

The Bluff PORTSIDER

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INSIDE ►

CHANGING GEARS

OUR PEOPLE

SCHOLARSHIP RECIPIENTS

BLUFF FOCUS ON:

Cruise Ships



▶ CHANGING GEARS

Kia ora koutou katoa,

Interim Result

The South Port 2023 first half has been characterised by excellent progress being made on some longer-term initiatives for the Port, but with subdued operational performance reflecting demand constraints in China and a slowing domestic economy.

Bulk cargoes through South Port held up well in the opening half-year of FY23 to 31 December 2022, however slightly behind expectations. Total cargo moved through the Port of Bluff at 1,732,000 tonnes (compared to 1,745,000 tonnes in FY22).

South Port's NPAT for the first six months of FY23 was \$5.2 million (FY22 \$5.9 million). Earnings per share were 19.6 cents (FY22 22.4 cps). The full interim result commentary can be viewed at: <https://southport.co.nz/south-port-retains-positive-outlook-despite-short-term-market-disruption>

Capital Projects

Excellent progress was made on several capital projects at the Port. The town wharf fuel accessway, pipeline corridor, and discharge platform, were officially opened with a celebration on 22 November 2022. Planning for this project began in 2016, and it was pleasing to see that the end product is something the Port and industry can be proud of.

Because of the new infrastructure at the Town Wharf, an area was opened to the public before Christmas - more information is included within this issue.

As mentioned in the last issue of the Portsider, Heron Construction's backhoe dredge completed a very successful campaign at the Port to carry out dredging of fragmented rock in the harbour entrance channel, just falling short of 9.7m chart datum (CD). This was a significant milestone as this is the depth targeted for project Kia Whakaū, the subject of the resource consent granted on 31 August 2022 (notified to NZX on 1 September 2022).

Work is now to begin on project Kia Whakaū to dredge and remove seabed materials, 10.7m CD in the Island Harbour berth basins, and 9.45m CD in the swinging basin. The Port is working through contractual details for a trailer suction dredge to complete this work in the coming months.

Discussions are also underway to bring Heron Construction's backhoe dredge back to the Port to complete the excellent work that was carried out in the entrance channel in 2022.

Another project nearing completion is the Island Harbour Access Bridge. Work began on the Access Bridge in 2019 to install impressed current cathodic protection throughout the 14 bays. The final bay will be completed in the coming months, protecting the steel framework for 50 years.

Other News

Work is progressing in preparation for South Port to comply with the mandatory reporting guidelines for Climate-Related Disclosures. Although this is a requirement of the Port, the leadership team has embraced this challenge and is working with third party consultants to complete this work for the 2024 reporting period. A Sustainability Committee has been formed and will work on strategies to decarbonise the Port operations and select appropriate Sustainable Development Goals for implementation.

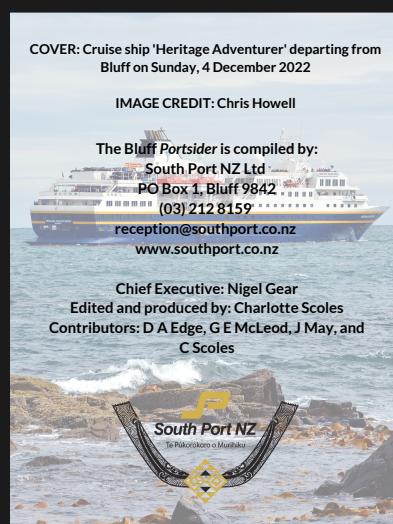
Some of the recent initiatives in this area include the replacement of the diesel heating system with electric heat pumps for the administration office, installation of dust monitors around the Port, electrical upgrade, variable speed fans installed in the cold stores, the purchase of EVs in the security division, the trialing of an electric forklift in the dairy warehousing division, with several others underway or in the pipeline.

It is also exciting to see the recent confirmation of stage one of the Kaiwera Downs 240MW wind farm, 15kms southeast of Gore. Stage one represents 40MW or ten wind towers expected to come through the Port in April this year. Southland is 'blessed' with one of the best wind resources in the country with several sites suitable for the generation of renewable energy. It is hoped that we will see more developments of this nature in the future.

