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The Bluff

portsider



STAFF CHANGES AND ADDITIONS

South Port's People – Joining the Team

It has been a busy time recruiting staff at the Port with the creation of three new roles (Warehouse Manager, Process Improvement Co-Ordinator and Surveyor) and the replacement of the Executive Assistant's role.

The Process Improvement role was filled by **Kris Walker**. Kris' role is to facilitate with the roll out of the newly introduced process improvement system PACE (Port Achieving Combined Excellence) and assist with Health & Safety projects around the Port. His most recent work experience was as a Human Resources consultant at Progressive Consulting in Invercargill after completing a Bachelor of Commerce. In his spare time he likes to head back to Central Southland to help on his parents' farm and complete his home 'DIY' projects. He also enjoys being involved in a variety of sports including playing for Marist in the senior club cricket competition in Invercargill and has a passion for pool. In-fact Kris isn't frightened to let people know of his 'pool shark' abilities in the smoko room!

Mark Billcliff has been appointed the Warehouse Manager and comes to the Port with experience in the fertiliser industry working for Ballance Agri-Nutrients. He was originally the Technical



Kris Walker, Mark Billcliff, Kirsten Hoyle & Daryl Ashworth.

Manager looking after Quality Systems, Health, Safety and Environmental Systems, Office and Laboratory functions. In recent years he assumed the role of the site's Production Manager looking after the receipt, manufacture, bagging, distribution and logistics of fertilisers and manufactured chemical products from the site to service the South Island and small overseas markets.

He also played first class cricket for Otago and that allowed him to travel and play cricket throughout New Zealand and overseas. Mark and his wife have two young children who keep them busy.

The Executive Assistant's role was filled by **Kirsten Hoyle**. Kirsten is a born and bred Southlander who moved to Bluff ten years ago and has over twenty

years administrative experience in the education, legal, investment, insurance and local government sectors. In her spare time she is studying towards a Bachelor of Commerce majoring in marketing and management. Kirsten is married to Brett and has three children.

Daryl Ashworth is familiar with the Port surroundings previously working for Port Maintenance for the past five years and is now filling the vacant container surveying role on the Island Harbour. Born in Christchurch and now firmly based in Bluff, he and his partner Lisa own and operate a local bed & breakfast / motel called Bluff Ocean Vista.

We welcome Kris, Mark, Kirsten & Daryl to the South Port team.

SOUTHLAND YOUNG ENTERPRISE AWARDS

For the past four years South Port has been a sponsor of the Southland Young Enterprise Scheme (YES). There are approximately 140 Southland-Lakes Districts year 12 & 13 students involved in the 2014 programme with students from James Hargest College, Southland Girls' High School, Verdon College, Southland Boys' High School, Aparima College & Mt Aspiring College participating in this year's scheme. Students set up their own company, create real products or services, produce a business plan and make a real profit or loss. At the mid-year awards (Dragon's Den style), all teams make a pitch to sell / promote their idea to a team of judges. South Port's role is to award the "Company with High Growth Potential" to a group that has the potential to yield over \$100,000 in annual revenue within 5-7 years. This year's award went to Mt Aspiring College in Wanaka. Their team (RAW) had created school leaving rings (with the help of local jewellers) to sell to students wanting something to keep as a long lasting momentum of their school years. The potential to sell this product to all secondary schools / sports teams / groups was the deal clincher to securing the South Port award. Not a RAW deal by any means.

South Port Marketing Assistant, Jamie May, presents members of the group RAW with the "Company with High Growth Potential Award".



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FRONT COVER: *The gently rippled waters reflecting dawn's first glow and the lights of the tanker "Kakariki" seem to belie the old adage about a red sky in the morning.*

Photo by Chris Howell.

