

THE BLUFF PORTSIDER

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PUBLISHED BY



CHANGING GEARS

Tēnā koutou katoa,

On 14 February South Port released its interim profit result for the first half of the 2025 financial year. Key points as follows:

- **Improved Financial Performance:** Net profit after tax (NPAT) for the first six months of FY25 was \$5.7 million, up from \$3.0 million in 1H24.
- **Increased Volumes:** Higher volumes across key commodities, especially in the agricultural sector and forestry. Cargo activity increased by 13.6% to 1,691,000 MT.
- **NZAS Impact:** Temporary reduction in electricity usage at NZAS affected imports and exports; however, full production is expected by April 2025.
- **High Tide Draft:** Declared a 10.7m high tide draft that has led to increased efficiencies at the Port, including fully loaded woodchip vessels, more containers being handled on the Wallaby Service, greater payloads being imported into the Port on bulk carriers and more vessels being able to transit on both low and high tides.
- **Outlook:** There are signs of recovery in the forestry export markets. In addition, a significant increase in the farm gate milk price has been signaled, which is beneficial for both the Southland dairy industry and South Port. In the infrastructure space, we continue to invest in the Port to service both the existing customer base, and new cargo opportunities such as wind farms and aquaculture.
- **Earnings Estimate:** Full year earnings are now expected to be above the upper end of the previous range of \$9.3 million to \$10.3 million.
- **Dividend:** A fully imputed interim dividend of 7.50 cents per share, consistent with the previous year.

The above result is especially pleasing coming off the back of a difficult year in 2024. Although global events continue to create uncertainty, it is hoped that there will be further signs of recovery towards the end of the 2025 calendar year.

Other Events

The sealing of the Island Harbour 'western tip' has recently been completed, which will allow the Port to store imported equipment for stage 2 of the Kaiwera Downs wind farm, and provide additional flexibility to store other cargoes when the area is not being utilised.

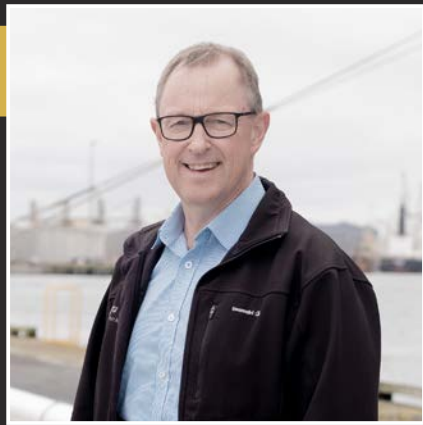
Sam Grant has recently been appointed to the South Port Board of Directors for a term of 18 months, as an intern director. Sam is an Investment Advisor with Craigs Investment Partners. This internship is aligned with the Southland Corporate Governance Intern Programme, which aims to build governance capability in Southland.

Finally, there are some great articles, profiles and interest items contained within this issue, so please enjoy the read.

Ngā mihi nui,

Nigel Gear

Chief Executive



OUR PEOPLE

:CONTAINER TERMINAL PLANNER :ZARAH RODERIQUE

Zarah Roderique (Container Terminal Planner) manages the day-to-day planning and co-ordination of container movements to and from vessels and within the Terminal to optimise workflow and ensure efficient use of storage areas.

Zarah began her career with South Port in July 2023, and since then has undergone rigorous training to be fully up to speed on Container Operations. Now signed off as a vessel planner, Zarah works alongside Terminal Supervisor, Graham Brown, and is closely involved with the planning of each container vessel that enters the Port.

With 51,900 twenty-foot equivalent units (TEU) being handled through the Port in FY24, Zarah's work planning container movements and optimising the Terminal pad is essential to ensuring operations run smoothly. Plans can change at a moments notice, and Zarah is required to be on call in the event of a change to vessel plans.

