

The Bluff

# portsider

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SOUTH PORT’S PEOPLE

Welcoming  
Doug Walker & Kerry Demchy

Two new supervisors have recently started roles at the Port. Doug Walker has filled the vacant Cold Store Supervisor role at Foreshore Road while Kerry Demchy was appointed the Open Country Dairy Supervisor.

Doug comes to the Port with a significant amount of experience working in the meat industry. With almost 20 years experience at Alliance Lorneville, Doug has worked as a chamber hand, pallet store worker and supervisor of the pallet store. Doug has a busy life out of work with a two and a half year old son and his partner has two boys aged 8 & 6. When he has some ‘free time’ he likes to spend it outdoors fishing for trout, whitebaiting and duckshooting (a real southern man!). He has also played bowls for the past 28 years, representing Southland for 21 of them!



Doug Walker (left) sharing a joke with Foreshore Road Supervisor Raai Sikisini.



Jason Gillan discussing work with Kerry Demchy (right).

Born & bred in Taranaki Kerry is still celebrating the success of Taranaki’s win in this year’s ITM Cup. He comes to the Port having completed an apprenticeship as a fitter/welder working mainly in the dairy and wine industries. He has seen a vast majority of New Zealand having worked in Hawera, Hamilton & Blenheim. More recently Kerry worked for log marshalling company C3 in Bluff. Kerry and his wife Brenda have three children and in February will be celebrating 20 years of marriage. In Kerry’s spare time he is a keen squash player and active committee member of Squash City. In fact Kerry’s squash abilities must have rubbed off on his daughter Jasmine (16) who is a Southland representative squash player and son Jack (14) who also represents Southland in squash and has just been selected for the New Zealand development squad. Their oldest son Cody (18) is a talented drummer who won the Southland smoke free rock quest with his band this year and will be heading to Otago soon to study psychology.

We welcome Doug and Kerry to the South Port team.

CHRISTMAS SPIRIT

This year the Port teamed up with the Salvation Army to support its annual ‘adopt a family’ programme. The programme is aimed at helping those families who are less able to meet the financial demand Christmas can bring, with over 100 local businesses in the region involved. The goal is to provide food and gifts for an anonymous family in the region. Staff members were asked to make a donation in the form of a gift, food or vouchers for a family. As you can see from the hamper created, South Port’s team responded fantastically in the true spirit of Christmas.



South Port Finance Manager Lara Stevens presenting Capt. Perry Bray of the Salvation Army the Christmas hamper donated by South Port staff.

OUT AND ABOUT

In the most recent edition of *The Portsider* the relationship between South Port and Rugby Southland was highlighted. The Company was match day sponsor of the Otago/Southland game last season and prior to the game, staff were invited to kick balls out to the crowd. To the right is a view of the team prior to entering Rugby Park! Not sure they were all smiling after their efforts displayed on the field!



The team prior to entering Rugby Park. From left: Jamie May, Marie McNaught, Mark Billcliff, Mark O'Connor, Hayden Mikkelsen and Kris Walker.



Mr Wachniewski catching up on the latest edition of the Portsider in his hometown Slupsk.

POLISH PASSION

Wachniewski isn’t a surname synonymous with the southern region, however it is a surname that definitely knows what’s happening in Bluff! Thanks to a chance article read in 1982 the Portsider is now a regular read for Mr Wojciech Wachniewski of Slupsk, Poland. As an avid ship enthusiast he ‘stumbled across’ a shipping enterprise in Denmark operating reefers who once had a service calling at Bluff. They sent him a magazine (that funnily enough had a piece of the Bluff Portsider reproduced in it – we truly are world wide!) and it was from here Mr Wachniewski made contact with the Southland Harbour Board to become included on the ‘mailing list’ for the Portsider. “The magazine appears, as I know, in its third shape, but to me the best was the first one not to be confused with anything else. Each issue of the Bluff Portsider barely exceed 8 pages of volume, but these are simply A1” said Mr Wachniewski. Wojciech’s hometown Slupsk, in Poland was historically a town of beer, cheesemakers, cavalry, railway & airmen but has since transformed into a considerable centre of light industry with factories of furniture, footwear, confectionary and dairy products. There is certainly history in the town, in fact to put it in perspective Slupsk is three and a half times older than the whole of the United States of America!

