

STEVENSON WAY

OUR BUSINESS. OUR PEOPLE.

ISSUE 42 MAY 2011

WORKING TOGETHER THROUGH ADVERSITY



The trauma of those who suffered in the aftermath of the Christchurch February earthquake touched us all. Although our Christchurch business, NZ Trucks South Island, came through the disaster with its premises largely intact, some of our individual staff members did not fare so well, experiencing severe damage to their homes. Despite their testing circumstances, they were all determined to return to work as soon as possible and keen to regain a sense of routine and normality in a city in chaos. I've been humbled by their response.

Our Christchurch staff have shown the kind of resilience in the face of adversity that truly reflects the spirit of our Stevenson brand – successfully working together.

Our father and son staff profile demonstrates another example of the strength that is derived from successful working partnerships. Shaun and Ray McLean spent several years working together on Stevenson mining contracts, before moving to roles at our Huntly and Drury quarries.

On the infrastructure front, we're very pleased to have won the KiwiRail tender to supply a further three years of railway ballast aggregate for the Auckland region. Our Huntly quarry is supplying aggregate to the Te Rapa section of the SH1 Waikato Expressway and our Keystone blocks are being used in the new Maoro Street Interchange project.

We continue to position ourselves to be at the forefront in innovation. A recent example of this is the purchase of a new dynamometer by Stevenson Engineering. This will provide enhanced information about engine systems and performance in the automotive and marine diesel engines testing process. Sourcing new technology reflects our belief that recovering from an economic downturn will not happen unless we all sharpen our competitive edge by providing responsive and innovative service and solutions for our customers on an ongoing basis. Good enough is not enough.

MARK FRANKLIN Chief Executive, Stevenson Group

Stevenson knows. **Aggregates.**

HUNTLY QUARRY TO SUPPLY TE RAPA SECTION OF THE WAIKATO EXPRESSWAY

Stevenson Resources' Huntly quarry has taken on its biggest project yet. The Te Rapa Alliance selected Stevenson to supply 300,000 tonnes of aggregate over 100 weeks for the Te Rapa section of the SH1 Waikato Expressway. Delivery of aggregates to the project commenced in November 2010.

The Waikato Expressway is one of the seven Roads of National Significance (RoNS) identified by the Government as essential to New Zealand's economic prosperity. Construction of the \$194m Te Rapa section will improve economic growth and productivity by connecting the business centres in the north-western corner of Hamilton City to those in Auckland and the Bay of Plenty, as well as improving safety and reducing traffic congestion.

CAPACITY AND TECHNICAL SERVICES A KEY FACTOR

'Stevenson's proven operational and technical expertise (which includes our Laboratory and Technical Services company) were key factors in winning the contract,' says Steve Ellis, GM Stevenson Resources. 'We have the capacity to guarantee

supply of the volume required and the facilities to custom-design a consistent grade of aggregates and to stockpile large volumes.'

The new pugmill at Huntly Quarry (see story below) is producing some of the special high specification aggregates for this project.

'Stevenson is very responsive to our requests to make special aggregates,' says Kerry Watkins, Earthworks and Drainage Manager, Te Rapa Alliance. 'Stevenson offers great flexibility, a quality product and makes trucks available for deliveries when we need them. Their product is always delivered on time. It's essential for large projects of this nature that there are no surprises and that the delivered product is in spec and to a consistent quality.'



Roundabout adjacent to SH1 showing Stevenson aggregate laid on the new road (on right)

LEADING-EDGE TECHNOLOGY IN PUGMILL FOR HUNTLY QUARRY



New pugmill at Huntly

Roading contractors will benefit from the increased technical capacity and operational flexibility of the new pugmill at Huntly quarry.

SUPERIOR GRADING CONTROL

The new pugmill (continuous mixing plant) will enable the quarry to produce modified aggregates with superior grading and consistent performance to meet the standard now being demanded on NZTA roading contracts.

'The pugmill is essential for enabling us to produce selected high performance aggregates within spec every time we make them,' says Steve Ellis. 'Commissioning the new pugmill at Huntly is a means of expanding our technical capacity to meet the requirements of the big roading contracts coming up in the Waikato area.'

'A pugmill allows the quarry to control precisely the addition of lime, cement, water, reclaimed aggregates, emulsions, polymers, recycled glass or crushed concrete to natural aggregates to provide "green" or better performing road bases,' says Dr Greg Arnold, Managing Director, Pavespec. 'The pugmill also achieves consistent blending of different products giving superior grading and grading curve shape control. All of this will ensure a high quality product

to meet the new shape control requirements being considered by NZTA in the next revision of their M4 specification.'