BLUFF RUGBY CLUB CELEBRATES 125 YEARS

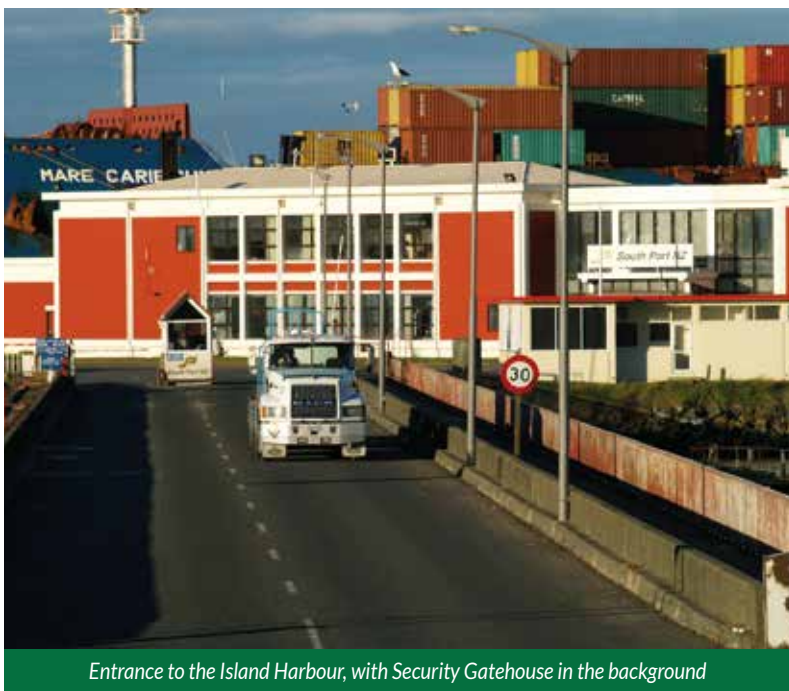
The Bluff rugby club recently celebrated their 125th Anniversary during Queen's Birthday weekend this year. As readers will be aware South Port has been long time supporters of this club so it was special that the Company could be associated with this milestone. Guests from as far away as England and Perth made the long haul south to be part of the festivities. Included in the guest list was Phillip Ryan (82) who was given the honour of cutting the cake at the evening ceremony. Unfortunately the weather wasn't a typical balmy mid-winter day, although this didn't put a damper on the games played with teams from the under 5's and older making an appearance. The pressure was then sitting on the senior boys to put on a good showing against a tough Wyndham team in front of a big crowd and they didn't disappoint winning impressively.

As if the year couldn't have been more successful the senior team added the 'cherry to the top of the cake' beating Wyndham 22 - 16 to claim the division one title in wintry conditions at Rugby Park. Well done to the club and all involved on a fantastic year.

STAGGERING!

Spring arrived just in time for South Port's annual customer visit to Rugby Park in Invercargill. A beautiful day greeted the 40 guests for the 'grudge match of the south' between Otago and Southland. Unfortunately a couple of lucky breaks never went the Stags way and they were beaten by 11 points. This year was slightly different with the Port sponsoring the match and having an opportunity to promote the Company prior to kick off. Part of the promotion was getting 10 rugby balls signed by the entire Stags squad, a South Port logo strategically located on the ball and then staff members kicking them into the stands. Whilst some members performed with distinction, it was clear the Port environment is where these employees are more comfortable! Whilst the result wasn't exactly what we planned for, a great afternoon was had by all.

South Port Operations Manager Geoff Finnerty being presented with a framed Bluff Rugby Jersey by Dick Ryan. Photograph by Karen Johnson Photography.



Entrance to the Island Harbour, with Security Gatehouse in the background

HEALTH & SAFETY (H&S)

Traffic Rule Changes and "Blue Light" Use

Regular Port users will be aware that the Company recently released a 'three strikes policy' focusing on good traffic behaviour whilst visiting the Port. After feedback from users it was decided to implement the use of driving lights whilst travelling on the Port for particular vehicles instead of hazard lights. Overall the Company has seen a significant improvement in traffic behaviour making the site a safer place for all to use. If you are unsure, or require a copy of the policy, this can be obtained from the Security Gatehouse when entering the Island Harbour.

In other H&S news the Company has been trialling a new blue light warning system on one of the forklifts in the dairy shed. The objective of the blue light is to shine behind the reversing forklift to help alert pedestrians and other machinery to the presence of forklifts moving out of rows with product. This trial has proven to be successful and is now installed on all of the forklifts in both dairy warehouses located on the Island Harbour.

BLUFF FC Dry C Stor



Handling cement in shed No. 2 warehouse.



Bulk-bags of decorative pebbles being unloaded in shed No. 3.



From above the Island Harbour, looking to the west. At extreme left is shed No. 1. At the top of the image are sheds Nos. 2, 3, 3A and 3B. Across the basin is shed No. 5 with the Island of the basin and beyond the log and woodchip area.



Dairy product in store awaiting containerisation for shipment.

During the thirty-four years in which it has brought news of the comings and goings about the port of Bluff ‘The Bluff Portsider’ has often mentioned the construction, and occasionally deconstruction, of dry-cargo warehouses but has never focused on the extent of South Port’s dry-cargo storage facilities – it’s time to change that situation.

Back when Bluff’s exports were all shipped in the time honoured break-bulk manner the need for dry warehousing to protect cargo awaiting shipment is obvious, but even in the container age many cargoes still require protection from the elements. A few are still shipped ‘break-bulk’, others require dry storage before being packed in containers, then there is the imported bulk cargo requiring weatherproof warehousing adjacent to the wharfs to ensure the carrying vessel has a rapid turn-around. South Port caters for them all.

