

SOUTH PORT NEW ZEALAND LIMITED



FOREWORD

At a Special Meeting of the Bluff Harbour Board (name subsequently changed to Southland Harbour Board in 1958) held on 17 April 1952 it was agreed to proceed with a plan devised by the Board Engineer, D.E.S. Mason, to build a man-made island for port expansion. The island would take advantage of a submerged sand bank. Coincidentally, in 1878 Sir John Coode, an English Civil Engineer, was employed by the NZ Government to report on the future of NZ harbours, and a similar idea to use the sand bank was mooted in his report. The island would consist of 8 new berths and 110 acres (44.5 ha) of land for storage sheds, offices, railways etc. at an estimated cost £4 million (\$8 million). It was later agreed to proceed with the project in 2 stages. Stage 1 would provide 5 berths on an island of 84 acres (34 ha) at a total cost of £3,536,000 (\$7,072,000), Stage 2, for the 3 remaining berths could come later.

The Government of the day passed the Bluff Harbour Improvement Bill on 3 October 1952 but refused to help with the cost of the project. A subsequent poll of ratepayers held on 13 December 1952 favoured the raising of a loan. In 1953 the first loan was opened for public subscription and after 13 issues the target of £3,536,000 (\$7,072,000) was raised with 90% of loan money subscribed by Southland residents.

Tenders were called for Stage 1 on 4 August 1955 and on 1 May 1956 a tender of £3,221,438 (\$6,442,876) was accepted from the French firm Societe Nationale de Travaux Publics (S.N.T.P.). Work began in September 1956 with the construction of a temporary bridge to the future island. Rock was dumped off the sea end of the bridge and so the start of the rubble retaining walls commenced which would spread out laterally to outline the perimeter of the island. At the same time protective steel pilings were driven in around the berths and sand was then pumped by a cutter suction dredge into the area enclosed by the retaining wall and pilings. As work progressed coffer dams held back the sea while the quay walls were concreted. These were later removed and the berths flooded.

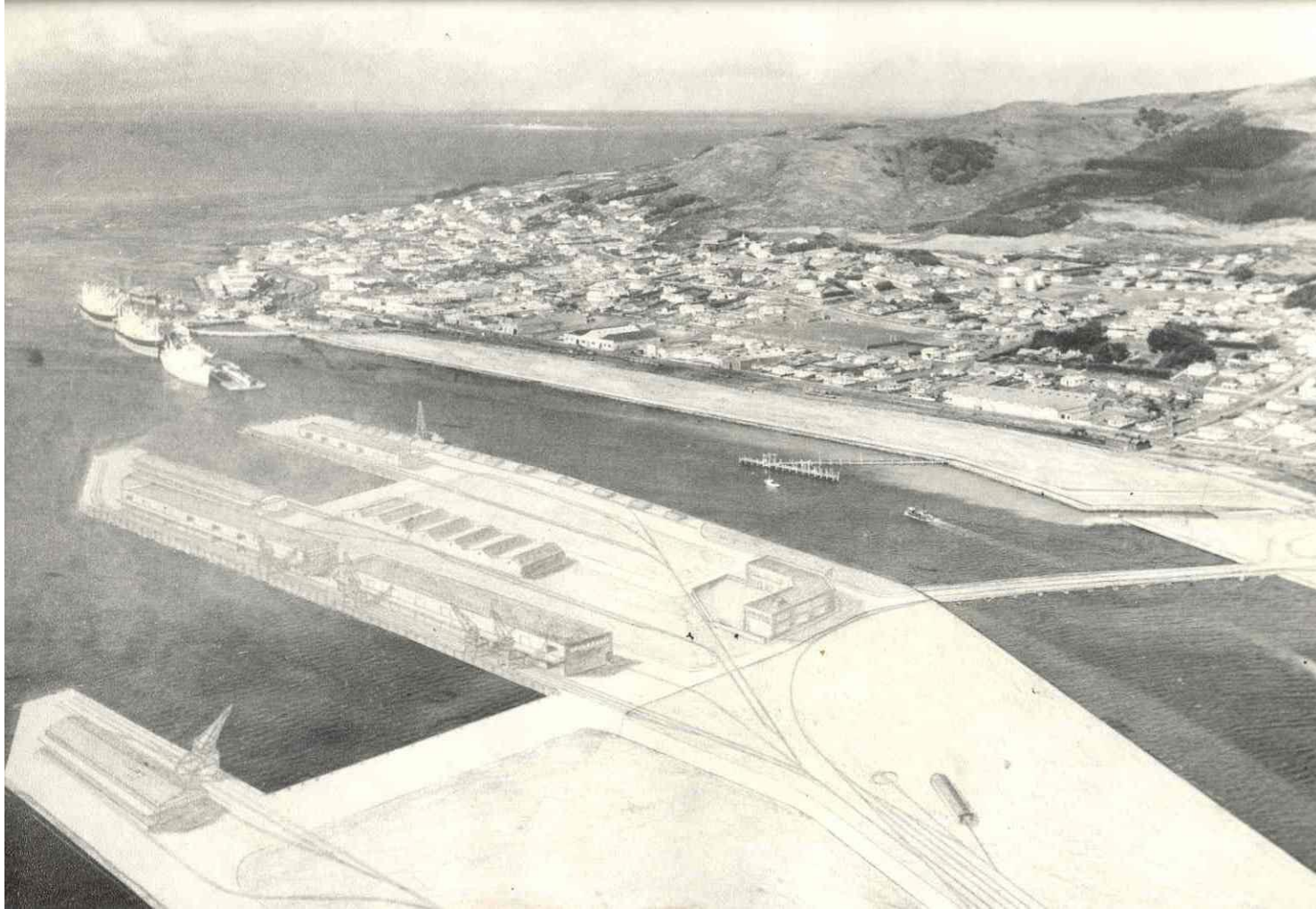
On 24 June 1960 the main contract for the construction of the Island Harbour was completed. At this stage there were no buildings on the Island. A tender was accepted from P. Graham & Son Ltd of Christchurch for construction of the cargo sheds, the No. 1 Shed being completed in time for the official opening on 3 December 1960.

