

The Bluff

portsider

INSIDE ►

Changing Gears

OUR PEOPLE

**Bluff Focus On:
Rakiwai**

MAYALL CUP



▶ CHANGING GEARS



▶ Chief Executive, Nigel Gear

Kia ora koutou katoa,

South Port's interim result was released on 8 February reporting a profit of \$5.9M (\$6.1M 2021). Bulk cargoes remained relatively consistent for the half year period. Increased volumes of bulk stock food and aluminium were handled through the port however there was also a decrease in log exports impacted by a reduction in demand for this commodity in China.

The ongoing disruption in the container supply chain, as expected, impacted this activity with a 23% decline in throughput for the half year at 20,800 TEU (27,000 TEU 2021).

This result was pleasing considering the significant impact that Covid-19 has had on worldwide supply chains, staff shortages and demand for goods and services.

South Port and Bluff unfortunately isn't immune to this phenomenon sweeping the planet. The Omicron variant is currently working its way through the country and at the time of writing this column currently there are approximately 120,000 positive cases in New Zealand and growing by the day. While we cannot control what happens outside our workplace we have put in place measures to best protect our staff while they are at work.

Work teams have been created where possible to split our staff into separate groups to help slow the spread of the virus should it get into the business and to allow our operations to continue. Rapid antigen tests have been purchased by the Company to carry out surveillance testing of our staff before they come into work as a measure to help prevent the virus entering the workplace. These in addition to vaccination, working from home where possible, hand sanitation, wearing of masks, and temperature checking are some of the processes being utilised to protect our staff to the best of our ability and keep the operation functioning during this Omicron outbreak.

While dealing with this pandemic the business must continue to operate and we are making excellent progress on some of our infrastructure projects.

The installation of impressed current cathodic protection on the Access Bridge is progressing very well. Of the 14 bays, 11 have now been upgraded with only 3 remaining, 2 of which are currently being worked on. More information on this project is covered later in the Portsider.

The upgrade to the Town Wharf infrastructure, with the new accessway, pipeline corridor and discharge platform is on the home straight and currently on target to be finished this financial year. This is another significant project that has taken a lot of effort by the parties involved to get to this point and it is pleasing to see the end result is in sight. This project has also involved the closure of the Foreshore Road and walkway at the intersection of the Town Wharf for close to 12 months, therefore a big thanks goes out to the Bluff community for their understanding during this process.

Te Rūnanga o Awarua Kaiwhakahaere, Dean Whaanga and Mātua Bubba Thompson recently came to the port to officially bless our new tug Rakiwai. This event was then followed up by a pōwhiri at the Te Rau Aroha Marae where an official gifting ceremony of South Port's new whakapepeha "Te Pūkoro o Murihiku" took place. Unfortunately due to Covid-19 numbers had to be limited for this event however it was a wonderful occasion and our thanks goes out to the whānau at Te Rau Aroha Marae. More on this event is covered in this Portsider edition by our Finance Manager Lara Stevens who did an excellent job of her first kaikaranga when we were being welcomed onto the Marae.

In signing off the team at South Port wish all of the local community, customers, contractors, friends and whānau all the very best for meeting the challenge of Covid-19 in the coming months.

Nigel Gear

WE SAY "GOODBYE" TO OUR PORTSIDER EDITOR

Kirsten Hoyle first began her employment journey with South Port in 2014 working alongside Mark O'Connor as his Executive Assistant (EA) for 3 years until he left South Port to pursue a new career path in 2017.

Whereupon Kirsten continued in her EA role for incoming Chief Executive Nigel Gear for 3 years.

She then accepted the newly created position of Communications Advisor assisting Jamie May in the Business Development team.

In this role Kirsten had a number of responsibilities, one of which included being editor of the Portsider, a task she carried out with much aplomb. Her other jobs included coordinating our annual report, community engagement programme, customer functions, and producing internal and external media collateral.

