

The Bluff PORTSIDER

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Changing Gears

Our People

Bluff Focus on:

2023 Port Open Day

Vale John Henderson



▶ CHANGING GEARS

Kia ora koutou katoa,

On 25 August 2023, South Port released an NZX announcement indicating our profit for the financial year ending 30 June 2023, stating that our after-tax profit was down by 8.7% at \$11.71M (2022 \$12.83M); normalised profit was up 3.1% at \$11.50M (2022 \$11.16M).

This is a very pleasing result considering tougher trading conditions for both bulk cargo and containers being handled through the Port.

The full release can be read at: www.southport.co.nz/nzx-announcement

Project Kia Whakaū, to deepen our entrance channel, berth pockets and swinging basin by an additional metre, has been a major focus for the Company over the past 24 months. It is very pleasing to announce that we have reached our targeted depth of 9.7m Chart Datum (10.7m high tide). This has been a huge undertaking for the Port, and it is very satisfying for all involved that we have achieved everything we set out to do.

The official blessing and opening of the newly dredged channel was carried out on 30 October. Customers, contractors involved in the project, the local Rūnaka, staff and Board members were there to celebrate the event, which was also a fitting way to see out the end of Rex Chapman's time on the Board.

Rex has been an excellent contributor to the Board over his 21 years at the Port, and especially the last 12 years as Chair. In this year's Annual Report there is a section that covers the Port's achievements during Rex's time on the Board, including his favourite highlights in a video interview, that can be viewed at: www.youtube.com/watch?v=EZo73QfN2mE

The team would like to wish Rex and Trish all the very best for the future.

It was on a sad note that one of our past employees passed away recently. John Henderson was our Chief Pilot and Operations Manager, having started at South Port back in February, 1979. During his tenure at the Port, John witnessed many changes, including the Southland Harbour Board becoming South Port NZ Ltd. Also, importantly, John was responsible for introducing this publication, "The Bluff Portsider" back in 1982 - the same year he became Operations Manager at the Port. We extend our deepest sympathy to his surviving children, Karley and Callum, and families. You'll read more about John later in this edition.

Another point to note in this edition is the centre-spread focus on the 2023 Port Open Day, the last of which was held back in 2020. We were thrilled with the turnout, not to mention the support from 60 staff members who volunteered their time throughout the day, going the extra mile and showing the community true manaakitanga. Without their support, the event would never have happened.

Ngā mihi nui,
Nigel Gear



COVER: A Hyster top loader demonstration taking place at the Port Open Day on Sunday, 1 October 2023.

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▶ OUR PEOPLE

WELCOME

Vanessa Leask - Logistics Coordinator
Oxana Lee - Health and Safety Advisor
Sharon O'Brien - Cold Stores Administrator
Leonardo Milani - Climate Change Advisor
Mouraad Hardiman - Marine Services Operator
Astrid Lewis - Cold Stores Administrator
Gareth Jones - Cold Stores Supervisor
Mark Egginton - Port Facility Security Coordinator

TRANSFERS

Jason Jones - Risk Advisor

PROMOTIONS

Hayden McLiskey - Dairy Warehousing Supervisor
Kris Walker - Senior Health and Safety Advisor
Adele Pink - Cold Stores Administrator

▶ STAFF PROFILES

Sonja Macnamara and Misty Johnson

Sonja Macnamara and Misty Johnson are part of South Port's Finance Department. Both have witnessed huge growth and change over the years, and we are lucky to have their knowledge, experience, and positive attitudes as part of the team.

Sonja started with South Port in March 1995. Other than time off when she had her children, she has been here ever since. She currently works part-

time handling all of our Accounts Payable and has experience with other finance administration and reception functions. Despite working part-time, Sonja has certainly been kept busy, especially with the huge increase in infrastructure capital projects underway in the past three years. Even though she has a busy job, she still finds time to contribute as a member of our Social Club committee – so she is integral to all things South Port.

Outside of work, Sonja relishes time spent with her partner Jason, a cray fisherman based out of Doubtful Sound, and her two daughters Katie and Sophie. She loves jetboating with the family or spending time at their crib at Piano Flat. She also enjoys socialising with her friends and is known as the life and soul of the party!

