a reduction in truck time of over 330 hours per week."

Piaka at work

LPC's new harbour tug *Piaka*, painted in Canterbury colours, can now be seen working to guide vessels in and out of Lyttelton Harbour.

Piaka, designed by Canadian tug experts Robert Allan and built in Singapore by ASL Shipyard, arrived earlier this year and has commenced commercial operations.

LPC Marine Manager Andrew Van der Bent says it is fantastic to see *Piaka* at work.

"It's a real milestone getting *Piaka* out on the water and working.

"A huge thank you must go to the Infrastructure and Project Management team, as well as Tug Master Mike Gibson and Tug Engineer Geoff Campbell and

other members of the Marine team for all their hard work during the building and commissioning phases."

Piaka will replace harbour tug *Purau*, which has given LPC reliable service since 1986.

Piaka has a 75-tonne bollard pull, significantly more than the *Purau*, offering improved power and manoeuvrability

The modern control systems and winch setup onboard *Piaka* are similar to LPC's harbour tug *Blackadder*, further modernising LPC's harbour tug fleet, says Andrew.

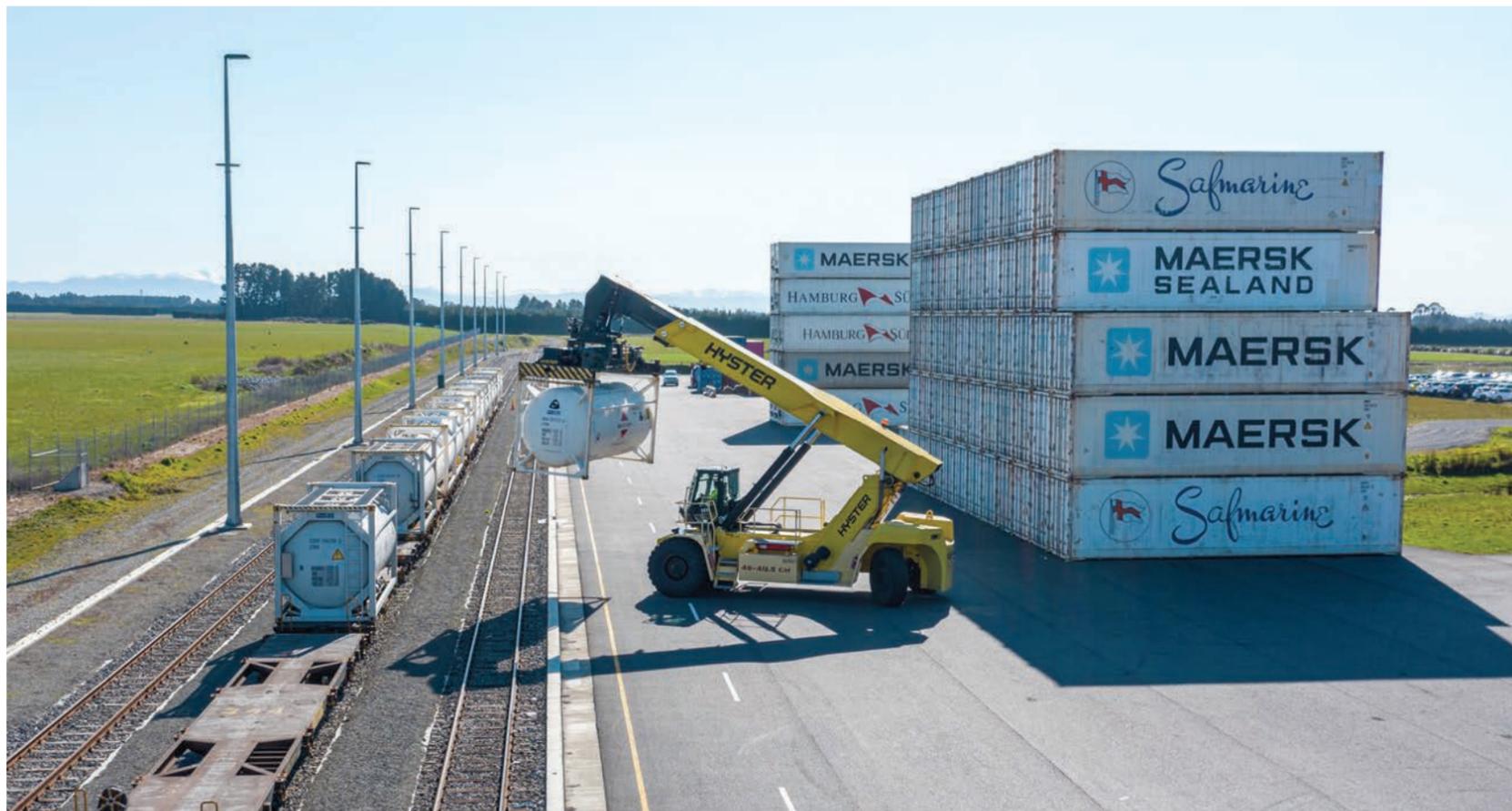
Te *Piaka* is the Māori name for Te *Piaka*/Adderley Head.