Finally, it is always heartening to support talented people setting out on the next stage of their education. South Port was pleased to present both Jackson Faithfull (son of our Bulk Cargo Coordinator, Scott Faithfull) with the staff scholarship and Paula Brown with the community scholarship.

Ngā mihi nui,
Nigel Gear

This newsletter is printed on
100% recycled paper



OUR PEOPLE

WELCOME

Josiah Bancroft - Cold Stores Logistics Administrator
John Breet - Dairy Warehousing Logistics Administrator
Jenny Phillips - Administrator
Jess Snyman - Container Operator

INTERNAL CHANGES

THE FOLLOWING TEAM MEMBERS HAVE BEEN PROMOTED FROM FIXED-TERM TO PERMANENT:

Michelle Marr - Terminal Yard Planner
Christian Guanga - Cold Stores Operator
Juan Moriano - Cold Stores Operator
Maropai Tonorio - Cold Stores Operator
Miimetua Teau - Cold Stores Operator
Julie Lay - Cold Stores Operator

WANT TO JOIN THE SOUTH PORT TEAM?

COMMERCIAL PROPERTY ADVISOR

As part of our long term strategy of positioning our business for the future, we have established an exciting new role in our Commercial Team, reporting to our Commercial Manager. This is a fantastic career opportunity that involves oversight of the Port's commercial property portfolio.

Don't miss out on this golden opportunity - reach out to find out more! Contact Thomas Lewis:

Telephone: (03) 212 8159

Email: tlewis@southport.co.nz

THREE'S DEFINITELY NOT A CROWD!

South Port's warehousing operations play an important role in the southern supply chain, and our Dairy Warehousing container packing operation for Open Country Dairy (Awarua) underpins the MSC container vessel service into Bluff.

The Dairy Warehousing leadership group – Sian Tarrant, Khamish McCauley, and Hayden McLiskey – represent our next generation, and while relatively 'young' in years and leadership 'time in the seat,' they certainly do not lack in terms of expertise!

This Bluff triumvirate epitomises the Company's commitment to developing talent from within and providing career pathways for deserving staff who fit the mix.

Sian Tarrant started with South Port as a logistics administrator in mid-2016 and was appointed Supervisor in May 2019. The knowledge and hands-on experience she gained from working 'on the ground floor' has helped identify and ease the pressure points, streamline and improve processes. Si is known for her high energy and 'can do' attitude; she is passionate about her work, and the promotion has been a highlight of her career at South Port. However, it probably pales compared to other major milestones since she joined us – getting married, introducing baby daughters Indigo and Ivory into the South Port whānau, and more recently, university study towards a Bachelor of Applied Science in Psychology.

Khamish McCauley has a well-deserved reputation as a reliable, hard-working and no-nonsense kind of guy. He took on the Team Leader role in late 2020, with responsibility for leading and getting the best out of the team – this is a critical role, coordinating and directing operational activities to ensure orders are processed efficiently. Khamish had to be 'persuaded' (as in arm twisted) to take on the leadership role, but he is a natural fit, and it was a natural progression for him after nearly ten years on the forklift.

Hayden McLiskey is the team's youngster and is yet to hit 30. His operational and administration hands-on experience is the perfect mix for the operations and training coordinator role he's been in since mid-2020. He keeps things ticking over, ensuring the team meets customer requirements according to agreed contractual specifications and deadlines. Born and bred in Bluff, and being able to work a stone's throw from home, is a huge attraction for Hayden – but so too are the opportunities that have opened up for him since he started as a fixed-term forklift operator in 2015, moving into a permanent fulltime position after three seasons, before transitioning to logistics administration.



Sian Tarrant, Khamish McCauley (on forklift) and Hayden McLiskey, in Dairy Warehousing Shed 3A

▶ BLUFF BECKONS FOR BRIGHT FUTURE

A record log-loading undertaken on 23 February 2023 marked a significant milestone for South Port, NFA, AVA Timber, and Matariki Forests.

Vessel scheduling for New Zealand log exporters has had its challenges recently, with new fumigation regulations and debarking of on-deck cargo adding to the complexity of filling vessels. Add to this the significant disruption to North Island cargo from Cyclone Gabrielle and general congestion issues at some ports, and the AVA team needed to be nimble and think outside the box.