Initially starting with South Port in 1999, Misty has experienced many roles during her time with the Company. Starting as an accounts clerk, Misty has made her way around the Port with roles in payroll (where she still serves as a backup), an administrator in the Cold Stores and General Cargo Teams, and eventually served as the Dairy Warehousing Supervisor from 2008 until 2013.

Now, back in the Finance team as an administrator, Misty supports the rest of the team by assisting with Accounts Receivable and Payroll. Despite not working full-time, Misty keeps busy by always putting her hand up to assist whenever an event is on-site, or a job requires a keen eye for detail.

Outside of work, Misty's family keeps her busy. Whether it's helping with her husband Brad's fishing business or getting her children from one sports practice to another, Misty manages to juggle several commitments. Additionally, she is a trained emergency medical technician and volunteers with the Bluff ambulance.



Vale **CAPTAIN J. A. HENDERSON**

John Alexander Henderson was born in Greenock in January 1947. He made an early decision that a seafaring life was for him and, after pre-sea training in Greenock, joined Scotland's premier shipping company, Ben Line, which traded mainly to the Far East, as a trainee deck officer. Having completed the required training period, John then sat for and passed his Second Mate's Certificate. In the hope of trading to Australia and New Zealand, John joined the New Zealand Shipping Company. He eventually made it to New Zealand, and even got to visit Bluff. Obviously, he liked this part of the world as after securing his First Mate's certificate, he joined the Union Steam Ship Company of New Zealand, his first ship with them being the "Kaitoke," one of the fabled, trans-Tasman 'slow greens.'

With his Master's certificate safely negotiated in Auckland, John continued with the Union Steam Ship Company until he was seconded to Hunt Petroleum in 1977. At the time, Hunt was searching for oil in the Deep South Basin, and John was appointed to the oil rig tenders which were based in Bluff. While on the tenders, John obtained a Pilotage Exemption for the port of Bluff, a precursor of things to come. Shortly after he returned to the Union Company fleet, the Southland Harbour Board began advertising a pilot vacancy, a position for which John applied and, in February 1979, was duly appointed as a Junior Pilot. On 1st May 1979, he passed his examination as pilot in what proved a momentous year as it is also when he married Wendy, the two having met while she worked in Union Company's Bluff office and John was on loan to Hunt Petroleum.

In 1982, John was appointed Operations Manager, being responsible for marine and cargo operations at Bluff and for introducing "The Bluff Portsider," one of the few port company magazines in New Zealand that is still published. Major changes occurred in 1988 to the operation of the

country's ports, with the demise of Harbour Boards and the introduction of Port Companies.

One result was that the Harbour Master became a council appointee, and to facilitate this changeover, John took over as Harbour Master shortly before the Southland Harbour Board became South Port New Zealand Ltd.

Another momentous change was the rapid escalation in the number of cruise ships passing through Fiordland and Stewart Island. With former Harbour Master Len Mounsey the only pilot qualified for coastal and Fiordland waters, this created a steep learning curve for John and the senior pilots, but one that was quickly negotiated.

In 1999, John decided to take voluntary redundancy from South Port in search of new career moves. His first post-South Port move could hardly have been a greater change as he and Wendy became moteliers in Invercargill, taking over the Colonial Motor Inn located in a prime position on Tay Street, the continuation of State Highway 1 into Invercargill. After a year as a motelier the sea beckoned John back and he joined Strait Shipping, serving as Master on that company's Cook Strait ferry service between Picton and Wellington.

John retired in 2015 to his home in the leafy suburb of Otatara on the outskirts of Invercargill. Tragically his beloved Wendy died on 24 June 2021, John having taken care of her through her illness. On 18 September this year John died peacefully at home. Given the variety of roles he had in the New Zealand maritime industry there will be many, both ashore and afloat, who will mourn his passing. He is survived by his children Karley and Callum and their families to whom we extend our deepest sympathy.



▶ FRANK THE TANK - DARTS MASTER

He's our Infrastructure and Environmental Manager by day, but at night he's a Southland Darts Master competitor! In October, Frank "The Tank" O'Boyle navigated his way through an arduous qualifying tournament, which required winning nine matches, to play against the top dart players in New Zealand. By qualifying for the event, Frank collected his first ever paycheck for darts.