Health and Safety is a big part of Zarah's role, ensuring that containers are positioned and stacked to avoid risk of wind damage. Zarah also serves as a member of the Port's Health and Safety Committee. As a committee member Zarah is responsible for representing the Container Terminal, encouraging worker participation in health & safety initiatives, and encouraging good practice with health and safety regulations, policies, and procedures.

What part of your role do you enjoy the most?

I find it personally rewarding when I am able to achieve all set tasks to a high standard, whilst still embracing the South Port values.

What part of your role is the most challenging?

When there are several urgent tasks, all requiring my attention at one time. In saying that I enjoy the challenge and always strive for success.

What is the biggest surprise you have had while learning your role as Container Terminal Planner?

Being a Container Terminal Planner isn't just about planning containers onto any vessel that comes through, there is a lot of strategic thinking weeks before any vessel arrives. The planning includes liaising with companies that pack the product, trucking companies that deliver the product, and our hardworking crew onsite that are also packing their own products.

Each container that is packed has to be split up by weight, destination and vessel. All of this must be considered when positioning the container in the yard and planning it so when there is a vessel in, we can accommodate for our drivers on the ground, crane operators and our shipper.



Container Terminal Planner - Zarah Roderique.

WELCOME:

James Laurent ► Marine Pilot Trainee /Tug Master

Ashlee Meikle ► Port Services Operator

Hollie Cooper ► Communications Advisor

Regan Fraser ► Port Utility Engineer

Roger Hyde ► Port Services Supervisor

Jorja Glassey ► Cold Stores Logistics Administrator

PROMOTIONS:

Scott Faithfull ► Bulk Cargo Manager

COVER IMAGE:

The largest ship in terms of gross tonnage ever to visit Bluff is the "Silver Nova" seen here on a calm but cloudy day in Bluff.



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SCHOLARSHIP RECIPIENTS 2025

COMMUNITY SCHOLARSHIP

▶ NATHANIEL SUTHERLAND



South Port Director, John Schol (left), congratulates scholarship recipient Nathaniel Sutherland.

Local Bluff resident Nathaniel Sutherland is set to begin his studies at Canterbury University in 2025, aiming for a Bachelor of Engineering with Honours.

Nathaniel's ultimate goal is to become a Mechanical Engineer, with a particular interest in the design and theoretical aspects of mechanics. His fascination with mechanical structures and performance machines began with fixing and modifying motorbikes and now extends to his treasured 1984 Nissan Patrol. He remains intrigued by various mechanical systems and enjoys working on projects to learn from them.

His hobbies include fly fishing, (which he taught himself), mountaineering, and drumming. His involvement with the Bluff Sea Scouts ignited his passion for the outdoors which now sees him and his brother traversing various mountain ranges around the South Island.

In addition to excelling in his academic studies and physical pursuits, Nathaniel was the drummer of the Southland Youth Jazz Band which competed at numerous national and regional events across New Zealand. Nathaniel has a deep passion for music and will continue to pursue future musical endeavours.

We wish Nathaniel well on his journey north to begin his next adventure.

STAFF SCHOLARSHIP

▶ ALEXANDER EGGINTON

Alexander Egginton is the son of Mark Egginton, the Port Facility Security Co-ordinator at South Port. He is heading into his 3rd year as a perioperative student and is passionate about becoming a skilled and compassionate perioperative practitioner, aiming to contribute to high-quality surgical care in Southland.

For the past two years, Alexander has been balancing full-time studies via correspondence, clinical placements and part-time work. He believes this has taught him resilience, discipline and the ability to manage his time more effectively. As placement hours increase with each year of study, he has found it necessary to adapt and focus on managing time effectively to ensure he succeeds academically and develops professionally. Through clinical placements Alexander has gained hands-on experience, and is committed to developing the necessary technical expertise, communication skills, and empathy required for the profession.

Alexander enjoys maintaining a balanced lifestyle by working out at the local YMCA, spending time outdoors with his dog, and engaging in hobbies like playing video games and watching movies. These activities help him stay physically and mentally fit, fostering creativity and problem-solving skills.