The Man who had the Vision



D.E.S. Mason, Harbour Board Engineer

The Concept



The 'vision' superimposed on a photo of the Bluff township and port environs

And so it began



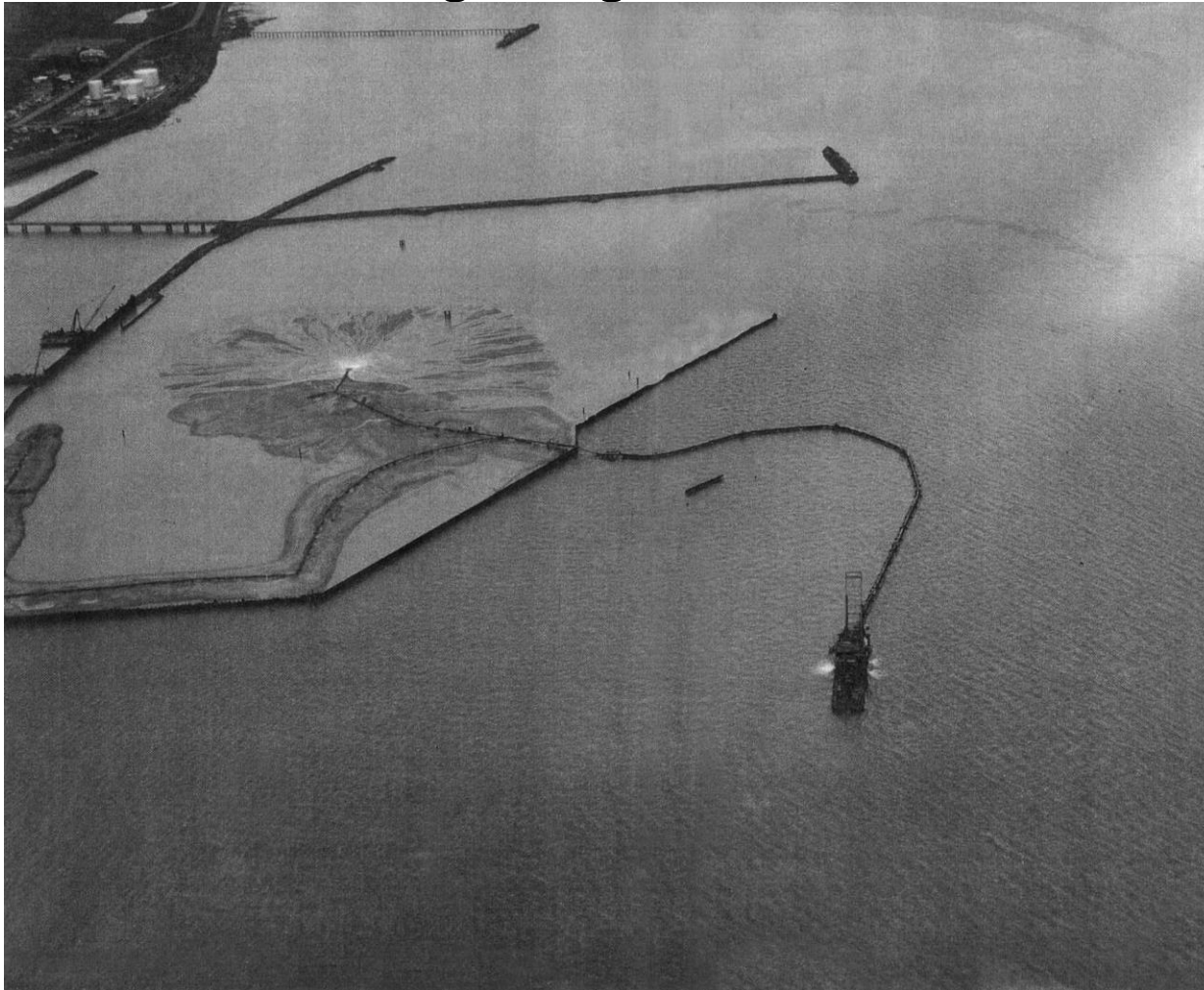
