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A CENTURION IN OUR MIDST

He has recently turned the grandeur age of 100, has become synonymous with attending South Port Annual General Meetings (AGM); regularly catching up with Management and Directors after the event to say 'hello' and sharing stories about the 'good old days' – Mr Norman Dickie is the name, and he has some history to share!

His first visit to Bluff was in January 1928 with his mother and father to visit his older brother Jim, who was a seaman on board the *Waikouaiti*. His direct involvement with South Port began in 1953 when he provided a loan to the (then) Southland Harbour Board towards the construction of the Island Harbour on which South Port now stands. This was a public subscription to the new Island Harbour with the loan being subsequently paid back to Mr Dickie circa 1961.

In 1994 (when South Port was publically listed on the New Zealand Stock Exchange), Mr Dickie purchased shares in the Company to the same amount of his loan to the Southland Harbour Board in the early 50's. Twice during the 90's he went "back to the well" and purchased additional shares in South Port.

It is not known exactly how many AGM's Mr Dickie has attended but he recalls attending his first meeting with his Gore friend, Charlie Grace, thought to be in the late 1990's. In 2008 he came to South Port's AGMs with his son Ross who chauffeured him to the Island Harbour and out again, which was repeated for the following two years. At the 2010 meeting, South Port staff invited his son (Ross) to join Mr Dickie at South Port's AGMs which he gratefully



South Port Chairman, Mr Rex Chapman, Mr Dickie and Chief Executive, Mr Mark O'Connor at the most recent AGM.

accepted. Ross was "amazed at the enthusiasm given to Mr Dickie by Chief Executive, Mark O'Connor".

Sometime during the first decade of this century, South Port ceased mailing out the *Portsider* to its shareholders. However, Mr Dickie wrote to South Port requesting that the *Portsider* continue to be mailed

to him, which they did. He is always interested in the shipping articles and the activities of South Port through the *Portsider* issues.

Mr Dickie expects to see South Port continue the way it is operating at present into the future.

Editor: The *Waikouaiti* was wrecked in fog off Dog Island in 1939.

COVER Stena Provence on her second trip to Bluff:

- Widest ship
- Largest Tanker in GRT/DWT
- Only twin-screw tanker this century




South Port NZ

The Bluff Portsider is compiled by South Port NZ Ltd,
PO Box 1, Bluff 9842
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 and J May
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MURRAY WOOD

A face familiar with the South Port surrounds has joined the Management team. Murray Wood accepted the vacant Warehousing Manager position replacing Mark Billcliff who chose to be closer to his family accepting a job in Invercargill. For the past 32 years Murray has been based across the harbour working for NZAS. The first 14 years of his impressive tenure was in the maintenance field as a fitter and welder and the final 18 years was in various production departments, including the past five years managing the Tiwai Wharf operation.

Married to Sharron, they have four sons ranging in age from 17-27. In his spare time he enjoys getting out and about on his small farm; when time permits he enjoys the outdoors, including watching rugby and when his sons are down from Canterbury, going hunting and fishing.

◀ Murray in his new office

SOUTH PORT'S PEOPLE

Welcome to the team Murray, Courtney, Tammi & Dale.

COURTNEY FORDE

Courtney Forde has joined the Commercial Team in the role of Marketing Analyst replacing Jamie May who has shifted roles in the Company. Born and bred in Southland, she lives in Invercargill with her partner Matt, likes to catch up with friends over coffee and enjoys yoga classes and boot camp.

Holding a BCom with a major in Marketing Management, Courtney has held sales, marketing and media positions in Southland and Sydney. Her most recent position was working at the Seriously Good Chocolate Company and prior to this was employed at Blue River Dairy.

Courtney enjoying her new role ▶



DALE HERRON

A new full time position in the Health & Safety department has been created with a focus on third party operators operating in (and around) the Port environment. The successful candidate was Dale Herron who comes to Bluff with an impressive resume. During the past seven years, Dale has worked in Health & Safety whilst completing a Bachelor of Commerce and is also an active member of the New Zealand Institute of Safety Management. This year he is completing his Postgraduate Diploma in Business Administration whilst also undertaking his thesis for the Masters of Business Administration through Massey University.

Dale is married to Clara and they have two young children. In his spare time (who knows when this is) he enjoys hunting, fishing, diving and camping with family and friends. He also has a passion for drone video and photography.

A relaxed Dale onsite ▶

TAMMI TOPI

Having spent a short time away from South Port due to other work opportunities, Tammi Topi returns to the Company accepting the newly created Warehousing Compliance Officer role. Working closely with the dairy and cold store sites, she will ensure the already high standards the Company has implemented are maintained and continued into the future.

