

The Bluff PORTSIDER

JULY 2023 | VOL 43 NO. 2

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INSIDE ▶

**CHANGING GEARS
OUR PEOPLE
TALES OF TIMES PAST
BLUFF FOCUS ON:**

The "Spirit of New Zealand"



▶ CHANGING GEARS

Kia ora koutou katoa,

It has been another busy period at the Port since the last edition of the Portsider.

Work has continued on project Kia Whakaū to deepen our entrance channel, berth pockets, and swinging basin by an additional metre. Dutch Dredging has been operating in both the berth pockets and the swinging basin with the "Albatros," removing small volumes of silt and sand. This work was completed on 23 June.

We are now waiting for the Heron Construction GPK backhoe dredge to return to the Port, to finish the consent work in August/September before we can declare a new draft.

This is an exciting time for the Port. It wasn't that long ago that the deepening of the channel was not considered achievable, at least at a cost that would have a supporting business case, so this is a very positive outcome.

There has been plenty of recent commentary about purchasing our new tug, the "Rakiwai." Typically, the Port operates a two-tug model. As part of this most recent purchase, there has been another discussion on whether to retain the "Hauroko" and operate a third tug, adding more resilience to our Marine operation. The decision was simple in the end, especially with the deepening of our draft and potentially heavier laden/larger vessels entering the Port; we need to have a third tug as a backup.

Port watchers would have recently seen stage one of the Kaiwera Downs wind farm equipment being discharged at the Port (covered later in this edition). There is significant demand for additional electricity going forward, and Southland is seen as having "world-class" wind, therefore, excellent potential for wind farm developments. Kaiwera Downs is the first large development in Southland (240MW and 50 turbines) since the White Hill wind farm was developed in 2007 (58MW and 29 turbines).

Contact Energy has also recently announced the potential development of a 300MW wind farm (50 turbines) near Wyndham and has begun stakeholder engagement.

These two developments will likely be only a part of a development pipeline of wind farm proposals in the coming years to meet the expected demand in the region.

Members of the Board and the writer attended the Murihiku Regeneration, Energy, and Innovation Wānanga in late May. This event was excellent, bringing in speakers from throughout Aotearoa, including the Port, to discuss several important issues for Murihiku. To view content and recordings of the sessions, refer to www.murihikuregen.org.nz. Congratulations to the Hokonui Rūnanga and Mike Shatford for running an excellent event.

The Board has recently appointed Carla Harper as an intern director (more contained later in this edition). As most will know, South Port is Southland's only NZX-listed Company; therefore, the Board, working with the Southland Business Chamber, was enthusiastic about assisting in developing and coaching aspiring directors in the region.

Finally, when writing this column, we have reached the end of another financial year. I want to thank the Board, our staff, customers, contractors, the Awarua Rūnaka, and the community for the support over the past 12 months.

Ngā mihi nui,
Nigel Gear



COVER: The "Spirit of New Zealand" in Bluff, March 2023
IMAGE CREDIT: Chris Howell

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▶ OUR PEOPLE

WELCOME

Zarah Roderique – Container Terminal Planner
Abbigail Surridge – Human Resources Advisor
Georgie Sunshine – Administrator
Ben Wilson – Dairy Warehousing Operator
Jayleel Fa'amoe Ioane – Depot Operator

INTERNAL CHANGES

FIXED-TERM PROMOTIONS - COLD STORES:

Torin Cleworth
Carwyn Henigan
Leudy Mora
Nelson Gomez
Bronson Ryan

TRANSFERS:

Jenny Phillips - Marine Administrator
Renee Nyhon - Commercial Property Advisor

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Ray Tull - one of South Port's talented Marine Pilots

▶ RAYMOND TULL: MARINE PILOT

Ray Tull joined South Port's pilotage group in July 2020. Although Ray grew up in Christchurch, he has many fond memories of his childhood and teenage years, spending school holidays in Bluff with his grandparents and extended family.

