

portsider



SOUTH PORT'S 2013 SCHOLARSHIPS PRESENTED



Jamie Campbell and Shannan Jay are presented with their scholarships by South Port Chairman Rex Chapman and C.E.O. Mark O'Connor respectively.

Staff Scholarship

Jamie Campbell – Jamie, Bluff born and bred, is the son of Tony Campbell, South Port's Tug Engineer. After completing seven years at James Hargest High School he has enrolled with the Southern Institute of Technology in a double course to attain a National Diploma in Architectural Technology and Diploma in Quantity Surveying.

Jamie likes to keep active and enjoys outdoor activities, participating in athletics and cross country events while at school. During this time he also peer mentored a fellow Year 9 student. Jamie's interest in Information Technology should assist him when using computer aided programmes for architectural drawing.

On completion of his two year course, Jamie hopes to either undertake an apprenticeship in his chosen field or possibly study architecture further at Wellington University.

Community Scholarship

Shannan Jay – Shannan is also Bluff born and bred and has just completed seven years at Southland Girls' High School intending to undertake studies at Lincoln University towards attaining a B.Com (Agriculture).

Over the years Shannan has been involved in various sports including swimming, softball, rugby and touch rugby. While at Southland Girls' High School, Shannan developed her leadership skills through her role as a project manager for the School's Leo Club, the school-based version of the community service group Lions International, and also as a House Captain. An interest in business arose through participation in the Young Enterprise Scheme where her role was that of production manager.

After completing her degree, Shannan would like to become involved in either rural banking or supply chain management.

SOUTH PORT GOLF TOURNAMENT



Darren 'House' Flowers and Blair Sinclair celebrate their victory in appropriate style.

Another sunny Southland day greeted the sixty-four players who arrived at Queens Park Golf Course on Sunday, 3 March to participate in the Mayall Cup golf day sponsored by South Port. As always, a most enjoyable day was had by all with winners of the Mayall Cup being Darren 'House' Flowers and Blair Sinclair, representing Fonterra, Edendale, while the runners up were Norm Irwin and Geoff Scully from Southland Stevedoring Services. South Port's Aaron Fowler and Chris Ryan finished third, ending a dearth of podium finishes by South Port players.

The accolades accompanying being closest to the pin were shared by Bruce Sangster representing McCallums Drycleaning and Chris Peddie of AWS Legal – those for the longest drive belonged to Garth Treacy representing MSC.

As the pundits would say:- Golf was the winner on the day, especially golf as played in the 19th hole.

COVER: South Port's container crane probes the depths of the "MSC Regina", first of the 260 metre container ships to visit Bluff. (See opposite page)



South Port NZ

The Bluff Portsider is compiled by South Port N.Z. Ltd
P.O. Box 1, Bluff;
TFN (03) 212-8159; Fax (03) 212-8685;
Email reception@southport.co.nz;
Website www.southport.co.nz
Mr M. O'Connor, Chief Executive;
Edited by Capt. D. A. Edge
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MSC CAPRICORN SERVICE EXPANDS

Following an assessment undertaken at the 'Smartship' simulator facility in Brisbane, as mentioned in the previous 'Portsider', the 260 metre l.o.a. container ships now being deployed on the M.S.C. Capricorn Service have begun calling in Bluff. From the Mediterranean Shipping Company's own fleet came the "MSC Regina", a modern container ship capable of carrying 4,056 TEU (Twenty foot Equivalent Units) giving her the highest TEU capacity of any ship to visit Bluff. She was also the first container ship with a capacity exceeding 4,000 TEU's to come here.

The "MSC Regina" stretches her length alongside the container terminal.



Capacity on the Capricorn service has increased quite substantially with the larger ships now entering the service capable of carrying up to 1,000 containers more than the ships they are replacing and also generally having a greater capacity for refrigerated containers, an important consideration for the north-bound trade out of Bluff.

First of the larger ships chartered in by MSC for the Capricorn Service to call here was the Buxstar, the second ship chartered from these German owners to have visited Bluff, the smaller Buxlink having been here last year.

As the "Buxstar" departs the containers she discharged are distributed for onward shipment.