TV shows
at Te Ana
Marina
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MidlandPort: vital to Canterbury



◀ This year, over 10% of LPC's entire containerised volume moved through MidlandPort in Rolleston, cementing its place as a hub for the South Island's imports and exports.

MidlandPort is fast becoming an integral part of Canterbury's supply chain, with over 10% cent of the Port's volume now moving through the inland port.

This year, over 10% of LPC's entire containerised volume moved through MidlandPort in Rolleston, cementing its place as a hub for the South Island's imports and exports.

LPC Marketing Manager Simon Munt says since MidlandPort came into operation just over three years ago, it has continually exceeded expectations.

"In 2016, two or three trains a week were moving containers to and from Midland to the Port. Now, KiwiRail operates up to 16 return services a week from Midland.

"Not only is this taking up to 195 one-way truck trips off the road each day, it is ensuring that containers are moved to and from the Port efficiently without traffic delays and at lowest cost to customers."

A number of containers moving through MidlandPort are now being delivered via the direct interface to iPort and the new Move Logistics Distribution Centre using a Combi Xpress Shuttle, allowing cross dock operations and container packing and devanning.

"That volume never touches the road, making Midland a key part of reducing our customers' carbon emissions and providing a sustainable logistics solution."

Simon says that thanks to a newly developed carbon calculator, some LPC customers have been able to calculate that they are benefiting from up to 50% carbon emissions reduction by using a supply chain that includes MidlandPort.

"Like LPC, many of our customers have strong commitments to sustainability and ambitious carbon emission reduction targets, so we're focused on helping them achieve those targets. As part of their supply chain, we can assist them to reach their goals by offering carbon-efficient logistics solutions and tools to accurately evaluate different options."

AECOM NZ Ltd was commissioned to develop a robust calculation methodology and model to calculate the annual emission reductions that can be achieved by moving

freight by rail compared to road transport to and from Lyttelton Port and LPC's MidlandPort.

KiwiRail Deputy Chief Executive/Chief Operating Officer Todd Moyle says the success of the MidlandPort operation demonstrates the crucial contribution rail can make to transport networks in this country.

"With freight volumes expected to grow significantly in coming years, we will need all our transport networks working together to ensure our goods get to market. Using rail as part of a multi-modal supply chain benefits everyone by minimising emissions, reducing road congestion and maintenance costs and improving safety.

"Road congestion along Brougham Street has been identified for many years as an impediment to the supply chain, so we are very pleased to play a part in reducing that issue."

Due to increasing demand for MidlandPort's services and overall increase in volume through Lyttelton, Simon says expansion at Midland is in the pipeline.

"Our staff numbers have increased as well as our hours of operation. We are also looking at expansion and purchasing new equipment to ensure we can continue to meet demands."



◀ Three of LPC's four wharf cranes (pictured) have been raised so that our new 4-high container straddles can pass underneath.

Wharf cranes raised

Careful planning, teamwork and good weather have seen three of LPC's four wharf cranes successfully raised, part of LPC's commitment to build capacity and meet future shipping demands.

Work began in June to raise wharf cranes 1, 2, and 4 so LPC's new 4-high Noell straddle carriers can pass underneath the cill beams.

Spacers of between 1.4 metres and 1.8 metres have been fitted to each crane by contractors Liebherr and Rich Rigging and the project was completed in September. LPC's newest wharf crane, Crane 3, was designed to accommodate the new 4-high straddles so it did not need to be lifted.

LPC Operations Manager Paul Monk says crane lifting is relatively common for ports, either to fit taller straddles or to allow larger

vessels to be unloaded. LPC has lifted cranes in the past.