First dump of rock to commence retaining walls – 1956

Sheetpile Walls



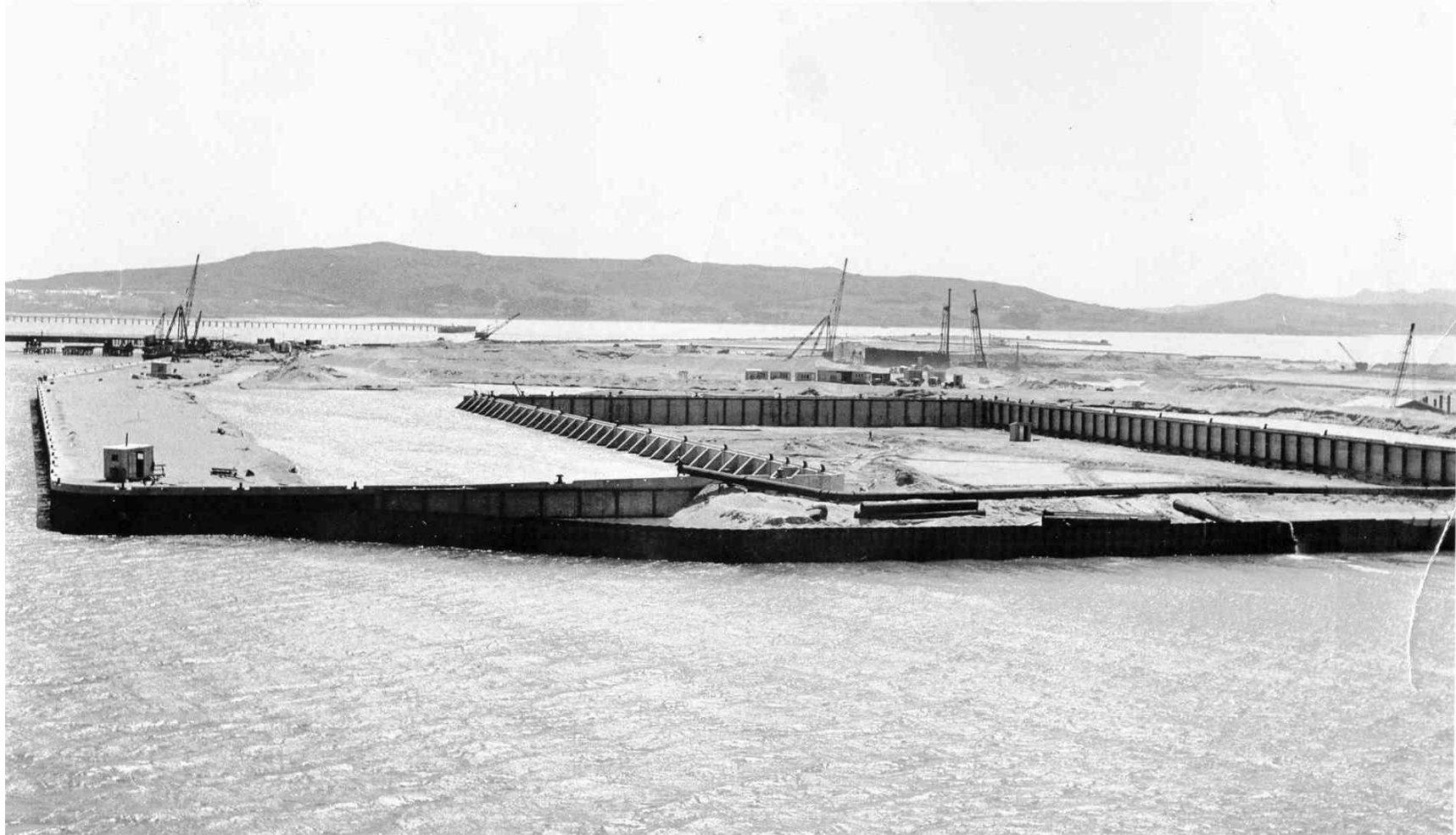
The berths were formed by the driving of sheetpile walls into which sand was pumped by a cutter suction dredge