Also chartered from German owners are the "Mare Phoenicium" and her sister "Mare Britannicum", both of which have already visited Bluff on the Capricorn Service. These ships have an overall length of 260.7 metres making them the longest ships ever to have entered the port and with main engines developing 36,460 kilowatts, equating to 50,277 b.h.p., are also the most powerful merchant ships to have been here. Although, in the interests of fuel conservation, they rarely develop full power when they do the pair can make 24.5 knots making them two of the fastest ships trading to New Zealand.

Inbound in the sunshine, "Mare Phoenicium" arriving in Bluff.





Despite her great size the "Voyager of the Seas" remains a graceful looking ship.



First of the fleet to visit New Zealand, the "Carnival Spirit" at the head of Milford Sound. (Photo David Bourn)



A familiar face, the "Bremen" in Bluff Harbour preparing to sail for Fiordland.

BLUFF FOR THE CRUISE



The "Celebrity Solstice" by night. Photo Celebrity Solstice/Celebrity Cruises

An interesting array of cruise ships passed this way during the season just concluded. For many years ships belonging to Cunard Line, Holland America Line, P&O Cruises, P&O Australia, Princess Cruises and Seabourn Cruise Line, all companies controlled by industry behemoth Carnival Corporation, have been visiting New Zealand.

This season we were able to welcome the 'real thing' for the first time when one of the parent company's own ships, the "Carnival Spirit", came calling. There was also a representative from yet another of the ten cruise companies controlled by Carnival Corporation with Costa Cruises testing New Zealand waters with the "Costa Romantica".

Royal Caribbean International, the other giant of the cruising world and owner of the largest cruise ships afloat, was also well represented this season. Not only did the "Radiance of

OCUS ON ne E SHIPS



Celebrity Cruises)

the Seas” return for another cruising season in the south, but her larger fleetmate, “Voyager of the Seas” joined her.

Another company within the Royal Caribbean family is Celebrity Cruises, present again this year via the “Celebrity Solstice”, the largest ship Celebrity has sent here. In fact when they first cruised Fiordland waters the “Voyager of the Seas”, at 137,280 gross tons, and “Celebrity Solstice” at 317 metres, became the largest and longest ships respectively to have visited the area.

Smaller ships cruising Fiordland included the “Caledonian Sky”, considered one of the finest and most elegant small cruise ships afloat, an opinion which would be endorsed by those fortunate enough to pilot her. She is managed by Salen, a company once well known in New Zealand for its fleet of refrigerated ships, and operates for Noble Caledonia.



Elegance afloat, the “Caledonian Sky” sailing from Halfmoon Bay, Stewart Island.



Adventure afloat, on this occasion the “Ortelius” was sailing from Bluff for Antarctica.



Milford Sound in sombre mood greeted the “Pacific Pearl”.



Fourth of her name in the China Navigation fleet, the “Kwangsi” discharging steel products in Bluff.

OLD NAME, NEW SHIP

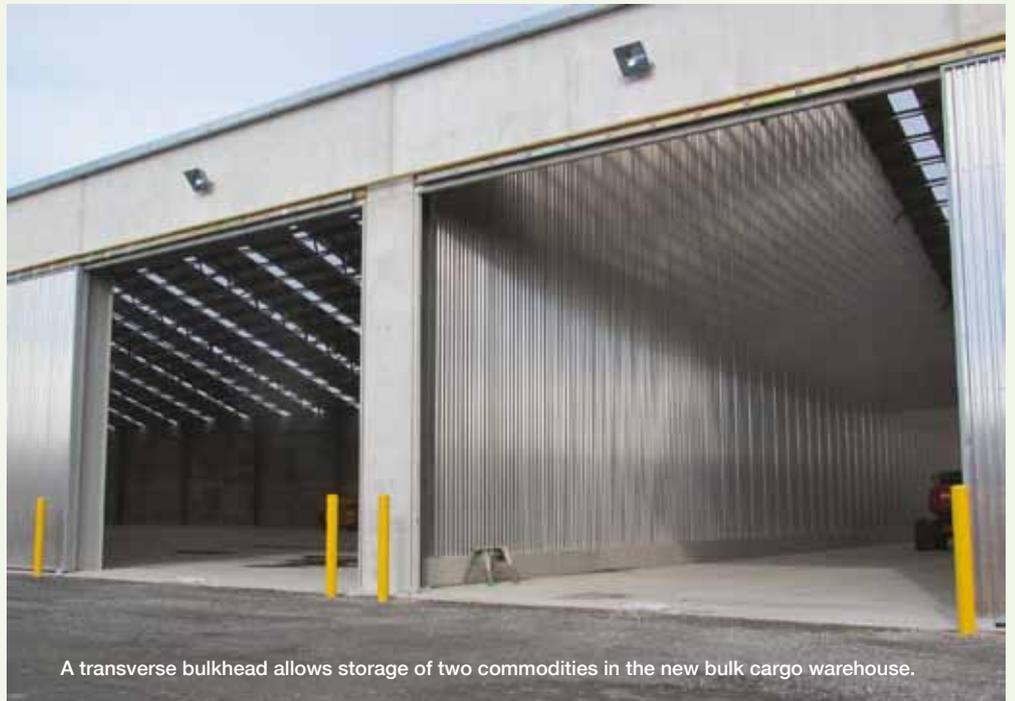
Tasman Orient Line was formed in 1988 through the merger of Tasman Asia Shipping and NZ Orient Line. The line was co-owned by Ahrenkiel and Swire Shipping but in 2009 Swire’s bought the Ahrenkiel shareholding and the Tasman Orient Line was absorbed into Swire Shipping’s own China Navigation Company.