"We know that the size of vessels has doubled over the last 10 years and that trend is continuing.

"By purchasing the new straddles that can stack containers four-high, and lifting the cranes, we know we can increase capacity and manage projected growth in container volumes."

To ensure the Lyttelton Container Terminal remained operational during the crane raising project, contractors could only work on one wharf crane at a time.

The actual raising of the cranes was also weather dependent, as contractors had to ensure winds were not too high for the precise lifting work.

Paul says the crane raising project required significant teamwork.

"I'd like to thank the Terminal team on the wharves, Project Manager Jonathon Deaker, Liebherr and Rich Rigging for their hard work. Having a highly skilled team was key to this project's success."

Cruise berth progress

Progress on New Zealand's first purpose-built cruise berth has reached another milestone, with over half of the main wharf piles now successfully driven.

LPC Engineering Project Manager Paul Kelly says 43 out of a total of 64 main wharf piles have now been driven to full depth at approximately 65m below ground level.

When complete, a total of 3.8 kilometres of main wharf piles will have been used in the project.

Paul says it's great to reach this point, with the project on track to be complete by November 2020, in time for the 2020/2021 cruise ship season.

"The contractors HEB Construction and designers Beca have done an excellent job, as there is a lot that goes on technically to ensure piles are driven correctly and have the required capacity."

A great deal of activity is happening onsite from now on.

Piling will continue with a small access bridge constructed at the mid-span of the wharf to allow servicing of the piling, and the construction of the permanent wharf deck has begun.

Dredging along the berth pocket of the new wharf is also complete, and the dredging team have almost completed dredging in the zone between Cashin Quay 4 and the Cruise Berth.

The *Patiki* barge has also assisted with the placement of geotextile fabric underwater, and more than 200 rock bags have been placed on the seabed slope to provide scour protection.

Just over 2,000 4-tonne rock bag units will have been used when the project is complete.

With all this action onsite, Paul says HEB Construction have done a good job of sequencing and forward planning.

"It is such a compact project in terms of space, HEB has really had to think about space and where plant can fit during all these different activities."

LPC Infrastructure Manager Mike Simmers says the project team aims to have wharf piling completed by the end of this year, and other land-based piling will continue in early 2020.

For daily updates on the Cruise Berth project in Lyttelton Harbour, visit lpcharbourwatch.co.nz

“In the last 10 years, container volume moving through Lyttelton has grown by 83%.”

A Port for the future



With Canterbury’s freight volumes likely to double in the next 15 years, LPC is committed to building a Port for the future with the extension of our container terminal at Te Awaparahi Bay.

LPC Chief Executive Peter Davie says this expansion of port operations ensures the port can meet the demands of the South Island’s increasing trade volumes.

“In the last 10 years, container volume moving through Lyttelton has grown by 83%. This trend of steep growth is set to continue, which is why we’re focused on developing new port capacity and continuing to be the primary international gateway for Canterbury and the South Island.

“The construction of a new container land area and berth at Te Awaparahi Bay would move container operations further east and allow some of the general cargo operations

from the inner harbour to move onto the current Container Terminal at Cashin Quay.”

LPC Infrastructure Manager Mike Simmers says excellent progress is being made on the Te Awaparahi Bay reclamation, with the first 10ha of the reclamation complete and work has started on the next stage, creating an additional 6ha.

Around 100 truck movements a day transport hard fill material from LPC’s Gollan’s Bay quarry onto a barge, and from there moved by excavator to a split hopper barge which places the rock into the reclamation area. This process is repeated at least 7 to 9 times a day.

Settlement of the new land is a major issue due to the soft seabed in the Harbour, however to reduce this settlement time for a potential new wharf, the softer material is being dredged out, says Mike.

“By doing this and pre loading the material, we are reducing the settlement time by about five years.”

This second stage of the reclamation project, totalling 6 hectares, is expected to be completed in 2021. The land must settle for two years at which stage LPC plans to start constructing the container wharf, in 2023.

◀ A planned extension of our container terminal at Te Awaparahi Bay ensures LPC can meet the demands of increasing trade volumes.

Te Awaparahi bay land-use consent

LPC has applied to the Christchurch City Council (CCC) for two land-use consents for the extension of our container terminal at Te Awaparahi Bay.

We currently have consents from Environment Canterbury to reclaim land within a 34ha footprint at Te Awaparahi Bay. The consents we are applying to CCC for are the phased establishment and operation of a container terminal and other port activities on this reclaimed land.