Unfortunately, a new opportunity beckoned and she was approached to apply for a position at Fire and Emergency New Zealand as a Senior Advisor Community Readiness and Recovery Southland that was too tempting to pass up.

We wish Kirsten all the best in the future.

▶ OUR PEOPLE

WELCOME

Tupu Lavea – Marine Operator – December

Desre Breet – Payroll Administrator – January

Asti Rachmawati – Dairy Warehousing Logistic Administrator – January

Eduardo Queluz – Environmental Engineer – January

Harrison Roderique – Terminal Yard Planner – February

Max Beer – Fleet Maintenance Supervisor – March

INTERNAL CHANGES

Josh Gough – Depot to Intermodal Freight Centre

LONG SERVICE RECOGNITION

Josh Gough – 20 Years – December

▶ SOUTH PORT SCHOLARSHIP RECIPIENTS 2022

We would like to congratulate this year's successful scholarship recipients:

COMMUNITY SCHOLARSHIP

Avthokea Fowler

Local Bluff resident Kea Fowler has commenced full time study in the Medical Imaging and Applied Science pathway course at the Ara Institute of Canterbury, which will continue onto a Bachelor of Medical Imaging. At the age of fourteen Kea had an injury which needed an x-ray and ultrasound. Kea was fascinated by the details in the imaging, which sparked her interest in becoming a radiographer.



▶ Kea Fowler

Kea has been actively pursuing her goal of becoming a radiographer, and in July 2021 she spent a day at Southland Hospital's medical imaging department shadowing staff. Kea thoroughly enjoyed the opportunity to attend multiple x-rays and gain a deeper insight into the medical imaging profession.

Kea has worked very hard to achieve excellent academic results at Verdon College and has also been actively involved in several clubs/organisations, such as first XI hockey, Kapa Haka, choir, and Te Ara O Kiwa Sea Scouts. She has also been a peer support person for year seven students, where she helped support and encourage new students as they started their journey at Verdon College.

Being able to help patients is an important aspect of being a radiographer, and this is something Kea is looking forward to. Kea has a great attitude and has been working hard towards her goals.

We wish Kea well on her journey towards gaining her Bachelor of Medical Imaging.

STAFF SCHOLARSHIP

Hayley Van Beek

Hayley has excelled academically as well as in the sporting domain at James Hargest College and will be commencing her academic journey with the College of Education to study teaching. Hayley is the daughter of Rochelle Van Beek, South Port's Health and Safety Advisor.

A competent and determined sports woman who has represented Southland in netball and basketball, she has successfully managed to juggle her passion for sport in conjunction with her study. Hayley has enjoyed working with younger players and sharing her knowledge to help them develop their skills. This helped spark her passion for teaching as she is passionate about making a difference in the world and using her skills to help shape our future leaders.

Hayley has met some amazing role models who have given her an extraordinary set of skills to aspire to.

During the holidays, she is currently working at Alliance Freezing Company to save money for her studies this year.

Hayley was described by her teacher as being a great role model who is resilient, committed, selfless, mature, honest, and friendly. These attributes will serve her well in the future.

Hayley is also very determined to take her sports career further and we wish her well in all aspects of her life.

Joshua Solomon

Josh was born and raised in the Waikato and moved to Dunedin to study medicine at the University of Otago. After being gone for only five months his parents decided to follow him, so they sold their home in Hamilton and moved to Dunedin as well. Josh is the son of Justine Solomon, who is Nigel's Executive Assistant.

This is Josh's ninth year of study and he is married with two little tamariki Belle who is six and Charlie who is five. Josh has represented the Waikato region in rugby at various levels and worked at Greenlea Meat Works in the holidays while attending high school. After completing high school, he worked on the night shift at the Warehouse to save money for a two-year voluntary service mission for the Church of Jesus Christ of Latter-day Saints in French Polynesia. While serving a mission he devoted himself to helping others in the communities he lived in. He learnt to speak both French and Tahitian, which enabled him to relate effectively in difficult situations, teach and help train others to be more effective in resolving personal and social challenges with a focus on strengthening and stabilising families.

