

Te Pātaka o Rākaihautū
Banks Peninsula Community Board
MINUTES ATTACHMENTS

Date: Monday 14 March 2022
Time: 10am
Venue: Held by Audio / Video Link

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Steam Tug Lyttelton – Banks Peninsula Community Board 14/3/21

I am here to talk about the steam tug Lyttelton. I am primarily involved with this vessel in an official capacity, as my company (Able Ships Ltd) surveys and certifies the vessel for passenger operations.

A recap on the history of the vessel so far.

The tug arrived in Lyttelton in 1907, and was operated by the Lyttelton Harbour board, and then it was requisitioned by the navy during WWII for harbour defence duties. It was then returned to the Harbour Board, and kept in reserve. It was saved from the scrapyard by the Preservation Society in 1971, and so they have now been looking after it for over 50 years.

It is now 115 years old and still operational. I am fairly certain that it is now the oldest steam vessel, operating in seawater, anywhere in the world. There are a few older steam vessels in fresh water, but that is a quite different category as far as maritime people are concerned. Before you ask, Earnslaw, operating in fresh water, obviously, is also younger by about 6 years.

So if you are interested in maritime heritage, Lyttelton is in the very top echelon, worldwide.

For example – about 20,000 steam vessels were built on the Clyde river in Scotland up to WWII. Tug Lyttelton is the only one still operating.

This photo was taken on new years day in 1908. The ship that Lyttelton is escorting down the harbour is Shackleton's ship Nimrod, part of an early Antarctic expedition. There has been some recent excitement at finding Shackleton's later ship Endurance. Well Endurance had not even been built when this photo was taken. But the steam tug Lyttelton is still operational in this port.

If you go down and look at the tug, you might say it's a bit tatty, and it is. It has never been restored, and it's run by a volunteer group of mainly elderly gents, on a tight budget. But on the other hand, it is not a static museum exhibit, and it is pretty much all original. Boiler, engines, propulsion, deck machinery - they are all the real thing, pretty much unchanged since that photo was taken in 1908. We don't have a formal registration process for such items in NZ, but I can assure you that this tug would be A Grade maritime heritage.

So what does the future hold? Well as far as the Preservation Society is concerned the intention is that it will carry on indefinitely as an operating vessel,

with progressive improvements rather than deterioration. There will be problems to be overcome, but having survived to this point I think it has become so valuable that it will certainly be kept going.

Firstly, there is a project to convert the boiler to burn biofuel instead of coal, probably using wood pellets. It will be green. It will still retain the ability to burn coal, but normal operations would be using a clean burning fuel, so you will still get the steam, but just a little bit of smoke.

Secondly it is getting to the point of needing a major refit and overhaul, due both to the age of the boiler, and to make it more presentable and attractive. It also probably needs a different management structure, including a permanently employed engineer, and different funding arrangements as well, to ensure long term viability.

CCC has provided heritage funding in the past, although that has only ever been a small part of the operating budget for the tug. I think that there need to be further discussions on this.

But looking into the future, the expectation is that the tug will continue to be a very important part of the Lyttelton's heritage.

There is a current issue that I would like to bring to the board's attention. You may have noticed over this last summer (such as it has been) that the tug has been berthed over at Z berth, inboard of the cruise ship terminal. It has been banished over there by LPC, we are not clear on the reasons. It has made it very hard to operate and maintain the vessel from there, and it is removing the important connection with the township by not having it publicly accessible. We are trying to discuss this with the LPC, but that is not an easy process. In the short term the tug needs to be moved back to the town berth beside the Diamond harbour ferry.

In the longer term, well we are not really sure what the long term plan for the inner harbour looks like. But the tug needs to find a permanent berth in the inner harbour that has public access, and where it can be properly looked after. We would like to think that would be high up on the list of items for any plan for the future of the inner harbour.

And we look forward to the support of this Community Board in keeping tug Lyttelton operational for a very long time to come.



SS NIMROD departing Lyttelton in 1 Jan 1908, escorted by steam tug CANTERBURY (later renamed LYTTELTON)

Banks Peninsula Community Board Meeting, Monday, March 14, 2022

Re: **Submission; Victoria Andrews, ratepayer**

Thank you for allowing me to address two important issues.

1. Akaroa Wharf Replacement and due process
2. The Banks Peninsula Ward Profile

The Akaroa Wharf Replacement Proposal

The council told the Akaroa Fishermen’s Association in July 2017 that if they forfeited Fishermen’s Landing on the south side of the main wharf that their needs would be would be accommodated when the wharf upgrade was undertaken (see attached documentation). The initial problem arose when the Black Cat building extension covered over most of Fishermen’s Landing without the council being aware of what was taking place.

The economic livelihood of commercial wharf users is critical to the wellbeing of the community and the wider harbour basin area. Wharf submissions closed on January 31. However, discussions have just commenced about finding a suitable structure for commercial operators to use during the two years or more while the old wharf is demolished and a new one built in its footprint which is currently the council’s preferred option.

Providing a temporary structure should have been a high priority in the early stage of discussions. Few jetties exist and those that do require expensive repair and extension to accommodate the draft of large boats at low tide. Adding up the cost of staff and consultant time, research, planning, design, consenting and construction will require both time and money (see attached article, Council unanimously decides to grant Governor’s Bay jetty restoration a \$1.5m ratepayer loan, The Press, Mar 10 2022).

The Akaroa Fishermen’s Association met with council staff last week to discuss the issue but there are few options available. However, John Wright, President of the Akaroa Fishermen’s Association has found a workable and simple solution to the problem.

I’ll let John and Nigel discuss the matter further. The following images are from an Akaroa Civic Trust meeting with Kristine Bouw, Wharf Project Manager, in April 2021.

April 2021 Proposal



Wharf Location Options