Altogether South Port basically has seven warehouses offering 33,300 square metres of sheltered floor area with a variety of uses reflecting the cargoes passing through Bluff.

FOCUS ON Cargo Sheds



Dairy products stored in shed No. 5.



From left to right is shed No. 1 then comes the complex comprising shed No. 2 and Harbour cold stores adjacent, shed No. 6 is across the head and the recent additions, shed Nos. 4 and 7.



Early days in shed No. 4 when it was used for dairy product.

- No. 1 cargo shed**, 2,000 square metres, on long term lease to Sanford Bluff.
- No. 2 cargo shed**, 1,400 square metres, is used for cement storage and handling with bulk loading facilities to road transport; leased to Drymix.
- No. 3 cargo shed**, 3,300 square metres, handles break-bulk cargo such as aluminium, dressed timber along with bulk-bags of pebbles (inedible), fertiliser and magnesium products.
- No. 3A cargo shed**, 4,500 square metres, used for dairy products.
- No. 3B cargo shed**, 3,300 square metres, used for dairy products.
- No. 4 cargo shed**, 5,900 square metres, recently built and used for stock food.
- No. 5 cargo shed**, 5,500 square metres, once notable as the 'meat loader' shed, now used for dairy products.
- No. 6 cargo shed**, 1,500 square metres, leased to Wilbur Ellis and Southland Stevedoring Services.
- No. 7 cargo shed**, 5,900 square metres, the most recent addition, divided by a transverse bulkhead and used for stock feed and fertiliser.



Handling stock food in shed No. 7.



Jon Turnbull, Bluff Coastguard Fundraising Committee Chairperson, with South Port Finance Manager, Lara Stevens.

HELPING THE HELPERS

We have probably all seen the recent fundraising campaign “Mayday Mayday” in the local media asking the public to dig deep to help the Bluff Coastguard raise enough funds to purchase a new vessel. South Port acknowledged the need for a new vessel and saw this as a great opportunity to give something back to the southern community. The benefits of the new vessel mean that rescuers will be able to get to those in need faster in adverse weather conditions, it will be safer for the volunteer crew, is designed to last 30 years and will have lower running costs over the long term. South Port also provides on-going support in the form of berth infrastructure and security on the Island Harbour.

HELPING THE VICTIMS

South Port’s largesse spreads far beyond Bluff’s rugby team and Coastguard and a recent visit by members of South Port’s team to earthquake-ravaged Lyttelton saw the purse strings loosened again. Seeing the destruction the Lyttelton community has suffered South Port was determined to do something to alleviate the loss of local facilities as a result of the quakes. It seemed appropriate that any assistance should go towards helping the young in the community and after some consultation it was decided that South Port’s donation would be used to upgrade the Lyttelton skate park. As the accompanying picture shows, it was in need of a little help.



Peter Davie (CEO Lyttelton Port), Mark O'Connor (CEO South Port), Rex Chapman (Chairman South Port), Paula Smith (Local Community Board) & City Councillor Andrew Turner pictured at the Lyttelton community skateboard park.



New crane secured for sea, then bound for Bluff.

HELPING THE THROUGHPUT

The second mobile harbour crane recently ordered from Liebherr, as mentioned in the previous edition of “The Bluff Portsider”, is now on its way. Loaded aboard the “Altair” in the German port of Rostock the new crane is expected to arrive during September. With two cranes operating a faster cargo throughput, especially of containers, will be possible while South Port’s ability to handle heavy lifts will be enhanced. The new crane is a Liebherr LHM550 and continues South Port’s policy of constantly improving the Port’s cargo handling capabilities having a greater outreach and lifting capacity than the existing LHM400 while also possessing more sophisticated operating systems.



The transformer transformed from an item of ship-board cargo to a heavy load for road transport.

TIWAI TRANSFORMER

Delivering a new transformer for the New Zealand Aluminium Smelter at Tiwai brought another visit from an Austral-Asia Line vessel. This company specialises in 'project cargo' capable vessels and when the "AAL Hong Kong" arrived with the new transformer she was able to handle it with her own shipboard cranes. In the past heavy lifts such as this have had to be barged across the harbour and landed on the Tiwai foreshore but remedial work on Tiwai bridge allowed the new transformer to be taken by road transport, although as the accompanying photograph shows the load was spread far and wide.

THE GRAND DUCHY

The first ship registered in the land-locked Grand Duchy of Luxembourg to visit Bluff was in Port recently. Had the "Lily Oldendorff" flown the Duchy's national flag it probably wouldn't have received a second glance as it is virtually indistinguishable from that of the Netherlands: but she didn't, instead she flew the country's merchant ensign which is distinguishable from virtually everything. Based on the coat of arms of Luxembourg it comprises a red lion rampant – a red lion with two tails, what is more, just in case there is room for confusion – on a ground of blue and white horizontal stripes. Seeing such a rare flag made local vexillologists as happy as a lion with two tails.