Key Stevenson personnel involved in providing critical input for the new design included Ross Ashby, Technical Operations Manager, and Jayden Ellis, General Manager, Stevenson Laboratory & Technical Services.

DESIGN AND BUILD OF PUGMILL BY ROCKTEC

Stevenson-owned company Rocktec designed and built the new pugmill. Rocktec built Stevenson's first pugmill at its Drury quarry, where it has been used successfully since 2006, receiving positive feedback from customers about the aggregates it produces. Five years of operational experience with the pugmill enabled Stevenson to provide key feedback that was incorporated into Rocktec's design and fabrication of this new leading-edge technology pugmill.

CASE STUDY

Stevenson knows. **Property.**

NEW ALBANY PLACEMAKERS' STORE OPENS

PlaceMakers' new Albany store at 24 Oteha Valley Road Extension opened in March. This followed two years of successful collaboration between landlord Stevenson Properties and its lessee PlaceMakers (Fletcher Distribution).

The site was formerly occupied by a Stevenson masonry supply yard and a Stevenson Concrete batching plant, which has since relocated. The site was levelled and a new building developed, as well as the associated civil works.

The new PlaceMakers' store will supply the construction trade and the DIY market. It covers a total of 9750m² and includes a drive-through, showroom, offices, timber yard and a carpark.

'We had our challenges along the way – a lengthy consent process, local body amalgamation and having to undertake earthworks during winter,' says Stephen Hughes, CEO Stevenson Properties.

'We juggled the construction programme to create a temporary bridge access to the building for PlaceMakers to unload vehicles. PlaceMakers were able to assemble racks and stock the premises before we had finished the construction phase.'

Sustainability initiatives include collecting rainwater in tanks from the roof and using it for garden irrigation. Rain gardens capture the rain from the carpark run-off and filter the water before it enters the stormwater system.

Stevenson Resources and Concrete, as well as Stevenson Keystone, were all suppliers for the development.

Stevenson Concrete began supplying concrete to the project in October 2010. In total over 1500 cubic metres of

concrete were delivered in five 300 cubic metre batches for internal and external floors. All five pours took place at 3am to meet the construction programme co-ordinated by Aspec Construction, the main contractor and also a longstanding customer.

Stevenson Concrete's Scott Williams will never forget the final two early morning pours for the external floor. 'We were inundated by a plague of cicadas attracted by the large outdoor floodlights. I'd never seen anything like it. Pouring and laying became an absolute nightmare!'

Stevenson Keystone blocks (Rockface Rocksalt) were used as the retaining wall system on both walls of the main entrance ramp. Stevenson Keystone's technical division assisted in designing the walls with engineering firm Airey Consultants.

Stevenson Properties is seeking prospective tenants for the remaining half of the site. It is conveniently located within easy access of the Northwestern motorway and a just short walk from the old Albany Village.

Architects:	Redco
Project Manager:	Pragmatix
Main Contractor:	Aspec Construction
Quantity Surveyor:	Project Economics
Geotechnical Engineers:	Coffey Geotechnics
Civil Engineers:	Airey Consultants
Civil Contractor:	Hick Bros Civil
Concrete:	Stevenson Concrete
Aggregate:	Stevenson Resources
Retaining wall system:	Stevenson Keystone



John Beveridge, Chief Executive, PlaceMakers, cuts the timber 'ribbon' at the opening

Stevenson knows. **Our people.**

RAY AND SHAUN McLEAN



'I like driving large earthmoving equipment. That's my passion. They're like big boy's toys. You never lose the passion for them once you've operated them. It's in the blood and it's still a thrill.'

Ray McLean, Driver, Drury quarry (right)

I've loved machinery and shifting dirt since I was a young fella. From the age of three I sat up in the bulldozer cab with Dad whenever I got the chance.'

Shaun McLean, Manager, Huntly quarry (left)

RAY McLEAN

'My father had a logging business and when I left school I went to work for him. He had secured a mining contract at Glen Massey. I started driving machines at 15 and have been doing it ever since. I got my quarry manager's certificate in 1988.'

For many years Ray owned his own earthmoving business. He had six staff, two D9 bulldozers and six motorscrapers. 'It became increasingly hard for small contractors to compete with the big multi-national operators moving into mining, so I sold my business.'