The event was held at Ascot Park in Invercargill, with \$15,000 in prize money on offer, the largest cash reward for a darts event in New Zealand. Included in the tournament were New Zealand Number 1 and sixth-ranked World Darts Federation (WDF) player, Ben Robb, and second-ranked WDF player, Haupai Puha. For the record, Frank's first round opponent was Haupai Puha and, whilst he was beaten, the experience to play in front of a big crowd of family and friends would have been something to behold.



"I only entered the qualifying tournament for a bit of fun, to win my way through to the big stage was an experience I'll never forget. My target is to get better for the 2024 event."

Editor: Frank's opponent, Haupai Puha, subsequently qualified for the PDC World Champs in London, which will be screened on Sky Sports over the Christmas period.

Infrastructure and Environmental Manager, Frank O'Boyle, (pictured fifth from right) at the competition

▶ KIA WHAKAŪ PROJECT CELEBRATED

South Port is pleased to announce the successful completion of project Kia Whakaū, to deepen the entrance channel from 8.7m to 9.7m chart datum, a maximum operating draft of 10.7m at high tide.

"This is a major project for the Port and will benefit the Port's customers and the region for years to come and aligns with the Company's purpose to facilitate the best logistic solutions for the region", said South Port Chair, Rex Chapman.

South Port Chief Executive Nigel Gear said that the Company is taking a staged approach by declaring an interim operating draft of 10.3m at high tide to assess the handling of deeper draft vessels before moving to the full 10.7m, in line with our Safety First values. This achievement was recognised with a celebration on Monday 30 October, at the Port, with customers, contractors, staff and the local Rūnaka.



SOUTH PORT 2023 PORT



During October, South Port held its biennial Port Open Day.

Tickets were booked out in the first five days of going live, which was beyond the organising committee's wildest expectations - the team was seriously excited. There were just under 600 tickets available, over three two-hour time slots - 9am, 11am, and 1pm.

The aim of the event was to give friends, whānau, and the public a glimpse at what South Port does, and what it's doing for the region. Ticket holders got to step foot on a tugboat, see a tug demonstration, walk into the depths of the Cold Stores, see how the log operators and woodchip trucks function, watch demonstrations of the cranes and forklifts, and learn about the finer details of what the Port does daily. This was well received, with positive feedback coming in from attendees.

"What an incredible experience. The guides were amazing and so good with all the kids on our tour, we could really feel the passion and pride they have for the port. Thank you South Port for letting us in for a look around, Rome especially loved the toy boats. I really enjoyed watching the cranes in action!"

"The tour was absolutely amazing - informative and exciting. A big thank you to everybody who made the day such a success!"



T'S BIENNIAL T OPEN DAY

The Entertainment Hub, located at the Bluff Oyster Festival site, was open to anyone and everyone. All the children's entertainment, including face painting, bouncy castles, astro ball, and mini jeeps, was free. It was a hive of activity throughout the day, with attendees soaking up the atmosphere, before excitedly lining up and jumping on a bus, in preparation for the tour to begin.

There were 60 team members from South Port who volunteered their time, which was quite clearly appreciated. Volunteers have been asked for feedback on what went well, what didn't, and what could we improve on, to help make 2025 bigger and better!

1. Visitors aboard the "Te Matua" tug boat, prior to watching the "Takitimu" pilot boat demonstration
2. Children and adults alike, all rugged up, exiting the Cold Stores
3. A forklift operator performs a demonstration on how the Hyster top lifter picks up and moves containers around the Port
4. With each tour being booked out, there was a solid line of excited people waiting to board at each time slot
5. Demonstrations included the moving of logs, how wood chips are emptied out of trucks, and how the woodchips are moved around by machinery
6. Passengers were treated to 'up close and personal' moments with the tug boats
7. Free face painting was just one of the entertainment options on offer in the Entertainment Hub



▶ NEW DIRECTOR APPOINTED

As mentioned earlier in this publication, on Wednesday, 1 November 2023, South Port held its 35th Shareholders' Annual General Meeting, with approximately 50 people in attendance.

