

**Historical Lyttelton jetties to be dismantled**  
» Page 04

**Trillions of data points, unlimited potential**  
» Page 08

**Mike cuts his job as a barber to join LPC**  
» Page 10



# LPCUpdate

Issue 28 June 2023

Lyttelton Port Company Community Newsletter

## Ports unite to tackle ship noise

With help from port communities throughout New Zealand, noisy vessels will soon be banned from our harbours.

A letter signed by 13 New Zealand ports CEOs was sent to shipping agents last month, signalling the implementation of new noise specifications from June 2024.

In that short time, 13 vessels were already added to the register, with 5 of these vessels classified.

The low-frequency rumble produced by container vessels visiting ports is a major issue for surrounding communities. Those noise is produced by the generators used to power ships while berthed, when they don't have silencers installed.

The NZ port staff have been collaborating on which vessels are problematic to their communities and working with experts on a solution.

Chief Corporate Affairs Officer Phil de Joux says it's fantastic to see the result of the hard work and collaboration of the many parties involved.

"This issue affected the Lyttelton



community, like many other port communities around New Zealand and required us to join together to get a result," says Phil.

This is a significant step towards managing the impacts of low-frequency vessel noise.

"Community feedback remains integral to making strong and lasting change."

The ports have worked with sound experts Marshall Day to create New Zealand Ship Noise Specifications based on the global NEPTUNE guidance.

Vessels will be monitored using a standardised methodology and obtain a noise score. A vessel's noise score must meet a threshold to be allowed to berth in New Zealand.

The letter sent to shipping lines states that any container vessel deemed noisy by ports and all new container vessels entering New Zealand services from June next year must either comply with the specifications or have reactive silencers fitted to one of the engines.

If vessels cannot meet these requirements, they will be refused entry.

The noise specifications specifically target container vessels, as other vessels, such as those carrying bulk cargo, generally do not raise such concerns when visiting.

LPC takes our role in the harbour seriously and will continue collaborating with ports in New Zealand and Australia to monitor and report vessel noise.

▲ The noise produced by certain container vessels is a major issue for the communities in Whakaraupō/Lyttelton Harbour.



# Jim Quinn: Great to be back at Lyttelton Port as Interim CEO



Hear from our Interim CEO Jim Quinn on his role at LPC.

As Interim CEO of Lyttelton Port Company, my primary focus is to ensure continuity with our operations', provide staff with secure employment, maintain a safe working environment, and strive for maximum productivity.

It's great to be back involved with the Port's activities again after serving on the board during the height of the recovery following the Christchurch earthquake and the construction of a new head office.

It is wonderful to see the progress made in both the Port's operations and the development of the Eastern Harbour area.

Throughout my career, I have gained valuable experience in logistics, both in the courier and postal industry, as CEO at KiwiRail, and Chief of Strategy at Auckland Council.

This experience has given me a deep understanding of the interface between the commercial world and local and central governments, which is essential for any business like LPC and the Port's social responsibility.

LPC plays a vital role in supporting the New Zealand economy. We are a crucial part of the supply chain in Canterbury and the South Island, facilitating the arrival of necessary goods and ensuring the export of our products to global markets.

As Interim CEO, it is vital we maintain our business-as-usual approach avoiding disruption or loss of momentum.

Over the past ten weeks, we have made significant progress, including constructing a new crane on Cashin Quay that will soon be operational. Additionally, above Windy Point, you will see that we are transitioning to a new giant workshop, replacing the outdated facilities in poor repair.

These developments demonstrate the recent investments made in the Port over the two years, with more to come.

To continue to meet the growing demands of imports and exports, we must be prepared and capable of handling increased volumes. We are focused on ensuring the Port is ready to accommodate these demands efficiently.

I believe that with our dedicated team, we can continue to forge a bright future for the Port and the communities we serve as we drive the Port forward, ensuring its long-term success.

◀ Interim CEO Jim Quinn (right) filming the weekly update video for staff at new workshop with Head of Maintenance and Security Tristan Williams.

