

PORT **IO**

ISSUE:



PORT OTAGO

**JULY '23
STAKEHOLDER
NEWSLETTER**

15 Beach St
Port Chalmers 9023
New Zealand

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Ravensdown Wharf refurbishment complete

It's been three months since the first vessel berthed at the refurbished Ravensdown Wharf. Which also means it's been three months since any trucks were required to transport product from the Dunedin Town Wharves to the plant via the road.

Ravensdown Dunedin Works Manager Paul Kilpatrick says the ability to once again handle incoming product directly into the plant was welcomed on all fronts. "It's really business as usual for us. We're back to dealing with ships right outside, and that's great for everyone, including our community."

For several years, Port Otago and Ravensdown had been discussing how best to deal with the ageing Ravensdown Wharf. The original structure was built in the 1930s, extended in 1968 and had a new concrete deck and berthing beam installed in 1994.

Last year, the two companies agreed to remediate the wharf structure, prolonging its life for another 10 years. The plan involved building a new 145-metre long berthing beam along the wharf length, which connected to new anchor piles on the rear of the wharf. This means the loads imposed by berthing vessels effectively bypass the existing timber wharf structure and transfer the loads to the 900mm diameter anchor piles.

A total of 27 new piles were driven in and 12 steel struts then secured the new piles to the anchor piles. At the same time, significant maintenance work was also carried out on the existing timber part of the wharf to prolong the life of the 90-year-old timber structure. (The wharf has more than 300 hardwood timber piles holding it up.)

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The Magpie SW berthed at Ravensdown Wharf on 17 March, the first vessel to come alongside, post the wharf's \$6 million refurbishment.



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Ravensdown General Manager Supply Chain Mike Whitty says it was great to land on an economic solution that met Ravensdown's operational requirements. "By using the wharf, we're removing around 2400 truck movements from the road each year. So the refurbishment stacks up from both an environmental and a community perspective."

Port Otago Civil Engineer Andy Pullar says that all parties

– Ravensdown, Beca, HEB Construction and Port Otago – worked extremely well together. "It's not just about the timeliness, cost and quality of the outcome. The most important aspect to us is how we can complete the job safely in sometimes challenging conditions. The Ravensdown team was right on board with this approach and provided great support to the site team. All in all, it was a very smooth, satisfying project."

INTEGRATED REPORT TAKES HOME FOUR AWARDS

Our 2022 Integrated Report took home four awards at the recent ARA awards in Sydney.

The Australasian Reporting Awards are run by an independent not-for-profit organisation focused on the quality of financial and business reporting. More than 300 organisations entered the awards this year.

Over the past three years, we have moved from traditional "annual reporting" to "integrated reporting". What's the difference? Integrated reporting brings together financial and non-financial reporting, so we have a more balanced approach to reporting on our company's performance each year. Alongside financials, we also review (the good, bad and ugly) how we are performing for our team, our community, stakeholders and the environment, as well as being innovative and optimising use of our assets.

Port Otago won:

- Communications Award
- Integrated Reporting Award
- Bronze award for sustainability reporting, and
- Bronze award for general reporting.



Carolyn Bennett (left) and Jodi Taylor at the recent Australasian Reporting Awards.

Our full report is on line at:

www.portotago.co.nz/assets/Uploads/PortOtago-AR-2022-Web.pdf

BOARD STEPS UP COMMITMENT TO SUSTAINABILITY

Port Otago's Board has established a Sustainability* sub-committee to help ensure the company is meeting its responsibilities around sustainable business practices.

The committee is chaired by Director Becky Lloyd, who was Toitū Envirocare Chief Executive for three years up until December 2022, when she resigned in order to focus on her governance and advisory activities. Board Chair Tim Gibson and Director Bob Fulton complete the committee, with Chief Executive Kevin Winders and Sustainability Manager Carolyn Bennett attending, alongside other members of the Leadership Team as required.

Becky says the committee's formation is timely. "As a company, the work done over recent years – specifically, integrated reporting, materiality assessment and carbon emissions measuring – provides us with a strong foundation. What steps do we now need to take to address climate change? Both to reduce our emissions to achieve our net zero commitments, and to adapt to the physical impacts of climate change."