He first worked for Stevenson in 1997 at Glencoal's open-cast mine at Pirongia, where he had a contract to operate a 631 ejector and a Moxy dump truck. In 2000 he was contracted by Stevenson as a D8 bulldozer driver at Glencoal's Kopako open-cast mine in Maramarua. This turned into six years' full-time work and he progressed to driving the PC1000 and PC1250 hydraulic excavators. Almost four decades of Ray's life have been spent driving earthmoving equipment. Now in his mid-fifties, he drives the massive PC1250 digger at Drury quarry, commuting daily from Huntly to start his 11-hour day at 6am.

'I've seen the equipment get larger over the years. The PC1250 is the biggest machine I've ever driven – 110-tonnes. In the old days of open cabs I worked in rain and dust. Now it's nice and quiet in my closed-in cab. I can control the temperature and listen to the radio. I like talkback in the mornings.

'My family and I still fish out from the little bach my father, also a keen fisherman, bought decades ago at Port Charles. I've got a seven-metre Ramco boat and every opportunity I go fishing. I have four sons and a daughter. Shaun is the second oldest son. They all

love fishing. Shaun and my son-in-law keep us in scallops and crayfish. My daughter is a scuba diver and the mother of twins. I have six grandkids and two on the way. They all live reasonably close. We're pretty happy.'

SHAUN McLEAN

Shaun's life reflects a similar trajectory to his father's. They even have the same qualifications. He followed Ray into the mines at a young age. 'If it wasn't for Stevies I wouldn't be where I am today. They took me on at 16 at the Kopako mine. I got the call from Dad. "Mac the mine superintendent is coming to pick you up. Get your boots and your lunch gear together, you're going to work." That was it. I left school that day and didn't look back.'

Eleven years ago young Shaun was thrilled to be taken on as the driver operator of a dump truck. 'Dad and I lived and worked together at the mine for years. It didn't worry us. When I got to Huntly I got married and found my own place.'

Prior to the recent death of former Huntly quarry manager Pat Wallbank, Shaun was completing his A-grade ticket and training to take over Pat's job. Now Manager at Huntly quarry, Shaun has eight men reporting to him.

'Six years ago I got a call from Pat saying he wanted a tractor driver and to start getting a quarry ticket. It was a great opportunity for me. I just love my job.'

Outside work Shaun regularly goes fishing with his father Ray in his boat, catching snapper and kingfish, some of which he smokes. He also scuba dives for crayfish.



Ballast at Newmarket Station

Stevenson knows. **Infrastructure.**

KIWIRAIL CONTRACT WIN

Stevenson Resources recently won the KiwiRail tender to supply railway ballast aggregate for the Auckland region for a further three years.

This new contract continues Stevenson's longstanding and successful relationship with KiwiRail which commenced with supply of ballast to the Britomart Station rebuild in 2002. Stevenson ballast aggregate has been supplied to rail upgrades across the region and includes the new Newmarket Railway station (pictured).

Quality ballast aggregates are essential for maintaining the robustness and alignment of railway tracks. Ballast is used on all major urban rail projects in Auckland, from renewal and upgrade of the rail infrastructure to the major electrification project. As more Auckland commuters use trains as an alternative to clogged motorways, KiwiRail continues to focus on the electrification of the rail network, which will result in new electric trains running on the network by 2013. The associated infrastructure work involves installing new signalling, building the traction system (overhead masts and wire) and civil works to provide clearances (bridge raising and track lowering) for the overhead wires.

'Well done on your successful tender Stevenson,' says James Brailsford, Project Interface Manager, KiwiRail. 'The KiwiRail Northern Region looks forward to building on our relationship now that Stevenson is one of our preferred suppliers. We are constantly looking at ways to work safer and smarter so that our customers can go places faster! We are confident that Stevenson can assist us to achieve this by providing us with a high quality product on time, enabling us to deliver our busy track construction and renewal programme.'



Namir Asmaro (centre) with the Site Engineer and Site Foreman from Fletcher Construction

Stevenson knows. **Infrastructure.**

KEYSTONE USED AT MAIORO STREET INTERCHANGE

Stevenson's Keystone blocks are being used in the new Maioro Street Interchange project which connects to the recently opened SH20 Mt Roskill Extension motorway.

The new interchange is one of seven bundled projects to complete the Western Ring Route Road of National Significance between Maioro Street Interchange and Westgate.

Stevenson began supplying Keystone blocks to the project in late February 2011. It anticipates completing the supply of 700m², or 7700 iron sand blocks, in late April this year.