Their solution was a single port load with the Zhoushan Island, a 'Supra' sized vessel. With its wider and longer dimensions, this vessel could ship what would normally be loaded over two ports from Bluff. All that was needed was the sufficient volume at the port, the necessary stevedoring capacity to load the large vessel, and the weight-to-volume factors to make it an economic proposition. With Southland's summer drought making the latter possible and the other two criteria being met, the decision was taken to do the first one-port log vessel from South Port.

Almost 39,000 JAS m3 was loaded - the most volume NFA has loaded onto one vessel. Other records were also broken, including a new daily throughput total and the most volume NFA has marshalled in a week. The success has paved the way for AVA Timber to consider another 1:1 vessel in mid-March. South Port's channel deepening project is well underway and is expected to be completed later this year. The future is bright for shipping out of Bluff.



NFA's Bluff Port Manager, Craig Unahi, left and Rayonier Matariki Forests Regional Manager, Hamish Fitzgerald, overseeing the vessel being loaded

▶ HEAT PUMPS DONATED AFTER UPGRADE

In December, South Port began upgrading the heat pumps in the main administration building. As a means to give back to the community, it was decided that the old heat pumps would be donated to the local Bluff Golf Club, to provide a more comfortable environment for players and visitors.

Until now, the only heating was by way of a single fireplace. It is a well-known fact that temperatures in Bluff see both extremes, so the heat pumps mean the club rooms can be acclimatised a lot faster and efficiently. It was a win-win situation for both South Port and the Bluff Golf Club.

▶ TOWN WHARF OPEN TO THE PUBLIC

Just prior to Christmas, South Port was delighted to announce that a section of the Town Wharf would be made open to the public, effective immediately.

While nobody knows what the future holds for this section of the wharf, for the time being it was important that the public was able to reconnect with Bluff Harbour.

A huge shout-out goes out to the contractors, who worked tirelessly to make this happen in time for Christmas.



SOUTH PORT 2023 SCHOLARSHIP RECIPIENTS

We would like to congratulate this year's successful scholarship recipients:

COMMUNITY SPONSORSHIP

Paula Brown

Local Bluff resident Paula Brown is married with three children and will commence a Master of Environmental Management degree. Her long-term goal is to pursue a PhD. Paula is interested in the management and conservation of Antarctic and Subantarctic marine environments, especially as they relate to the ecology and conservation of bird populations. Living in Bluff during her childhood ignited Paula's interest to study in this area. Paula started a Masters in 2001, but her plans changed after the birth of her eldest child, and she has devoted the last 20 years to raising her children.

Paula loves the outdoors and is often out trail running, walking up a mountain, kayaking, mountain biking or tramping. Her other interests are photography and reading.

Paula has spent the last eight years working as a science teacher and has really enjoyed interacting with the students she has taught.

Paula's proposed course of study focuses very heavily on conservation ecology and wildlife management. Paula is a dedicated student and always strives to do her best. Gaining this scholarship will mean that Paula will need to work less to help support her family, which will allow her to continue her community involvement at the RSA and Bluff Senior Citizens.

We wish Paula well on her journey toward gaining her degree.

STAFF SCHOLARSHIP

Jackson Faithfull

Jackson has excelled academically as well as in the sporting domain at James Hargest College and will be commencing his academic journey with the University of Otago to study a Bachelor of Commerce (Accounting and Finance). Jackson's aim is to work towards either chartered accountancy or stock brokerage in the future. Jackson is the son of Scott Faithfull, South Port's Bulk Cargo Coordinator.

Jackson is a very competent sportsman who has been involved in

triathlons, volleyball, and basketball and has represented Southland in touch rugby at nationals for five years, captaining the side for two of those years. Jackson has played club football for the past 13 years for Old Boys AFC. He has been involved in the senior Donald Gray premier men's team as one of their youth development players for the last two years. As well as club football, Jackson has also been involved in age group Southland representative teams from U13-U17. He has also refereed summer and winter football matches for several years and coached an Old Boys junior team for the last two years.