Becky sees the committee as a forum to support and challenge management, to accelerate climate change mitigation and adaptation activities. "We have expertise among

the Directors that we can share with our very capable leadership team – for instance, access to experts, resources, ideas, and direction."

High on the list of outcomes for the committee is development of a long-term decarbonisation roadmap that aligns to the company's capital expenditure programme. E.g. How and when do we transition away from the use of fossil fuels?"

[* Sustainability for Port Otago means "meeting the needs of the present, without compromising the ability of future generations to meet their needs".]

New lights for training grounds

Local rugby players training at West Harbour's Moller Park are enjoying night-time lighting that's almost as good as inside the nearby Forsyth Barr Stadium.

Port Otago, the Dunedin City Council, Ravensdown and a line up of community-minded suppliers combined resources to help our local West Harbour rugby club replace its ancient floodlighting set up with two new poles and eight 480 Watt LEDs.

The old floodlights and poles had been a safety issue for many years. Club Captain Brian Greer says players were at higher risk of injury, practicing

with limited visibility during the winter evenings. "We approached Port Otago to see if they could help us in any way. But what they made happen is beyond our expectations. The team at Port have driven the project and brought in third parties, who have been really generous."

At Port Otago, we are 92% of the way through upgrading our own floodlighting to LED. This work is led by our Infrastructure Asset Engineer Jon Visser, so he was the logical person to lead the Moller Park lighting upgrade. "We are very fortunate to have a great team of

partners that all support such local community initiatives."

The upgrade in lighting is significant for another reason. The future of the Club on its leased grounds has been the subject of some uncertainty over recent years. However, the Club's landlord, neighbouring Ravensdown Fertiliser, was fully supportive of the lighting upgrade.



Strength and conditioning coach Nathan Jones takes the Harbour Premier team through their fitness routine during a recent evening training session under the bright new lights.

Who did what?

- The DCC and Clearwater Civil put up two new poles on the roadside of the grounds.
- Port Otago purchased eight new LED floodlights, generously discounted by Evolve Lighting.
- Radcliffe Electrical provided all the electrical cabling and components.
- Ravensdown supplied a cherry picker and the electricity connection.
- Fulton Hogan excavated the cable trench.
- Southern Electrical installed the new fittings.
- Port Otago's electricians and crane are removing the old components.

WELCOME TO THE NAPIER CREW

Last month, we welcomed six new workmates to Port Otago. From left: Brock, Sami, Chris, Joseph, Sam and Scott are from Napier Port and are working with our Warehousing and Operations team for six months. Head of People at Port Otago, Leigh Carter says the experienced operators have slotted into the team, seamlessly. "Hopefully, these six good people will enjoy their secondment south. It's certainly great having them here." As part of their secondment, the Napier Crew are being accommodated in a six-bedroom rental property and have regular trips home.





Good news for South Island exporters



The Nicolai Maersk on 28 April. She was the first vessel to berth as part of Maersk's new weekly Trans-Tasman Polaris service.

The second quarter of the year saw South Island exporters supported with the introduction of two new weekly services into Port Chalmers.

From late April, Maersk made a significant change to how it handled its Trans-Tasman Polaris service at Port Otago, with the move to weekly, rather than fortnightly. Then, last month, ZIM Integrated Shipping Services also upgraded its service into Port Chalmers from fortnightly to weekly calls.

Polaris service

Port Otago Commercial Manager Craig Usher says the Maersk service involved another layer of change. "Our unions agreed to work additional hours to turn vessels around more quickly, increasing the efficiency of the service further. I'm proud of our kaimahi for stepping up to make this happen. It's a much needed leg-up for our South Island exporters during their peak season, as they will get more cargo to market and faster. And it will keep our Port business healthy, by helping a key shipping partner clear congestion."

Maersk Regional Head of Market, Oceania, My Therese Blank: "Ocean transport is key to the New Zealand economy and we are pleased to continue to deliver improved supply chain solutions to our customers. We are grateful for the strong local relationships and support from Port Otago to enable this improved network with speed."