'Keystone was chosen because of the long-term durability of its system, as well as its aesthetically pleasing finish,' says Namir Asmaro, General Manager of Stevenson Keystone. 'Keystone has been used in many big roading projects, which gives engineers the confidence that the system will do the job it is designed for. It's also a cost-effective solution for complex retaining applications.'

'Keystone also offers construction flexibility in the way the blocks can be adapted to different geometrical variations such as slopes and steps.'

The wall designs were part of many other structures in the project which were designed by the engineering firm URS NZ. 'We worked with URS previously on the Northern Gateway Alliance project, as well as the SH20 Mt Roskill Extension project. Winning the contract for supply to the

Maioro Street Interchange is a very important project for us.

'The speed with which Keystone blocks can be manufactured and installed was vital for this project,' says Namir.

'We received the order in early February and succeeded in making half the quantity and delivering it to the site in the first two weeks. The remainder of the blocks were manufactured by the end of March. So although the Keystone blocks were made-to-order, as they are 30Mpa blocks, our capability to deliver to meet a specified time frame was not an issue. Our production rate is higher than with other systems. Keystone blocks can be used on the third day after they have been manufactured. In contrast, other systems such as precast panels would have required longer curing time, as well as cranes and other special equipment for installation.'

Stevenson also provided training in how to install the Keystone system for staff from main contractor Fletcher Construction before construction started. This not only saved costs but also enabled greater flexibility. Fletcher's staff could control the timing of installation to best suit the project schedule.

Stevenson knows. **People.**

NZ TRUCKS SOUTH ISLAND POST EARTHQUAKE

Following the February earthquake Stevenson staff rallied to donate food and other useful items to the staff at NZ Trucks South Island, based in Sockburn, Christchurch.

'The arrival of the donated goods really did lift our spirits,' says General Manager Max Alexander. 'The gesture provided both a practical and psychological boost to many of our staff. They really did get a sense of belonging to Stevenson and what it means to be part of a larger entity.'

During the big earthquakes workshop machines and filing cabinets were knocked over and parts tossed onto the floor. Activities such as lifting trucks on hoists were suspended for a period after the major quakes. At the time of writing, the company was still boiling its drinking water. The congestion and damaged roads have impacted on travel times for parts deliveries and taking trucks for COFs.

'We have staff whose homes are uninhabitable and they are staying with relatives, others whose homes are barely habitable, but they are continuing to live in them,' says Max. 'Others have homes which have suffered either lesser structural or land damage but still require repairs. Some staff have family or friends living with them for an indefinite period. Despite their circumstances, they have all remained committed and resilient, and I am proud of them. The aftershocks and sheer difficulty of getting a restful night's sleep has taken its toll on everybody's outlook and morale.'

NZ Trucks SI has a staff of 35, all of whom were keen to return to work as soon as possible after the earthquake.

'This has given everybody a sense of normality and purpose. In spite of often difficult circumstances at home, they have continued to put in a huge effort. It's been greatly appreciated by our customers, many of whom were heavily involved in the long hours of the clean-up immediately afterwards and needed to keep their equipment operating.'

'Some staff members needed time to clean up and help family and friends in the first week after the event. The company supported them by giving them that time on full pay. Some staff participated in the clean-up in the worst affected suburbs in the weekends. I'm grateful for Stevenson's support, particularly from Engineering's CE Tony Coombe and EHS Manager Mark Dexter, who made themselves available any time I needed them, and were pro-active in providing resources and practical advice.'

'We've been impressed by how resilient our Christchurch staff have been in the face of these two natural disasters and the widespread loss of lives,' says CE Tony Coombe. 'We've been fortunate our premises weren't badly affected. It's a credit to Max and his team that business has carried on despite these extraordinary events.'

NZ Trucks South Island is a subsidiary of Stevenson Engineering. It is an Iveco truck dealership that provides parts sales and service from its Christchurch branch.



John Marais reviewing an engine's performance

Stevenson knows. **Transport.**

NEW DYNAMOMETER ENGINE TESTING SYSTEM

An advanced testing service is now being offered by Stevenson Engineering for heavy duty diesel engines with the company's new DYNomite data-acquisition computer.

IMPROVED DATA ACQUISITION

Stevenson Engineering can now offer state-of-the-art automotive and marine engine dyno testing featuring sophisticated data acquisition electronics to deliver enhanced information about engine systems and performance.

INDEPENDENT SERVICE

Stevenson's new dyno is currently one of only three in Auckland and the service offered is the only one not aligned to a specific vehicle manufacturer.