In September, LPC held public sessions in Governors Bay, Diamond Harbour and Lyttelton to talk to the community about our land-use consent application and the proposed activities at Te Awaparahi Bay.

The public submission period is now closed, however we expect the public hearing to be held in the near future.

Expansion in numbers:

83%

Increase of containers through the port

100

Truck movements a day

16 HECTARES

Expected to be completed in 2021

2023

Start constructing the new container wharf

For more information and regular updates on the Te Awaparahi Bay reclamation, visit lpcharbourwatch.co.nz or email lpccommunications@lpc.co.nz.

“His positive attitude and great sense of humour will be missed. Completing over 5,000 jobs for LPC highlights his incredible contribution to the Port.”

Marine Pilot's life at sea

After 22 years of service, navigating over 5,000 vessels into Lyttelton Port, Marine Pilot and Governors Bay resident John Rendle has left his life at sea to enjoy a well-deserved retirement.

John, known by most as JR, began working at the LPC in 1997 after a successful career at sea. John made a number of visits to Lyttelton during his worldwide voyages.

Before moving to New Zealand, John's parents worked as missionaries in Africa, which involved several voyages back and forth from Africa to the UK sparking his interest to work on the water.

In 1966 at the age of 17, John headed out to sea as a cadet for Blue Star Line, working his

way up to Chief Officer (First Mate) before returning to shore to teach navigation at Nelson Polytechnic for two years.

John then returned to the water, working for Pacifica's coastal shipping service for 15 years, 12 of which as a captain, before taking on a role as Marine Pilot at LPC.

In his time working in Lyttelton, John has clocked a total of over 5,000 piloting, guiding a wide range of vessels safely into the Port.

John says he's thoroughly enjoyed his time working for LPC. "It's a great bunch of people to work with – the people make the job."

A lot has changed about working as a Marine Pilot at LPC since 1997, particularly the increase of technology. "There is an increasing emphasis on a regulatory approach and formal procedures for how a job is done along with the presence of web cameras, voice monitoring and AIS monitoring."

Navigation aids on vessels are also more

prevalent and sophisticated, which adds a new dimension to the job, he says.

There's also a general trending upwards in the size of ships being handled, he says, with container ships doubling in size over the last 10 years.

Different weather conditions encountered as a Marine Pilot can be interesting. Navigating rough weather can be challenging, but John says he has always enjoyed bringing vessels into Port.

LPC Marine Manager Andrew Van der Bent says John's contribution to LPC and the Marine Team has been significant.

"His positive attitude and great sense of humour will be missed. Completing over 5,000 jobs for LPC highlights his incredible contribution to the Port."

John says he's looking forward to spending more time with his sweetheart Robyn, photography, music and listening to his vinyl records. He's also heading over to the UK for a holiday.



◀ After 22 years and 5,000 piloting jobs for LPC, Governors Bay resident John Rendle is set to enjoy a well-deserved retirement.



◀ The *LPC Rescue* is used to transport plants from Lyttelton to Quail island for the main planting in August each year. In July our Marine Team carried on the tradition, transporting 3,000 plants and six volunteers to the island.

Two decades of support for Quail Island Ecological Restoration Trust

Each year, over 3,000 plants decorate the *LPC Rescue* boat in a pattern of bright green native trees, carefully balanced and destined for the shores of Ōtamahua/Quail Island.

Since the Ōtamahua/Quail Island Ecological Restoration Trust was formed in 1998, over 95,000 trees have been planted on the island, and native birds are beginning to return to the historic island.

This year marks 20 years of LPC supporting the Trust, which is dedicated to restoring the island's native habitat.

The Trust aims to develop and implement the restoration of the ecology of the island, in partnership with the Department of Conservation (DOC).

LPC has been involved with the Trust since 1999, providing both financial and in-

kind assistance to support the exceptional work the organisation undertakes.

The *LPC Rescue* boat is used to transport plants from Lyttelton to the island for the main planting in August each year. In July, our Marine Team carried on the tradition, transporting 3,000 plants and six volunteers to the island.

The volunteers and members of our Marine team created a human chain to transport the thousands of plants from cars and trailers, down to the Waterfront House pontoon, where Launch Master John Thompson was waiting to load the plants into every nook of the vessel.

The range of native plants are carefully sourced from the DOC nursery in Motukarara.