Jackson has learned many valuable skills from his past coaches and managers and enjoys coaching the younger aspiring players, as it gives him the opportunity to give back and teach the younger players important skills to help them grow and develop.

Jackson's other interests include cycling, running, skiing, and socialising with friends. He is currently working at Mitre 10 Mega, which has helped towards his costs for university this year.

Described by his teacher as being a very dedicated and diligent student, Jackson shows initiative and commitment. These attributes will serve him well in the future. Haere pai (go well) Jackson!



South Port Chair, Rex Chapman, scholarship recipients Paula Brown and Jackson Faithfull, and South Port Board Member, John Schol, at the award ceremony in February

CHRISTMAS GIVING INITIATIVE

South Port rallies the troops annually to donate Christmas gifts to selected Bluff families.

In November, Bluff School, St Teresa's, Te Rourou, and Bluff Kindergarten each nominated one family. We then detailed the ages and genders of those selected to the broader South Port team, providing some guidance as to what was required - such as food, gifts, and vouchers. The Commercial Team then facilitated the wrapping and handover of the hampers to each family, confidentially, via each school.

This Christmas, we had the fundraising assistance of PowerNet, along with former employee Anneke and her husband Ander Grobler, who put in a mammoth effort, substantially adding to the gift and pantry pool.

Christmas 2022 was met with true manaakitanga style, and we truly appreciated the support. Ka pai!



Outbound from Bluff is the "Star Breeze," which last visited our waters as the "Seabourn Spirit"



Off to Antarctica! As soon as the Bluff pilot disembarked to the pilot cutter, the "Heritage Adventurer" headed south to the white wilderness of the southern polar regions



"Le Soleal" back in Bluff post-pandemic



Approaching Seymour Island, the "Noordam" is an old hand in Fiordland



Oceania Cruise's "Regatta," outbound from Bluff as the sun beams down on her

They're back! As all will be aware, COVID-19 stopped cruise ships from operating, and many of our tourist towns were the poorer for their absence, but this season the cruise ships have returned, if not without the occasional hiccup which has restricted the wanderings of some.

However, not all of them are back as the cost of maintaining some of the older cruise ships proved prohibitive, and they have gone to meet their breaker. One that many will be sad to learn is among the dear departed is the "Marco Polo," one of the pioneers of 'big ship' cruising around New Zealand - although, with accommodation for just 850 passengers, she was small by today's standards. Several now-retired Fiordland pilots cut their piloting teeth aboard her and remember her affectionately, as do the many passengers whose introduction to cruising was aboard the "Marco Polo."

One veteran apparently departed, is the world's oldest, active, sea-going cruise ship, the "Astoria," better remembered as Swedish-America Line's "Stockholm," the ship that collided with and sank the luxurious Italian liner "Andria Doria" off New York in 1956. Completed in 1948, the "Stockholm" went through various iterations before being rebuilt as a cruise ship for the upper end of the market in the 1990s, visiting New Zealand as the "Italia Prima" in 1996. Now reported to be sold to breakers, she was in her 75th year, a remarkable age for any ship, let alone an ocean-going cruise ship.

Fortunately, cruise ships visiting New Zealand waters this season are much younger. They range from the relatively large, such as the "Ovation of the Seas," nearly 160,000 gross tonnes and accommodating 4,100 guests, to the relatively small but more adventurous, with guests numbering in the hundreds, not thousands. During the summer months, these smaller ships are frequent visitors to Bluff, the gateway to Antarctica, and to Southland's tourist gems, Fiordland and Stewart Island. Pictured above and featuring on the cover of this issue is the latest of this ilk, the "Heritage Adventurer," operated by Heritage Expeditions, Christchurch. This company has been associated with Antarctic and Fiordland cruising based out of Bluff since 1991 when the "Akademik Shokalskiy" made the "Heritage Expedition" first cruise to Antarctica. She or her sister "Professor Khromov," and sometimes both, cruised south every year since COVID-19 intervened. They have been stood down from their strenuous role, with the purpose-built polar ship "Heritage Adventurer" taking over their duties. All three were built in Finland, where they know quite a bit about ice, and we hope the cheerful atmosphere that prevailed aboard her forebears continues in the luxurious surroundings of the "Heritage Adventurer".