The beginning of the Island



Suction dredge pumping sand fill behind the sheetpile walls to form the Island

Formed Walls



Completed sheetpile walls - present day No's 1 & 2 berth basin

And slowly the Island grew



Present Berths 1 and 2 areas taking shape with the suction dredge pumping fill to reclaim on the far right

Shaping up



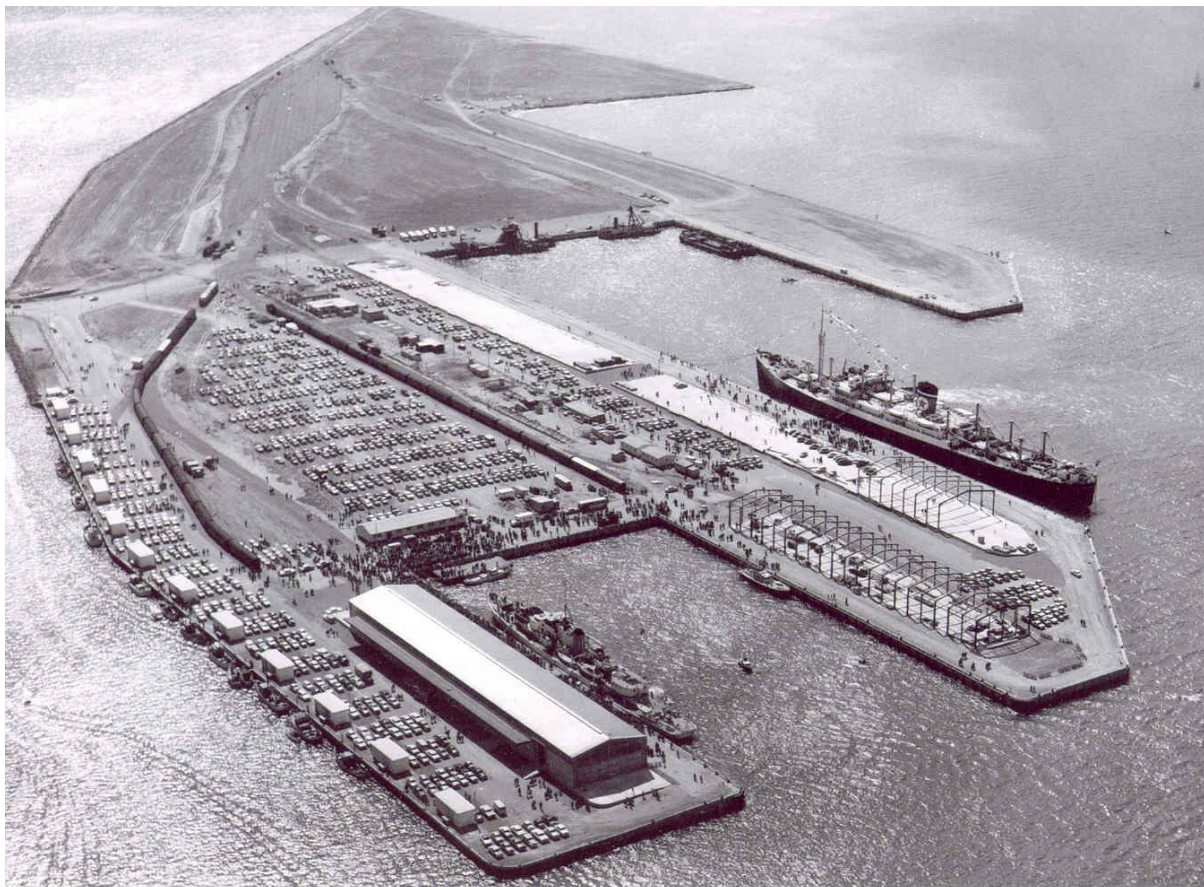
Coffer Dams hold back the water while berth walls are formed,