He has strong family connections to Bluff and South Port, through his grandfather, the late Ross Christiansen who was our Tug Master, and his uncle, the late Paul Christiansen who was a Pilot.

Ray is a Master of Foreign Going and holds a Diploma in Nautical Science. He was in the first intake of Maersk cadets in New Zealand in 1999 and was then employed with Maersk for five years - working on container ships, product tankers, and car carriers, all on worldwide trade.

Before he joined South Port, Ray was employed by Solstad Offshore, operating in North West Australia in the oil and gas industry. He has extensive experience in the offshore industry supporting ROV (remotely operated vehicle) operations, dive operations, and platform supply operations in the Middle East, South East Asia, and Australia.

Three years ago, after achieving his goal of having command of a ship, the pilot job in Southland beckoned. So, he jumped at the chance for him and his family - wife Mira and their children Zach and Rebecca - to move to the Port, where his love of seafaring began: "I've always wanted to work at the Port, and the timing was perfect for the move south."

These are familiar waters for Ray, but he's certainly not complacent! "It's a tricky stretch of water... and the channel and harbour leave very little room for error, which can never be underestimated or taken for granted."

Ray is proud of the energy and effort he's put in over the past three years, and when he's signed off as an Unrestricted Pilot in the next few weeks, it will be worthy of celebration. After that milestone is ticked off, his next goal will be to continue training on cruise ships and support the Fiordland cruise activities next summer.

Ray loves living in the south. "The family has excelled in Southland, the kids have flourished here, they're confident and independent, and they can bike everywhere to visit their friends. We all love the freedom of living in a smaller city, unlike when we lived in the Auckland region". He's proud as punch of his daughter Rebecca who is a Southland gymnastics representative, and his son Zach who's in the Southland United U15 football team.

There are some bonuses for Ray, too - he's a keen motorcyclist and can be seen on his bright green Kawasaki exploring the southern roads. He's also intent on improving his golf handicap, a good excuse to get out there and enjoy the fresh air and scenery.

▶ TALES OF TIMES PAST: JIM MITCHELL

In February 2023, a chance request to visit the Island Harbour by a former Bluff Harbour Board employee saw tales of times past being re-lived. This led the Portsider Editor into discussions with others who wanted to share their stories from 'back in the day.' In this edition, we talk to former Draftsman, Jim Mitchell – the person responsible for kick-starting the 'Tales of Times Past' segment with a true passion and fond recollection of his time in Bluff.

Jim, born and bred in Bluff, was a proud Bluff resident for 29 years. He started with the Bluff Harbour Board in early 1956, at the tender age of 19. There were roughly 20 employees: five engineers, six clerical staff, three office staff, and six others. He initially worked in the drawing office, a temporary building behind the main Harbour Board office on Gore Street, drawing plans associated with the building of the new Island Harbour. In 1957, he shifted out onto the island reclamation. He worked from a mobile hut, supervising and recording the French contractors' pile-driving operations and, later, the concrete placing of the wharves and counterforts. Then followed supervising work on all facets of engineering, underground services, yards, roading, cargo sheds, and buildings. Later, as the island construction works continued, he shifted into the site office (engineering) located on the foreshore beside the Shannon Street on-ramp and took over the concrete testing laboratory. After the Island Harbour was completed, Jim shifted to the new Southland Harbour Board's administration building, working in the drawing office as Draftsman.

From the mid-'50s, the Board's rock breaker, "Tokanui," was involved in widening the narrow harbour entrance channel. She was progressively anchored inside the channel line and positioned from site marks erected by the engineering staff on Tiwai Shoreline Proper. This was a very exacting and difficult operation; after the required water depth was attained, the bucket dredge "Murihiku" removed the shattered concrete.