"The reason we use the DOC nursery is that we can guarantee that the seed has been sourced from original trees within the harbour basin or Port Hills area," says Ian McLennan, Trust Chair.

"The common term for this is eco-sourcing. So, for example, we would never plant pohutakawa on the island as it doesn't occur naturally this far south."

The planting will in time restore the native forest that was originally on the island.

"The new forest will provide habitats for a variety of native birds, insects and lizards," says Ian.

"Already after 20 years of planting, we have birds such as pipīwharau (shining cuckoo), korimako (bellbird) and kererū (wood pigeon) successfully nesting on the island. It will take 100 years for the forest to be a reasonable facsimile of the original forest, so it is a long-term multi generational project."

Ian says the plant moving day with LPC is always one of the highlights of the year for his team.

"LPC have been helping transport the plants since 2001. In the early years, the launch *Orari* with Bruce Baldwin at the helm was used, and more recently *LPC Rescue*."

"Although it looks like a real balancing act to carry the plants on *LPC Rescue*, we can only remember one instance of losing a tree overboard. The *LPC Rescue* crew and other LPC staff always get stuck in and assist with the loading and unloading."

Restoration in numbers:

95,000+

native trees planted by the Ōtamahua/Quail Island Ecological Restoration Trust

3,000

native trees transported by *LPC Rescue* every year

20 YEARS

of LPC support

Students make a stand against plastic



A plastic penguin art project now roosts at Waterfront House. The sculpture, created by Lyttelton Primary School Enviroschool students, raises awareness about the impacts of plastic waste on harbour life.

Lyttelton Primary School Enviroschool leader Dinah Wallis says the kids have been working with the Port on waste for several years.

"The Port invited a group of kids to visit their building to carry out a waste audit. The kids put together a series of recommendations and invited us down to check progress. They'd done everything the kids recommended, including getting rid of single use cups," Dinah says.

LPC Environment and Planning Manager Kim Kelleher says with the growing concern about the effects of plastic pollution on the marine environment we were looking for a positive way to raise awareness amongst our teams because we know they really care about the special wildlife of Whakaraupō.

"We ran a trial where we collected all the plastic litter we could find around the Port to see what sort of litter we were dealing with."

After a presentation from LPC Environmental Advisor and marine specialist Dr Crystal Lenky about the potential risks of plastic in the harbour, the enviroschools class came up with the idea of creating a sculpture, and 'Janice the penguin' was born.

The kids started by looking at all the animals that lived in the harbour and who may be affected by plastic waste if it ends up in the harbour. They chose to create a penguin.

Cable ties, orange plastic fencing and yellow rope were the main materials.

The project was nearly curtailed, when a well-meaning teacher attempted to throw away the pile of rubbish that was waiting to become Janice. Dinah recovered the materials and marked them with a sign that read, "This is art, not rubbish."

Foreman Tony "Super" Sherratt says it's great to see the kids getting on board.

"Especially in Lyttelton where we're a small harbour town with a great community. The kids are pretty smart these days and they want to make a difference so that, in 20 years, they can still enjoy the environment."

Learning about the Port Saddle

LPC is proud to work with the Banks Peninsula Conservation Trust (BPCT), Enviroschools and local residents to restore the 17ha Port Saddle in Lyttelton.

Last month, a group of Enviroschools students from Lyttelton Primary School and Heathcote Valley School visited the Port Saddle to plant native trees and learn about the unique ecology, flora and fauna of this special place.

LPC Environment and Planning Manager Kim Kelleher says the partnership between the Port and BPCT is focused on removing weeds and pests and restoring habitat through planting native trees, lovingly grown from locally collected seeds by DOC's Motukarara Conservation Nursery.

"We see the partnership between LPC and BPCT as incredibly important. Our aim is for the area to be used for ecological restoration, recreation and environmental education."

"We want people to feel like this area is part of their town."

Lyttelton Primary School student Mila has written a little story about her visit:

We did some activities there. Here are some of the things we did, a bird count, where [we] learned about birds that live in the area. We also had an invertebrate expert and we all learned about the invertebrates and their homes. Just like last time the lizard expert was there we got to see two geckos which were beautiful and soft.

After we had lunch we did a planting workshop. We learned why and how to plant and some tips about it. We all got to plant some native trees. All together we planted 60 trees.