We have no doubt Alexander will achieve his goal, and wish him all the best for his final year of study.



South Port Chair Philip Cory-Wright (left), congratulates scholarship recipient Alexander Egginton.

STAFF SCHOLARSHIP

▶ THAEYA HOYLE

Thaeya, daughter of Brett Hoyle, who is a member of our Weekend Relief Tug Crew, has excelled academically and in the sporting and community domains during her time at Southland Girls High School. She is thrilled to be starting her Bachelor of Engineering at Auckland University this year, which is the first step to achieving her goal of becoming a skilled and innovative engineer.

From a young age, Thaeya had an obsessive curiosity about how things work. She loves the idea of looking at the tiniest details to see what can be altered to achieve optimal performance. In recent years, she has developed an obsession with cars, so it's not surprising her long-term goal is to work in motorsport or automotive industries.

She has been rowing competitively for five years and has represented her school, Waihopai Rowing Club, and her province. Her Senior Rowing Coach points out that rowing takes a lot of commitment, time management, and an ability to communicate with your coach and other athletes. He credits Thaeya with developing all of these skills, becoming a role model for younger members, and a senior leader at the club.

Growing up in Bluff, Thaeya has been inspired by the strength of the community and knows the importance of contributing to it. She has completed her recruits' course for the Bluff Volunteer Fire Brigade, and will participate in the Sky City Stair Climb Challenge in May 2025, racing up 1,103 stairs wearing 25 kilograms of gear.

Haere pai (go well) Thaeya!



South Port Director, Cassandra Crowley (left), congratulates scholarship recipient Thaeya Hoyle.

MURIHIKU LAUNCHED

South Port's newest pilot vessel, which arrived from Hobart in March 2024, has completed a successful launch and sea trial, along with a Maritime New Zealand survey. She will now begin crew training before being put into service.

The vessel has been named Murihiku, a name gifted by Tā Tipene O'Regan, Upoko of Te Rūnaka o Awarua.

Since her arrival, Murihiku has undergone multiple modifications to meet Maritime New Zealand requirements for a pilot vessel, including a full electrical rewire to New Zealand Standards, seating arrangements and updated rescue and safety equipment. An internal refit and new paint system to meet South Port specifications finalised the modifications.

"This has been an extensive project and a large investment from South Port, showing our commitment to continued operational resilience," said Sam Moore, Marine Operations Manager.



'Reel Deep' before becoming the Pilot Vessel 'Murihiku'.

"The Murihiku is an economical vessel capable of multiple tasks. As such, it will be used for survey and inspection work, and share the workload and running hours of the Takitimu II", which has been in operation at South Port for over 18 years", he said.

"This has been a comprehensive refit and modification project, and the contractors that have worked with us on this have been fantastic to deal with," commented Sam.

A launch ceremony will be held once she takes her place in South Port's fleet.



Back in the water, Murihiku's first launch.

BLUFF FOCUS ON: CRUISE SHIPS IN BLUFF



Fleetmate of the "Silver Nova" is the "Silver Muse" seen outbound from Bluff.



The "Heritage Adventurer" heading for the Antarctic.



Ships belonging to Australia's Coral Expeditions have been regular visitors to Bluff since 2006. This year it was the "Coral Adventurer" which visited Bluff.



Luxury at sea. The "Silver Nova" offers spacious 'Six Star' surroundings.

High end cruise ships continue to visit Bluff during the current cruising season as they have in the past, taking advantage of Bluff's location on the shores of Foveaux Strait, providing an absolute plethora of stunning shore excursions. These include, but are not limited to, a quick hop across the strait to our southernmost main island, Rakiura/Stewart Island, and the chance of encountering our national symbol, the Kiwi; swimming with dolphins in Porpoise Bay; viewing the petrified forest at Curio Bay and, perhaps the most enjoyable of all, the magnificent scenery on the road to Piopiotahi/Milford Sound which is every bit as spectacular as Milford itself. The view from the Milford portal of the Homer Tunnel alone is worth the bus fare or car hire - consider all the rest a bonus. Having been carved out by ice, the inlets in the south-west corner of the country should actually be referred to as fiords, not sounds, as the name of the region, Fiordland, indicates.