# Lyttelton skyline once again changed with new crane

After months of building, our new crane is finally in position.

The 70m tall structure will bring us back to a four-crane operation after one of the cranes was decommissioned last year.

Arriving in March, it was shipped from the Liebherr factory in Killarney, Ireland.

The team from Liebherr have been here to manage the build of the crane, working with local businesses to complete the technical work.

While the assembly of the crane happens relatively quickly, it is followed by a large amount of electrical work and cabling to get the new machine working.

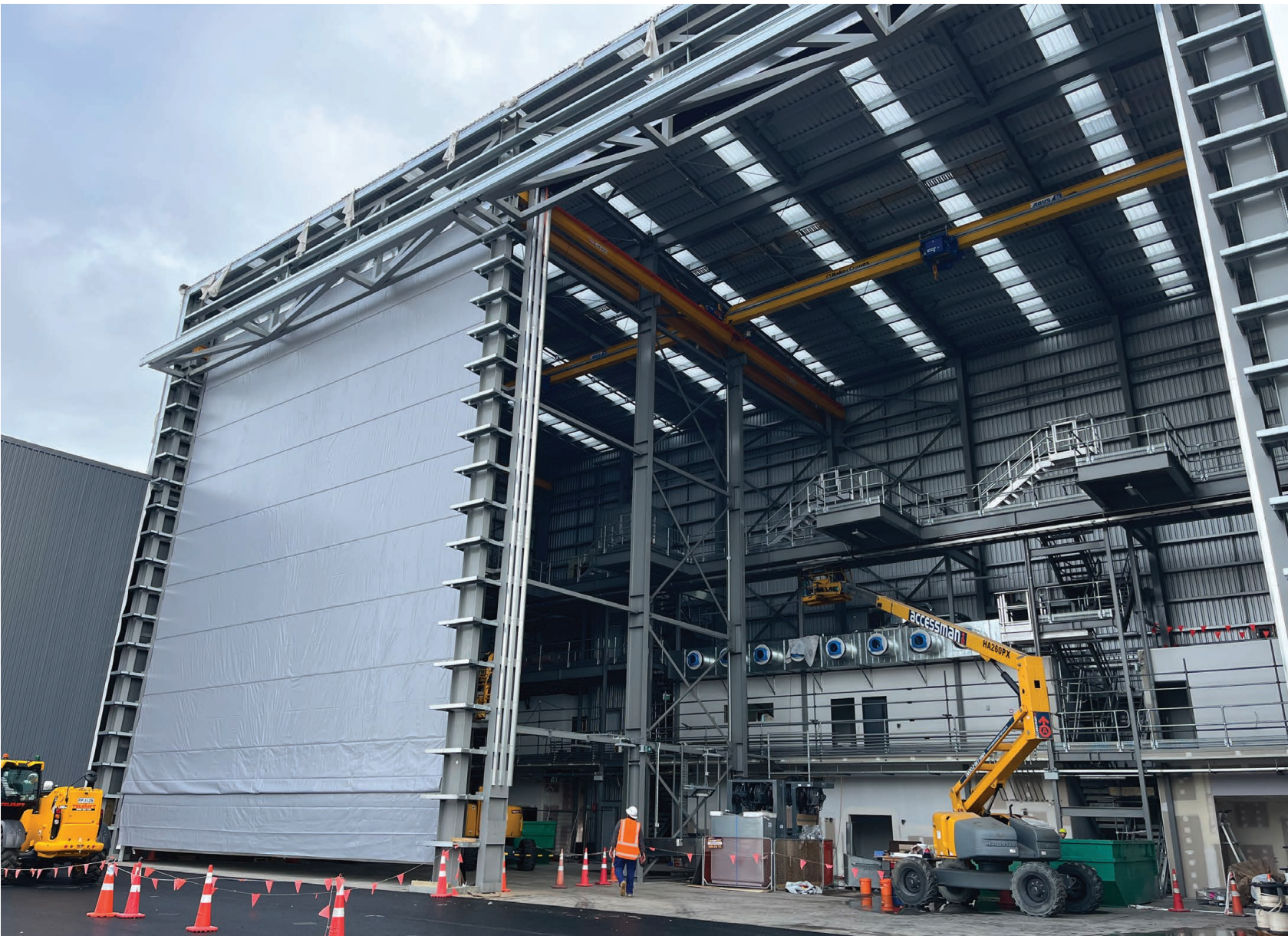
The crane was then pulled 350m through the terminal into place, over a four day period.