The Port recently welcomed a new tenant to the Island Harbour. NFA Holdings is a wholly owned subsidiary of the Dynes Group which specialise in log marshalling and Port logistics. They were recently successful in securing the contract of a long-term exporter on the Port (Ernslaw One). At the Bluff depot, NFA has employed 5 staff who have a range of skills including, log scaling, machine operating and administrative/inventory management roles. Additionally NFA has invested in new specialised log handling equipment, namely their materials handler which has a 15 metre boom capable of stacking up to 8 metres high. Feedback from the log trucking fraternity indicates that they are equally impressed with the new location and speed of truck turnaround.

NEW TENANT ON THE ISLAND –  
NFA HOLDINGS LTD



NFA’s location on the Port at the west end of Shed 7.



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FRONT COVER:  
South Port’s two mobile harbour cranes working containers to and from an MSC vessel.

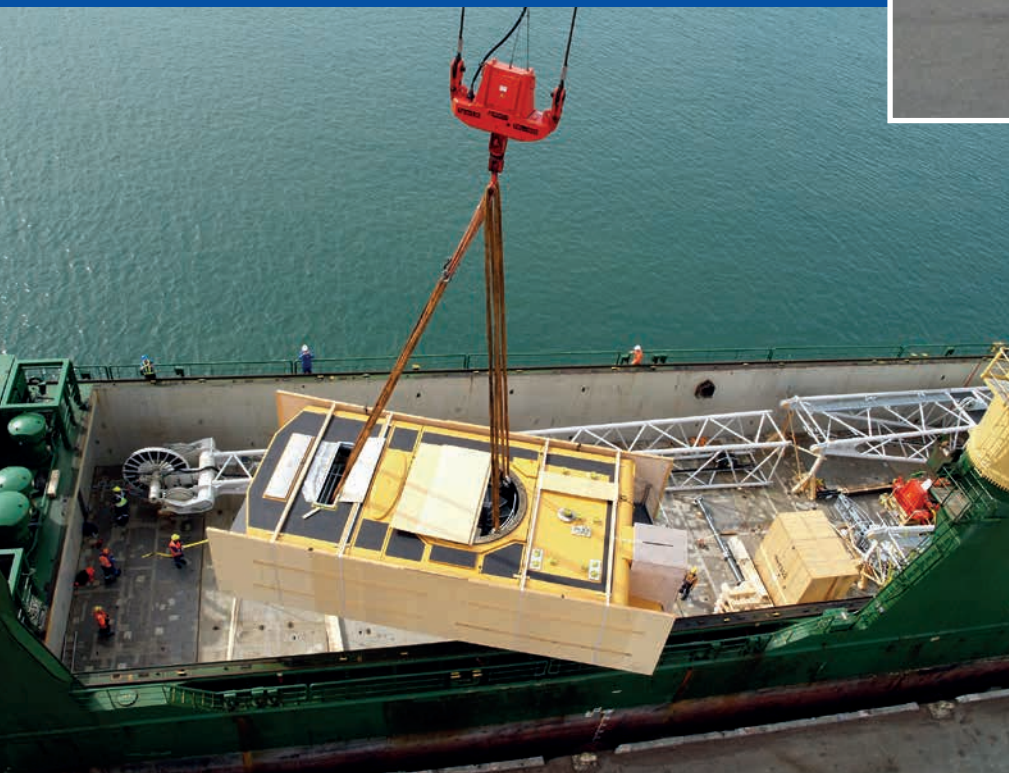




Discharging of the new crane begins.



Working through the night to expedite the ship turnaround.



The heaviest lifts were entrusted to the LHM400.

# BLUFF FOCUS ON The LHM550



Environment Southland Chair Ali Timms cutting the ribbon to officially commission the new LHM550 mobile harbour crane ably assisted by South Port CEO Mark O'Connor, Environment Southland Councillor Neville Cook and South Port Chair Rex Chapman.

After extensive consultations with MSC and careful consideration of existing Port infrastructure in Bluff, set against anticipated future growth in the region and the likely needs of coastal, trans-Tasman and international container services, South Port NZ Limited decided that a second mobile harbour crane would be required. Once again the order went to Liebherr, being for its LHM550 model to partner the Port's existing Liebherr LHM400.