Seabourn's ships are regular visitors; this is the "Seabourn Odyssey" in Milford Sound



Germany's "Europa" is another Bluff has welcomed in the past years

HOSPICE SOUTHLAND ANNUAL STREET APPEAL

On Friday, 10 February, 16 South Port team members took turns standing outside the Bluff Four Square and Foveaux Dairy, raising money for the Hospice Southland Annual Street Appeal. This was complemented with collection buckets in each department on Port, as well as the Buff Service Centre and Sold Coffee and Gifts.

The efforts saw the community raise \$1,186, which went directly to Hospice Southland to support over 140 patients right across Southland and the Wakatipu Basin.

A huge thank you to the South Port volunteers, and those that donated towards the cause.



Enironmental Engineer, Eduardo Queluz, and Site Engineer, Andrew Hill, fundraising outside the Bluff Four Square

2023 MAYALL CUP



2023 Mayall Cup winners, Jono Daintith, left, and Jackson Williams, right, both from South Port

The 2023 edition of the Mayall Cup held last month in Bluff turned out to be a South Port domination, with employees of the port taking most of the top spoils.

A record 74 players turned up on a beautiful summer's day in Bluff, all with the ambition of placing their hands on the Mayall Cup. Due to the number of players, the committee allowed some of the port teams to tee off in the morning, and it proved to be the oracle for the top two prize-getters.

South Port employees (and Bluff Golf Club members), Jono Daintith and Jackson Williams were paired with tournament favourites Kris Walker and Scott Faithfull. By all accounts, both teams lived up to their lofty expectations hitting fairway after fairway and every green in regulation. Log export customers Hamish Fitzgerald and Matt Thwaites made a push towards the title later in the day by playing some exceptional golf, but it proved to be in vain, with Jono and Jackson holding off the challengers to win by three strokes.

When the Portsider spoke to winning team captain Jono after being announced the victor, he advised, "after a long and arduous recruitment process, I have finally found a "worthy" partner! I played the tournament as a 15-year-old 25 years ago, to win the trophy now is very satisfying".

Other prize winners were:

Second place: Kris Walker and Scott Faithfull (South Port)

Third place: Hamish Fitzgerald and Matt Thwaites (Rayonier Matariki)

Closest to the pin: Jim Risk (Ballance Agri-Nutrients) and Jackson Williams (South Port)

Longest Drive: Jono Daintith (South Port)

A NEW SHIP FOR AN OLD TRADE

In January 1982, berth 8 was nearing completion; nearby was a growing pile of woodchips, while over at Stewart Island, a huge ship lay at anchor waiting for the wind to drop. Eventually, the wind did drop, and the "Sendai," for she was the huge ship, entered Bluff and began loading woodchips. Many ships followed in her wake, and, spinning the clock forward forty years, we find the most recent addition, the brand-new woodchip carrier "GT Selene." Over the intervening years, little has changed. The new ship has six holds served by three cranes and four hoppers with discharge ashore by conveyor belt through doors in the bow just like the "Sendai" did, although the new ship is bigger. She is 2 metres longer and 1.5 metres wider. Both ships operate(d) for Mitsui-OSK line.



Starting another forty years of woodchip exports, the brand new "GT Selene" arrives on her maiden call