It's great to have the new crane in action, with the first lift planned for the end of June.

▼ The new Liebherr ship to shore crane, moving through the Lyttelton container terminal.



Trillions of data points, unlimited potential  
» Page 08



# Introducing Te Whare Whakatika: our new workshop

The home stretch is finally in sight for the new workshop – formally named Te Whare Whakatika.

Housing our Mechanical and Electrical Maintenance, Stores and Planning Teams, the new name represents the work that will take place in the modern facility.

Our Māori Development Advisor, Tahu Stirling, provided the name, which considers the area's history and the aspiration of the teams that work there.

Head of Maintenance and Security Tristan Williams says the name means to fix or a place where something is fixed.

"It means a lot to the people involved in

the process, right from the blessing of the site right through to when we do the handover," says Tristan.

The commissioning of the workshop is the final part of the Eastern Development Project, an \$85 million investment into our infrastructure and moving our operations to the east.

The new fit-for-purpose building features four dedicated straddle maintenance bays, vending machine-inspired storage facilities, and combined lunch facilities to bring teams together.

Tristan says the teams are quietly excited about the new facility.

But before they can enjoy it, they have to move in, set to take place over two weeks in July.

"The team have been in that workshop for around 40 years, so there is a lot of history,

tools and equipment to move – they have a massive challenge on their hands."

With the opening of the new workshop, work will then begin on the demolition of the current building.

It sits in a prime container storage location, and the move will also increase our capacity in the terminal.

**"It means a lot to the people involved in the process, right from the blessing of the site right through to when we do the handover."**

**\$85m**  
Investment into our infrastructure and moving our operations to the east.

**40 years**  
Amount of time workers have been in the old workshop

**4**  
Straddle maintenance bays.

◀ Final stages of construction of Te Whare Whakatika, LPC's new workshop.





# Historical Lyttelton jetties to be dismantled

Built in the 1870s, three historical inner harbour jetties are set to be demolished.

Jetties four, five and six have not been used for several years and are uneconomical to repair, posing health, safety, and environmental risks. The structures are currently under restricted access, with people unable to walk across or underneath them in day-to-day operations. Chief Infrastructure Officer Mike Simmers says that while we will reuse as much timber as possible, we will be sad to see such an iconic piece of Lyttelton history go. “The jetties have seen an incredible amount of history take place, with their construction part of the early growth of the port,” says Mike. “The area was publicly accessible until 1994,

so there are people around the community as well as staff members here who have strong memories tied to the inner harbour.” The jetties sit amongst operational jetties 2, 3 and 7, also from this period. However, these continue to be used due to their larger nature and ongoing reinforcement of the wooden structures with steel beams and concrete decks. LPC’s Civil Maintenance Team will manage the deconstruction, working with Smith Crane and Construction to remove an estimated 66 kilometers of timber over the coming months. The planned method will pose minimal disruption to the community. “The removal involves skilled carpenters slowly dismantling the structure while supported by a crane on a barge that will take the pieces to shore.” Our Environment and Sustainability Team have also worked closely with Biosecurity New Zealand and Environment Canterbury

to develop controls for managing marine invasive species as the piles are removed. The jetties were inspected by a remotely operated vehicle (ROV), highlighting the presence of Mediterranean fanworm. “As divers cannot access the area due to safety risks, we are unable to remove them by hand, as we have done in other places around the Port.” We are also focused on reusing as much timber as possible to extend the life of the materials and divert waste to landfill. “There are a number of opportunities to upcycle the wood, and we are continuing to explore that with local councils and community groups.” Elements of the jetties are pre-19 century, so Underground Overground archaeologists will be on-site to document the deconstruction of the jetties for historical records. Once the work is completed, there are no current plans for operations to resume in this area.