She is active in the Bluff community being a member of Coastguard Bluff and Chairperson of the Bluff 2024 Rejuvenation Group. She coaches a junior softball team and enjoys playing the sport herself. Tammi also enjoys fishing and diving and capturing photos of the region.

◀ Welcome back Tammi



SOUTH PORT FOCUS

THE NEW KID ON THE COAST

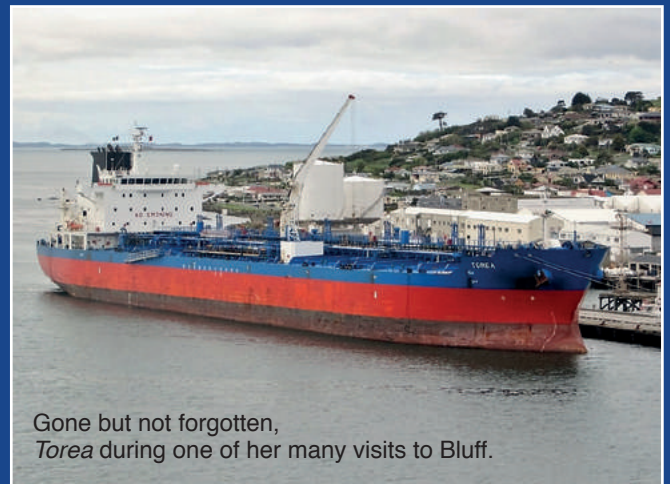
The latest addition to the New Zealand shipping register is the new coastal tanker *Matuku*, which made her first visit to Bluff on 6 August. The new kid on the coast is a big kid too at 50,000 tonnes deadweight with her double hull containing twelve cargo tanks, each with its own cargo pump, plus two slop tanks for use when tank-cleaning. Larger, faster and more efficient than the *Torea* (which she replaced), the *Matuku* has now settled into her coastal trade and the new kid is becoming an old hand.

Meanwhile a similar ship, but equipped to carry bitumen, is due for delivery next year to replace the coastal veteran *Kakariki*.

Haere Ra *Torea*

With the arrival of the *Matuku* the time had come to bid farewell to the *Torea*. Introduced to the New Zealand coastal service in 2007 the *Torea* had been built three years earlier as the *Nyathi* for Unicorn Shipping, a South African company and, although the *Torea* had Wellington as her port of registry and she was managed by Coastal Oil Logistics, ownership remained with Unicorn. This company is the bulk liquid shipping division of Grindrod Industries with dry bulk allocated to IVS whose ships are a familiar sight in Bluff.

Throughout her time here *Torea* retained Unicorn's bright blue and red colour scheme and with her departure New Zealand's oil wharfs will become less colourful places .



Gone but not forgotten,
Torea during one of her many visits to Bluff.



The new kid,
Matuku inbound for Bluff on 6 August.

Bulk Vessels Breaking Records

On the morning of 3 October, South Port piloted five bulk vessels on one tide. There were two pilots involved in these consecutive movements. Five movements on one tide is a record in the history of South Port and Bluff Harbour. The largest of the vessels was the *Glorious Plumeria* carrying woodchips at a gross registered tonnage (GRT) of 39,904 followed by the *Leo* carrying fertiliser at 32,987 GRT. The other vessels handled on this tide were the *Diana* (logs, 23,494 GRT), *Alam Sejahtera* (fertiliser, 21,183 GRT) and the American Bulker (alumina, 22,426 GRT). A few days after these movements, there were four movements on one tide. This record breaking activity heralds a busy entry into the summer season and a positive future for forest product exports from Southland and the import of bulk commodities to the region.

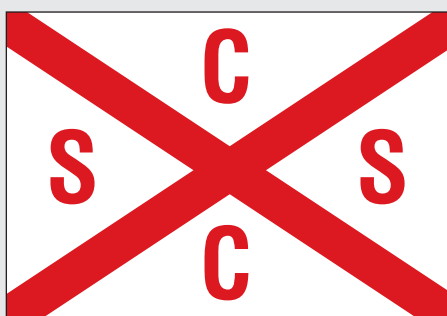
Glorious Plumeria, the largest of five ships on the tide during the early hours of 3 October departing on a previous visit to Bluff.



A Flag from the Past: Canterbury Steam Shipping Company Limited

Early in 1904 three experienced shipping men gathered in Christchurch to establish a coastal shipping company. The three were AH Turnbull, a merchant of Christchurch, his brother D C Turnbull, who owned a grain and produce company in Timaru and was a member of the Harbour Board there, and Captain Hugh Monro, a master mariner of considerable means. They had all previously owned sailing ships and were partners in the Colonial Line of sailing ships but recognised that steam was the way of the future. Thus the Canterbury Steam Shipping Company was formed and a firm of London shipbrokers, Pile & Company, was approached to obtain a suitable vessel. A virtually brand-new ship, the Dutch-built *Storm* of 405 tons was available and became the first ship in the Canterbury fleet, the company not only obtaining a ship but also a system of nomenclature featuring elemental forces that continued until the company's demise.