Since returning from Tahiti, Josh has been a volunteer leader in a youth programme and has been a positive role model for the youth he has worked with.

Josh has achieved a Bachelor of Science majoring in Physiology and is now in his last year of a Bachelor of Medicine and Bachelor of Surgery degree. Josh has a holistic view and believes that not only physical but mental, spiritual and emotional health are important to help improve the lives of patients (tangata whaiora).

Josh has been able to incorporate the skills he learnt on his mission when interacting with patients and achieved potential distinction in his studies last year. Josh is wise beyond his years, and is very capable and committed, juggling his medical studies while having a young family.

Now in the final year of his degree and with his wife recently completing her Bachelor of Nursing degree, he can finally see the light at the end of the tunnel and is looking forward to being able to contribute to the community, to help educate, advocate and improve the overall health of individuals and their whānau. *Haere pai (go well) Josh!*



▶ Hayley receiving her award from Rex Chapman (left), whilst Josh accepts his award from Michelle Henderson (right)



▶ **COVER:** Rakiwai runs astern of an inbound bulk carrier.



The Bluff *Portsider* is compiled by
South Port NZ Ltd PO Box 1, Bluff 9842.
Phone: (03) 212 8159 Fax: (03) 212 8685
Email: reception@southport.co.nz Website: www.southport.co.nz
Chief Executive: Nigel Gear
Contributors: D A Edge, G E McLeod and J D May
Production by: Craigs Design and Print Ltd



► Overview of the *Rakiwai* from her starboard quarter



► At the working end – the towing winch and lines ready for action.



► Masters of all they survey from the best seat in the house.

► BLUFF FOCUS ON RAKIWAI



► Almost home – the *Rakiwai* inbound at the end of her delivery voyage.

Since 1968 when the Voith tug *Hauoko* was delivered, South Port and its forebear, the Southland Harbour Board, named most of the tugs based in Bluff after Southland lakes, specifically Lakes *Hauoko* and *Monowai*. With the arrival of the *Rakiwai*, a new type of tug, the azimuth tractor drive (ATD) was introduced, so appropriately enough, a new lake was chosen to name her after. In association with Te Runaka o Awarua the name *Rakiwai* was selected, this being the name of the crater lake atop Hananui / Mount Anglem, the highest point of Rakiura / Stewart Island.

Extensive enquiries by South Port's marine team lead towards a standard design from the renowned Damen organization, internationally acclaimed for the build quality of its vessels and on-going support following delivery. After extensive consultation the South Port team settled on the Damen 2412 tractor configuration as this layout more closely resembles the familiar Voith handling characteristics and working procedures, although months of training were still required to ensure the port's tug masters became completely familiar with and proficient in handling this new system.

Built at Damen's Song Cam facility in Vietnam the *Rakiwai* sailed to Bluff under her own power arriving on 17 September last year.

For those who like to know such things her vital statistics are:-

Gross tonnage	299 (measure of volume)
Displacement tonnes	500 (actual weight of vessel)
Length	24.74 metres
Beam	12.63 metres
Draught	5.85 metres
Speed (running free	12.00 knots
Bollard pull	70.00 tonnes



► A corner of the duty mess with the galley beyond.



► In the power-house. A pair of Caterpillars provide the grunt.



► Well we wanted the best! One of the gearboxes linking engine and propeller.

► BRIDGE RENOVATION PROJECT



► A view under the bridge

One major infrastructure project being undertaken at South Port is the renovation of the Island Harbour Bridge. In recent years the access bridge has suffered increasing deterioration from chloride (salt water) induced corrosion and while the initial strategy was to undertake patch repairs as required, the corrosion was starting to occur at an ever increasing rate. Therefore it was decided in 2017 to start repairing the underdeck of each bay fully and install an ICCP (Impressed Current Cathodic Protection) system for the bridge, starting with the bay having the highest amount of concrete degradation to the one with the least.