Port Saddle Planting Day
– By Mila

To find out more about the Banks Peninsula Conservation Trust and upcoming events, visit bpct.org.nz

◀ Lyttelton Primary School Enviroschool students showing their plastic penguin to LPC Foreman Tony "Super" Sherratt.



◀ The Airborne Honey brand is now the oldest surviving brand of honey in New Zealand and a business with its focus firmly on the future.

Liquid gold goes global

Over 100 years ago on the rugged terrain of Banks Peninsula, William Bray and Alfred Barret set up beehives, bringing Airborne Honey to life.

Fast-forward to 2019, and Bray's great-grandson Peter and his team are taking Airborne Honey to over 20 countries across the world, transported through Lyttelton Port.

"They lived off the land," recalls Airborne Honey Managing Director Peter Bray of his great-grandfather and business partner Alfred Barret. "This was before the days of laboratories, cars and modern-day engineering – it was incredibly laborious work."

The pair's hard work and entrepreneurial nature paid off. The Airborne Honey brand is now the oldest surviving brand of honey in New Zealand and a business with its focus firmly on the future.

In the late 1920s, it was decided to move the operation from Banks Peninsula inland to Leeston, where a processing and packing plant was built.

Nowadays, Airborne Honey has a distinctly more scientific approach to making this sweet pantry staple, placing it at the leading edge of honey production in New Zealand.

"Our laboratory allows us to analyse the honey throughout the production process, ensuring the quality of each and every batch," says Peter.

Airborne has a unique labelling system for its jars, which means customers can trace the batch their honey came from and locate every apiary that contributed their honey, as well as every drum of honey from that particular batch.

"We have honey coming in from North Cape to Bluff and with our labelling system, customers can find out exactly where their honey came from."

Airborne also has a patented process for liquefying the honey, delivering the lowest amount of heat damage of any honey in the New Zealand market.

"This reduces the heating time from three days to 12 hours, which is better for the environment and also better for our honey," says Peter.

Airborne's array of monofloral honeys are a premium product due to their distinct taste, fragrance and flavour. From classics like Clover and Manuka, to Rata, Vipers Bugloss, Rewarewa and Thyme, Airborne Honey caters to every honey taste.

"These days, we all want to be chefs in our own kitchen, which is why it is important to have a multitude of flavoured products," says Peter.

That may be why Airborne has become so popular overseas: Of the honey Airborne produces each year, around 30% is exported offshore.

The majority of Airborne's exported honey is transported from Leeston to Lyttelton by road, before it is shipped to nations including China, the United Arab Emirates, Singapore, Malaysia, Japan and the United States.

"Our honey is extremely popular in Asian and Middle Eastern markets," says Airborne Sales and Marketing Manager John Smart.

"It's really rewarding to see our honey go offshore."

Looking ahead, John says the Airborne Honey team plans to continue making great honey to the highest standard, as well as focusing on sustainability.

"We plan on doing more of the same, but doing it better."





Ka Awatea – A celebration of Matariki

For over 10 years, LPC has sponsored Project Lyttelton's Festival of Lights, a public fireworks display that brought Cantabrians to Lyttelton for a family-friendly night in Whakaraupō/Lyttelton Harbour.

This year, Project Lyttelton decided to take a different approach to its mid-winter festival, bringing Matariki and community to the heart of a week-long winter celebration in June.

Event coordinator Claire Coates says Ka Awatea – A Celebration of Matariki was a name gifted to Project Lyttelton by Te Hapū o Ngāti Wheke.

"Ka Awatea emerged as a celebration focusing on Matariki: Herenga – Connection, Whakahounga – Renewal, Korero Tuku Iho – Tradition, Hapori – Community.

"Growing connections and working partnerships with Te Hapū o Ngāti Wheke, Lyttelton Port Company and Christchurch City Council was a focus for the celebration," says Claire.

The celebration included learning more about weaving and traditional carving at the Lyttelton Museum site on London Street, a 'Winter Wonderland' window display and a youth-led event at the community skate park.

The final night saw Matariki celebrations continue at the Lyttelton Art Factory (LAF) with traditional carvings and weaving on display.

Te Hapū o Ngāti Wheke Chair Manaia Rehu says the Ka Awatea celebration of Matariki was a great way to strengthen the bonds between Ngāti Wheke and Lyttelton.