On 25 September 1904 the *Storm* commenced an inter-island service from Timaru and Lyttelton to Wanganui. The mercantile interests of the Turnbull brothers ensured a good supply of north-bound cargoes, comprising manufactured goods, foodstuffs and farm produce, but



south-bound cargoes were scarce and the *Storm* usually went to Greymouth to load coal for South Island east coast ports. Dunedin was added to the ports of call and trade was such that a second ship was required, but it was beyond the company's ability to purchase it. An agreement was therefore reached with the giant Union Steam Ship Company in 1906 whereby the Union Company took a 50% share in the Canterbury S.S. Company and in return financed the required second steamer.

As opportunity presented and the Union Steam Ship Company permitted, other services were added to the company's schedule, particularly to east coast North Island ports. Two motorships specifically designed for New Zealand conditions, the *Breeze* and the *Gale*, joined the

fleet in 1933 and 1935 respectively, and both served the company into the 1960's. Three further ships joined the company post-war, the last, like the first, being named *Storm*. She entered service in 1961 and brought the fleet up to five ships, but just a year later the first Cook Strait rail ferry entered service to sound the death knell for conventional coastal shipping.

With general cargo now able to travel inter-island by road and rail, bulk grain from the South Island to the North became a common cargo and Canterbury ships became regular callers in Bluff during the 1960's, the final call being by the *Storm* in November 1974. By that time the *Storm* was in Holm Line colours as in 1969 the Union Company had decreed that the Canterbury ships, along with those of Richardson & Company of Napier, should be transferred to Holm Shipping Company. The previously black funnel was now green, the black hull grey and the tan coloured upperworks were painted white. In 1975 the *Storm*, last of the fleet still in New Zealand, was sold and departed our shores for good. After hanging on for a few more years the Canterbury Steam Shipping Company Limited was wound up on 17 July 1978 and consigned to history.

IN THE COMMUNITY



Bluff Maritime Museum

South Port was recently approached by the Bluff Maritime Museum for a donation of a freestanding electric oven.

As there were no food heating amenities at the museum an electric oven was a fantastic addition, enabling the organisation to cater morning or afternoon tea when requested.

This has contributed considerably to both the Museum and the community.

Meanwhile, another exciting project South Port has contributed to is due to be unveiled at the end of November. Bluff School (along with the help of local supporters) is developing a pictorial Bluff timeline showcasing the rich history of the area. The display will be located on the east side of the South Port Cool Stores. Keep an eye out on Gore Street for the new timeline – it is sure to offer some interesting and fascinating history about the community.

◀ Trish Birch happily accepts the new electric oven from South Port's Barbara Shaw.

NEW DIRECTOR APPOINTMENT

Farewell to Graham Heenan



Graham Heenan has held a South Port directorship for 12 years (four terms). Graham (based in Christchurch) is a well-respected Director who brought an invaluable contribution to the Board from day one right up until the end of his last meeting. Graham was the very capable Chair of the

Audit & Risk Committee and Jeremy McClean has been duly appointed to undertake this role. Graham always has a smile on his face, is pleasurable to be around and he will be sorely missed. We wish Graham all the best.

Welcome to Clare Kearney



Clare Kearney was recently elected as a Director on the Board of South Port, replacing Graham Heenan. Clare (Oamaru-based) comes to South Port with an impressive portfolio holding a degree in Agricultural Science majoring in Farm Business Management &

Dairy Science and a Masters of Professional Studies (having completed her Masters' thesis on Governance in 2013). Clare is currently Chairperson of Network Waitaki Limited, having joined the Board in 2005. She is also Chairperson of Sport Otago and the Waitaki Safer Community Trust. We extend a warm welcome to Clare in her new role.

DAIRY SHED EXTENSION

To the casual observer driving past Shed 3A and Shed 2 won't look dramatically different, however the previous canopy area in Shed 3A has now been converted to a dairy-grade food store. The additional 1,900m² storage has the ability to store upwards of 3,000 tonnes and was required to cater for the anticipated growth in the dairy sector.

The ends of the canopy were closed in and the floor levelled and resealed with the necessary painting and sealing required to meet dairy storage accreditation – all achieved within a period of five weeks from Council approval to storing product in the store.

The shed has quickly become utilised after MPI approval and is now approximately 50% full.