◀ Jetty 4 in the inner harbour, soon to be dismantled.



# A moment in history

Throughout the years, the jetties have taken centre stage in history, such as welcoming royalty to the region, including the future King George V and Queen Mary, during their visit in 1901.

The jetties were also a feature of the Antarctic Expedition era, hosting Scott’s vessel Discovery before a journey to the ice in 1901. Lyttelton also berthed troopships during wars throughout their history. The inner harbour also hosted several inter-island ferries, with roll-on/roll-off access for vehicles, from the launch of a dedicated service in 1895 to the end in 1974.

While these are standout moments in history, over the last 150 years, the jetties saw changes in how cargo is transported. The jetties have had many uses, from horse-drawn carriages along the wharf to steam-powered trains and electric cranes. The shift to containerisation in the 1980s dramatically changed the landscape of the inner harbour, with more cargo shifting to the container berths along Cashin Quay. After over 150 years of supporting the region’s growth and trade, they will have new life as the timber is reused in projects around Canterbury. “The inner harbour also hosted several inter-island ferries, with roll-on/roll-off access for vehicles, from the launch of a dedicated service in 1895 to the end in 1974.”

# Send us your stories

We know that Lyttelton Port, and its iconic structures hold a lot of history. If you have stories or memories of the inner harbour wharves, from when they were publically accessible, we want to hear from you. Email [lpccommunications@lpc.co.nz](mailto:lpccommunications@lpc.co.nz) with your stories and pictures so we can continue to share the history of the harbour with the community.





# Straddles on the move north



The final eight Liebherr straddles have left Lyttelton, loaded aboard the Kiribati Chief, and moved north to the Port of Tauranga.

The straddles, which were retired from service in December 2022, are the last of our three high fleet. They were decommissioned as part of our move to the blue Konecrane Noell straddles, which allowed us to stack four containers high, increasing our container terminal storage capacity. LPC Operations Manager Dave Ireton says that while, in simple terms, it is quite straightforward, a tremendous amount of planning went into loading the 64-tonne pieces of machinery.

“On the day, it worked very well, and that’s because of the proper planning that went into it,” says Dave. This included test lifting to ensure the lifting equipment and our cranes could support the weight. A team effort was also essential to the project’s success, from our Cargo Handler Foreman, Civil, Mechanical and Electrical Maintenance, and teams from Liebherr. Planning was also essential to ensure that the lifts were done safely. Teams worked on the wharf and vessel to attach and detach the shackles and strops. “It also required a very steady hand as far as the crane driver is concerned. “We actually learnt a lot of things along the way – it’s been a job well done!” The straddles originally arrived in Lyttelton in two batches in 2013 and 2014. Having completed between 28,000 and 35,000 hours, they were purchased by Port of Tauranga to extend their life.

◀ Eight Liebherr straddles were carefully lifted into a vessel, to be shipped to Port of Tauranga.

# Inner harbour sees an overdue upgrade

Health and safety, environmental compliance and operational efficiency are the key factors driving our inner harbour upgrades.

The work kicked off in April and will support various bulk operations, including fertilisers, logs and fishing. Head of Bulk Cargo Tony Simpson says we are lifting the design to match our needs. “There are so many parts to our inner harbour development plan; it’s going to be great,” says Tony.

**Safety in design** The work focuses on safety in design, like reducing the interaction of people vs plant. Creating pathways and hard barriers minimises the risk by separating people and various vehicles and machinery that use the area. Traffic management is also a vital part of this, looking at congestion and traffic flow.