"There has always been a close connection between Rāpaki and Lyttelton, and it's great to get together on a project like this to remind ourselves of our histories, and to strengthen the relationships within Whakaraupō. We really appreciate the efforts of all those whānau who helped lead the event on our behalf."

LPC sponsored Ka Awatea's youth-led event. Local youngsters met at Lyttelton Primary School before being lead down London Street to the beat of the Christchurch Samba Band, with their scooters, skateboards and bikes lighting up the night.

Then the team headed back to the Lyttelton Skate Park with a DJ and pizza from the community garden pizza oven.

"The youth event was a highlight of the week," says Claire.

"Young people in Lyttelton felt like they were going to miss out when the Festival of Lights was no longer happening, so we were able to put together a specific event for them. With so many elements was incredible and then seeing how much they enjoyed it and participated in it was just great."

LPC Strategic Engagement Manager Phil de Joux says the Port is committed to supporting the local communities in which it operates.

"Supporting Lyttelton community initiatives, particularly those that involve and benefit young people is a real focus for LPC.

"We look forward to continuing our support of Project Lyttelton."

Lighting up Lyttelton Netball

◀ LPC sponsored Ka Awatea's youth-led event. Local youngsters met at Lyttelton Primary School before being lead down London Street to the beat of the Christchurch Samba Band, with their scooters, skateboards and bikes lighting up the night.

Lyttelton Netball Club is shining bright, thanks to a little Kiwi ingenuity and support from LPC.

The Lyttelton Primary School Netball Court is home to the Lyttelton Netball Club, a group of around 65 players from primary through to young adults, who are passionate about the game and developing young local players.

But the Club's Treasurer and Secretary Jane Walders says in the darker winter months, the players could not practice after 6pm because there were no lights on the court.

The Club approached LPC, and our Strategic Engagement Manager Phil de Joux says it was a 'no brainer' for the Port to lend a hand.

LPC funded the purchase and installation of flood lights on the Lyttelton Primary School roof, lighting up the netball court when the sun goes down.

Jane says the flood lights have been a real boost for the Club, extending their evening training time.

"All of our high school-aged players have to get from school in Christchurch back to Lyttelton for training, usually by bus, which meant they had to rush down to the court after school so we could fit in training before it got dark.

"Now we don't have to be in any rush, we can just focus on training."

The new lights also mean the club can play social adults netball on a Monday night once everyone is home from work.

▼ Lyttelton Netball Club players can now train past dark, with the installation of flood lights at Lyttelton Primary School by LPC.



Peninsula Art Auction raises \$40,000



When he's not working as a cargo handler for LPC, Ollie Wilson spends his time as a talented ink stippling artist.

This year, Ollie decided to put his work forward in the biennial Peninsula Art Auction, which attracted 160 works from 90 artists with a Banks Peninsula connection.

Held at Lyttelton Primary School in August, the auction was attended by over 300 people and raised more than \$40,000 for Lyttelton Primary School students, supporting initiatives in the arts, science, literacy and technology. LPC was a gold sponsor of the event.

Ollie says he first heard about the auction through LPC's sponsorship.

"I'm always willing to put art to a good cause especially so close to home, I was really proud to be a part of the auction.

"It was a really great experience as an artist, getting to meet so many other artists and Lyttelton locals."

There was a lot of interest in his ink stippling pieces, as it is not a common form

of art in New Zealand, says Ollie. Stippling is the process of using small dots to develop an ink drawing.

"The majority of the ideas I have are inspired by events, whether it be a place I have visited or a subject era I've read about.

"A lot of my art is very timely so instead of selling the original pieces, I sell limited-edition replica prints."

The Peninsula Art Auction is organised by the Lyttelton Education Charitable Trust, run entirely by volunteers.

Event coordinator and school parent Claire Coates says the auction has grown significantly since it began over 16 years ago.

For the first time in the event's history, works by Lyttelton Primary School pupils were among the silent auction lots, and an Art Week was held in the lead-up to the event where local artists worked in residence and held workshops for students.

"I was thrilled we realised a long-held goal to introduce the children's elements and to receive such tremendous support from even more artists, our wonderful curators and auctioneer and our sponsors who helped us host such a stimulating and sophisticated, yet fun event to benefit the children of Lyttelton," says Claire.

◀ LPC cargo handler Ollie Wilson with his ink stippling piece featured in the Peninsula Art Auction in August.

▼ Good old gunge: The live episode of *What Now* and *Fanimals* was a hit at Te Ana Marina last month.