This has involved setting up a scaffold under the particular bay being worked on, and then chipping and hydro blasting out all weakened concrete before welding in

supplementary reinforcing steel beside the corroded reinforcing steel. The breakouts are then reinstated with concrete using guncrete.

Finally the ICCP system is installed, more concrete is added and the bay is waterproofed and sealed, noting the entire operation is carried out under the influence of the rise and fall of the tides.

Impressed Current Cathodic Protection systems consist of one or more reference electrodes and several ICCP anodes which are all connected to a power supply. The reference cells measure the underwater electrical protection potential and based on this data, the power supply regulates the required output to the anodes. In the case of the Island Harbour Bridge a titanium mesh (which acts as the anode) is concreted into the underdeck of the bridge.

A slight positive current is passed through the mesh which attracts the chlorides in the salt water (which have a negative charge) away from the reinforcing steel thus protecting the bridge from further corrosion. The process is based on the same principle as the zincs on a fishing trawler which prevents corrosion between the propeller and trawlers steel.

Once the underdeck of the bridge is repaired, the piles will become the focus. Although the piles are in much better condition, they will be monitored on a regular basis, and similar ICCP repairs will be installed on an as-required basis.

At the time of writing there were just two bays left to do giving an estimated time of completion during the 2023 financial year.



► Site Engineer Andrew Hill happy with the progress of the bridge renovation

► RAKIWAI BLESSING AND LOGO GIFTING CEREMONY

On 8 February Dean Whaanga and Bubba Thompson from Te Rūnaka o Awarua blessed South Port's new tug, Rakiwai. Following this, South Port was welcomed on to Te Rau Aroha Marae with a pōwhiri. During proceedings, the rūnaka formally gifted South Port our enhanced tohu (logo) and new whakapepeha (motto), which we unveiled in the November 2021 issue of the Portsider. The gifting ceremony was originally scheduled for late 2021 but was delayed on several occasions due to Covid restrictions.

Our very own kaikaranga – Finance Manager, Lara Stevens (nō Kāi Tahu Whānui) – led South Port staff and board members onto the marae. During their whaikōrero (formal speech of welcome), Dean and Bubba spoke of the importance of South Port's relationship with the rūnaka, how recent consultation and engagement had strengthened that longstanding bond, and their belief that this augured well for a mutually beneficial future.

Our Chief Executive, Nigel Gear, responded on South Port's behalf as kaikōrero, exclusively in te reo Māori. This upheld the kawa (protocol) of Te Rau Aroha Marae and embodies South Port's desire to do the right things and do them well. The South Port leadership team and Board then supported Nigel with a waiata tautoko (song of support). This waiata was especially composed by Phillipa Hakopa (nō Kāi Tahu Whānui, Tainui, Ngāti Tūwharetoa me Ngāti Kahungunu) who has been assisting the leadership team with its understanding of Te



► Nigel Gear and Rex Chapman accept the new logo from Dean Whaanga and Bubba Thompson representing Te Rūnaka o Awarua

Ao Māori and our collective cultural competency. Tēnei te mihi atu e te whaea!

The pōwhiri was followed by an informal kōrero in the adjacent wharekai (dining room) where those present were also treated to some of the local kaimoana (seafood) for which our region is famous.

In closing, we take this opportunity to again thank Te Rūnaka o Awarua and Te Rau Aroha Marae for their manaaki (hospitality) on this occasion and restate our commitment to ongoing dialogue on matters of shared interest.

► MAYALL CUP

The 2022 edition of the Mayall Cup underwent several changes this year, most notably a different venue and reduced number of holes for the (majority of) "non golfers" to enjoy.