Manufactured in Austria the new crane was loaded aboard the vessel "Altair" in the German Port of Rostock for shipment to Bluff. Although similar in appearance to the existing crane, the new LHM550 is capable of lifting heavier weights at greater outreach, this greater outreach helping to

future-proof the port should container ships of 'post-panamax' beam begin calling here.

The "Altair" arrived at Bluff in early September and was placed alongside number 8 berth where the large, unencumbered area available allowed plenty of room to discharge and assemble the new crane. Practice makes perfect, they say, and with the assembly of the LHM400 in the recent past the new LHM550 was soon transformed from a collection of parts to a finished entity.

Extensive testing and training followed and it wasn't until 30 October that Environment Southland Chair Ali Timms cut the ribbon to officially commission the LHM550 coinciding with the Company's Annual Meeting.



The presence of the LHM400 simplified assembly.



Spiral stairs within the tower will become familiar to crane operators.



Together at last.





Delineators segregate general traffic from the log storage area.

Signage erected at the west end of the Island Harbour indicates the new road layout to traffic.



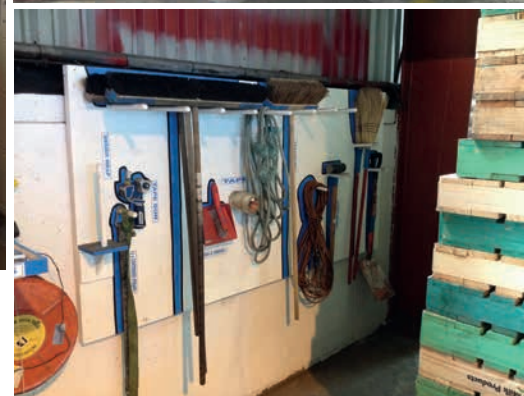
## HEALTH AND SAFETY

Some recent changes have been made to the road between the woodchip pile and the log storage area. The aim is to further segregate general traffic from the log yard operations to help minimise the potential for an accident. To achieve this the road has been remarked and delineators installed. In addition, a large sign has been erected at the railway crossing alerting Port users of the change in road layout.



## PROCESS IMPROVEMENT – 'PACE'

The process improvement model (PACE – Port Achieving Combined Excellence) introduced to the Company at the beginning of 2014 has seen some great improvements made to the site over the year. One of the 5 pillars that make up PACE is 5S. In basic terms, 5S is an approach to workplace organisation that creates a productive, safe and visual workplace. The use of shadow boards, painted lines, designated loading/unloading areas are actual examples of how 5S can benefit the workplace. The 5 S's stand for - Sort, Set in order, Shine, Standardise and Sustain and represent the key principles of that part of PACE. Recently staff at the Port went for a tour of Quality Foods in Invercargill who have implemented the same model as the Port. To the right are two photos showing the improvements made around the Port since we began the journey in 2014.



ABOVE:  
A before and after view of one of the cleaning stations at the Port.

ABOVE LEFT:  
Staff from South Port recently had a tour of Quality Foods to see how process improvement thinking has benefited their business.

## MAIDEN VOYAGES

Not exactly her maiden voyage but certainly her first voyage as "MSC Patricia". Like all major container shipping lines MSC has a proportion of its fleet made up of chartered tonnage and a number of these chartered ships have served on MSC's Capricorn Service through Bluff. One such was the "Buxstar", a 4,000 TEU container ship chartered from German owners NSB Niederelbe Schifffahrts GmbH & Co. KG. MSC obviously liked her as earlier this year they purchased the ship and renamed her "MSC Patricia", allowing her to make another 'maiden' voyage to Bluff.



The "MSC Patricia" arriving at Bluff for the first time after being renamed.



The last of her first cargo is discharged from "African Harrier" at Bluff.

With Campbell Shipping featuring on page 8 it is particularly appropriate that the "African Harrier" should also feature as Dockendale Shipping, founded by George T.R. Campbell, is responsible for aspects of the ship's management. The "African Harrier" was completed by Imabari Shipbuilding in July this year so was fresh out of the box when she arrived in Bluff at the end of her maiden voyage.