FOUR INTO ONE WILL GO

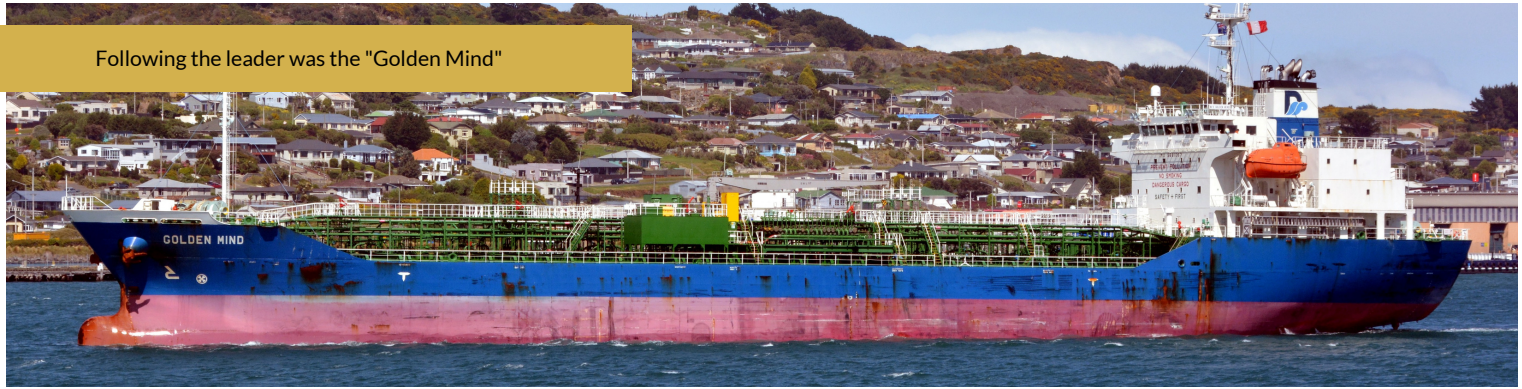
Ever since the "Takitimu II" replaced our faithful, if sedate, servant "Awarua," pilots have been whisked from ship to shore, shore to ship or ship to ship at a goodly pace, reducing downtime aboard the pilot boat and increasing the productive period available for pilotage within the restrictions of Bluff's tidal window. In "Awarua" days one or two ships on a tide was routine, three could be done if weather and ships' draughts were favourable, but four on a tide was more or less unheard of.

But, in "Takitimu II" times, four ships coming or going on one tide, while hardly commonplace, is not unknown. The morning tide on 17 December 2022, however, was unique - two ships departed and two ships arrived. Unusual, but hardly unique, you think? Think again - for all four ships were tankers, a first for Bluff and possibly any New Zealand port within the allotted time span.



Leading the tanker bonanza, the "British Sailor," shows the way

Following the leader was the "Golden Mind"



"Theresa Micronesia" with the "Midnight Glory" in the background



Twelve months ago, in our March 2022 edition, we featured Coastal Bulk Shipping on our back page and included two photographs of its only ship, the sturdy little "Anatoki" which has been plying our waters since being bought by Coastal Bulk in 2008. Now she has a big sister.

Our Coastal Bulk article mentioned the search for a second ship to expand the company's business. The search ended with the acquisition of the "Dorsten," which was renamed "Rangitata." Built in Croatia in 2007 and measuring 1,653 gross tonnes with a deadweight of 2,387 tonnes, she is able to carry over 2,000 tonnes of bulk cargo, 2,000 tonnes that would otherwise be travelling on road transport to the frustration of those in vehicles following behind.



THEN THERE WERE TWO



The "Rangitata" loading fertiliser on her maiden call to Bluff

A HISTORY OF CONTAINERISATION AT SOUTH PORT ► PART TWO

In late 1998, due to changing shipping patterns and altered cargo flows, there was reduced utilisation of the Liebherr LHM 1300 Mobile Harbour Crane. As a result, the machine was sold to Ports of Auckland and replaced with a P&H 625OTC Truck Crane. With a lifting capacity of over 110 tonnes, the P&H Truck Crane was double that of the original. Loaded aboard a barge in Auckland and towed to Bluff, it was driven ashore in virtually a “ready to use” condition, and the LHM 1300 crane was driven onto the barge in its place.

On 26 November 1998, a new service was inaugurated with the arrival of the “NZOL Commander.” This new service was operated by the New Zealand Orient Line and called on a fortnightly basis handling both containers and break-bulk cargo linking Bluff to the South-East Asian markets. This service dramatically complements the Tasman Express Line's weekly service to Sydney/Melbourne with the “Sydney Express” and the “Wellington Express” carrying both containers and timber masterpacks.

In 1999 a merger between NZOL and Tasman Asia took place, creating the Tasman Orient Line. This resulted in a North Asia service, which called into Bluff fortnightly, and utilised four high-specification multi-purpose ships with many reefers. This service linked Bluff directly with Japan, Korea, and Northern China, replacing the New Zealand Orient Line service in South East Asia. The larger size of the North Asia vessels meant they had sufficient capacity to load South Asia cargo.