**Environmental compliance** These upgrades ensure the work taking place meets the standards set out in our Environmental Policy, which reflects our commitment as kaitiakitanga of the harbour, enhancing the environments in which we operate for the good of our staff, communities and future generations. The development will promote improved environmental performance through dedicated facilities like a wash pad for cleaning bulk cargo handling equipment like hoppers and an area for machine repair, maintenance and refuelling. This reduces the risk of hazardous contaminants and substances entering the harbour. This will be supported by the installation of a new stormwater system.

**Operational efficiency** The result will be a well-organised and functional space to support the port users, contractors and business owners operating out of the inner harbour. With tidier and more streamlined facilities, along with a new paved inner road, it supports the efficiency of operations for our customers.

# Driving down memory lane with Marty Maat



◀ Hilton Haulage Truck Driver Marty Maat has been visiting the port since the 70’s, planning to retire this year.

There’s no doubt that there is a lot of history here at the Port – something that truck driver Marty Maat would be proud to share with you.

Marty has been a driver through the Port since the 70s and was here when the container terminal officially opened. “I was the second truck that pulled up and the first one to leave that day,” says Marty. Marty has worked for Hilton Haulage for the last 24 years, since 1999, and for another company since 1971. “When I first started coming here, there was the old logistics building. “Everything was done by hand, as there were no computers. You got your Carter’s Note, and they would call you up over the loudspeaker to one of the two truck lanes there. “There was no gatehouse, so you just

pulled up to the lanes to wait; up to six trucks might be around at a time. “There were many memories when they took that building down.” In that time, he has seen not only the Port change but also Christchurch and the industry change. “I remember when Brougham Street was just two lanes; now they have doubled it. All the new motorways are fantastic too.” The systems have changed, too, he explained. “When I got my license, the instructor took me around the block to teach me, and then the test was the same, and that was all you got – it’s a lot different now.” But this isn’t the only thing Marty is qualified in. “I actually left school at 16 and started a butchery apprenticeship – so I’m a qualified butcher. “I didn’t last long, though– the four walls bugged me. I like the fresh air and freedom. “When I’m driving, I feel like I’m the king of

the road.” With a lifetime of experience and a great work ethic, it’s not hard to see why Marty is the go-to man. “I like to just get on with things; when someone needs to get something done, I’m the person they call. “It’s not what you know; it’s who you know.” Over time, he has formed strong friendships with many of the companies he delivers to – including many of the team here. “Sometimes I’ll radio up when I’m coming through the tunnel, and the Logistics Officers will have a coffee waiting for me when I get here.” Marty is soon heading to retirement, but he is not too sure about his plans after the tragic passing of his wife last December. “We were married for 43 years, so many of our plans after retirement have changed.” For now, Marty will still be out on the roads, helping to move trade around Christchurch, with Magic, his favourite station, playing on the radio.



# Trillions of data points, unlimited potential



LPC operates within an ecologically sensitive environment. LPC is committed to protecting and improving the health of Whakaraupō/Lyttelton Harbour while meeting the shipping needs of the region’s economy and community.

Recently, LPC wrapped up a five-year programme to monitor Hector’s dolphins during two major construction projects, including the new cruise berth and channel deepening.

This programme involved acoustic and visual monitoring to understand dolphin presence and to assess Hector’s dolphin’s behavioural responses to piling and dredging activities.

**Developing a world-leading acoustic data set**

Over the five years of the programme, more than 100,000 hours of underwater acoustic information were recorded. This included raw audio data collected by four Soundtrap hydrophones (underwater microphones) with a sample rate of 288,000 samples per second.

This data set was fed into a deep learning system (type of AI) to develop a computer model that accurately detected Hector’s dolphins.

An acoustic data set with trillions of raw data points is a pot of gold for acoustic researchers. The same audio can be reprocessed in countless ways to provide information about the underwater environment.

Dr Matt Pine, Principal Scientist of Underwater Acoustics at Styles Group, explains. “All this data has enabled us to create a detection model that is incredibly effective at picking out Hector’s dolphins.”