Another challenge was the dredging of the harbour's berths and swinging basin, given that the island was built on a sandbank, formed by the build-up of sand at the junction of the Mataura and Oreti rivers, millions of years ago. Firstly, before construction of the Island Harbour began, the area was depth surveyed by the Survey Launch Query, fitted with an upmarket hydrographic echo sounder. A triangular grid covering the area to be dredged was established, based on a prominent rock on the east side of Spencers Island using a line of sight on some 20 piles previously driven across the sand bank above the ship's swinging basin.

The sea bed was echo sounded before dredging by the French suction dredger "Rupel." As dredging progressed, monthly payments for the material removed were made by travelling on line and using sexton angles on permanent harbour marks. The sounding chart was read for water depths, tide heights deducted, and the amount of material removed calculated. This work was done by engineering staff.

Memorable moments included the commissioning of the island's piped water supply network. This was fed from the borough's Shannon Street main, located under the Bluff-Invercargill railway tracks, and across via a cast-iron main on the island access bridge. On completion, French contractors used the ex-Invercargill City Engineer to commission the project. Section by section, the network was pressure tested to twice its working pressure, and on completion, the whole network and the nine-inch mains were turned back on. It blew up under the railway embankment, and hasty repairs were made. Later, an emergency steel supply line was established on the other side of the access bridge.

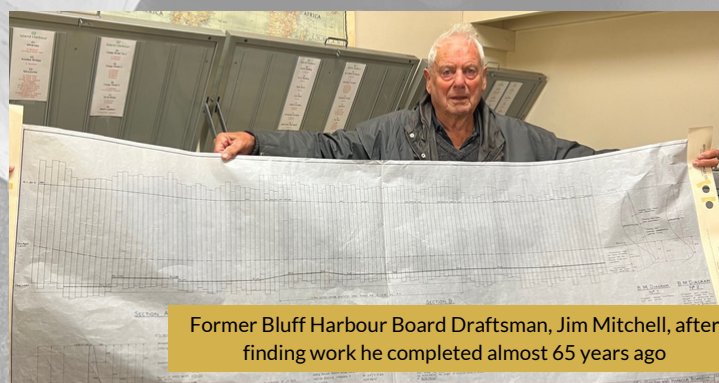
Around 1958, one of the last old sailing cutters (now steam-powered) sank at her old oyster berth, inside the main wharf overnight. She was salvaged using a gantry mounted for lifting harbour beacons on the foredeck of the dredge "Murihiku." Her upper decks were above water, and on lifting the vessel shuddered, and a gumboot floated upside down to the surface. An emergency halt was made to rescue the so-called one-legged man, still floating upside down above the hull.

During Jim's tenure at the Port, his duties varied as a "backroom boy" - he was responsible for preparing an as-built plan of the Island Harbour, showing all structures and services above and underground. This role required skill and accuracy. Field book recordings were made as the Island was built, and finally, a plan was prepared on heavy linen drawing paper at a scale of 50ft to the inch. Much to Jim's delight, this plan was located in the old drawing and storage vault. It has clearly lasted the test of time and is still in good condition today. In addition, Jim also prepared a similar document for the foreshore.

In 1959, Jim married Donald Stewart, and they continued their involvement in Bluff community activities - such as rugby, netball, golf, yachting, athletics (Invercargill). Jim joined the Te Ara o Kiwa Sea Scouts in 1948, became a Queen Scout, and, finally, Troop Leader.

In September 1966, he resigned from the Harbour Board and started a career in County Engineering. He joined the Geraldine County Council, and in 1973, shifted to Ashburton County Council in a similar role. Both Counties were busily involved with major rural works improvement, involving road construction, sealing, bridging, urban and rural water supplies, and water races. His previous employment in Bluff stood him in very good stead. He served a further 33 years and retired in 1999.

"Some things change, and some things don't - there are some swings and roundabouts in this respect," Jim explained on this most recent trip to Bluff. "The centre of Bluff itself is no longer a hive of activity; it used to be commercially busy and was buzzing with shops and workers. In saying this, the spirit of the people hasn't changed from a caring and supportive community."



Former Bluff Harbour Board Draftsman, Jim Mitchell, after finding work he completed almost 65 years ago



GROWTH SEES ONE JUMPING SHIP

Over the past few years, South Port has committed to assisting our staff to develop their skills and further their careers by providing outside training, literacy, and numeracy courses and encouraging them to apply for any internal vacancies or promotions. One such staff member who epitomises this policy of recognising and utilising talent from within the organisation is Renee Nyhon, who has been appointed to the newly created role of Commercial Property Advisor with the Commercial Department.

South Port identified an opportunity in our corporate team that would better serve our property customers' needs. South Port Commercial Manager, Jamie May added, “currently, several staff at the Port support our property department on a part-time basis. By having a single point of contact for our customers makes the experience of dealing with South Port more streamlined and efficient. We introduced a similar model in our bulk cargo operation and saw the immediate benefits”.

Renee, who is Bluff born and bred, began a Diploma in Business course at Southern Institute of Technology in 2010 before leaving after a year of study to join the overnight cruises aboard the “Mariner” at Milford Sound. She joined as a crew member, which included tasks such as serving passengers, taking passengers on kayak and tender craft tours in Harrisons Cove, and everyday crew duties.

In 2012, Renee moved to Melbourne and was employed as the Restaurant Supervisor at the Woolshed Pub in Docklands. Here, the venue often held functions of up to 1,000 guests at a time. She returned to Invercargill in 2015 to be closer to her family while continuing her career in hospitality by joining the staff at Buster Crabb as the Maître De. She also acted as a supervisor at Ziffs in Otatara.

Renee first came to South Port's attention when she applied for a position in the Dairy Warehouse team. Although being passed over for this vacancy, her application came to the notice of Graham Brown, the Terminal Supervisor, who, at that time, was also seeking a new team member to fill a role vacated by a staff member transferring to the Security Department. Upon recognising her proven organisational abilities, Graham approached Renee to join the Container Terminal team.

She has now been in this role for over five years, planning the MSC vessels, optimising the terminal pad performance, and administrating the processing of empty containers using both Jade and Depotpro computer software systems, a task she has carried out to the highest level of efficiency and competency.

Renee resides in Invercargill with her fiancé Michael, who is a self-employed builder. Renee assists him by carrying out all his bookkeeping needs. They also have a one-year-old daughter, Ava.



South Port's newly appointed Commercial Property Advisor, Renee Nyhon



SPIRIT OF NEW ZEALAND TURNS 50 YEARS OLD

At the end of March 2023, the Bluff community was lucky to have a visit from the Spirit of New Zealand, as a part of the Spirit of Adventure Trust's ten-day youth development voyage.

The Trust was started in 1972; the first vessel launched by the Trust was the "Spirit of Adventure" on December 7, 1973 - making the Trust 50 years old this year. The inaugural youth development voyage was launched not long after, in January 1974.

Lou Fisher, who was responsible for founding the Trust, envisioned empowering the country's youth. Learning focuses on teamwork, communication, self-leadership, self-reliance, self-discipline, self-esteem, resilience, confidence, and leadership. Learning to sail a tall ship is just a small part of the programmes that the Trust offers.

Sailing for around ten months of the year, the "Spirit of New Zealand" is believed to be the world's busiest youth ship and has taken tens of thousands of young New Zealanders on voyages of personal discovery.

In 1986, the Trust launched its new vessel, the "Spirit of New Zealand," and the two vessels ran until the "Spirit of Adventure" was sold in 1996.

Each "Spirit of New Zealand" voyage can be checked out on the Spirit of Adventure Trust website, with past voyages featuring a daily log and live GPS data of the ship's current location.

As part of the 50-year celebration, forty rangatahi (younger people) were taken on board for a day of sailing around the Southland region. Before COVID-19, we'd have been likely to see the vessel in Port every 1 - 2 years, so, post this most recent visit, we hope to see them again soon enough.

If you'd like to learn more about the Spirit of Adventure Trust, visit:
www.spiritofadventure.org.nz/about-us

OUR MISSION:

"TO EMPOWER YOUNG NEW ZEALANDERS TO REACH THEIR FULL POTENTIAL THROUGH THE CHALLENGE OF THE SEA"



The "Spirit of New Zealand" in Bluff, March 2023





KAIWERA DOWNS WIND FARM TURBINES ARRIVE IN BLUFF

Construction of the Kaiwera Downs I wind farm is half-way through, just six months after the project started. In an exciting key milestone, the 67m turbine blades and other components arrived here at South Port in the first week of May.

The foundations for each turbine have already been prepared, and the delivery of the blades, towers, and nacelles commenced in the second week of May. The project is expected to remain on target, with Mercury's GM Portfolio, Phil Gibson, stating, "Kaiwera Downs I is on track to be generating renewable energy within six months."

"All on-site roads, crane pads, and turbine foundations have been completed and ready for the turbines to go up from the end of this month (May) - that's when you can really see the progress."

"The longest load is the blades at around 67m, and the heaviest load will be the base towers that weigh in at around 75 tonnes, so shout out to the team at McNeilly Heavy Haulage, who are going to be driving this precious cargo from Bluff to the Kaiwera Downs Wind Farm."

The size of the components means they'll travel different routes: all will go through Invercargill, but the blades will travel through Edendale, while the towers and nacelles will travel through Gore due to the weight of the loads.

Infrastructure to send the electricity out to the grid is already in place, with underground electrical wiring installed and the switchroom connecting the wind farm to the grid ready for action.

A local success story relating to the delivery and installation of the wind turbines features local Bluff company, Bluff Engineering. Bluff Engineering worked alongside Brian Perry Civil on the Town Wharf Upgrade last year and was approached to assist with assembling the wind turbine foundation cages.

Logistically, the equipment took a lot of work to handle due to the weight of the materials. They arrived in nine 40-foot containers, five of which were on Bluff Engineering's site and the remainder down on Foreshore Road at a laydown area.

Bluff Engineering had five team members working on the assembly process, with each base taking around two days to assemble. There were ten bases in total, so, as you can imagine, there was a lot of manual labour and heavy lifting. Each base weighed around 15 tonnes, which had to be loaded onto a low loader at the yard to be transported onto the wind farm site at Kaiwera Downs. They also assisted in setting up and placing each foundation cage on-site.

The team reported that the project's highlight was seeing the components assembled in the workshop and the opportunity to work alongside Brian Perry Civil again.

▶ HELLO, HAPPINESS!

Over the years, a surprising number of ships have called at Bluff during the course of their maiden voyages, and the latest to do so is the "Happiness Bulker", which arrived on the 15th of March. As her name suggests and funnel confirms, the "Happiness Bulker" was built for service with the famous Danish company J. Lauritzen and was delivered by the Imabari Shipbuilding Company in February this year, having been built to the very popular Bari-Star 38 design - of which 172 are currently in service or under construction.

Gross tonnage is 23,238, and her deadweight of 37,694 tonnes places her firmly in the 'large handy-size' bulk carrier category. To commemorate her visit to Bluff on her maiden voyage, a plaque was presented to her master, Captain Víctor Cadiz, by South Port Pilot, Mark Saunders.



Left: South Port pilot, Mark Saunders, presents Captain Cadiz with a plaque to mark the occasion
Right: Maiden voyage of the "Happiness Bulker" loading logs in Bluff



Above: "Hauroko" on the Syncrolift showing the Voith propulsion blades, commonly known to her crew as 'the eggbeaters'
Right: 'Little Toot' assisting the "Tiwai Maru" at Bluff

▶ FAREWELL, 'LITTLE TOOT'

The first Voith tug to grace Bluff's waters, the "Hauroko" built at Whangarei in 1968, is no more.

Early in December last year, we heard that the "Hauroko," which briefly became "Hauroko II" and since 2003 has been named "Loyal," was broken up at Tauranga. When she arrived in Bluff on 14 November 1968, the "Hauroko" joined the venerable old steam tug "Awarua," the most powerful tug in New Zealand when she arrived in 1932 but by then becoming due for replacement. The "Monowai" arrived in 1983 - another Voith tug and a big sister for "Hauroko," with twice her bollard pull. Their crews knew the pair as 'Big Toot' and 'Little Toot,' respectively. Big Toot is still going about her business, pushing ships around in Picton, but sadly, Little Toot has gone to meet her breaker. Compared to conventional tugs, handling a Voith-fitted vessel requires quite a different skill set, and many Bluff tug masters, past and present, learned that skill set aboard 'Little Toot.'



▶ KIA WHAKAŪ PROJECT UPDATE

The "Albatros" Trailer Suction Hopper Dredge was in the harbour once again - it was last in Bluff in 2020, when it completed a maintenance dredging campaign.

On this occasion, the "Albatros" was undertaking a capital dredging campaign as part of our goal to increase the depth of the Port by 1m. South Port Commercial Manager, Jamie May, said "increasing the Port's draft by 1m is an exciting time for importers and exporters in the lower South Island region. It creates an opportunity for log exporters to fully load vessels, and enables increased tonnages to be handled across a variety of cargoes."

The "Albatros" was expected to be in Bluff for 6 weeks, of which was dependent on several factors which can impact productivity, such as weather, material type, and breakdowns. The dredging activity focused mainly on the swinging basin and berth pockets. Following the consent conditions, dredging by the "Albatros" was only permitted between 7:30am and 6pm, 7 days a week. They were also permitted to transit to the disposal site outside these hours.

Now that the "Albatros" dredging campaign is complete, we will focus on dredging the remaining material in the entrance channel. As with last year, we intend to undertake this work using a backhoe dredge, given the harder material we expect to encounter in the channel. The exact date for this work is unknown, but it will likely be towards the end of July 2023.

▶ INTERN DIRECTOR APPOINTED

South Port is pleased to announce the appointment of Carla Harper as an Intern Director to its Board of Directors for a term of one year. The appointee will be an observer only and is not considered to be a "director" under either the Companies Act 1993 or NZX Listing Rule 3.20.

The role has been developed with the aim of building governance capability in Southland and providing opportunities for aspiring directors to advance their governance careers.

South Port's Board Chair, Rex Chapman said "Carla will be South Port's first Intern Director appointment. We were delighted to work alongside the Southland Chamber of Commerce to source an alumni candidate from their Leadership Academy. As Southland's only locally based listed company, this appointment, together with future appointments, will enable appointees to gain valuable governance experience and mentoring."



"Atlas Wind" after her arrival in Bluff

▶ MOVE ON THE TASMAN

On 26 March this year, a multi-purpose cargo ship, the "Atlas Wind," arrived in Bluff, inaugurating the first dedicated Trans-Tasman service to be introduced in over twenty years.

The driving force behind this new service is MOVE Logistics, one of the biggest transport and logistics groups in New Zealand, with a history dating back to 1869 when Hooker Brothers Transport was founded.

Hooker Shipping was formed in 1883, originally as agents for Northern Steam Ship Company, but today providing representation at all New Zealand ports, while the ship operating division is the newly established MOVE Oceans. New Zealand ports served are Bluff, Timaru, Nelson, and New Plymouth, and across the Tasman ports in Tasmania and southeastern Australia are visited on a monthly rotation.



PORT OPEN DAY 2023



FAMILY FUN DAY
ISLAND HARBOUR, BLUFF



FREE KIDS ACTIVITIES | FOOD STALLS | LIVE MUSIC

2-hourly tours which include crane and forklift demonstrations, the cold stores, and the syncrolift. Explore tug boat Te Matua, watch a demonstration of the Rakiwai in action, and meet the local Coastguard.

BOOKINGS ARE ESSENTIAL

Should the weather be poor, cranes and forklifts may not be able to operate due to the requirement for us to stay within safe working parameters.



TOUR TIMES:

9AM
11AM
1PM

SUNDAY,
1 October 2023

REGISTRATIONS
will open soon

FAIRFIELD CHEMICAL CARRIERS

Chemical tankers are such highly sophisticated and specialised ships these days, that they are generally owned by companies whose business is concentrated on the seaborne transport of liquids, ranging from comparatively benign to highly volatile, and sometimes the operation of installations on shore for the storage of these. Several of these companies have featured on the back page of Portsiders past, and to this number we can now add Fairfield Chemical Carriers. Although the company was founded as recently as 1996, the Fairfield story really begins in the city of Seattle in 1909, when Kaiichi (Kay) Sugahara was born to Japanese immigrants, the second of five children. Following a move to Los Angeles, the children were orphaned when Kay Sugahara was just 12. Despite the difficulties facing him, Kay worked to help support his siblings while attending the University of California, from which he graduated in 1932.

Many Japanese had migrated to the west coast of North America and Kay's first business venture was to establish a customs brokerage to assist Japanese-American businessmen clearing inward goods and advising exporters on sending goods to Asia. This, and other ventures in which he was involved, were generally very successful - but 7 December 1941 changed all that. Following the attack on Pearl Harbour, Kay Sugahara, his wife and three sons were interned, as were many of their fellow Japanese-Americans. Post-war, the Sugahara family moved to New York



"Fairchem Integrity" at Bluff on 22 April 2022, the first visit by a Fairchem ship

where Kay Sugahara was prominent in renewing Japanese-American relations and promoting the resumption of trade. In 1957 he founded Fairfield-Maxwell, 'Fairfield' being an English translation of 'Sugahara,' and 'Maxwell' the name of an American intelligence officer with whom he had dealings during the war and greatly respected. Fairfield-Maxwell moved into maritime activities, including the building, selling, and leasing of dry cargo ships and tankers.

In 1978, Great American Lines was formed to manage the car carrier/refrigerated ship "Sunbelt Dixie." Outwardly a typical car carrier she was fitted with equipment to cool the car decks so that after discharging vehicles in the USA she could load fruit or other chilled cargo for the return trip - thus eliminating unprofitable ballast voyages. In 1979, Kay Sugahara appointed his eldest son Kaytano President of Fairfield, and he became Chairman following his

father's death in 1988. Under the leadership of Kaytano, and from 2017 his brother Byron, Fairfield continued to expand its ship management services over a wide variety of ship types, including chemical tankers.

Fairfield Chemical Carriers Incorporated was established in 1996 with the intention to build a fleet of high specification chemical tankers. The first of these was the "Fairchem Vanguard" in 1999 with stainless steel cargo tanks and fittings enabling her to carry virtually any pumpable fluid. All subsequent ships have been similarly equipped, and Fairchem ships can carry over 600 grades of liquid cargo. Numbers are fluid, so to speak, but currently about forty tankers are trading, with four new ships due for delivery over the next couple of years, these being LNG powered, greatly reducing their carbon footprint. It is a homogeneous fleet, with deadweight tonnages being between about 20,000 and 26,000 tonnes, and average age is just four years old.

Routes are wide-ranging, with 450 ports of call scattered around the world, and Bluff has been a frequent destination since the "Fairchem Integrity" made the first call here by a company ship on 21 April 2020. Generally, the tankers bring in chemicals for the dairy industry, and sometimes load tallow as an export cargo.



"Fairchem Tiger" discharging caustic soda at Berth 5 in Bluff