Board Chair, Rex Chapman, elected to retire from the Board of Directors after 21 years at the Port, and 12 years as Chair.

Mr Philip Cory-Wright, who has been on the Board since being appointed in September 2010, was successfully re-elected to the Board and, after the AGM, was elected as the new Board Chair.

A valid nomination was received for Ms Cassandra Crowley, who, at the AGM, was successfully elected to the Board of Directors. Cassandra is a Chartered Accountant (Fellow), Barrister, and Solicitor, who focuses on commercial advisory and governance roles. In addition to her commercial advisory work, she currently holds non-executive directorships with Silver Fern Farms, Aratu Forests and Ngāti Manawa.

She Chairs Southern Cross Travel Insurance, and KLC and is the Deputy Chair of Waka Kotahi New Zealand Transport Agency.

Cassandra is a past president of Chartered Accountants Australia and New Zealand, and has been recognised for her leadership and governance contributions through a number of awards.



▶ BLUFF RANGATAHI ZONE

South Port staff volunteers, from left to right: Sarah Smith, Lara Stevens, Desre Breet, and Renee Nyhon



The Rangatahi Zone, an initiative launched in 2022 by the Tuurama Trust to add some fun, healing, inspiration, and creativity to the Bluff community, was held in the second week of the school holidays. Operating over a number of venues in Bluff, the event was all about making whānau connections and offering supportive advice between big doses of nanny loving cuddles. Entirely free, it was aimed at all Southlanders aged 10 - 18 years old.

Activities included cooking, sports, boxing, harakeke flax weaving, smash-it room, axe throwing, gaming zone, hair cuts, a manicure station, and free food for all.

The South Port team took over on the cooking station; they were whizzes on the waffles and BBQ, and they thoroughly enjoyed giving back to the community.

► **PORT'S DRONE ACQUISITION**

Drones can transform the way various systems are processed; they can be applied to the world in many ways, including photography and videography, which has paved the way for South Port to invest in their first drone. The type of drone purchased was a Mavic Classic (DJI RC), which has a range of 1 to 1.5 kilometres, and a flight time of 20 to 40 minutes.

The camera is a Hasselblad with a L2D-20c lens, having a specification of 5,100 pixels at 50 frames per second, delivering vivid natural colours in sharp detail. When flying, the Mavic 3 Classic continually senses objects in all directions. It bypasses them quickly and evenly, enabling even new pilots to fly confidently and safely and create smooth footage, even in complicated scenarios.

The advanced auto-return function of the drone enables it to automatically determine the optimal route back to its home point and execute this journey quickly. It can fly to a designated altitude and then find a safe and efficient route back to its home point. It combines the advantages of Advanced RTH (return to home) and traditional RTH, allowing users to choose the best option according to their environment.

South Port intends using the drone for promotional imagery and videos, which will be included in various publications, however, there is also a wide range of potential applications in the port industry, which might help in aiding the industry to become safer and more efficient.

One of the various operations that will be carried out at South Port will be completed by our Commercial Property Advisor, Renee Nyhon, who will utilise the drone to conduct aerial surveys of port infrastructure, any possible damage, or to assess if any remedial work needs to be done - thus, removing an instance where a staff member is operating at height. The drone will also be used to check that any completed repair meets the required standard. A digital record can also be taken of the preceding operations for expert analysis.

Another use for the drone is conducting safety inspections of operating equipment - specifically while the equipment is carrying out its task, rather than a static inspection. An example of this is checking the crane's pulley flywheel, located at the tip of the boom, while the crane is operating - rather than lowering the boom and inspecting it in a static situation. Doing so gives a better picture of what is happening to the apparatus under the stresses of operation.

The drone can also be used for traffic management. In producing a birds-eye view of what is happening on the ground, vehicle traffic movements can be monitored and analysed to produce a safer and more effective traffic flow. Furthermore, with the drone's overview aspect, shoreline inspections and environmental surveys can be conducted, in and around the Port.

This is a small sample of what can be achieved with this revolutionary piece of equipment; going forward, it will prove to be a valuable asset in the Port's operation.