Ironically, humans can’t hear the clicks made by Hector’s dolphins. That’s because the frequency of their clicks is about six times

higher than the pitch our ears can listen to.

Like those used in the LPC study, hydrophones allow scientists to visualise the sounds people can’t hear. They let us see the oceans the way marine mammals see the oceans.

**Applications of the model**

In March 2023, SailGP was hosted in Whakaraupō/Lyttelton Harbour. The dolphin detection model, developed from LPC’s data set, was used to detect any dolphins on the course during the event.

Matt describes the detection process for SailGP.

“We put the computer model into buoys on the course. Whenever a dolphin was detected, the computer program would ping, and eight seconds later, I would get a text alert.”

“It was essential to get accurate information. If animals were there, we needed to know for their safety. At the same time, a false positive would have had negative consequences.”

Other ports and marinas around New Zealand also use the model, including Port Marlborough as part of the Waitohi Picton



Ferry Precinct Redevelopment. Like LPC, marine mammal exclusion zones will be implemented to protect the safety of any animals entering the construction area.

All acoustic data from LPC’s programme has fed into the detection model used to detect Hector’s dolphins on the project, while additional species are also being monitored around Picton.

“Acoustic monitoring is an excellent tool for monitoring exclusion zones because acoustic detection ranges are far greater than people can see, especially in bad weather,” said Matt.

**The value of accurate information**

“The length and depth of the LPC acoustic monitoring programme have set the bar very high, and that’s a good thing. Not only does it ensure better protection for marine mammals, but it also benefits decision-makers.”

The value of LPC’s work extends beyond New Zealand shores. Once the data are published in an open-source journal later this year, researchers worldwide will be able to access the information for their work.

Matt explains from a scientist’s point of view. “Researchers are usually on the outskirts of the process, collecting data opportunistically or from a distance. In LPC’s programme, scientists had unfettered access to information, acoustic and visual. On a world stage, that’s special.”

**Trillions of data points, unlimited potential**

For the ports of the world, progress is inevitable. Ships are getting bigger, tourism is growing, and development will be necessary to accommodate future needs. But with programmes like the LPC acoustic research study, ports can find better ways to undertake development and safeguard marine mammal species and the places they call home at the same time.

“The follow-on benefits of this programme are immense. Providing an extra layer of protection for dolphins during an event like SailGP was absolutely needed – and only possible with LPC’s dataset”, concludes Matt.

“LPC has been the first to recognise the need to protect marine mammals and commit to research. Their level of commitment has set the bar very high.”



“It was essential to get accurate information. If animals were there, we needed to know for their safety.”

288,000

Samples per second of raw audio data collected by four Soundtrap hydrophones (underwater microphones).

5 years

Programme length of monitoring Hector’s dolphins during two major construction projects.

8 seconds

Time between dolphin being detected, and text alert being sent out by computer program.

◀ One of four Soundtrap hydrophones (underwater microphones) used to collect data from Lyttelton Harbour over five years.

◀ Dr Matt Pine, Principal Scientist of Underwater Acoustics at Styles Group.



# From hairdresser to heavy machinery



When new Cargo Handler Kirsten McHaffie climbed the ladder of a straddle for the first time, she wondered what she had gotten herself into.

Joining LPC from civil construction, she is not a stranger to heavy machinery but says coming through the tunnel to Lyttelton is like coming into a different world.

“You don’t realise how much bigger everything here is until you’re next to it. Walking down the wharf next to the container ship is pretty impressive,” says Kirsten.

Kirsten has been with LPC for three months and is excited to start a new career.

“Another Cargo Handler knew I wanted a change and told me to sign up.”

Kirsten wasn’t always in civil, first spending 15 years as a hairdresser.

“I left school at 16 and got a hairdressing apprenticeship.”

“I’m from Kaikoura, so there were limited options on what you could do, and hairdressing offered a good career.

“I always wanted to drive trucks, but it wasn’t an option at the time – the industry wasn’t that diverse back then.”