Among this season's visitors was the largest ship in terms of gross tonnage ever to visit Bluff, the 55,051 gross ton "Silver Nova", which pipped the previous record holder, a container ship, by a couple of hundred tons but easily surpassed the previous passenger ship record of 44,588 gross tons held by the "Artania". The latter was more of a people mover, however, having accommodation for 1,260 guests against just 728 in the luxurious surroundings of the "Silver Nova". More details of the new record holder on page 10 of this issue.

Other six-star ships visiting Bluff this season include the "Silver Muse", fleet-mate of the "Silver Nova", and the "Scenic Eclipse II". She and her slightly older sister, the "Scenic Eclipse", rather steal a march on all other cruise ships by carrying their own submarine on board, along with other such ho-hum equipment as helicopters, kayaks and Zodiacs. Quite an array of big boys' - and girls' - toys.



Also offering 'Six Star' surroundings is the stylish "Scenic Eclipse II".



Another view of the "Heritage Adventurer" of Christchurch-based Heritage Expeditions.



One that got away, the "Regatta" missed her scheduled Bluff call this year.

FROM THE BLUFF MARITIME MUSEUM

:THE MERMAID

On 7 May 1823, Captain John Rodolphus Kent took the Mermaid (built in Calcutta in 1817), to Bluff to investigate the possibility of establishing a flax trade.

At this time Kent was employed by the New South Wales Government as master of the vessels Prince Regent (schooner), Mermaid (cutter), and Elizabeth Henrietta (brig), and had previously explored many of New Zealand's Northland harbours.

This trip was to investigate the flax industry in the South, and by way of an experiment to confirm the value of flax. He continued trading until 1836, and several other traders followed his example.

His log from 8 May to 15 August 1823 gives an admirable description of the district and shows the care Kent took to avoid giving offence to the Māori, whose customs and beliefs he described. Working in freezing, waist-high water, Kent and his men filled 14 large casks with flax; they also bought 1,100 pounds of dressed flax, and rooted 25 flax plants for transportation in tubs. Kent subsequently visited several South Island harbours, sketching coastal profiles as an aid to navigation. He returned to Port Jackson on 15 August. ⁽¹⁾

The Mermaid was also reportedly a convict ship, transporting prisoners from England to New South Wales in the 1830's.

(1.) Neil Begg. 'Kent, John Rodolphus', Dictionary of New Zealand Biography, first published in 1990, updated May, 2002. Te Ara - the Encyclopedia of New Zealand, <https://teara.govt.nz/en/biographies/1k10/kent-john-rodolphus> (accessed 13 February 2025)



“HM Cutter Mermaid 1823 Captain John Rodolphus Kent set out from Sydney to Bluff to obtain young flax plants, dressed flax fibre and flax leaves.”
Put together by Bruce Park of Invercargill Model Engineers.



“The Mermaid, Captain Kent took away first export flax from Bluff 1823. Teak sheathing plank from 800 ton East Indianman Endeavour Capt. Bampton abandoned at Dusky Sound 1795.”
Carved and donated by Mr John Tolson.

THE HMNZS CANTERBURY VISITS BLUFF

:FROM MIDSHIPMAN TANIKA VAN-DIJK

OVERVIEW

HMNZS Canterbury is conducting two port visits in Bluff; one in late February, and again in mid-March. These bookend our deployment to New Zealand's Sub-Antarctic Islands; Auckland and Campbell Islands, to support partner agencies. This Operation is called ENDURANCE.