ZIM service

Craig: "We knew a weekly service was a possibility, in time. But we're delighted that it happened so quickly – within four short months of the service launching. ZIM has appreciated and supported the new service since it began. Doubling the number of calls is just what we needed. It's great news. And it's not just exporters. Our importers have also embraced the service."

ZIM New Zealand's Managing Director David Mitchell says the weekly call is a great success. "There has been continued strong demand from the region for our reefer expertise."

He says the company's brand new fleet of ZIMonitor reefers – which track, monitor and control a cargo's environment – are providing customers with the ability to track high-value cargo.

TRIAL OF 10-HOUR SHIFTS

In order to accommodate the weekly Polaris service, the Container Terminal teams are part way through a 16-week trial, which began late April. It involves two 10-hour shifts – rather than the traditional eight-hour shifts. The extra four hours making a big difference to the speed with which vessels can be turned around, and is welcome additional pay.

Head of People Leigh Carter says the shipping lines are appreciating the commitment. "We couldn't have made this happen without our unions – MUNZ and RMTU – and Cargo, Maintenance and Planning and Control team members agreeing to give it a go."

For decades, Port Otago has allocated work across any one of three eight-hour shifts spanning the day's full 24 hours. The trial sees work allocated across 20 hours per day, as two shifts: 7am to 5pm; and 5pm to 3am. "That means there is no work between 0300 and 0700 hours. This lowers fatigue risk at a time of day that is a known circadian low."

Leigh says there is also potential upside around rostering. "We're providing the team with an indicative roster each week. While this is common practice in many other businesses, it's difficult to predict work as a mid-sized port that's subject to the inherent unpredictability of shipping.

"The rostering is a work in progress, as we haven't always been able to roster as per what was indicated, which can be understandably frustrating for our team. We're working closely with the unions to identify what's working and what's not, and will continue to tweak things as we go."

Chief Executive Kevin Winders says the trial is an opportunity for the company's container business to impress key customers and open the door for future growth and profitability.

The trial includes significant monitoring around safety, including daily visual safety leadership observations and continual risk assessments.



New learning platform gaining momentum

Port Otago Learning – our new learning management system – has been in place for only six months and is already the “go to” for all things training, assessment, learning and development.

Previously, these processes were managed separately and nearly all were paper based, requiring manual data entry. Port Otago Learning streamlines all of these activities into one paperless and largely automated system

Learning and Development Lead Justin Wilson says the roll out has gone smoothly. “We’ve been bringing different functions on line in stages. In-class assessments are now all tablet based and completely online, with both the participant and facilitator working directly in the Port Otago Learning system.”

All instructor-led course sessions – whether external or internal providers – are now booked via the system. This neatly loads that particular course into the individual’s learning profile and the resulting certificate is then added, when it’s achieved.

Justin says that centralising all the learning activities into a single system has the added advantage of providing insightful metrics. “For instance, how well are courses being used, and what sort of time are individuals needing to spend on specific courses?”

Uptake by the team

Like most large workplaces, there is a range of technical literacy across the team. The more tech savvy users have been enthusiastic early adopters, while others are slower to come on board.

Cargo Handler Calvin Coulter is one of the team that has embraced the new way of learning. Calvin has been with

the company for 14 years, bar a period in Australia. “For me, this is a much better way of learning than sitting in a classroom.”

He undertakes some of the modules during work time, and some in his own time. Calvin says a particularly good aspect of the platform is the ability to go into the system to check any specific work procedures, if he’s unsure. In this way, he can double check the task is being carried out correctly, before acting.

Justin says it is heartening to see people autonomously requesting training and completing Safe Operating Procedure courses via the system. “And workplace assessors are beginning to build their assessments within the platform, rather than paper based. This is all great to see.”

Dashboard summaries

Customised dashboards are being developed for each team.

Justin: “While we have standard reports that we can provide, each team needs specific and unique reports. For example, the learning and development analytics that Supply Chain needs to access are vastly different from those needed by the Marine team.”

What’s next?

As part of phase two of the roll out, on-site inductions for visitors and contractors will be moved into the system over coming months.

Plans are underway to replace text-based learning modules with multimedia and more interactive modules. Given there are hundreds of in-house courses, this will take time, but the work is programmed for action.