While Kirsten loved hairdressing, there was always the desire to follow her passion.

“An opportunity arose in my life, and I decided to pack up, move to Christchurch and start getting my licenses.

“I’m a big believer in starting at the bottom and working your way up.”

And over the following years, Kirsten did just that, working around the city on civil projects.

“I loved learning all the different machinery... on a digger loading out dump trucks, on a roller making roads, testing the compaction of the ground.”

“There was always a great sense of satisfaction, looking back and seeing what you achieved.”

Joining a new company, Kirsten is once again excited to try something new.

“I’m looking forward to being part of the team and giving everything a go – I plan on being here for a while.”

Kirsten’s husband is also familiar with the Port, working as a truck driver in heavy haulage for Smiths Cranes.

“He was here when we unloaded the new crane parts. He was also involved in moving the lighthouse from the inner harbour back to the mole.”

With a specialised job, he will often travel the country, with the longest time spent apart being six weeks.

When they do get time together, they like to take their panel van turned camper van away to go camping.

“It was an ex-dog cop car, and when we purchased it, we converted it to a V8 engine.

“I’m not sure what people think when we turn up to Lake Benmore in our set up next to everyone in their flash campervans, but we love it.

“We bring our two dogs with us too, Larry and Sparkes – we don’t have any children, so they are our kids.”

◀ New Cargo Handler Kirsten McHaffie is excited to be starting a new career at LPC.

# Mike cuts his job as a barber to join LPC

New PRP Mike Ensor was looking for a change when he joined LPC, and after 26 years as Barber, he has come to the right place.

With a passion for the outdoors and the ocean, Mike was open to something new and applied for a position here.

He did have some insider knowledge, cutting the hair of the LPC team at the Mankind Barbers at The Tannery.

“I heard how great it was here. I’m excited to be part of the team,” says Mike.

Mike is also influenced by his family, with his father, a diesel mechanic and his uncle, a marine biologist.

“Working here is a mix of the two. It is great to be working with similar equipment as my dad, as he worked for Caterpillar.

“My uncle travelled the world with his work, like tracking whale migrations in the Antarctic; he was always near the water.”

He also has a strong connection to the harbour, with his grandparents living in Governors Bay.

“My dad and his siblings went to the school there, and now I live in the old Headmaster’s House, which is 155 years old.

“That’s what I like about the Port, too; there is tradition here. It’s well established, and our work really means something.”

Mike has now finished his two weeks of training and is part of the PRP pool of cargo handlers.

“I’ve had a few people say they will put a barber’s chair in the corner of the break room for me – but I just want to focus on the job at hand.

“I just got my class two license; I’m looking forward to the chance to get up in a straddle and drive the big machinery here.

“I plan on being here for a while; there’s a lot of career advancement and a chance to make really good friends.”

When he’s not here, Mike will be doing anything to get outside, whether that’s on the boat in the Banks Peninsula or snowboarding down Mount Hutt.

“I lived in Australia for 10 years, and you don’t appreciate what you have till you move away.”



▶ After 26 years as a Barber, new Cargo Handler joins LPC for a career change.

# Radio competition sparks career at sea

Marine Officer Travis Welsh got his first taste of marine life by chance as a teenager while at Havelock North High School and was instantly hooked.

“My parents won a radio competition to go on a pilot launch and bring in a cruise ship in the Port of Napier,” says Travis.

His parents got talking to the harbour master, who then invited 17-year-old Travis to go out on the weekend and have the same experience.

“I fell in love with the whole thing going out on pilot launch, driving the tugs; that’s where it all started,” he says.

Travis grew up at Clive in Hawkes Bay and had a part-time job running a liquor store off licence, the youngest in the region.

In his final year at high school, he applied for the New Zealand Maritime School, passed all the entry exams and was accepted into the school.

“I had no idea what I was getting myself into,” says Travis.

Travis went to Interislander as a cadet on an unpaid volunteer basis, got his sea time and qualified after three years. He then got a job and worked up the ranks.