The Tasman Orient ships that had been chartered from Swire’s then adopted China Navigation Company names with the “Tasman Mariner” becoming “Kwangsi”, reviving the name of one of the smart little cargo liners with which China Navigation began its New Zealand – Far East service over fifty years ago. That ship was a familiar sight in Bluff and it is a pleasure to see the name gracing our port again.

BULKING UP

The new bulk storage warehouse mentioned in the previous Portsider is now almost ready for business. This will ease the pressure on local covered bulk storage capacity which was exacerbated by the demolition of the old Shaw Savill wool store in Gore Street, which in recent years was used for storing fertiliser.

An internal wall divides the new warehouse into two sections allowing otherwise incompatible goods to be stored under the same roof. Known as cargo shed number 7 the new facility measures 137.6 x 43 metres giving a floor area of some 5,900 square metres and will be able to hold about 20,000 tonnes of bulk cargo. It will be leased to long-term clients of South Port.



A transverse bulkhead allows storage of two commodities in the new bulk cargo warehouse.

HELLO SAILER

It isn’t often that we get to welcome a large sailing vessel into Bluff these days so the arrival of New Zealand’s only remaining sail training vessel, “Spirit of New Zealand”, is always met with enthusiasm in the ‘Deep South’. While it is likely that few of those who tread her decks will follow a career at sea if being aboard can instill an interest in ships and the sea, and especially in the sea as an uncongested transport medium that price wise knocks the socks off road and rail, then the “Spirit of New Zealand” will have more than served her purpose.

As our photograph shows, when it came to sailing time there was but a ghost of a breeze and the ‘Spirit’ had to motor back to sea.



A sailer reduced to motoring about – the “Spirit of New Zealand” sailing from Bluff.

RAINBOW WARRIOR

Events in 1985 have inextricably linked the name of the Greenpeace flagship with New Zealand so there is a special poignancy in having the latest “Rainbow Warrior” visit the country. As can be seen in the accompanying photograph the current ship of the name is of fairly radical design and her sailing rig would probably be unrecognizable to square-rigged men of yore. Her 55 metre masts are described as ‘A-frame’ rather than ‘Bipod’ and can carry 1,255 square metres of sail. For windless days she is fitted with diesel-electric engines and also has a heli-deck.

The new “Rainbow Warrior” is the first ship purpose built for Greenpeace and was completed in 2011.



The “Rainbow Warrior III” in Bluff with “Professor Khromov” at right.



Anchored in historic Pickersgill Harbour, Dusky Sound, the “Alucia” presents a sturdy appearance.

ALUCIA

Each summer a few super-yachts may be found cruising Fiordland but the “Alucia” probably doesn’t fit most people’s pre-conceived notion of what a super-yacht should be. She was built in 1974 as the research ship “Nadir” for the French Government to engage in world-wide oceanographic exploration and submersible operations. These capabilities were retained when she was rebuilt as a yacht in 2009.