TELLING 'TAILS' AFTER RETIREMENT

After forty-one years and ten months to the day, Paul Taylor (affectionately known as Tails), South Port's General Cargo Supervisor, is officially hanging up his firefighting helmet. He kindly reflected on his time in Fire and Emergency New Zealand with The Portsider editor earlier this month.

Back on 25 February, 1982, a young Paul Taylor was excitedly preparing for his first shift as a Fireman at the Bluff Volunteer Fire Brigade, unaware that it would be the start of a life-long passion, of which the flame would still be burning over 41 years on. He was fascinated with fighting fires at an early age, and can easily recall seeing the vehicles 'belt it past' his house as a kid, which is what really sparked the initial interest. Several years later, he joined the Brigade for various reasons; while he admits he is a wee bit of a pyromaniac with a curiosity for fire, the main reasons were centered around helping the community, getting involved with mates, and just 'doing his bit' for the locals in their time of need.



Paul Taylor in uniform, proudly displaying his medals

Reflecting on the changes throughout his time in the Brigade, several changes come to mind. Firstly, back when he signed up, it was just that - you simply attended a meeting, had someone nominate you, and it was official. Nowadays, there are several courses and formal tests required to become a firefighter; while these hurdles are in place to keep everyone safe, it does make it harder for recruitment, especially in a small town such as Bluff.

The duty of a Fireman has also changed; it's gone from simply fighting fires and responding to accidents, to callouts for all medical and CPR events. These can often be quite traumatic, however, after any callout, good or bad, the Brigade team rally around their colleagues like family, and support one another for post-callout debriefs. Counselling is also a service that has been very beneficial over the years.

Tails worked his way up the ranks throughout his career, spending four years as the Deputy Crew Chief, and another six years as Crew Chief, which is no small feat. He also received a Life Membership for 25 years' service back in 2013. After joining a crew of 22 back in 1989, he leaves behind a team of 18, many of whom are young and ready to work their way up the ranks.

His passion for the service provided by the Brigade is clear, particularly when recalling an incident that involved his daughter Jennifer, when she was around age three. Tails was lying on his back, playing with Jennifer, throwing her in the air and catching her, when the siren went off - instead of handing Jennifer to his wife, Lynley, his first instinct was to get up and run, almost dropping Jennifer mid-flight in the process! "When the siren goes, all I think is 'someone needs help' and I am out the door as quick as quick can be," he explained.

Tails recently took on a new role at the Port, and loves the challenge it provides, so he's really looking forward to getting on with the task at hand; however, he's truly going to miss his involvement with the Brigade every single time the siren goes off, not to mention the strong comradery with his fellow Firefighters. "They're a brilliant bunch of guys, they wouldn't ever send anyone into a situation they wouldn't go into themselves - I'm just going to miss it, but it's time for those young ones to shine."

On behalf of the community, thank you for your service, Tails.

► CONSERVATION WEEK PLANTING



Conservation week was held from 14 - 20 August 2023, which is an occasion that South Port uses to immerse the team in nature, and enjoy a fresh perspective on the space around Bluff - along with assisting with the restoration and protection of the natural environment on and around Bluff Hill.

The Bluff Hill Motupōhue Environment Trust, which was established in 2008, aimed to get more than 20,000 plants into the ground - a number that might sound far-fetched, but was achieved with ease with collective efforts.

South Port had over 20 employees assist the Trust throughout the week, which was enjoyed by all.

► HAUROKO DOCKING SUCCESSFUL

On 26 September, the “Hauroko” was successfully lifted up on the Syncrolift for its five-yearly survey.

The survey included a new coat of paint, along with effectively giving the tug a ‘warrant of fitness’ to ensure she is fit for purpose - including a hull inspection, along with replacing and/or overhauling internal and external mechanisms and functions.

The “Hauroko”, reaching an overall length of 30.25m, is 351 gross tonnes, with a 53-tonne bollard pull and a fuel capacity of 144,750 litres. She is powered by two Mirrless Blackstone E8MKII, with 1320 kW each, two propulsion units, and two Voith directional propellers. Regarding speed, she can get up to 12 knots.