these are later removed and the berth areas flooded

The completed puzzle



The Island is now complete – 1960
Opening Day



**Island officially opened on 3 December 1960 by the Governor General, the Viscount Cobham
HMNZS "Lachlan" in Berth 1 and the "New Zealand Star" in Berth 5**

1960's

Significant Events

- * Completion of contract to build the Island Harbour
- * Island Harbour officially opened by Governor General, Viscount Cobham - photo opposite top right
- * Construction of administration building and transit sheds completed
- * Meatloaders provided at Berth 5 - photo opposite at left
- * Construction of Manapouri Power Scheme began
- * Queen Elizabeth, the Queen Mother, visited the Port
- * First shipment from the new bulk wheat installation on the Island - photo opposite bottom right
- * Tanker "Caltex Brussels" at 182 metres becomes longest vessel to visit the Port
- * Decision made to build NZAS Aluminium Smelter at Tiwai
- * First Voith Schneider Tug, "Hauroko", arrives at Bluff

	Imports	Exports	Total Tonnes
1960	228,115	142,541	370,656
1961	249,244	149,997	399,241
1962	251,938	154,213	406,151
1963	237,740	171,398	409,138
1964	302,204	182,583	484,787
1965	322,633	180,662	503,295
1966	330,202	193,551	523,753
1967	307,915	182,103	490,018
1968	312,477	221,358	533,835
1969	309,464	279,093	588,557
Total tonnes	2,851,932	1,857,499	4,709,431

Main cargoes handled during the 1960's were:

Imports: Fertiliser & Petroleum Products

Exports: Grain, Frozen Meat & Wool

1970's

Significant Events

- * Official opening of Tiwai Wharf - photo opposite top left, aerial of NZAS Ltd
- * NZAS commenced production and first aluminium exported
- * 100th anniversary of the first meeting of the Bluff Harbour Board celebrated
- * Contract let for widening and deepening of Harbour channel
- * Second Voith Schneider Tug, "Monowai", arrives at Bluff
- * Tug "Awarua" sold - photo opposite bottom, Tug Awarua on right of photo
- * New purpose built pilot boat "Awarua" launched
- * Bucket dredge "Murihiku" sold for scrap after 70 years of service - photo opposite bottom
- * Bluff used as base for Hunt Petroleum exploration of Great South Basin
- * Bulk Liquid (tallow) and Ship Loading Complex constructed on Island - photo opposite top right