Travis did four years as Third Mate, one



▲ Travis Welsh has joined the LPC Marine Team and is training to be a Pilot.

“Lyttelton Harbour is very diverse; you get a wide range of vessels here; we are the only dry dock in the South Island, making it a pretty special place”

cruise berth which is pretty unique and the only one in New Zealand.

As a Marine Officer, Travis will spend the next 10-12 months training for the first pilot’s license and becoming a signed-off tug master.

**New place, new adventures**

“It’s pretty exciting, a new place, new adventure, got more family here, so a real home base.”

Travis says his parents have been down to Christchurch and are also looking to move south; his mother did ballet in Christchurch when she was younger.

“They’re quite excited to see Christchurch and how it’s been rebuilt after the earthquake.”

Head of Marine Operations, Andrew Van der Bent, commented that the Marine Officer role is a key part of the talent development and succession plan for the Marine Team.

“We are fortunate to have Travis join our team. We are looking forward to supporting Travis as he progresses through his Pilot and Tug Master training,” says Andrew.



# Multi-million-dollar refit of iconic Lyttelton tug

The Blackadder Tug is back on the water after a month-long multi-million dollar refit.

The twenty-one-year-old workhorse has been high and dry in the DryDock, with 11 companies involved.

Henry Bastion, LPC Marine Fleet Manager, said the complete overhaul included a new paint job, and the propulsion units have been removed and reinstalled, extending the life of the 24-metre vessel.

"We should get another decade out of her, she will need some more work in another five years, but it is a ten-year extension plan", said Henry.

"The wheelhouse has had a total makeover with new electronics, control panel and display screen copied from the Piaka," Henry added.

Piaka, LPC's other tug, has been in action since 2019.

Tug engineer Lewis Carter has led the six-month-long project.

"It's satisfying seeing the project from start to finish", said Lewis.

A marine engineer by trade, Lewis spent until recently updating superyachts and has never done a significant refit on a tug like this before.

"It is a small boat and a lot of work going on in a small area", said Lewis.

"Effectively, we have rebuilt the tug and brought it back to life as a rebuilt vessel", he added.

For Tug Master Gregor Chapman, the Blackadder is his favourite tug to skipper.

"Everyone loves the Blackadder; I watched it come in when it arrived in 2002, and now look at it", said Gregor.

"I can't wait to get back on the sticks", he said.



▲ LPC sponsors the Lyttelton Rugby Club's Senior Team, pictured in their training gear, along with new goal protector pads.

## Sponsorship Spotlight: Lyttelton Rugby Club

The Lyttelton Rugby Club senior team is off to a great start this season, thanks to the backing of LPC.

The Port is a long-standing sponsor of the club, and while the funding has traditionally supported the junior team, this year, we are also backing the senior team as a gold sponsor.

With many of our staff, past and present, featuring on the team, we're proud to continue this longstanding relationship.

Club Committee Member and LPC Cargo Handler John Fisher, known locally as Trouty, has been a key part of this work.

"I'm proud to say I work for Port, so having them involved in the club is fantastic."

The sponsorship supports the various needs of the 38-strong squad, like kit, training equipment, physio and transport.

As team manager, John also works hard to foster a positive environment for the players.

"We have pre-season activities like surfing, weekly training and after-match gatherings.

"We are very lucky to have a group of people who are more like a family than a team."

And all that effort is paying off, with the team having won most of their games this season.

The last time the team won the whole season was in 2013, so this year looks promising.

"The commitment and passion are stronger than ever – I think something special is unfolding."

There's no doubt that the club is a strong feature of a tight-knit community, and we are looking forward to seeing the team progress over the season.

## Keep up to date

To keep up to date with regular port news and happenings, subscribe to our newsletter on our website [www.lpc.co.nz](http://www.lpc.co.nz)

For more information about LPC, visit [lpc.co.nz](http://lpc.co.nz) or follow us on:

