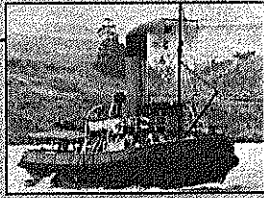


Public Trips

Throughout the summer season, usually from Christmas to April or May, the Preservation Society operates a Sunday afternoon harbour cruise to the Lyttelton Heads. The vessel departs from No. 2 Wharf at 2.30 p.m. and returns to her berth at 4:00 p.m. During the cruise, she calls at all the Bays and points of interest. There is a full commentary of the history and interesting features of the harbour and surrounding areas. The souvenir shop and cafeteria are open during the cruise. The adult fare is NZ\$15.00 Senior Citizens \$12.00 Children \$5.00 family (two adults two children) \$35.00.



Charter sailings

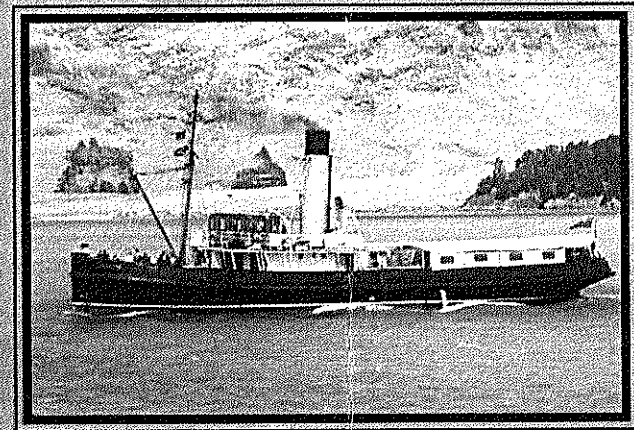
Tug Lyttelton is available for charter from approximately September to June for one hour up to a full day of eight hours. A three hour charter allows a visit to Port Levy (weather permitting). Trips can also extend North along the coast as far as the Waimakariri River mouth. The tug is able to accommodate 130 passengers and she is popular for parties and weddings receptions.



All enquiries should be made to the booking officer at the
Tug Lyttelton Preservation Society, PO Box 19659, Woolston, Christchurch.
Telephone (03) 322 8911.

Tug Lyttelton Centenary

September 2007

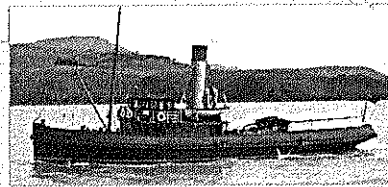


*Celebrating 100 years of
New Zealand's maritime history*

Steam Tug Lyttelton

The Steam Tug Lyttelton offers a rare glimpse into New Zealand's maritime history – a time when coal was king and steam ruled the seas.

The latter part of 1907 was a memorable time to be at Lyttelton, the port of the city of Christchurch. Dr Hammersley imported the first pair of Belgian Barge dogs, Sir Ernest Shackleton arrived on the Nimrod from London via Cape Town and the port's largest ever crowd. As a young man, Irishman Ernest Shackleton had first travelled to Antarctica with Scott but he had suffered badly on that expedition and was invalided out. On 23 September 1907 he was back to try again. The new steam Tug Lyttelton welcomed Shackleton with his own expedition on Nimrod. Some fifty thousand came down to see him depart on his epic voyage to Antarctica. On the 11th September The Lyttelton Harbour Board took delivery of its new tug, which had made the 20,000 kilometre voyage from the Clyde under her own steam. It was noted in The Press on Wednesday September 11, 1907 that the tug had cost £13,980.



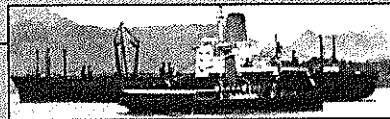
In 1989 the Lyttelton officially became the property of the Tug Lyttelton Preservation Society when she was sold by the Port of Christchurch for the nominal sum of \$1.

The ST Lyttelton was built in 1907 at Glasgow, on the Clyde, Scotland by the Ferguson Brothers. She made the 20,000kms journey to her new home port in New Zealand under her own steam, stopping off in Algiers, Port Said, Aden, Colombo, Fremantle and Melbourne before finally arriving in Lyttelton on 10 September 1907.

The Lyttelton was put to work in the harbour, moving coal and guiding bigger vessels into and out of the port. When World War II broke out, she was armed with a machine gun (which was lost overboard) and depth charges and began her tour of duty with the Royal New Zealand Navy.

Fast Facts

- Tug Lyttelton is 38.1 metres long, 7.65 metres wide (beam) and has a draught of approximately 3.5 metres.
- It can carry up to 20 tonnes of steaming coal and uses around half a tonne each hour.
- From cold, it takes around 48 hours to raise steam in the tug's Scotch marine boiler. The boiler is over 5 metres in diameter, 3.35 metres long and holds 30 tonnes of water. Its maximum working pressure is 80 lbs psi.
- The ST Lyttelton is licensed to carry 150 people and a crew of up to 19, though she normally sails with a crew of 12 – a Master, a Chief Engineer, a Second Engineer, two Stokers and four or five deckhands.



After the war the Lyttelton was refitted and returned to commercial work until 1970, when she was retired from service. In the absence of an immediate buyer, the Tug Lyttelton Preservation Society was formed and, in 1972, they took over the preservation, maintenance and operation of the Tug as a tourist attraction. In 1973, after more than 2749 hours of work by an army of dedicated volunteers, the ST Lyttelton began her new career as a passenger steamer.

In 1991 the Lyttelton officially became the property of the Tug Lyttelton Preservation Society when she was sold by the Port of Christchurch for the nominal sum of \$1.

These days this grand old lady of the sea spends her Sunday afternoons in summer taking visitors for cruises in the harbour. As the oldest of only working steam tugs in New Zealand, she is a much-loved feature of the port who offers her passengers more than just a boat ride – a trip on the ST Lyttelton is a journey into the maritime history of New Zealand.

Background

| | |
|----------------------|---|
| Built | 1907 by the Messrs. Ferguson Brothers in the Newark Shipyard at Port Glasgow |
| Yard Number | 174 |
| Displacement | 292 gross registered tons |
| Length | 124 feet or 38.10 metres |
| Beam | 25 feet or 7.65 metres |
| Draft | 12 feet or 3.505 metres |
| Propulsion | Single boiler two compound steam engines each driving a fixed pitch propeller |
| Previous Name | Canterbury (1907-1911) |

How Can I Help?

Celebrate Tug Lyttelton's Centenary by becoming a sponsor of the activities surrounding the Centenary.

It is important to recognise Tug Lyttelton's contribution to New Zealand's maritime history and any contribution would be greatly appreciated.

Tug Lyttelton is seeking corporate sponsorship to assist with the costs of producing a commemorative book and other activities planned to celebrate the Centenary.

There are a variety of benefits available to sponsors

- Logo in history book that is being written by Nick Tolerton
- Complimentary charters on Tug Lyttelton for corporate groups
- Recognition as a sponsor with media partners
- Tickets for a cruise celebrating the centenary