	Imports	Exports	Total Tonnes
1970	359,890	283,040	642,930
1971	574,613	298,897	873,510
1972	591,810	350,868	942,678
1973	688,025	346,678	1,034,703
1974	744,570	335,338	1,079,908
1975	672,570	341,862	1,014,432
1976	797,523	317,207	1,114,730
1977	829,493	393,092	1,222,585
1978	850,136	328,969	1,179,105
1979	871,216	312,279	1,183,495
Total Tonnes	6,979,846	3,308,230	10,288,076

Main cargoes handled during the 1970's were:

Imports: Fertiliser, NZAS Production Materials & Petroleum Products

Exports: Aluminium, Frozen Meat, Grain, Tallow & Wool

1980's

Significant Events

- * Closure of Alliance Group Ocean Beach meat processing plant
- * South Port listed on New Zealand Stock Exchange
- * First Liebherr mobile harbour crane purchased - photo opposite top left
- * Investment made in Allied Farmers, Southland Farmers, Clifton Wool Scour (non-port assets).
These shareholdings were subsequently realised for sizeable gains
- * NZAS \$450 million upgrade of Smelter completed - photo opposite bottom
- * Parry St Dunedin site purchased and 2,600m2 warehouse constructed
- * All-weather meatloaders decommissioned
- * Completion of 4,500m2 extension to No. 3 dry warehouse - photo opposite page top right

	Imports	Exports	Total Tonnes
1990	1,040,294	640,787	1,681,081
1991	942,658	772,593	1,715,251
1992	1,006,329	684,584	1,690,913
1993*	694,321	506,238	1,200,559
1994	1,015,410	657,856	1,673,266
1995	1,031,947	690,969	1,722,916
1996	1,143,306	626,845	1,770,151
1997	1,039,966	597,730	1,637,696
1998	1,236,247	667,755	1,904,002
1999	1,142,460	592,941	1,735,401
Total Tonnes	10,292,938	6,438,298	16,731,236

* 9 month period, change of balance date occurred

Main cargoes handled during the 1990's were:

Imports: Fertiliser, NZAS Production Materials & Petroleum Products

Exports: Aluminium, Logs, MDF, Sawn Timber, Tallow, Veneer & Wood Chips

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2000's

Significant Events

- * Purchase of tug "Awanui" and renamed "Hauroko" (previous tug "Hauroko" sold)
- * JADE Master Terminal IT system introduced to track containerised cargo
- * Ballance Agri-nutrients construct a 12,000 tonne bulk liquid tank on Island - photo opposite top left
- * A second-hand Liebherr mobile harbour crane is purchased - photo opposite on right
- * New purpose built pilot launch "Takitimu" is launched
- * Marstel Terminals establishes a bulk liquid storage facility on the Island
- * Sale of several non-port assets occurred, e.g. Southland Motor Group, Parry St property in Dunedin
- * Shed 4 warehouse constructed - photo opposite bottom left
- * Largest ship to visit Bluff, the "Positive Passion" (43,810 gross tons)

	Imports	Exports	Total Tonnes
2000	1,237,154	678,644	1,915,798
2001	1,220,535	722,821	1,943,356
2002	1,368,021	755,114	2,123,135
2003	1,327,425	716,784	2,044,209
2004	1,440,143	714,538	2,154,681
2005	1,451,585	633,946	2,085,531
2006	1,409,355	695,814	2,105,169
2007	1,422,681	732,488	2,155,169
2008	1,508,998	739,984	2,248,982
2009	1,256,422	606,326	1,862,748
Total Tonnes	13,642,319	6,996,459	20,638,778

Main cargoes handled during the 2000's were:

Imports: Fertiliser, NZAS Production Materials, Petroleum Products & Sulphuric Acid

Exports: Aluminium, Dairy Products, Logs, Sawn Timber, Stock Food, Scrap Metal & Wood Chips