Merchant ensign of Luxembourg flying for the first time in Bluff.



Rebranding among the tallow tanks.

TALLOW PLANT REBRANDED

Pacific Terminals is no more. Long time operators of the Bluff tank storage facility, Pacific Terminals, was part of the Gardner Smith organisation which was recently taken over by Australian giant GrainCorp, hence the rebranding.

GrainCorp has a history dating back to 1916 when it began life as part of the New South Wales Government's Department of Agriculture. It has since spread its reach internationally with operations in North America, Europe and now New Zealand.

Within New Zealand it has bulk storage plants for edible oils and fats in Bluff, Napier, New Plymouth, Tauranga and Timaru.

D'AMICO SOCIETA di NAVIGAZIONE S.p.A.



Funnel colours of d'Amico Societa di Navigazione S.p.A.

Salerno is the main town along the beautiful Amalfi coast in south-western Italy and is one of the major ports on the shores of the Tyrrhenian Sea. Here it was that Massimino Ciro d'Amico established his timber business and during the early 1930's he and his oldest son, Giuseppe, founded Fratelli d'Amico Armatori, to begin coastal shipments of forest products. Eventually Giuseppe's six brothers also joined the business.

Although the fleet was badly depleted during World War II when peace returned the company commenced deep-sea trading and began a regular service from Italy to the eastern Mediterranean. The seven brothers who now controlled the business decided upon a division of their shipping interests into two separate companies. Four of the brothers, Giuseppe, Carlo, Oronzo and Vittorio, continued with Fratelli d'Amico Armatori while the other three, Antonio, Ciro and Salvatore, founded d'Amico Societa di Navigazione in 1952 with offices in Palermo and Rome. Both companies prospered and in addition to their dry-cargo fleets soon moved into oil transportation and built up substantial tanker fleets. In 1954 Fratelli d'Amico took



"Med Imabari" discharging fertiliser at Bluff.

delivery of the "Mare Adriacum" while d'Amico Soc. Di Navigazione accepted the "Mirella d'Amico" and "Mina d'Amico", all about 32,000 tons deadweight, the largest size able to transit the Suez Canal when fully loaded and the supertankers of their day. Fratelli d'Amico Armatori went on to operate a variety of ships including bulk carriers, refrigerated ships, even a cable layer, and today the company has a fleet of modern Aframax and Suezmax tankers.

While continuing to expand its tanker fleet, especially its product carriers, d'Amico Societa di Navigazione also developed its dry cargo operations from basically tramp shipping into scheduled services, in particular to the west coast of North America. It was, however, a tanker, the "Marinella d'Amico", that became the first member of the fleet to call here when she visited Bluff in June 1965. Although herself a fairly new ship at that time about half the fleet was made up of war-built or pre-war ships. Within a few years all these had been replaced with

modern tonnage. The North American service in particular benefitted from the introduction of high quality cargo liners that served the company well and saw it make the transition into the age of bulk carriers and container ships.

As the conventional cargo ships were phased out d'Amico replaced them with open-hatch type bulk carriers, which were particularly suited for the shipment of forest products out of the Pacific North-West and were also fitted to carry containers. A period of rapid expansion ensued and d'Amico Societa di Navigazione is now one of the world's leading maritime transport groups. The company has offices in the main centres of international shipping and fleet management is from Dublin, as Ireland presents an advantageous tonnage tax regime for shipping. The dry cargo division, d'Amico Dry, was established in Dublin in 2002 and controls an owned and chartered fleet of some fifty vessels made up of Panamax, Supramax and Open Hatch Handy Size bulk carriers. In addition to trading in the usual bulk commodities they also continue the traditional liner service transporting forest products from the Pacific North West to Mediterranean ports on a monthly schedule.

The d'Amico Tankers Limited fleet is also managed from Dublin having been based there since 2001. Many of the tankers operate in High Pool Tankers, a joint venture between d'Amico and two Japanese companies, Nissho Shipping Company and Mitsubishi Corporation, formed in 2003. With the world increasingly concerned about the buildup of greenhouse gases d'Amico developed an 'Eco-Tankers' project in collaboration with the Hyundai Mipo Dockyard resulting in an optimal design of product tanker giving greatly reduced fuel consumption and a 20% reduction in CO2 emissions. As mentioned in the previous 'Portsider', it was one of these 'Eco-Tankers', the "High Discovery", that is the most recent d'Amico ship to visit the Port of Bluff.



Eco-tanker "High Discovery" inbound for Bluff.