Present owner Ray Dalio provides “Alucia” for the use of scientists and film crews engaged in oceanographic research projects. It was from one of her submersibles that the first footage of live giant squid was taken and while in New Zealand she engaged in sperm whale research off the Kaikoura coast.

ARCHIMEDES

More in keeping with most people’s conception of a super-yacht is the “Archimedes”. She was completed by yacht-building specialist Feadship in the Netherlands in 2008 and has a steel hull with aluminium superstructure, with the decks planked in teak – what else? A pair of diesel engines give a speed of 16 knots and she has a range of 6,000 miles when cruising at 12 knots. Gross tonnage is 1,462 on dimensions 67.75 x 12.3 x 3.5 metres draught, which places her among the 100 largest yachts in the world.

After several days in Bluff “Archimedes” spent some time at Stewart Island before a leisurely cruise through Fiordland.

One of the world’s larger yachts, the “Archimedes” inbound for Bluff.





IINO KAIUN KAISHA

Of all the ships that come here to load woodchips one stands out among the woodchip carrier crowd. That ship is the “Pax Silva”, with her teal-coloured hull identifying her long before a name can be discerned. As she gets closer her funnel reveals the markings of one of Japan’s oldest and most distinguished shipping companies, Iino Kaiun Kaisha.

Founder of the company was Torakichi Iino who established Iino Shokai in the city of Maizuru on 1 July 1899. Initially the company was involved in the stevedoring of coal and its transportation by barge around the Maizuru Bay area, a business which must have been enhanced by the establishing of a naval base there in 1901.

In 1918 the company was reorganized as Iino Shoji Kaisha and in 1922 a subsidiary, Iino Kisen Kaisha, was formed to become the company’s shipping division. The first ships owned by the company appear to have been two wooden coastal steamers built in 1918, the “Beikoku Maru” and “Shinwaka Maru”. During the 1920’s the company became interested in the transport of oil by sea. In 1929 it took delivery of its first tanker, the “Takatori Maru No.1” of about 1,200 tons deadweight and in 1931 Japan’s first ocean going tanker, the “Fujisan Maru”, was delivered to the company.

Like most Japanese shipping companies Iino suffered terrible losses during the Second World War. Virtually all the pre-war fleet was lost as were most of the



Distinctive at a distance, the “Pax Silva”, with rainbow, off Bluff.

ships delivered during the war. The company emerged from the war under the name Iino Kaiun Kaisha Limited, by which it is still known today, and headquartered in Tokyo. An early delivery in the rebuilding program was the “Ryuhō Maru”, completed in 1950 to become Japan’s first large post-war tanker. In addition to rebuilding the tanker fleet, the company began liner services with regular sailings to Bangkok, India, Pakistan and New York followed by services to Australia, Canada and the Great Lakes. What began as a conventional cargo liner service to Nakhodka later evolved into a container service to Europe utilising the Siberian Land Bridge. The company also moved into the dry bulk trades during this period with several of the older tankers being converted into ore carriers.

During the reconstruction of the Japanese shipping industry in 1964 the liner services were transferred to a new division resurrecting the name Iino Kisen Kaisha, which later amalgamated with Kawasaki Kisen Kaisha. Thereafter Iino Kaiun Kaisha concentrated on the dry-bulk and tanker trades and at one time had the largest fleet of oil tankers in Japan. This is no longer so but the company still has a substantial presence in the tanker trades with several VLCC’s supplemented by a large fleet of product and chemical tankers. Iino K.K. has been involved with the ocean transport of LPG since its first such ship entered service in 1963 and today operates a modern fleet of LPG and LNG vessels on international routes. Smaller gas tankers operating domestically or on short sea routes are handled by a separate division, Iino Gas Transport.

Dry bulk operations took the company back to its origins in the coal trade as a major cargo lifted by its larger bulk carriers is coal being imported to Japan for electricity generation, while smaller ships in the Panamax and handy-size range are engaged in the general bulk trades. As well as pioneering the ocean tanker trades in Japan Iino was one of the first to transport woodchips. Currently Iino Kaiun Kaisha operates four woodchip carriers of which the newest is the distinctive “Pax Silva” that introduced this brief history. She is mainly employed on the New Zealand – Japan route and is the woodchip carrier which most frequently visits the port of Bluff.



A closer view reveals the funnel colours of Iino Kaiun Kaisha.