INTERISLANDER STAY

The arrival of the freight-only Interislander, the Valentine (pictured) in late April created a buzz around the harbour. The vessel is berthed at our CT Wharf for scheduled maintenance work to be carried out. KiwiRail has since announced that the vessel is for sale.

Why Port Chalmers? It’s a safe, secure berth for the vessel, and we had the space.

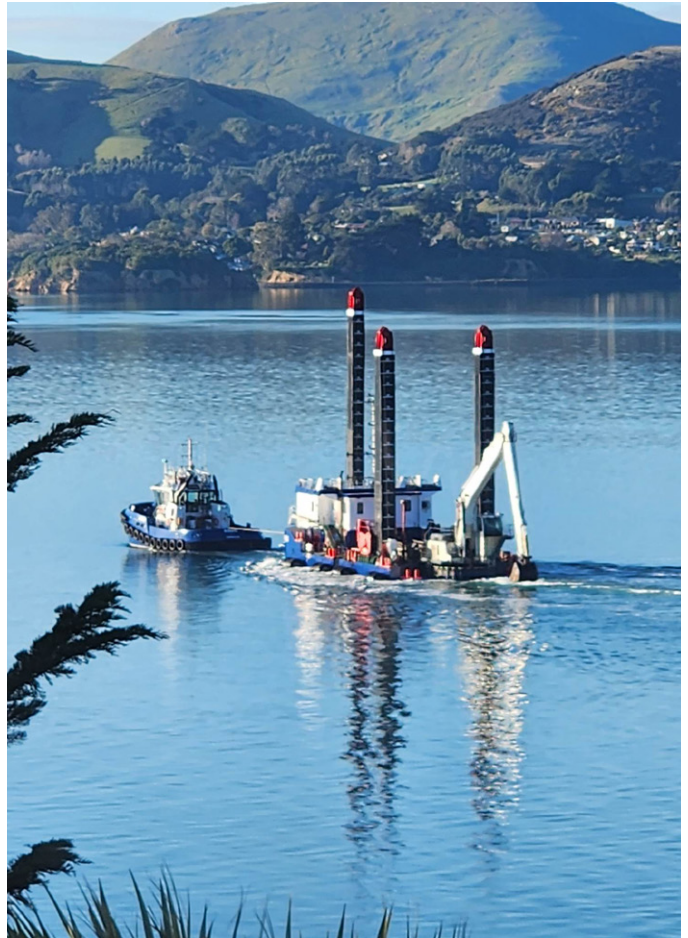
The vessel’s crew are a pleasure to have around. Last month, they hosted our Port Chalmers Volunteer Fire Brigade for a two-hour tour of their vessel. It was a full turn out on both sides, with all 12 members of the Brigade attending, and the Valentine’s chief engineer and other senior crew were hands on and generous with their knowledge, time and the extent of the tour. The evening was such a mutually respectful experience – whānaukataka and whanaungatanga at its best – that there is talk of a live training exercise, while the Valentine is still here.

Port Security Manager Kerri McIvor says the number of vertical ladders and confined spaces combined with the sheer scale of the ship makes it an ideal training ground.





Welcome home, Takutai



Top: The Takutai's spuds being removed at the Dunedin Town Wharves. Left: In Lyttelton, just about to leave dry dock. Right: The Takutai back home in her harbour taoka, with her three distinctive spuds looking sharp, post paint work. (Photos courtesy Lyle Champness, Clinton D'souza, and Trace (Southern Steel Buildings))

Our backhoe dredge, the Takutai recently completed her five-year survey and received a beautiful new paint job, while in Lyttelton dry dock.

Because the Takutai is not self-propelled, her preparation and journey to Lyttelton was an involved affair. The vessel has three engines (one for power generation, another for the spud winch hydraulics, and a third for operating the digger arm hydraulics), but, when it comes to moving from A to B, the Takutai is towed by the Tug Arihi.

But before she could go, the Takutai's three spuds – which are 26 metres long and each weighs 30T – needed to be removed for their own close-up inspection. The spuds are essentially legs that are lowered onto the harbour floor to position the dredge, while the digger is operating.