Lieutenant Casey Allott, Deputy Maritime Logistics Officer, hosted a number of tours while HMNZS Canterbury was moored in Bluff.

THE MISSION

HMNZS Canterbury is providing assistance to other government agencies such as the Department of Conservation and Meteorological Service New Zealand, enabling them to maintain meteorological monitoring and navigational safety equipment. This will improve maritime safety in the Southern Ocean. We will also be supporting the upkeep of historic sites, and conservation efforts for endangered species.

These activities directly contribute to the Government's strategic objectives promoting safety and security and ensuring environmental stewardship for New Zealand.

During the voyage HMNZS Canterbury will also be conducting New Zealand Defence Force readiness activities, working alongside the New Zealand Army and Royal New Zealand Air Force in a very challenging environment. We will also be building and strengthening relationships with fellow sea riders including the Governor General of New Zealand's husband, His Excellency Dr Richard Davies, representatives from Ngāi Tahu Iwi and Young Explorers from the Sir Peter Blake Trust.

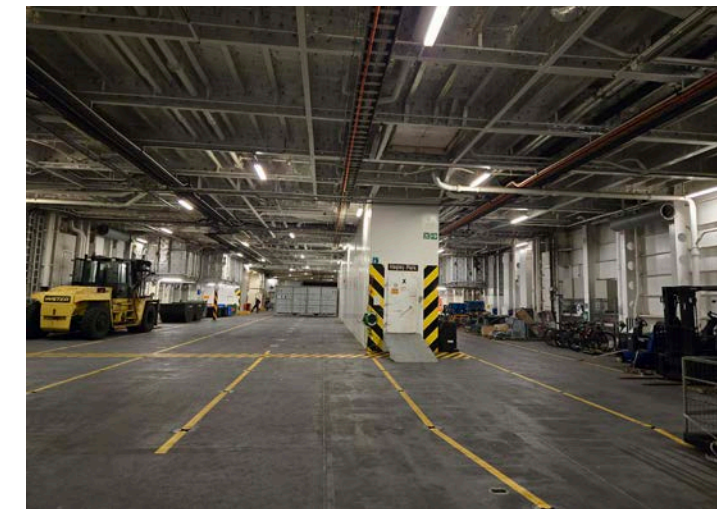
ABOUT OUR SHIP

HMNZS Canterbury is an amphibious support ship specialising in logistics and has been used multiple times for this mission due to its ability to carry up to 366 personnel, four helicopters, and 33 20ft containers.

For this mission, two Seasprite (SH2G(ii)) all-weather helicopters are onboard, capable of conducting a range of tasks including ASuW (Anti Surface Warfare), ASW (Anti-Submarine Warfare), and long range ISR (Intelligence, Surveillance and Reconnaissance).

The Seasprites are equipped with a wide array of sensors and equipment such as RADAR (Radio Detection and Ranging) and FLIR (Forward-Looking Infrared) used for secondary roles such as SAR (Search and Rescue) and utility operations.

Operated by Navy personnel, the core crew is made up of 3 people, a pilot, an observer, and a loadmaster.



The extensive cargo hold in the HMNZS Canterbury.

BLUFF

While in Bluff, HMNZS Canterbury engaged in recruitment activities, giving young, enthusiastic Kiwi's a taste of "Navy Life". We also contributed to a local community service project by working on the 'Bluff Hill Motupōhue Regeneration project' weeding around the newly planted native trees.

Calling into Bluff provides the convenience of refuelling and replenishing stores, as well as embarking our government agency partners, sea riders and cargo as close as possible to the Sub-Antarctic Islands.