In 2000, a new service was inaugurated by Regional Parcel Carriers (a division of Cool Line Reefers Ltd) to take advantage of expansion projects in the timber processing and dairy industries in Southland. This service began with the arrival of “Southern Man,” a multi-purpose vessel with a container capacity of 350 TEUs, linking Bluff with Sydney and Brisbane at the end of March. This stretch of water is very competitive and proved to be the downfall of this service lasting only three months.

In the same year, MSC introduced a Trans-Tasman feeder service with the established P&O Nedlloyd service, giving Southland exporters access to MSC's worldwide global network through the Port of Bluff. The P&O Nedlloyd sailings were



1. P&H 625OTC Truck Crane, purchased from Auckland, which was used on the early container ships
2. The Liebherr 320 Mobile Container Crane in action - this was purchased second-hand from PrimePort Timaru



3. "Tasman Discoverer" loading pre-positioned containers on Berth 8
4. Replacement P&H 625OTC Truck Crane arriving at Bluff on the barge
5. "Wellington Express," outbound from Bluff, heading for Australia
6. The Klamar 40-tonne forklift, operating on Berth 4

operated by their subsidiary Taman Express Line, using container vessels "Sydney Express" and "Wellington Express," with MSC's contribution being the "MSC Kiwi." In early 2003, the two partners of the existing trans-Tasman Service, P&O – Nedlloyd and MSC, announced the commencement of a weekly Bluff call. MSC also introduced a direct fixed-day weekly service between New Zealand, Europe, and the Mediterranean, accessible via trans-shipping cargo through South Port.

The Tasman Orient Line implemented a significantly enhanced shipping service in February 2003, introducing new, more extensive, and faster vessels with a more significant container carrying capacity, plus an increased number of slots for refrigerated containers. This contributed to a 30 percent increase in containers handled in the 2003 financial year (11,000 TEUs) over the previous year (8,500 TEUs).

To handle the increase in containers passing through the Port and to provide an efficient option to load gearless vessels, a new mobile harbour crane, plus a third 'heavy lift' Kalmar container forklift, was ordered in August 2003. The total capital outlay for these two machines was \$4M. The new crane, a Liebherr 320 with a lifting capacity of over 100 tonnes and a sophisticated container work programming system, arrived on site on 1 November 2003. The new 40-tonne capacity container forklift was also delivered via the Tasman Orient line "MV Tasman Pathfinder." At this time, the paving of a dedicated container storage and handling terminal located by Berth 4 was completed, with refrigerated container powerpoints added.

New container handling software, "Jade Master Terminal," was purchased, providing staff with a powerful tool to expeditiously handle the receipt, delivery, and placement of containers. An Electronic Data Interchange is possible with a vessel's previous or next Port. The system's ship planning and control capabilities create a smooth interface between ship, terminal, and road or rail transport. In recent years MSC has been operating their weekly Capricorn Service at the Port. This service has been calling at Bluff since 2008, providing worldwide shipping destinations for exporters through the trans-shipment hubs of Singapore and Tanjung Pelepas. Most of these vessels are gearless and the largest are over 260 metres long with a container capacity of nearly 5,000 TEU's.

► SOUTHERN OCEAN SOLUTIONS

The local waterfront cognoscenti is a fairly knowledgeable group regarding maritime matters in Bluff, but just a few months ago they would have struggled if asked about the activities of Southern Ocean Solutions. Then the first designated 'Fish Farm Support Vessel' to visit Bluff, the "Eidsvaag Omega" managed by Southern Ocean Solutions, arrived on her first visit discharging pelletised fish feed here for Sanford's salmon farms in Stewart Island. Built in Poland as a general cargo ship, the "Eidsvaag Omega" was so named in 2020 following her sale to Norwegian company Eidsvaag Rederi A/S who had her converted into a fish farm support vessel. Her bridge and accommodation are right forward and abaft them is a single large, unobstructed hold closed by a hatch measuring 69.3 x 12.5 metres. As the ship's overall dimensions are only 92.2 x 15.0 metres, the hold occupies a good part of it. Last year, she sailed out to Hobart via Peru, and is now employed by Southern Ocean Solutions loading pelletised fish food in Hobart for distribution to fish farming ventures in Australia and New Zealand - her New Zealand discharge ports for the early voyages being Bluff, Timaru, and Picton.