TV shows at Te Ana Marina

Te Ana Marina hosted its first large community event last month, when the hit television show shows *What Now* and *Fanimals* were broadcast live from Lyttelton.

On Sunday September 8, Lyttelton families and the Peninsula's best-behaved dogs gathered at Te Ana for a joint television special.

Whitebait Media producer and Lyttelton resident Reuben Davidson says the morning included live performances, games, and of course – gunge.

The show also saw Lyttelton's Top Dog crowned by the *Fanimals* team.

"*Fanimals* is a show all about animals, and of course their human fans. Lyttelton has a lot of dogs – so it seemed like the perfect opportunity to celebrate them."

Reuben described Te Ana Marina as the perfect location to host the show.

"It's a great hub for community events. It's great to see the waterfront becoming more accessible for events like this.

"We are really lucky to have this resource in Lyttelton, and I look forward to future events. It has so much potential."





Tuia250 heads to Te Ana Marina

In December, LPC's Te Ana Marina will play host to a historic flotilla of vessels to mark 250 years since the first encounters between Māori and Europeans and celebrate the voyaging traditions of Aotearoa New Zealand.

Te Hapū o Ngāti Wheke has been asked by the Ministry for Culture and Heritage to host the Whakaraupō leg of the national Tuia250 voyage – which starts in Tūranga-nui-a-kiwa/Gisborne in October.

The Tuia250 national voyage aims to promote the exceptional feats of Pacific, Māori and European voyaging that brought New Zealand together, acknowledging all people who have chosen to call New Zealand home whether their ancestors or family arrived on a waka, a ship or on a Boeing last week.

Tuia250 Whakaraupō event coordinator Craig Pauling says Te Ana Marina is the perfect place to host the flotilla, which is scheduled to arrive here on December 6.

“Te Ana is a site that Ngāti Wheke has worked closely with LPC and CCC in developing and the wider area has a rich legacy as a place of shelter and food gathering” says Craig.

The name Te Ana was gifted by Ngāti Wheke for the marina area and comes from the original name for Te Ana o Huikai – a small bay located just beyond LPC's Dry Dock which was reclaimed when the original port and wider Naval Point area was developed. The bay was a sheltered area used by Rangatira Huikai on his journeys to and from Koukourārata (Port Levy).

The striking whakairo, or carvings, at the site created by the Whakaraupō Carving Centre acknowledge the history and values associated with Te Ana o Huikai and the wider area.

As part of the event, three waka hourua or Polynesian double-hulled sailing canoes, as well as the *Spirit of New Zealand* will be welcomed to Whakaraupō. This includes *Fa'afaite* from Tahiti, and *Haunui* and *Ngahiraka Mai Tawhiti* from the North Island.

The magnificent Ngāi Tahu waka, *Kōtukumairangi*, which many will recognise from Waitangi Day celebrations at Okains Bay, will also be there, and is planned to be berthed at Te Ana Marina from October ahead of the event.

“We are honoured to have these amazing sailing waka coming to our harbour, especially *Fa'afaite*, all the way from Tahiti” says Craig “the chance to welcome and host them, as well as interact and learn about them is a real treat and something we hope the community will enjoy.”

The waka and their crews will all be welcomed at Rāpaki before heading to Te Ana for a public ceremony and event the following day. This will include the chance to meet the crews, learn about traditional navigation, board the waka and even have the opportunity to be part of a sailing experience.

“*Ngahiraka Mai Tawhiti*, was built by the late Sir Hekenukumai Busby, who was one of our nation's leading experts on waka and Polynesian voyaging so it is really special to have one of his waka coming to us,” says Craig.

“The Tuia250 event at Te Ana will be an opportunity for locals and Cantabrians to learn more about Polynesian voyaging stories and our rich navigation history,” says Craig.

The family-friendly event will include food and drink stalls and you will be able to take a closer look at the traditional waka, as well as learn from the Ministry for Culture and Heritage's travelling roadshow, which will be set up on the grounds of Te Ana Marina.

The event will be held on Saturday December 7 and Sunday December 8, 2019.

▲ *Haunui* (above) is one of three waka hourua visiting Te Ana Marina in December as part of Tuia250. Photo credit: Haunui Te Toki Voyaging Trust.

“We are honoured to have these amazing sailing waka coming to our harbour, especially *Fa'afaite*, all the way from Tahiti”