SIX STAR SERVICE

Not only is the "Silver Nova" the biggest ship in terms of gross tonnage to ever visit Bluff, but she is also one of the most luxurious with a six-star rating. She and her sister "Silver Ray" are the most luxurious in the luxury fleet operated by one of the world's leading luxury cruise lines, Silversea Cruises, which was founded in 1991 by the Vlasov Group, and the Lefebvre family which had previously operated Sitmar Cruises. Sitmar had earned its bread and butter post-war transporting refugees with conditions on board being far from six-stars. This evolved into the transport of migrants to Australia in much more comfortable ships, some of which were also used for cruising, notably the "Fairstar" which was eventually based in Sydney as a full time cruise ship, and often visited New Zealand.

Sitmar then became a cruise line operating a mixed fleet of rebuilt passenger liners and newly constructed cruise ships, including the last, large, steam-powered passenger ship ever built, the "Fairsky", delivered in 1984. Boris Vlasov died in November 1987 and the following year Sitmar Cruises was offered for sale, being bought by P&O.

The Vlasov Group was not to be without cruise ships for long as Silversea took delivery of its first ship, the "Silver Cloud",



The "Silver Nova" is a ship of superlatives. Among her distinctions is being the longest passenger ship to visit Bluff.

in 1994, with her sister the "Silver Wind", being delivered the following January. It says much for the quality of construction and luxury of fittings that both these 17,000 ton ships, which can accommodate just under 300 guests, are still able to hold their own in the luxury market after thirty years of service with Silversea. The "Silver Nova" and her sister "Silver Ray" are, at 55,000 tons, over three times the size of the first Silversea Cruises pair, and are all balcony ships - meaning that every guest cabin has a balcony, so the 728 passengers they may accommodate could spend the entire cruise living in luxury attended to by their designated butler, and watching the world go by without ever leaving their cabin.

MSC TAKES TOP SPOT

Most of the container ships that pass through Bluff are operated by the Mediterranean Shipping Company, generally known as MSC. Its dominance of the local container scene is scarcely surprising as in January 2022 MSC took the title of the world's biggest container shipping company, and now controls 20% of seaborne global container traffic, with a fleet of over 800 ships totalling some 5.5 million TEU (twenty-foot

equivalent units). The size of the fleet was augmented during the Covid pandemic when MSC bought literally hundreds of unemployed 'feeder' type container ships, and also added some of the largest container ships afloat with the biggest of them able to accommodate over 24,000 TEU. While we might have to do just a tad more dredging to get one of those giants into Bluff, we had no such problem welcoming the newest of the MSC feeder ships to visit Bluff.

The "MSC Nurya G" was delivered in March last year by her Chinese builders and was the second of this class of four to be completed, with the other two due this year. Gross tonnage is 45,387, with a deadweight of 45,095 tonnes, and the ship is constructed to ice class 1A, allowing her to work in severe conditions with ice up to a metre thick. Dimensions are a length of 206.4 metres, beam 35.6 metres, allowing fourteen rows of containers across the ship, and depth 22.2 metres, container capacity is 3,700 TEU.

Fire at sea has always been considered the greatest shipboard danger and the growth in the electric car market, plus the lithium batteries associated with it, has made a fire at sea an even greater hazard than in the past. Standing guard aboard the "MSC Nurya G" are two fire monitors above the bridge and another pair atop the foremast.



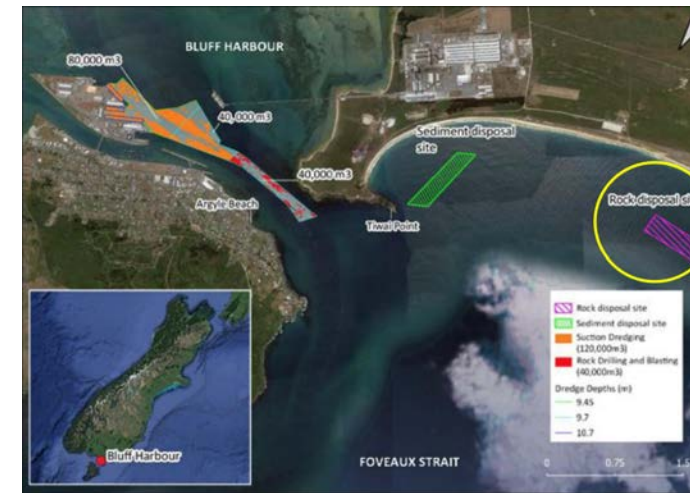
The "MSC Nurya G" swinging off the Town Wharf assisted by the South Port tugs "Rakiwai" and "Te Matua".