EASIER TO COMPLY WITH GOVERNMENT EMISSIONS STANDARDS

Customers can plan to meet new emissions standards with confidence. The dynamometer makes it easier to verify an engine's air/fuel ratio and emissions for optimum efficiency and to comply with government legislation.

WHAT THE DYNO OFFERS

The computer records true HP, torque, RPM and elapsed time at up to 1000 readings per second. It can also apply inertia compensation and SAE correction factors for air temperature, barometric pressure and relative humidity.

'The new dynamometer gives us a far greater degree of accuracy,' says Engine Shop Supervisor Ward O'Donnell. 'It measures the water and oil temperature, boost pressure, atmospheric air pressure and exhaust emissions.'

Stevenson's Ward O'Donnell and John Marais spent a week in Boston with Land & Sea, the US manufacturer of the DYNomite dynamometer, to evaluate the capability of the new system. 'We were able to see it in action, receive hands-on training and feel confident that it could meet our customers' needs,' says Ward.

'Our customers require more detailed reporting, particularly in the area of emissions testing,' says Stevenson Engineering CEO Tony Coombe. 'Purchasing this new cutting-edge technology is a big step forward in terms of what we can offer them – a better, more tailored solution.'

BENEFITS

- Optimises engine's fuel efficiency
- Accurate tamper-proof results
- Accurate prediction of fuel consumption
- Improved customer information – more data in an easy-to-follow format
- Any diesel engine can be tested
- Professional testing session with trained Stevenson operators

For automotive:

- Achieves improved fuel economy by providing more information
- Verifies emissions to meet new emissions standards

For marine:

- Removes the frustration from engine refurbishments
- Know your horsepower. The dynamometer quickly and accurately identifies the exact size and horsepower of the engine to achieve maximum boat performance
- Diagnoses tough problems quickly, resulting in time and cost savings

A free technical evening will be held at Stevenson Engineering on 15 June at 4pm to demonstrate the capabilities of the dynamometer. To confirm your interest please contact Gary Richmond:

Email: gnr@stevenson.co.nz, tel: 09 985 4938, cell: 029 201 4746

OBITUARY

PAT WALLBANK

Huntly Quarry Manager, Stevenson Resources



We were all shocked and saddened by the death of Pat Wallbank. Pat was a gentle man, but a giant in the industry. We first met him in the 70s when he worked at Huntly Quarry during the Roose/Stevenson alliance. He left to become a Mines Inspector for Crown Minerals, later returning to Stevenson as manager at Huntly Quarry.

'I had enormous respect for Pat and always felt that with his lifetime of experience in quarrying, the business was in safe hands under his capable management,' says Steve Ellis, GM Stevenson Resources.

Pat was a founding member of the Institute of Quarrying of New Zealand when it was established in 1969. He was well known among the quarrying fraternity. In 2004 he was made an Honorary Fellow of the Institute of Quarrying.

'Pat was completely overwhelmed by the commendation,' says Steve. 'He never expected to be recognised in this way. This attitude was typical of Pat. He thought more about mentoring his staff and bringing through the young guys whom he felt showed promise of greater things.'

The genuine effort he put into this approach was evident when his most recent protégé, Shaun McLean, stepped into the role of Interim Manager (since appointed Manager) at Huntly quarry after Pat's death.

We extend our deepest sympathies to Pat's family and to the staff at Huntly as they adjust to life without him.

Stevenson knows. **People.**

AWARD SPONSORSHIP TO FOSTER ENVIRONMENTAL MANAGEMENT

Following the creation of the Auckland Council in 2010, the Stevenson Group was delighted to be given the opportunity to sponsor the Excellence in Environmental Management award category in the Westpac Auckland South Business Awards. This category recognises a business that demonstrates the highest level of commitment to compliance and continuous improvement in environmental management.

The Westpac Auckland South Business Awards recognise and celebrate local businesses, their people and their extraordinary achievements. The awards culminate in the Westpac Auckland South Business Awards 2011 Gala Dinner in August.

Throughout its history Stevenson has played a role in fostering community spirit and caring for our resources and environment to ensure they are protected for future generations. Prior to the formation of the Auckland Council Stevenson was the naming rights sponsor for both the Papakura and Franklin Business Excellence Awards. Stevenson was keen to continue this involvement within the new council structure, particularly as the boundary for these awards has been extended to include both Papakura and Franklin.