► ‘THE MAKOS’ CELEBRATING DIVERSITY

South Port’s football team, ‘The Makos,’ are now in their eighth season playing in the Social Summer Football Competition. Historically, it’s always been a challenge to secure the two female players required to form a social team; so, the team has had to play with one less player, or have a staff partner stand-in.

This year, the team has not two, but four female South Port employees on the team, which could account for the current statistics - at the time of writing, two games have been played, for two wins!

Female players in the 2023 team include Deport Operator, Jessica Snyman, Administration Assistant, Georgie Sunshine, Communications Advisor, Charlotte Scoles, and Depot Operator, Michelle Lawson.



Wilmar funnel colours displayed by the "Schuyler Trader"

WILMAR INTERNATIONAL



The "Theresa Micronesia" sailing from Bluff after one of her early calls here

Wilmar International is one of the world's biggest producers of edible oils, grains and sugar and is active in countries worldwide, especially in Asia and Africa, with its reach even extending as far as New Zealand. The developments that resulted in the establishment of Wilmar Trading began in Malaysia in 1966, when the Kuok Group incorporated Federal Flour Mills followed by a soybean crushing plant and an edible oils refinery. A joint venture followed to build a similar refinery in China, that country's first large edible oil refinery, leading to the construction of further oil and grain processing plants there.

Following these successful ventures Mr Kuok Khoon Hong joined forces with Mr Martua Sitorus to found Wilmar Trading Pte Ltd in Singapore on 1 April 1991. At that time, it had a paid-up capital of Singapore \$100,000 and just five employees. It has grown a little since then - in the financial year 2022 Wilmar International, as it had now become, produced a net profit of US\$2.40 billion and provided employment for about 100,000 people worldwide.

Wilmar's inaugural project was to develop a palm oil plantation on the Indonesian island of Sumatra followed by a palm kernel/copra crushing plant and a palm oil refinery. Wilmar is now the largest company participating in these industries in Indonesia. A joint venture with India's Adani Group was next and eventually lead to the formation of Adani Wilmar Limited in 1999 to establish an edible oil refinery in Gujarat and today Adani Wilmar operates over a hundred plants in India with the company's 'Fortune' brand being the country's best-selling edible oil. Several sugar mills have also been established along with a sugar refinery at Kandla while Bangladesh, Pakistan and Sri Lanka have also attracted investment from Wilmar.

Africa followed at the turn of the century, with Wilmar now having investments in sixteen African nations, being one of the largest palm oil plantation owners and producing edible oils, soap and detergents. Further north it has a presence in Morocco and the United Arab Emirates and is also a leading refiner of tropical oils in Europe.

Wilmar moved into Australia in 2010 through its acquisition of Sucrogen, now renamed Wilmar Sugar, becoming Australia's largest sugar producer. It also bought Goodman Fielder which owns many much-loved New Zealand brands. With producer and consumer often oceans apart, Wilmar requires a substantial fleet of ships to link its far-flung assets. About the time Wilmar began trading Captain Kenny Beh and his associates were establishing Raffles Shipping Corporation, the two companies developing a symbiotic relationship with Raffles handling Wilmar's shipping and technical requirements. Wilmar's shipping interests began modestly enough in 1993 with the purchase of a 6,500 tonne Japanese tanker, which was renamed "Lisa". In 2008 Wilmar took a holding in Raffles Shipping and it later became a wholly owned subsidiary. Raffles now oversees a considerable fleet for Wilmar comprising of 20 bulk carriers and 38 tankers as of December 2022, with more under construction, while Wilmar has over 70 shipping companies sharing its Biopolis Road address in Singapore as registered owners of Wilmar's ships. The largest in the current fleet are bulk carriers of over 80,000 tonnes deadweight.

The first ship carrying Wilmar's colours to visit Bluff was the tanker "Theresa Leo" which arrived on 11 September 2011 to discharge molasses, which is used as a stockfeed additive. Since then, a succession of Wilmar ships have visited Bluff, the most frequent caller being the tanker "Theresa Micronesia," which has visited on 52 occasions, invariably with molasses. Bulk carriers generally bring in stockfeed, sometimes loading logs in Bluff for the return voyage.



Loading logs aboard the "Schuyler Trader" at Berth 5