Removing the spuds involved a 160T Titan crane lifting each one up out of its pocket, then a second crane (50T) to help swing and lower each spud horizontally onto blocks on the wharf. The combined weight of the spuds

and cranes meant the exercise needed to happen on the concrete Fryatt Street T/U Wharf. They were the carefully trucked around to Kitchener Street, where they given a good clean up and re-paint.

Meanwhile, she had three weeks in dry dock, having her hull, machinery and safety equipment being assessed by registered ship surveyors. Alongside the above-water paint, her underwater surface areas were also re-painted, in line with the international Convention on the Control of Harmful Anti fouling systems on ships.

The Takutai arrived home mid April, after a 42.5 hour trip home from Lyttelton. It's slow trip, when you're towing 600 tonnes of steel. Tug Arihi's Mate Lyle says his radio station of choice would normally be The Rock but, with limited reception for most of the journey, the crew spent their time spotting whales. "We need to keep a good lookout while on watch and, on both of last trips, we did see a whale. There were plenty of hectors dolphins up close to Lyttelton too."



Free health checks rolled out

The company introduced free health checks earlier this year and, with nearly quarter of the team taking up the opportunity.

People Advisor Emily Atkinson says the checks were an initiative that came out of the 2021/22 engagement workshops with staff. “We partnered with an external provider to provide onsite, confidential one-on-one health checks. A registered nurse came on site several times over two months, rotating around the company’s three main sites, and people signed up to attend. Each appointment took about 20 minutes and included a series of quick tests and questions, to form a baseline of people’s health. Results were communicated to the individual during the appointment.”

What’s checked?

- Blood pressure
- Waist, height and weight measurements
- Blood glucose and cholesterol
- Type 2 diabetes risk
- Cardiovascular disease risk
- Lifestyle evaluation

Port Otago will never see individual results. “We will only ever see high level data – and that’s to help us develop future wellbeing initiatives in areas where there is the most

PARTNERING FOR GOOD

Port Otago has just embarked on a three month trial, offering free period products across bathrooms at its six sites. Dignity is a company that provides free organic period products, as a social enterprise. It’s been around since 2016 and uses a “Buy-one, Give-one” approach, by partnering with companies – like Port Otago – who pay for products. Dignity then gives away the equivalent number of products to local education providers, youth and community organisations. To date, Dignity has gifted more than 780,000 products.

Find out more at
www.dignitynz.com

FUTURE FORUM – GROWING OUR UNDERSTANDING OF SUSTAINABILITY

In 2020, eight members of our team began working together as Project Footprint – a group focused on measuring the company’s carbon emissions and seeking ideas for lowering emissions.

Fast forward to 2023 and Port Otago’s understanding of issues that matter to the Port and our community is broader than climate change and emissions.

The Future Forum was set up to take a leading approach to developing a deeper sustainability culture at the Port. It is a forum to listen, consult and communicate with our people to grow understanding of sustainability at the Port.

Forum leader and Sustainability Manager Carolyn Bennett: “Four years

of integrated sustainability reporting has given us a clearer understanding of what sustainability means to us. While climate change response is an issue that’s important to our future, our sustainability efforts also cover areas including the safety of our kaimahi, wharf capacity and infrastructure, financial returns, innovation and relationships with our customers and community – six of our 12 key material sustainability issues within integrated reporting.”

This wider understanding has seen more kaimahi wanting to be involved in the range of activities the Port has underway so they can better understand opportunities and risks that will have an impact on the Port’s future.

“The 15 members are kaimahi who are knowledgeable in areas where we can make meaningful headway on our sustainability goals. The increased membership has the added benefits of improving our communications with teams across the company, while also developing sustainability leaders. Progress on projects is being shared and then passed back to our colleagues. For example, we’ve invited in-house leaders to speak about shipping volatility, culture and wellbeing hauora, and recruiting and retaining the best team for the job – this is leadership that our wider kaimahi appreciate.”



PHOTO ESSAY: CHALMERS PROPERTIES' DESIGN/BUILD/LEASE WAREHOUSES

Chalmers Properties' reputation for building high-specification industrial warehouses grows stronger every year.