A view of the new Shed '3C' ► located adjacent to Shed 3A



INTERMODAL FREIGHT CENTRE OFFICIAL OPENING

In early September the ribbon was officially cut by Transport Minister, the Hon Simon Bridges to recognise the opening of South Port's new Intermodal Freight Centre (IFC) located in Invercargill. Approximately 70 guests from all over New Zealand attended the opening ceremony to view the impressive 4,000m² warehouse on an 8,000m² parcel of land. Strategically located adjacent to the Invercargill rail head, the primary focus initially is import cargo (with export options currently being explored). Product will be sourced from around the Southland and Otago region utilising rail to connect containers from Port to the IFC.

◀ South Port Chief Executive, Mark O'Connor speaks to the crowd of 70 guests. Seated from left to right; Hon Simon Bridges, South Port Chairman, Rex Chapman and KiwiRail Group General Manager Sales & Commercial, Alan Piper.



THORESEN & COMPANY (BANGKOK) LIMITED



Many shipping companies have black funnels with coloured bands on them but with few exceptions these bands run around the funnel, rather than up and down it. Thoresen & Company is one of the exceptions. The red, white and blue markings originated with Bruusgaard, Kiosterud, a Norwegian shipping company founded in 1888 to operate world-wide tramping services and, from about 1900, liner services around the Far East. Originally these stripes were in the proportions they appear on the Norwegian flag but, rather fortuitously, red, white and blue are also the colours of Thailand's flag and thus appropriate for the funnels of Thoresen ships.

That, however, was far in the future when Aagard Thoresen established his company in Hong Kong in 1904 providing services to Norwegian shipping in China, including management of some ships trading around the coast. Among the companies whose business interests Thoresen handled was Bruusgaard, Kiosterud, who in 1926 acquired a 50% shareholding in Thoresen, purchasing the remaining shares in 1930 making Thoresen & Company a wholly owned subsidiary of Bruusgaard, Kiosterud. In 1926 Thoresen opened an office in Bangkok offering agency and brokerage services, this office becoming the Thoresen & Company (Bangkok) Limited of our title.

Bruusgaard, Kiosterud marketed its liner services as the China-Siam Line and its network of routes based out of Bangkok was maintained until the outbreak of war. When war came to the Pacific Bruustad, Kiosterud had a fleet of seventeen ships. When it went they had six. Compounding the company's problems were the events in China leaving the company without its traditional trade. New routes were established from Bangkok to destinations throughout Asia and as far west as Calcutta. With China no longer the primary focus the services were restyled as Norwegian Asia Line.

Captain Arne Teigen, an ex-Norwegian America Line officer who later became a shipowner took control of about half the Bruusgaard, Kiosterud shares in 1970 and strongly influenced the company's future direction. In 1973 the company purchased the cruise ship *De Grasse*, formerly Norwegian America Line's *Bergensfjord*, which was renamed *Rasa Sayang* and operated cruises out of Singapore for the following five years. Captain Teigen became managing director of Bruusgaard, Kiosterud in 1975 and, impressed by the local knowledge and goodwill acquired by the Thoresen branch in Thailand, shifted all operations to Thoresen & Company (Bangkok) Limited, and this became the group's headquarters. He also transferred management of his own fleet to Thoresen, which now became pre-eminent with the Bruusgaard, Kiosterud name falling into disuse as its ships were transferred to Thoresen control.

Thoresen provided the nautical expertise in the establishment of the Thai flag company Jutha Maritime in 1976, a joint venture involving many major local companies, which became the leading Thai operator in the trade

between Thailand, Japan and South Korea, Thoresen being a major shareholder and managing the company in its early years. Other ventures include a majority shareholding in Mermaid Maritime, a major sub-sea and offshore services company, fertiliser and logistic companies in Vietnam, mining in Thailand and Indonesia and a petroleum shipping company in the Philippines. Overseas offices that have been established include Singapore, Denmark, South Africa and Dubai.

Thoresen's first large ship was the *Hai Lee* bought in 1985 from Bruusgaard, Kiosterud with the remainder of that fleet being transferred to Thoresen the following year. In 1990 a liner service from Thailand to Arabian Sea and Gulf ports began and continued until 2010 by which time Thoresen had built up a substantial dry-bulk fleet that remains the mainstay of the company's shipping operations today. Since 2012 the dry bulk business has been managed by Thoresen's Singapore office, the current fleet numbering 24 handymax and open-hatch bulk carriers carrying Thoresen's distinctive funnel colours. They are always a welcome sight in the Port of Bluff.

The *Thor Magnhild* discharging fertiliser in Bluff.



Stewart Island ferry *Southern Express* overtakes the *Thor Breeze* as she picks up her tugs inbound for Bluff.