The letters MUR on her hull stand for Metall und Rohstoff, the company that operates the ship with Campbell Shipping, Dockendale and MUR all being part of the Clipper Group.

Latest ship to join the fleet of Dorval Tankers is the "Golden Resolution" seen inbound for Bluff, the first discharging port on her maiden voyage. Completed in October by Fukuoka Shipbuilding, the "Golden Resolution", although in Dorval colours, is actually registered to Chinese chemical multinational Sinochem, a result of the April 2012 joint venture agreement between Sinochem and Dorval establishing Dorval SC Tankers (DSCT) in which Sinochem holds 51% of the equity. Only a few weeks old when she arrived in Bluff, the "Golden Resolution" is typical of the modern chemical tankers trading here and will be a valuable addition to the DSCT fleet.



Dorval's latest, the "Golden Resolution", arriving at Bluff on her maiden voyage.



# CAMPBELL SHIPPING

Recently Bluff has seen something of an influx of ships operated by Campbell Shipping, a particularly interesting company. Interesting not for the fleet of handy-size bulk carriers it operates, but for the Campbell after whom it was named. The Campbell in question was George T. R. Campbell, perhaps the best known and most influential naval architect in the world during the latter half of the twentieth century.

Although a Scotsman, Campbell was actually born just across the border in Whitley Bay, a seaside resort town in Northumberland, northern England, in

After establishing himself in Japan, Campbell introduced many new concepts to Japanese shipbuilding including ore-bulk-oil carriers, 'all aft' layout of accommodation and the Algonquin hull form developed by Campbell that featured in his most famous design. This was the 'Freedom Class' of Liberty replacement ship built by Ishikawajima Harima Heavy Industries, and later under licence by shipyards in Brazil and Spain. The first 'Freedom' ship was the "Khian Captain" delivered in 1967. Other designs in the 'F' family followed, the Freedom Mk II, Fortune and



*"CS Sacha" inbound for Bluff. Note the company motto across her bridge front; Safety our priority - Excellence our commitment.*

1910. His formative years were spent in the village of Whickham where his parents purchased a 16th century manor farm known as Dockendale Hall, and in later life it is said that Campbell regarded himself more as a 'gentleman farmer' than naval architect but it is as a naval architect he will be remembered. His road to naval architecture began on the Tyne at the famous Swan Hunter & Wigham Richardson shipyard and by 1940 he was works manager at Middle Docks, a major ship-repair yard, also on the Tyne. Joining the London Salvage Association he was responsible for the recovery and repair of damaged ships. In 1941 he was sent to Canada to assist that country's expanding shipbuilding and repair industry establishing an office in Halifax which evolved into G. T. R. Campbell International Limited. At war's end Campbell remained in Canada, shifting his headquarters to Montreal in 1948, but often travelled to Japan acting as owner's representative to supervise ship construction and conversion contracts, especially for Greek owners. Campbell soon recognised the opportunity the rebirth of the Japanese ship-building industry presented and in 1950 he moved his main operation there.

Friendship classes, which featured the horizontally slewing cargo gear invented by Campbell.

During a visit to the Bahamas in the 1960's, Campbell opened an office in Nassau and in June 1973 established a ship management company there, which he named Dockendale Shipping Company after his childhood home.

Dockendale began operating with two ships from the Campbell stable, "Athos" and "Attica", Freedom and Fortune classes respectively. The company went on to manage a fleet of handy-sized bulk carriers. In 2006 the Dockendale Shipping Company was sold to the Clipper Group, a company whose ships are very familiar to Bluff observers of the shipping scene, but retains its own identity as a boutique ship-management company based in India.

Following the sale of Dockendale, a new management company known as Campbell Shipping Company Limited was incorporated in Nassau in 2007. Also associated with Clipper Group, Campbell Shipping has a fleet of bulk carriers ranging from handy-size to handy-max and bearing names with a 'CS' prefix. Many of these ships have been built to designs from Algoship, one of the companies founded by George Campbell, including the most recent visitors, "CS Satira" and "CS Sarafina", which belong to the 'Seatransporter' class of log-fitted handy-size bulkers.

George T. R. Campbell died in 1993, but the ships he designed, and those of the company named after him, remain a familiar sight in the Port of Bluff.



*The "CS Satira" was built to Algoships' 'Seatransporter' design.*