Chalmers Properties is Port Otago's property arm of the business. It's been around since 1998, but it is over the past nine years that the company has built up a name for delivering exceptionally good design/build/lease (DBL) spaces for clients in Hamilton's Te Rapa Gateway, Auckland and Dunedin.

Its first DBL was completed in 2014 – a 1349m² warehouse/office for Brambles NZ (trading as Chp). Since then, Chalmers Properties has delivered eight more DBLs, with another one currently under construction. Two of these builds have been for repeat clients, as companies outgrow spaces and need the same, but bigger.

General Manager David Chafer: "We know industrial property and development, and what works best in building design. Our team has been involved in industrial development for 20 years, so we know what appeals to tenants and ourselves as investors, when it comes to creating quality sustainable properties with low capex.

"We future proof our properties with high stud heights, clear span warehouses, and concrete drive-thru yards for safety."

David says more green features are being included in new developments, such as EV charging and warehouse roofs being capable of taking full solar panels. "The key is building quality from the get go, so we have a good long-term asset that appeals for the initial occupier and future occupiers."



Just days ago, Chalmers Properties won a Merit at the annual Property Industry Awards in Auckland for the NZ Windows built.



The NZ Windows building (3818m² office/warehouse) was completed in March this year. It was the second DBL for the company within Te Rapa Gateway. This particular building won a Merit award at this month's annual Property Industry Awards in Auckland.



The Spectrum Aluminum build (4146m² office/warehouse) has just been completed this month – the company's first DBL with Chalmers Properties.



The Altus building was completed in May this year and is Chalmers Properties' largest DBL to date, at 6873m² (warehouse and office).



Te Rapa Gateway's Steel and Tube building – due for completion February 2024 – is the third DBL for the client. The first was in Fryatt Street, Dunedin; the second was in Te Rapa Gateway and houses the company's Distribution & Reinforcing business. The current build (2299m² office/warehouse) is immediately beside the existing premises and will be home to the Hamilton Roofing division.



Completed in January 2022, the IAG Repairhub was the first DBL for the client. The 2245m² office/warehouse development won a Merit award at the 2022 Property Industry Awards.



Te Rauone Beach settles in



Te Rauone Beach resident Ray (89) used to say “I will never see this happen in my life” with regard to the beach replenishment project. But here he is.

The property of long-time Te Rauone resident Ray boundaries the beach at its north end, immediately above the northern-most breakwater groyne. He and his late wife Rei moved there in 1986, after retiring from farming nearby.

The couple watched the beach slowly disappear, year on year. They spent tens of thousands of dollars trying to protect their property, but the water would always win. “When we moved here, there was 20 metres of bush between the lawn and the harbour.” Now there are just a few metres of ice plant, but the shoreline has stabilised, thanks to the three groynes and sand renourishment.

“There were so many ‘ifs’ and ‘nos’ and ‘could nots’, that it seemed to be going nowhere for a long time,” says Ray. So he has watched in astonishment over the past two years, as the groynes were built and then the sand pumped up onto the beach.

The Te Rauone Beach community, who were instrumental in driving the project, are still going hard out to make the beach and surrounds a place they can be proud of. Earlier this year, they built a 100-metre long fence to prevent people crossing Ray’s property to access the beach, and have been planting native plants around the carpark and playground area.



Te Rauone Beach, 31 May 2023.

CONGRATULATIONS TO SOUTHROADS

SouthRoads – the contractors who built the breakwater groynes and carried out the ground works for the Te Rauone beach project – enjoyed a successful evening at the 2023 Civil Contractors New Zealand Otago Hynds Construction Awards in Queenstown in March. The team took home the Cirtex Environmental Award for all its hard work on the groyne construction. The project involved placing more than 15,000 tonnes of rock into three breakwater structures.

Farewell to a familiar face

Fifty-three years ago – on Friday 20 February 1970 – a willowy 17-year-old lad walked into the Waterfront Industry Commission (WIC) building in Willis Street Dunedin for his first day of work.

Earlier this year, that same lad – albeit the numbers in his age had transposed – walked out of our Glasshouse building for the last time.

Kevin Scoles joined the WIC straight out of school. In those days, the Commission employed all the watersiders and individual shipping companies hired labour from the WIC.