Thankfully the weather played it's part and the 46 golfers got to enjoy the serenity of Queens Park to show their golfing abilities. Whilst some of the score cards reflected playing 18 holes, at the pointy end of the table, first and second place couldn't be separated with a count back required to determine who the winner was. Fortunately for Al Walker and Bruce Sangster representing Open Country Dairy they got the chocolates carding a nett 51. Second place (nett 51) went to Peter Fairbairn and Steve Blakie playing for NZAS with Queens Park golf stalwarts Stu Low and Mike Whibley finishing 1 stroke back in third.

Individual honours went to Mark Grover (Rayonier Matariki) and Stu Low (Queens Park) closest to the pins, with big hitting (occasionally erratic), Matt Thwaites (Rayonier Matariki) claiming the longest drive honours.



► Bruce Sangster (left) and Al Walker proudly holding the Mayall Cup

► COASTAL BULK SHIPPING

At times it seems the only solution authorities have to the problem of congested roads is to build more roads but one company is doing its bit to help by taking bulk shipments off the roads and back to sea where such cargo was traditionally transported. That company is Coastal Bulk Shipping.

Doug Smith, Coastal Bulk Shipping's General Manager and one of its shareholders, has been involved in the maritime industry since 1978. Initially this was in the marine farming industry in the Marlborough Sounds where he owned and operated launches and barges associated with the industry. Among the vessels Doug owned were the passenger launch Charmaine, the former scow Vesper and the fifteen metre steel barge Waka Tere which was purpose-built for the business. The Waka Tere was later lengthened and had a pair of diesel engines installed, becoming the first large, motorised barge operating in the Marlborough Sounds.

In 1986 Doug sold this business but was not to be absent from the maritime scene, or the Marlborough Sounds, for long. While operating the Waka Tere he was often approached to operate her across Cook Strait by those having problems shifting freight inter-island and it was to Cook Strait that he turned his attention. Large numbers of livestock are shipped across the strait and the owner of Otorohanga Transport, James Barker, was seeking to reduce costs by having 'walk on/walk off' facilities for the livestock rather than shipping it in the road transport vehicle. Strait Shipping was founded in March 1992 with Doug the manager and one of the four original shareholders. Successful from the start



► A blustery day off Bluff greets the Anatoki on an early visit here.

Strait Shipping is still operating, but after two years as manager Doug sold his shareholding and moved on.

Doug established Transport Logistics Limited in 1997 to facilitate access for local companies to ship coastwise cargo aboard overseas container and roll on/roll off ships trading between New Zealand ports during their international voyages. The company was an early leader in this field arranging the coastal shipment of break-bulk and containerised goods aboard overseas ships. Bulk cargo, however, was not catered for and still tended to travel by road. Coastal Bulk Shipping was developed to fill this gap in coastal shipping services. In December 2007 the Japanese coastal vessel Kaijin

Maru No.18 was purchased and renamed Anatoki after the Anatoki River and surrounding area near Takaka. Departing her former home she headed south to arrive in Nelson on 23 January 2008 where she was slipped for painting and alterations to make her suitable for New Zealand coastal service. Trading began in April 2008 with the Anatoki proving successful and in late 2010 she was modified to increase her draught and thus her deadweight which is now 820 tonnes. Outwardly the most obvious change is the fitting of a raised foc'sle on the previously flush-decked hull.

Her success was noted across the Tasman and in 2020 ASP Ships Group bought a 50% share in Coastal Bulk Shipping. Doug, as general manager of Coastal Bulk, sees the backing of ASP as recognition of the hard work done in establishing a new shipping operation in New Zealand and allows the company to develop 'a number of opportunities...identified over recent times'. A good example is Malteurop in Marton that has committed to a long term contract with Coastal Bulk to move barley from mid-Canterbury to Marton via Whanganui. With the incorporation of Coastal Shipping into the National Transport Plan and continued focus on environmentally sustainable transport Coastal Bulk Shipping is actively looking for a second vessel to expand its business. As part of its proposed expansion Coastal Bulk has opened discussions with organisations throughout the country, including here in Southland, and has received strong interest in regular shipping links being re-established between provincial ports around the country.



► Anatoki inbound for Bluff after modifications in 2010.