2010

Significant Events

- * 14% lift in cargo volumes over previous year
- * "MSC Brasilia" - largest nominal TEU capacity vessel calls at the Port
- * Record tonnage of ships in Port on one day (7 August) - 139,538 gross tons
- * Significant forestry growth occurs (logs, wood chips and sawn timber) - photo opposite bottom left
- * New 35 year Licence Agreement for the Tiwai Wharf/Access Bridge entered into with NZAS Ltd - Photo top right - Standing Lara Stevens (SP Finance Manager), Jason Franklin (NZAS Commercial Manager), sitting Mark O'Connor (SP Chief Executive) and Ryan Cavanagh (NZAS General Manager)
- * Arrival of new Liebherr LHM 400 mobile harbour crane - photo opposite bottom right
- * 50th anniversary of opening of Island Harbour

	Imports	Exports	Total Tonnes
2010	1,336,957	831,840	2,168,797

Main cargoes handled during 2010 were:

Imports: Fertiliser, NZAS Production Materials, Petroleum Products & Sulphuric Acid,
Exports: Aluminium, Dairy Products, Logs, Sawn Timber, Scrap Metal, Tallow & Wood Chips

1960's



1970's



1980's



1990's



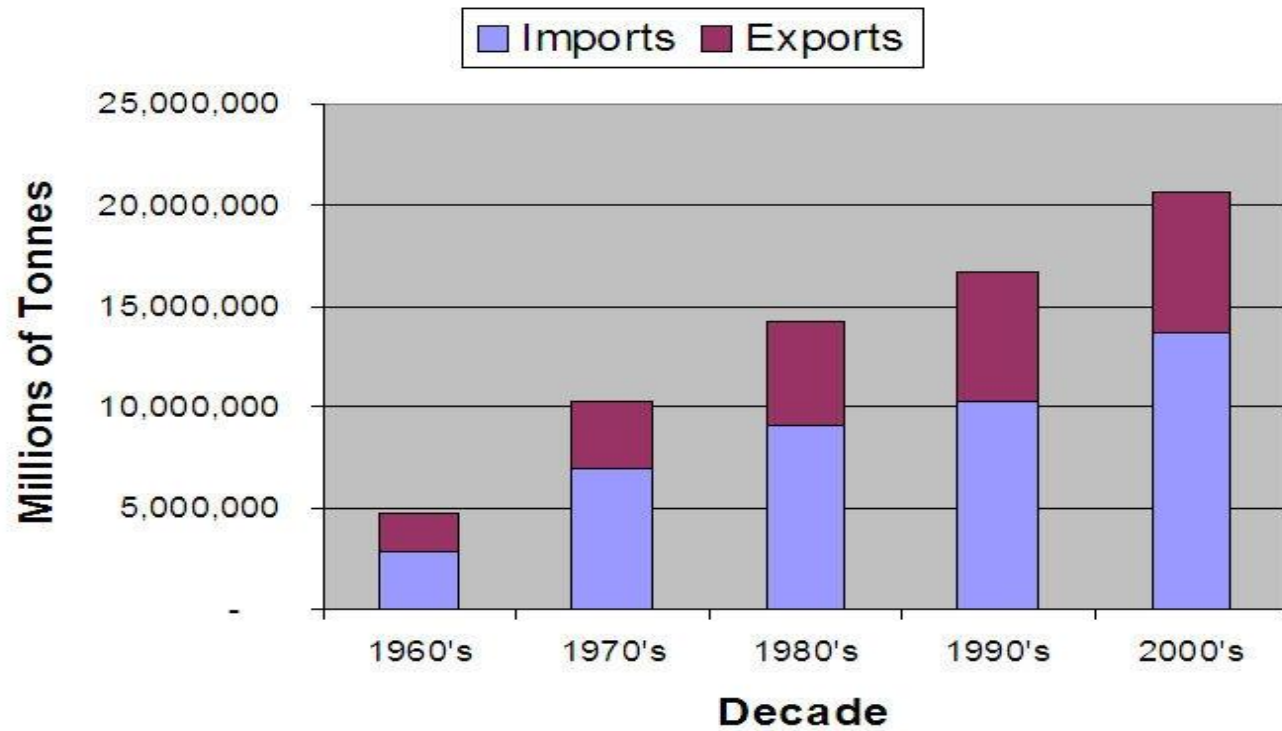
2000's



2010



Total Tonnes Handled by Decade



Before



After