His first role was as a pay clerk. “It was all done manually. Once you finished the pays, you’d tax it, then go get the cash from the bank having worked out how many notes of each denomination you needed. You’d count it to make sure it was right, then put it into all the envelopes, about 300 of them.”

Dunedin and Port Chalmers were two separate ports at that stage. Wednesday was Port Chalmers’ payday. “We’d take all the envelopes in a van down to pay out to the men. The manager had a revolver, although he kept it locked in a safe in the office, rather than bring it with him. On a bonus day, which was about once a month, we could be carrying well over a \$1 million. We were told by the manager, who was van driver, ‘if anyone holds us up, just give them the money. Don’t be a hero.’”

After two or three years, Kevin moved within the WIC to work in the Allocation Bureau, responsible for matching men to the shipping companies’ labour requirements.

“In those days, they’d put a board up. Everyone had a number. In the afternoon, we’d make up boards with the gangs. So who was working and their position – crane driver, hatchman, etc.

“At 7am the next morning, the men would all be sitting in the WIC hall. You’d take the boards out, hang them and ring a bell. They had 10 minutes to turn their number to accept the job. If they didn’t accept the job, they got a penalty. If they weren’t there within 10 minutes, you’d take their number and replace them, and they’d get a loss of two days’ pay for not turning their number. That was for the first offence. If you had another one within a month, you’d lose four days’ pay.”

Once the men turned their number, they headed straight to that job and became the responsibility of the shipping company that hired them that particular day.

In 1979, the incumbent Port Chalmers Bureau Manager refused to apply for his own job, after the position title was changed to Assistant Bureau Manager Otago. Kevin, who was only 26, cheekily put his name forward. He got the job.



After 53 years with the company and its predecessors, Kevin Scoles retired earlier this year.

He was with the WIC for the next 10 years, until it was wound up in 1989. At that point, individual port companies directly employed the labour. Some people were made redundant, others chose redundancy, but most put their name down for a particular job and the companies – in the case of Port Chalmers, Port Otago – picked the men they wanted and employed them as permanents.

“I was technically made redundant, but the port company asked me to come in on a temporary basis and run the labour. Within a couple of weeks, it became a permanent job as Labour Allocator.”

And, for the next 31 years, that was Kevin’s job.

Then came the computer age. “At that point, it wasn’t really for me. They offered me a position in Marine, looking after their daily rosters and wages, booking vessels, and working with the Duty Pilot. I’ve really enjoyed my three years in Marine. It’s been excellent.”

In his retirement, Kevin is pursuing his three main passions: gardening, rugby and racing. He is a life member and ex-President of Zingari Richmond Footfall Club and a keen follower of its teams, as well as the Highlanders and Otago. He only hung up his own footie boots 12 short years ago. Then there’s the trotting syndicate, which has three horses doing well. A parting hot tip from Kevin: “Keep an eye out for Our Pinocchio.”



And that's a wrap

Our 2022/23 cruise season finished in early April and, given it was a re-start post Covid our team knocked it out of the park. Cruise line customers made similar observations, describing Port Otago as the season's star performer.

At the start of the season, 111 vessels were booked across Port Chalmers and Dunedin.

By season's end:

Cruise vessels hosted: Port Chalmers - 88; Dunedin - 13; Fiordland - 52.

Passengers hosted: more than 150,000. Crew hosted: more than 75,000.

Cruise Manager Carolyn Bennett says the main improvement for the coming season is the establishment of a mini cruise terminal at the Dunedin Wharves. "Known to locals as 'the Red Shed', the ex Port Chalmers Maritime Museum building was transported into town and is being re-purposing as a small terminal to welcome passengers into."

There are works required to provide engineered foundations, a level floor and services connections, but the building will be ready for the start of our next seasons cruise in early November.

Photo courtesy Brendon Williamson



KEEPING OUR VOLUNTEERS WARM AND SAFE

When it comes to supporting groups within our community, Dunedin Marine Search and Rescue are right near the top of the list. These men and women are skilled at what they do and give so generously of their time – in both their commitment to training and to being there when we need them. Most recently, we helped them out with new Seventh Wave wetsuits and Palm Rescue PFDs for each squad member.



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