ENVIRONMENTAL UPDATE

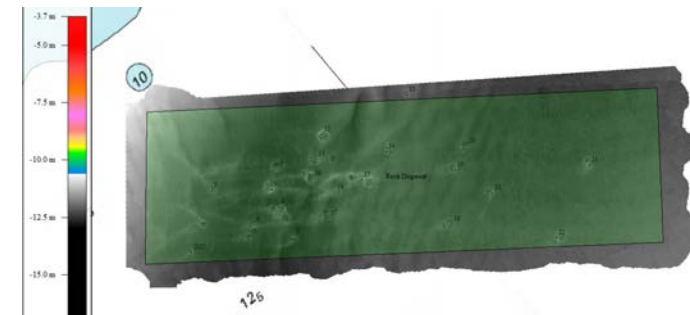
:POST-DREDGING MONITORING - ROCK DISPOSAL SITE

Between June and September 2023, South Port conducted dredging work on the Bluff Harbour channel under Coastal Permit AUTH-20211362. Among the permit conditions, South Port is required to provide post-dredging monitoring to assess the operation's impacts.

Proposed capital dredging works areas within Bluff Harbour and Foveaux Strait/Tiwai Peninsula.



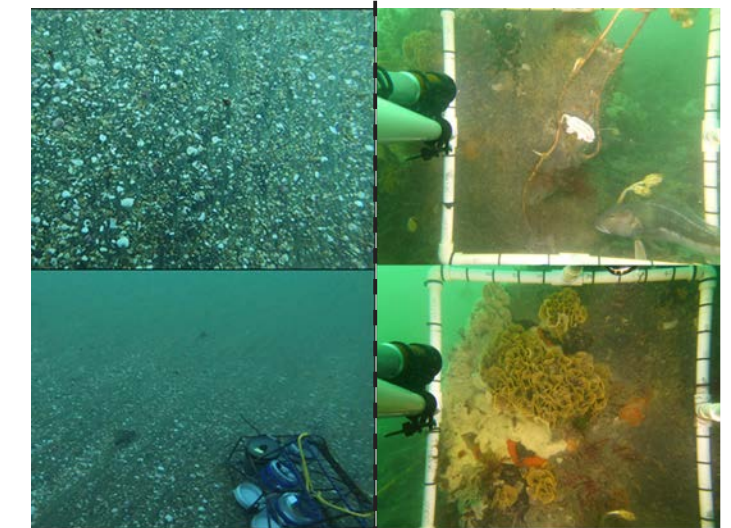
Rock Disposal Site – Hydro survey



One of the monitoring sites is the rock disposal site. Based on the bathymetry, the disposal points within the site perimeter were identified to plan the survey.

Two surveys were conducted, the first in February and the second in October 2024. The monitoring results indicate that the site has transitioned positively from an environment of very low species diversity, to one that has enabled increased diversity, including growing fish numbers, particularly juvenile blue cod.

Below are before and after photos of the site.



Before: Baron seashell with little/no habitat | After: (3 months later), stable subtidal environment

The surveys were carried out by the e3 Scientific team, led by its Technical Director, Bryony Miller, who kindly shared the photos that illustrate this article.

DEEP SEA RESEARCH VESSEL VISIT

The arrival in Bluff of the "Tan Suo Yi Hao" created some interest with the unusual shape of the vessel, and its cargo.