STEVENSON SPONSORSHIP AT UNIVERSITY OF AUCKLAND

Professor Jonathon Gray was appointed to New Zealand's first Chair of Health Innovation & Improvement in 2010. In this role he is the joint Director of Ko Awatea, the Centre for Health System Innovation and Improvement at CMDHB, and is the Stevenson Professor of Health Innovation at the National Institute of Health Innovation (NIHI) at the University of Auckland.

'This appointment is one of the most exciting new academic developments for the University,' says Professor Iain Martin, Dean of the Faculty of Medical and Health Sciences. 'The potential for the partnership between the Counties Manukau DHB and the university to lead effective evidence-based health care innovation is very significant indeed. The support of the Stevenson Foundation in enabling this appointment has been fantastic and is testament to the power of philanthropic funding in enabling research to make real differences.'

Professor Gray has more than twenty years' experience in the field of health and is an expert in healthcare improvement and innovative service development.

As a joint director of the 1000 Lives Campaign in Wales, Jonathon was responsible for a two-year programme aimed at improving patient safety and healthcare quality throughout the NHS.

The National Institute for Health Innovation (NIHI) was established in 2006 by the University of Auckland. NIHI will focus on addressing the major opportunities for innovation research in the healthcare sector, with a goal of addressing the pressing systemic issues facing healthcare in the 21st century.

The work will be housed in a new building, Ko Awatea, on CMDHB's Middlemore Campus alongside the University of Auckland's South Auckland Clinical School. Ko Awatea will officially open on 21st June this year.

'We have a very big agenda,' says Professor Gray. 'The community faces huge challenges around diabetes, heart disease and obesity. Building capacity in our future health workers is vital. We also need to increase the numbers of health workers who have interest and expertise not only in their own area of specialisation but in being innovative and capable of implementing their ideas.'

The funding provision for this new chair represents an additional commitment by the Stevenson Foundation, which already sponsors a number of other medical chairs at the university's Faculty of Medical and Health Services.

NEW APPOINTMENTS

ANDRIES VAN DER WESTHUIZEN

IT Manager, Stevenson Group



Andries brings to Stevenson considerable experience in IT operations, project and contract management and negotiations in both New Zealand and South Africa. Prior to joining Stevenson Andries had various roles at Vector (formerly Mercury Energy) and Vector Communications from 1997. In 2007 he took over the responsibility for all aspects of information technology within Vector. This included strategy, governance and risk, portfolio management and project

implementation, operations and services and information security.

During his time at Vector he led projects to separate Mercury Energy and Vector information systems and merge United Networks' and NGC systems.

Andries gained his BCom (Law) from the University of Potchefstroom. Before immigrating to New Zealand from South Africa, he worked with Sasol Chemical Industries, a petro-chemical company manufacturing various chemicals for the global market.

STANA PEZIC

Chief Financial Officer, Stevenson Group



Stana Pezic joined the Stevenson Group following her role as CFO at Metrowater, the Auckland City Council's water retailer and infrastructure manager. Prior to this, she was General Manager at Whitcoulls Group Ltd. Stana has extensive experience in financial management, general management, strategy development and process change. Her background spans infrastructure, manufacturing and retail, following various roles with Carter Holt Harvey, Whitcoulls Group, The Warehouse and Esso Australia.

FISHING CONTEST FUNDRAISER A HUGE SUCCESS

Many hands were on deck again in April this year for the second Stevenson Marine Pine Harbour Fishing Contest. All funds raised in the contest go to CanTeen Auckland for their own fishing day.

CanTeen is a New Zealand organisation that supports young people aged between 13 and 24 who have been diagnosed with cancer.

CanTeen's fishing day is organised by the Pine Harbour Good Bastards Fishing Club and local businessman Paul Capes. CanTeen members and their caregivers go out for a day's fishing in boats belonging to Stevenson Marine's customers. The thrill of such a trip is a tremendous highlight, maybe even a final highlight, for some of these kids.

The contest entry prize was a trip for four helifishing at Great Barrier Island, valued at \$3500. Prizes were awarded for four species of fish. There was also a mystery weight prize of \$2500. The total prize pool value was \$10,000. All of the fish weighed were retained by the organisers and auctioned at the completion of the prizegiving. This year the auction raised around \$4000 and entry fees raised \$3000.

Special thanks go to Stevenson's Tony Coombe, Gary Richmond, Grant Wearing, Dave Young, Bonny Harman and Erin Gill, who put so much time and effort into making the event a success – and to our customers and the many other organisations and individuals who climbed aboard the project.



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STEVENSON GROUP

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STEVENSON CONSTRUCTION MATERIALS

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