Operating the "Eidsvaag Omega," however, is just the latest string to the substantial bow wielded by Southern Ocean Solutions. The company is owned and operated in Australia and has a dedicated team of highly qualified professional mariners, naval architects and others with wide experience in all aspects of maritime endeavour and

The fish farm support vessel "Eidsvaag Omega" inbound to Bluff
Photo: Bob Bowen



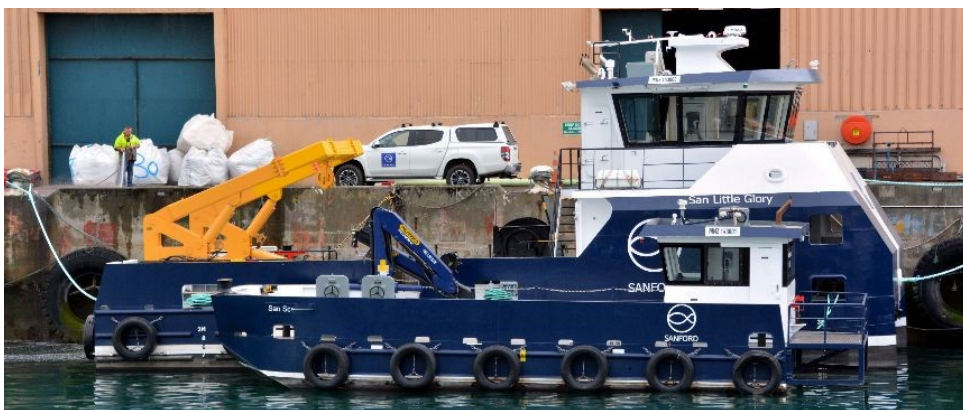
management from developing the clients' initial concept through design, construction supervision and delivery of the finished project.

No sooner had the "Eidsvaag Omega" departed after her first visit than the heavy lift ship "Coe Luisa" arrived from Hai Phong laden with examples of Southern Ocean Solutions' design expertise consigned to Sanford's. Four major items were discharged. First into the water were the 2 x 28 metre oxygenation/aeration barges BG1 and BG2 followed by the "San Little Glory" and finally the "San Storm". Most impressive of these is the "San Little Glory," built to Southern Ocean Solutions' 'Aquacat 18' design but modified to Sanford's requirements. While the standard design was eminently suitable to support daily operations at Sanford's salmon farm facilities in Big Glory Bay, Stewart Island, the "San Little Glory" would also be required to adjust the salmon farm mooring systems which are fitted with 12 tonne mooring blocks and to transport 50

tonnes of moorings on the cargo deck. Southern Ocean provided solutions to these requirements and the "San Little Glory" was launched at Hai Phong on 30 June 2022. The smaller and less complex "San Storm" is designed for net cleaning operations at the salmon farms.

Southern Ocean Solutions has a wide range of in-house designs ranging from a small aluminium workboat to a tanker of 5,300 tonnes deadweight, the latter designed as a bunker vessel but is capable of making coastal or even international voyages. Another substantial vessel is the LCT 80, 80 metres long and 20 wide with a deadweight of 2,200 tonnes and range of 4,000 nautical miles. General cargo or containers are carried on deck while underdeck are cargo tanks for oil and fresh water. Bow and stern ramps provide ro-ro facilities while a 30 tonne crane allows conventional cargo work. Similar but smaller ships, designated LCT 35, 48 and 65 are also in the extensive portfolio of vessels which includes a pilot boat, steel and aluminium work boats along with aquaculture units - basically large floating feed stores and distribution systems moored adjacent to the fish farms.

With the "Eidsvaag Omega" a regular visitor and the Sanford's fleet a familiar sight the local waterfront cognoscenti is now well acquainted with the activities of Southern Ocean Solutions.



Afloat in Bluff for the first time, the "San Storm" and "San Little Glory." The yellow gantry on the stern of "San Little Glory" will allow her to handle heavy moorings at the salmon farm