The "Tan Suo Yi Hao" is the mothership for the 4,500 m and 10,000 m manned/unmanned submersible, operated by the Institute of Deep-sea Science and Engineering, Chinese Academy of Sciences (IDSSE-CAS), and is equipped with comprehensive laboratory facilities.

IDSSE and NIWA Scientists are heading to Puysegur Trench to conduct the next collaborative dive expedition, having recently completed a two-month voyage exploring the Kermadec Trench, including the Scholl Deep, which at 10 kilometres below sea level, is one of the deepest places in the world.

The samples obtained will give a better understanding of New Zealand's deepest environment, and the impacts that humans may have on it.



South Port Chief Executive, Nigel Gear (left) presents a South Port plaque to Captain Liu.

MUR SHIPPING HOLDINGS BV

Since the dawn of the new century a new shipping company has become increasingly familiar to observers of the Bluff waterfront. The company is MUR Shipping Holdings, a joint venture by two of South Africa's major companies, Mittal Steel South Africa Ltd., South Africa's largest steel producer, and Macsteel Holdings, a global trader and distributor of steel and steel products. The 'Mac' in Macsteel acknowledges the company's origins in S. Machanik & Co., which specialised in wire fencing, but many other companies influenced the development of the company on its journey from a dealer in fencing wire, to an international conglomerate trading world-wide. An important event in the company's development was the founding of Pan Africa Staalhandel in 1950, a company which merged with S. Machanik & Co in 1965 to eventually become Macsteel.



The departing "African Margaux" passes the "Weaver Arrow" at Tiwai.

During the 1990's Macsteel consolidated its position in the international steel market with the establishment of Macsteel International Holdings. MUR Shipping began operations in 1994 carrying the raw materials for steel production to the smelters, and transporting the finished product to markets throughout the world. 1994 was also the year that Robert Muirhead joined the Macsteel shipping division in order to, as the company put it, 'develop and expand Macsteel's shipping activities'. He brought a wealth of experience to the role. Having trained as a shipbroker Robert Muirhead worked in Hong Kong for established companies before forming a new shipbroking company with two partners, and also spent time in Canada before joining Macsteel. Having been established to serve the shipping requirements of the Macsteel Group, MUR Shipping began operating as a common carrier and also has semi-liner services linking the Far East to the Middle East, USA and South America. The new century saw Robert

Muirhead appointed CEO of MUR, and he is also a director of MUR Shipping Holdings BV, MUR Group and Macsteel International Holdings BV.

In a typical year vessels owned or chartered by MUR complete over a thousand voyages for 300+ clients, transporting a variety of bulk cargoes including grain, fertiliser, ores, minerals, coal etc, and also specialised cargoes, notably wind turbine blades and assemblies. At any time there are likely to be over 140 ships at sea going about their lawful occasions on behalf of MUR and its clients. The ships are open hatch, crane equipped dry cargo vessels, ranging from 'handy-size' ships of about 30,000 dwt tonnes, to 'handy-max' vessels of over 60,000 tonnes and all from highly reputable builders, mostly in Japan. The fleet is modern with an average age of 8.3 years, compared to a 13.5 years global average, making it one of the youngest dry cargo fleets in service, and consequently one of the most fuel efficient, thus reducing its carbon footprint.



Pristine in her new paint the "African Harrier" called at Bluff on her maiden voyage.

Dockendale Ship Management looks after the technical well-being of the fleet, and also ensures that the ships are efficiently crewed from a pool of some 2,000 experienced seafarers. This company was founded in 1973 by George Campbell, the naval architect responsible for the design of the 'Freedom' class of Liberty replacement ships followed by the Freedom Mk II, Fortune and Friendship classes which featured the horizontally slewing cargo gear invented by Campbell. The company was named after Dockendale Hall, the manor farm in the village of Whickham where Campbell grew up. Although it has passed through several iterations since being established in Nassau, Dockendale continues in the ship-management role for which it was established just over fifty years ago. We look forward to more visits by the 'African' fleet.